

City of Westlake Village General Plan



Adopted January 9, 2019

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- B. Flora and Fauna of the City of Westlake Village
- C. City of Westlake Village Emergency Response Plan
- D. Las Virgenes/Malibu Council of Governments Hazard Mitigation Plan
- E. County of Los Angeles Fire Department Strategic Fire Plan

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INTRODUCTION

In 2019, the City of Westlake Village completed a technical update of its General Plan. This update was needed to account for the City's development since the previously adopted general plan was prepared. The original General Plan contained goals, policies, and programs which directed cohesive development. The primary focus of the previously adopted General Plan was to develop those goals, policies, and programs, which would sustain Westlake Village residents' high quality of life, and to address the probable recycling of existing uses to increased densities. While largely successful and still relevant, there are physical changes to the City which have occurred since the previous General Plan's adoption that must now be accounted for, while re-affirming the goals and policies which are still relevant today.

This General Plan is also intended to:

- a. Address all legislative planning requirements of the State of California;
- b. Integrate into a plan document all required and permissive elements, replacing previously adopted elements;
- c. Provide data and analyses regarding conditions and factors currently influencing the City and projected to occur to 2029; and
- d. Define policies and programs which promote the conservation and revitalization of existing uses, guide new development, and focus resource management activities in a manner which reflects community needs and objectives.

ORGANIZATION OF THE GENERAL PLAN DOCUMENT

The General Plan document has been organized by major resource topics and is divided into the following chapters and subject areas:

CHAPTER ONE - COMMUNITY DEVELOPMENT

Land Use

Housing (Due to frequent changes required by state law, the Housing Element will be included by reference in this document, but will be under separate cover.)

CHAPTER TWO - INFRASTRUCTURE AND COMMUNITY SERVICES

Circulation

Utilities

Institutional Facilities

Public Safety

Recreation

Solid Waste/Source Reduction and Recycling

CHAPTER THREE - NATURAL RESOURCES

Biological Resources
Visual Resources/Scenic Highways
Open Space
Watershed Areas
Scarce Resources
Air Quality

CHAPTER FOUR - HAZARDS

Geologic, Seismic and Flooding Hazards
Fire Hazard
Noise

APPENDICES (under separate covers)

- A - Environmental Impact Report
- B - Flora and Fauna of the City of Westlake Village
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- D - Las Virgenes-Malibu Council of Governments Hazard Mitigation Plan
- E - County of Los Angeles Fire Department Strategic Fire Plan

THE GENERAL PLAN

The General Plan will give guidance to those making decisions affecting the allocation of resources and future shape and character of the City of Westlake Village. It, therefore, will be the official statement of the City regarding the framework of policies, standards, and actions needed to achieve its physical, economic, social, and environmental goals. Although the Plan will be composed of individual sections, or "elements," each dealing with a particular topical area of concern, the General Plan will embody a comprehensive approach in which the total range of City concerns and issues are treated in an integrated manner.

The General Plan will also act to clarify and articulate the City's intentions with respect to the rights and expectations of the general public, property owners, prospective investors, and business interests. Through the Plan, the City will inform these groups of its goals, policies and development standards; thereby communicating what is expected of the private sector to meet the objectives of the Plan.

Integrated into the Plan are the seven elements mandated by the State of California and additional elective elements with importance to the City. The former consists of Land Use, Circulation, Housing, Conversation, Open Space, Noise, and Safety (the Environmental Justice element requirement is inapplicable to the City). Elective elements

include Infrastructure, and Public Services and Facilities. In addition, the Plan summarizes and incorporates by reference a Source Reduction and Recycling Element consistent with the requirements of the California Integrated Waste Management Act of 1989 (AB 939). This includes the provisions for the Mandatory Commercial Recycling Act of 2011 (AB 341) in accordance with the California Department of Resources, Recycling and Recovery (CalRecycle), and an Air Quality Element in compliance with the guidelines of the Southern California Association of Governments. These elements are organized by their constituent resource topics, rather than the state-defined element titles, to avoid the redundancy resulting from the overlapping requirements of the State General Plan Guidelines. For example, "Parks and Recreation" policy pertains to three separate elements: Land Use, Open Space, and Parks and Recreation.

OVERVIEW OF THE CITY

The City of Westlake Village is located approximately 40 miles northwest of Los Angeles (see **Figures 1** and **2**) and encompasses 5.62 square miles. It is bounded by the City of Thousand Oaks on the west at the Los Angeles-Ventura County line, the City of Agoura Hills on the east, at the Rancho El Conejo line, unincorporated Los Angeles County to the south and southeast along Decker Road, and unincorporated Ventura County to the northeast (see **Figure 3**). Topographically, the City is bordered by El Conejo Hills to the north and the Santa Monica Mountains to the south. The Ventura Freeway (U.S. Highway 101) passes through the northern portion of the City, and Lindero Canyon Road provides the only freeway exit that directly services the City. The California Department of Finance 2017 population estimates approximated that the City has 8,370 residents within the City limits, living in 3,234 dwelling units, and the estimated average household income is approximately \$107,667 (May 2017 Southern California Association of Governments).

The master planned nature of the community is responsible for such characteristics as a wide range of housing types, uniform design patterns, well-defined and broad-based industrial centers in business park settings, an efficient and attractively landscaped circulation system, neighborhoods with readily-identifiable boundaries, an 18-hole golf course, and greenbelts which internally link residential developments. Westlake Lake is situated in the center of town and straddles the Los Angeles- Ventura County line with the southeastern portion in the City of Westlake Village and the remaining northwestern half of the lake within the City of Thousand Oaks.

AREA COVERED BY PLAN

The Westlake Village General Plan covers the area within the City limits (**Figure 3**). It is the City of Westlake Village Planning Department's determination that no other area outside of the City limits will bear a relation to the City's planning.

Figure 2. Subregional Location of The City of Westlake Village

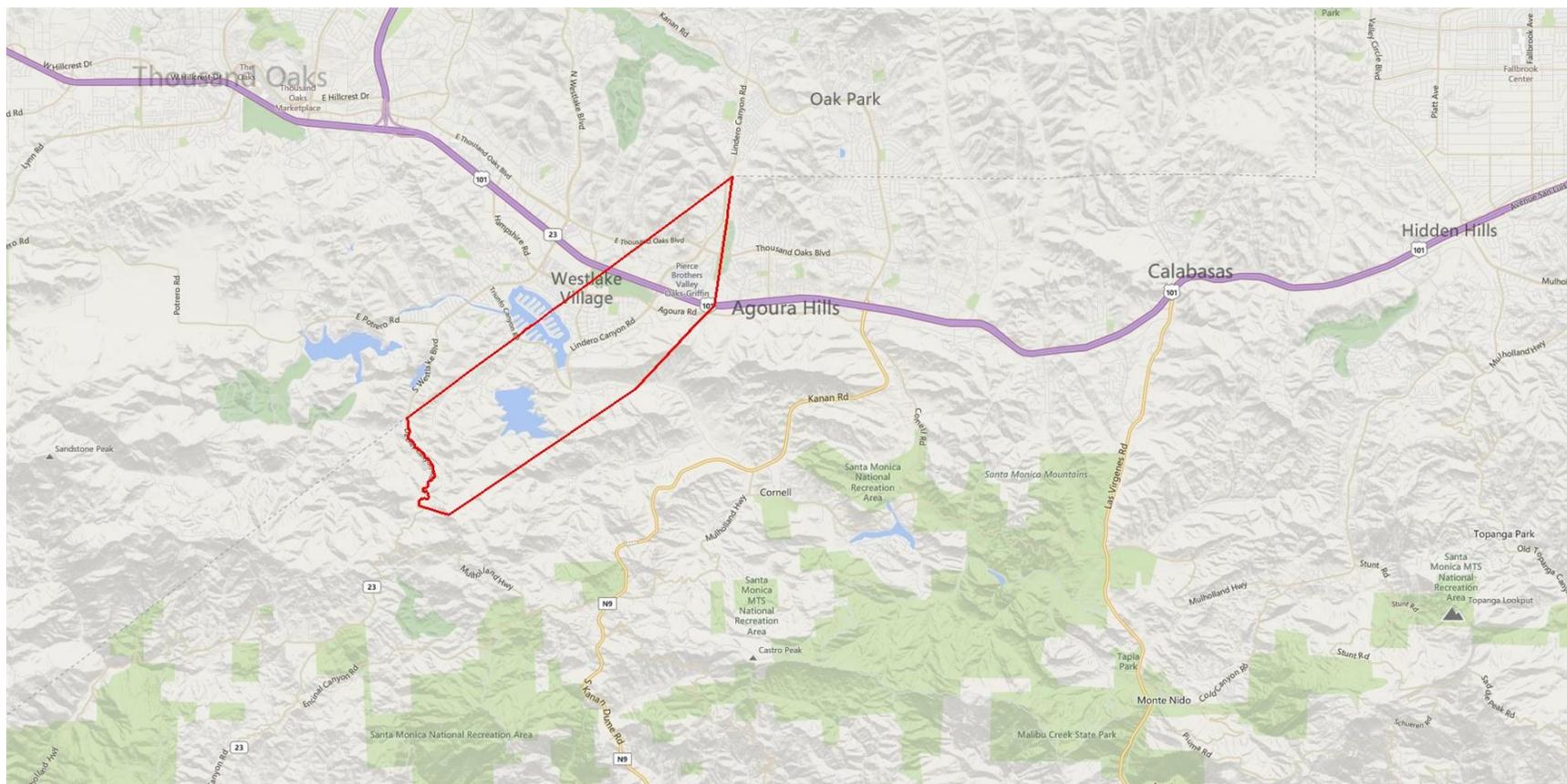
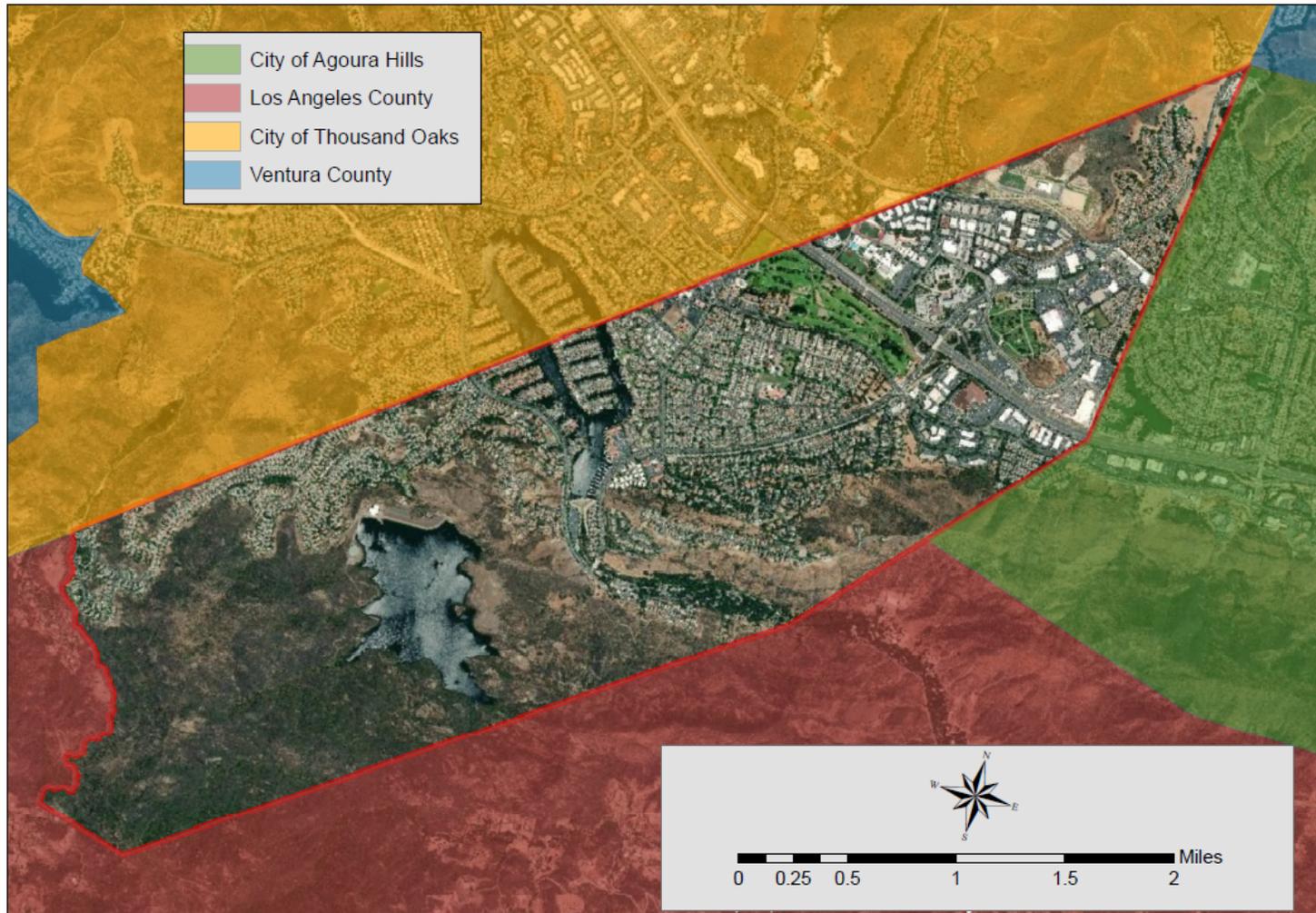


Figure 3.

City of Westlake Village and Surrounding Jurisdictions



DATA BASE

The economic and socio-demographic analysis presented in the General Plan is based on data compiled by the 2010 U.S. Census, the State of California Department of Finance (DOF), and the Southern California Association of Governments (SCAG). These data sources were selected due to the extensive and comprehensive nature of the information gathered by the census, the fact that the DOF's population figures are used to determine per capita distribution of State subventions, and the extensive data collection and coordination between local jurisdictions in the area's council of governments.

CHAPTER ONE - Community Development

A. LAND USE

1. HISTORIC BACKGROUND

The City of Westlake Village is located on a portion of the former Albertson Ranch; whose cattle-grazing operation on the land ended in the mid 1960s when construction of Westlake Village commenced. The ranch was a portion of the former El Conejo land grant, whose original boundary line forms the southern and eastern City limits.

Over twenty-six cultural resources have been recorded in the City and within two miles of the City boundaries, including eight aboriginal sites located within the City itself. One of these sites is believed to have been the historic village of Hipuk, which was established around 500 A.D. near the former confluence of several streams at the center of the City. The site, however, was eliminated by the construction of Westlake Lake. An earlier village located just west of the City was likely established more than 5,000 years ago, and may be the oldest known village in the area.

Beginning in 1966, the American Hawaiian Company started development of Westlake Village as a master-planned community with development responsibilities subsequently passing to the Prudential Insurance Company. The community straddles the Los Angeles-Ventura County line (**Figure 4**); the Ventura County portion of which was incorporated as part of the City of Thousand Oaks in 1968. However, the buildout of the two halves has proceeded in a coordinated and interlinked manner, relatively indifferent to the County limit which separates them.

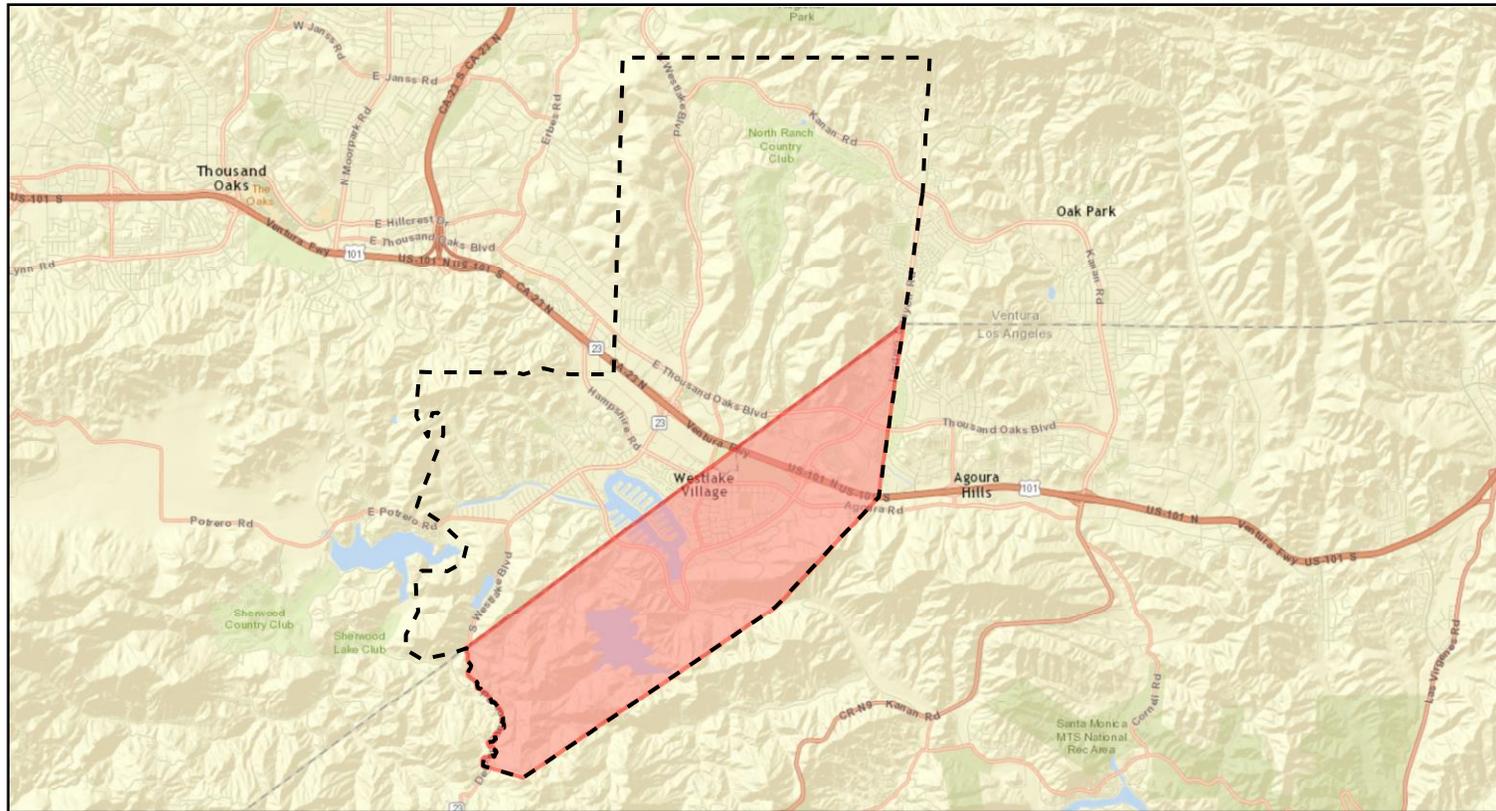
The Los Angeles County Portion was incorporated on December 11, 1981 as the City of Westlake Village. Incorporation was supported by more than 80% of those voting on the issue. The primary reason for incorporation was to maintain the high quality of development within the City and to preserve the general pattern of land uses and design standards envisioned in the master plan. Sentiments towards formation of a City with physical limits based on the master plan were intensified by several attempts to include all or part of the City in incorporation movements initiated by the City of Agoura Hills.

2. EXISTING LAND USE

For the purposes of this discussion, the City's lands can be grouped into two categories: developed and undeveloped. The areas of the City developed with residential, office, light industrial, and commercial uses are likely to remain stable over the long-term; however, some areas are potentially subject to change and/or intensify land use. The undeveloped areas of the City can be further separated into two groups: permanent open space areas, and vacant lands for infill development.

Figure 4.

Westlake Village Master Plan Area



Over 99 percent of the City's total land area is presently developed or committed to preservation as open space (**Figure 5**). A detailed tabulation of existing land uses by acres is presented in **Table 1**, and is summarized as follows:

Land Use	Current Acres	Current % of Total
Commercial	154.54	4.3%
Lake/Reservoir	325.64	9.1%
Light Industrial	91.04	2.5%
Office	105.83	2.9%
Open Space	1,554.61	43.2%
Public and Quasi-public	109.81	3.1%
Residential	873.46	24.3%
Rights of Way	381.96	10.6%
Total	3,596.89	100%

a. DEVELOPED AREAS

Residential Development

The City is divided into 20 neighborhoods which represent a broad mix of residential densities, ranging from lot sizes of almost two acres to developments of more than 23 dwelling units per acre. However, a City wide average density of 6.5 dwelling units per acre creates an overall appearance of suburban, low-profile development. The 20 neighborhoods are characterized in **Table 2** and depicted on **Figure 6**.

Commercial/Industrial Development

Commercial development represents a small percentage of the City's developed acreage and is somewhat fragmented. The City's commercial centers are located at the County Line Center (northwest corner of Agoura and Lakeview Canyon Roads) which contains neighborhood retail and service uses as well as a movie theater; The Landing (north side of Lindero Canyon Road, adjacent to Westlake Lake) which sustains an extensive amount of office space, several restaurants and small shops; the Village Center (Village Center Road) in First Neighborhood, which supports a few retail and service businesses; the North Ranch Gateway shopping center which has a major retail location and several smaller shops (Thousand Oaks Boulevard and Lindero Canyon Road); the Westlake Marketplace, which supports 31 acres of neighborhood commercial, retail and restaurant uses (east side of Lindero Canyon Road north of the 101 freeway); and the most recently

opened, Shoppes at Westlake Village anchored by large retail stores and several restaurants (Russell Ranch Road next to the easterly city limit with Agoura Hills).

The area designated as Planning Area 'A' of the Westlake North Specific Plan has a hotel, as well as four restaurants that service hotel guests and public patrons. Other commercial centers within the City include the Westlake Inn complex located on Agoura Road, south of the Westlake Golf Course and east of Lakeview Canyon Road, which consists of a hotel, banquet facility, restaurant, night club, and a wine and coffee shop. The Four Seasons Hotel is situated on a 19.7 acre property and offers visitors several restaurants to choose from as well as a fully functional health and wellness center. Two service stations and a carwash as well as the Westlake Athletic Club located outside of these centers complete the range of commercial uses, except for a few wholesale/retail outlets located in the business park areas.

The City includes approximately 105.83 acres of office use, located to the north and south of the Ventura Freeway. Office buildings are also located on Agoura Road west of Lakeview Canyon Road, as well as along Russell Ranch Road, the west side of Lindero Canyon Road north of the freeway, along south side of Thousand Oaks Boulevard west of Lindero Canyon Road, on Dole Drive, and along Via Colinas. Business Park uses are also generally located to north and south of the Ventura Freeway along Via Colinas and along Lindero Canyon Road, as well as along the eastern portion of Agoura Road.

Commercial recreational areas are, the Westlake Golf Course, the Westlake marina, and Westlake Lake. The Westlake Village Community Park property is also a commercial recreation site which will accommodate the Triunfo YMCA.

Other Uses

Public and semi-public uses include Westlake Village City Hall and Library, White Oak Elementary School, four churches, a fire station, Oaks Christian High School and Middle School, , and a water district tank on Glenbridge Road.

Figure 5.

Westlake Village Land Use Inventory

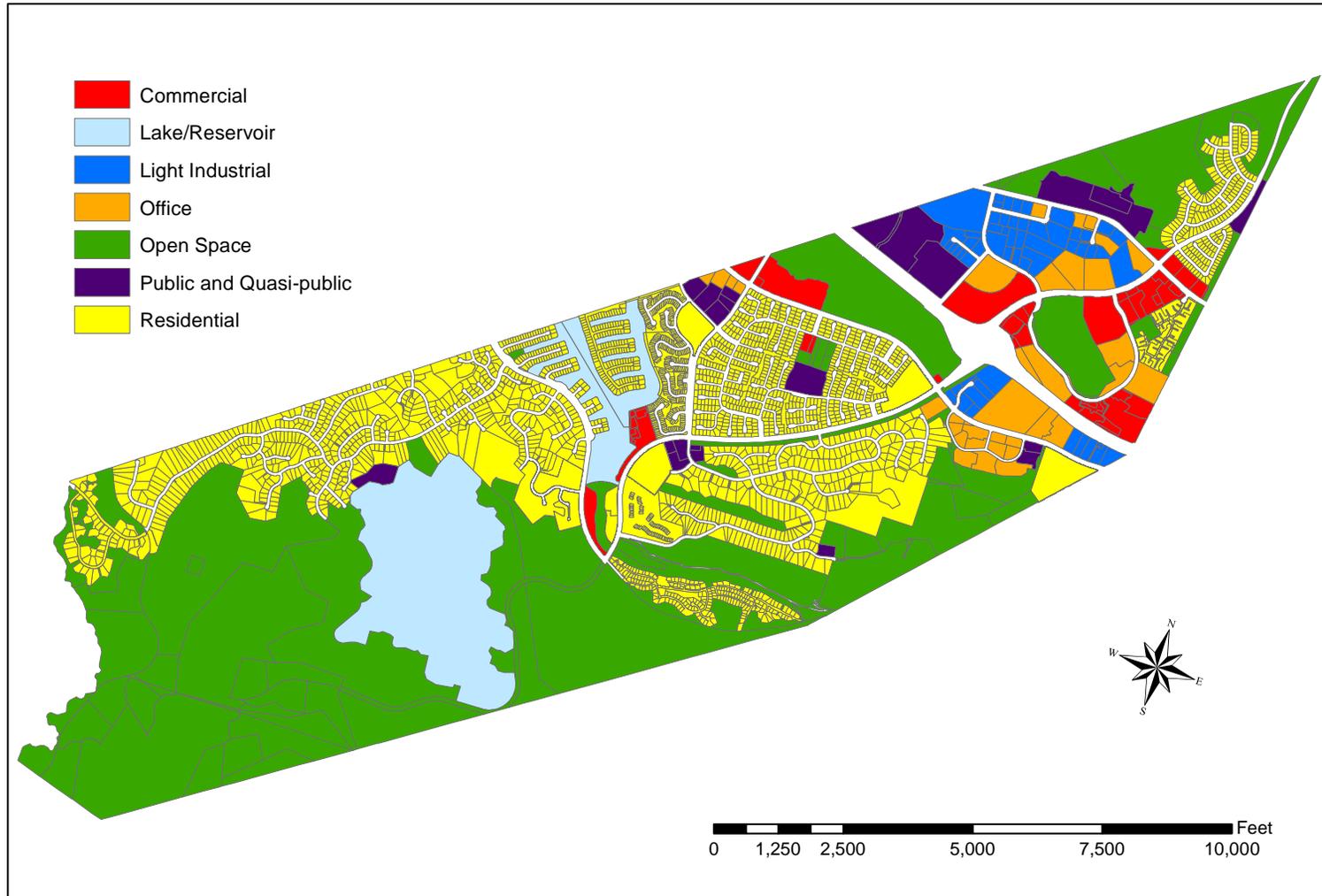


Table 1. Existing Land Uses in Acres.

<u>Land Use</u>	<u>Acres</u>	<u>Percentage of land in the City</u>
Residential	873.46	24.3%
Single-Family	751.21	86.0%
Multi-Family	101.72	11.6%
Mobile Home Park	20.53	2.4%
Rights-of-Way	381.96	10.6%
Local Streets	328.22	85.9%
Ventura Freeway	53.74	14.1%
Industrial	91.04	2.5%
Business Park	105.83	2.9%
Commercial	154.54	4.3%
Recreational	32.98	21.3%
General	80.22	51.9%
Office	41.34	26.8%
Public/Semi-Public	109.81	3.1%
Religious	54.28	49.4%
School	50.47	46.0%
Utilities/Public Facilities	4.54	4.1%
Fire Station	0.52	0.5%
TOTAL DEVELOPED AREA	1,716.64	47.7%
Open Space	1,873.81	52.2%
Dedicated Open Space	1,377.45	73.6%
Open Space Easement (Golf Course)	82.13	4.4%
Water Bodies	325.64	17.4%
Cemetery	40.86	2.2%
Flood Hazard Areas	21.99	1.2%
Parks	21.04	1.2%
Restricted Use Areas	4.70	0.3%
Vacant	6.44	0.2%
TOTAL UNDEVELOPED AREA	1,880.25	52.3%
GRAND TOTAL	3,596.89	100.0%

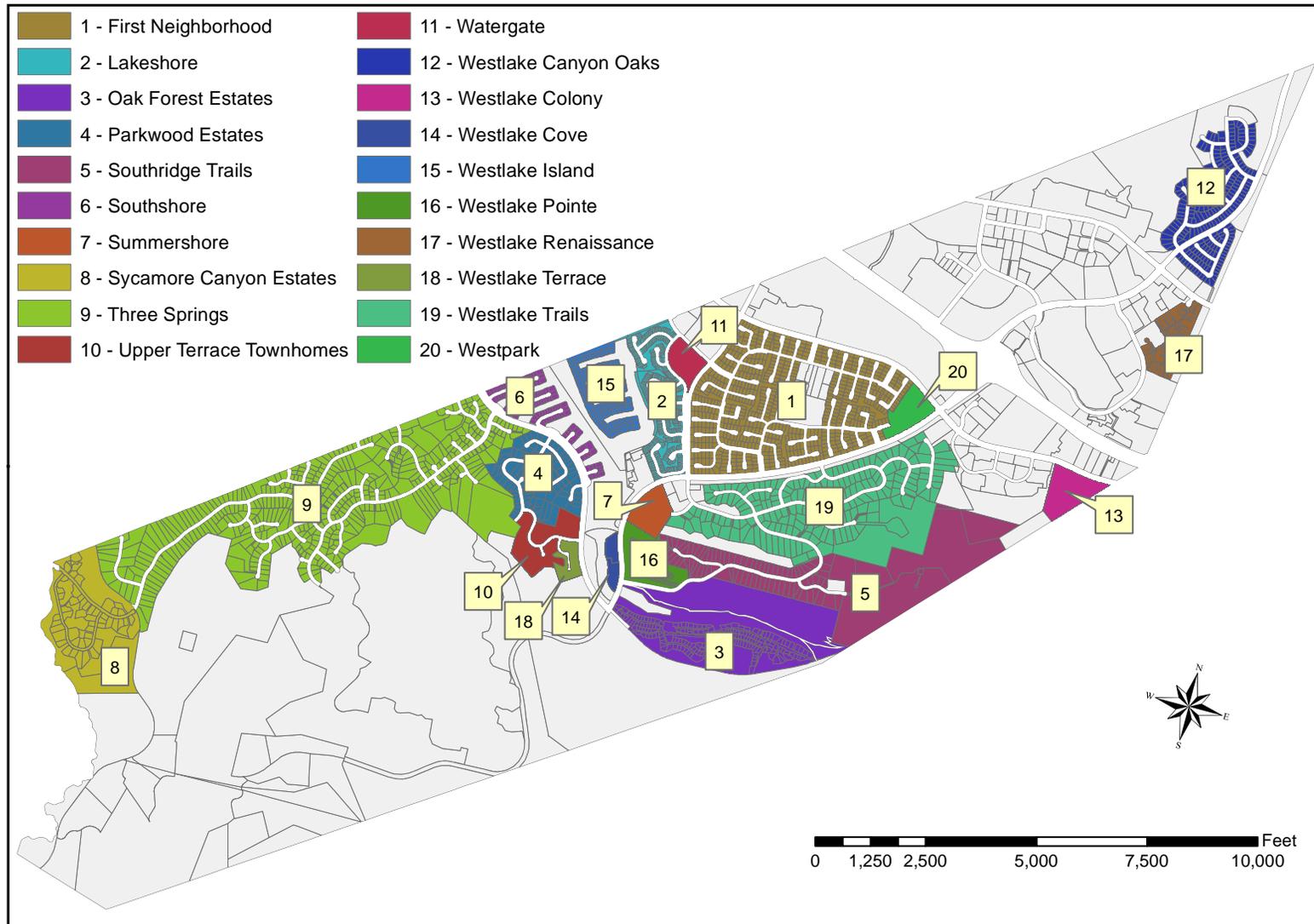
(Percentage figures rounded to the nearest 1/10th of a percent)

Table 2. Neighborhood Density.

	Neighborhood	Approximate Density
1	First Neighborhood	6.5
2	Lakeshore	8.1
3	Oak Forest Estates	4.1
4	Parkwood Estates	3.6
5	Southridge Trails	2.9
6	Southshore	7.0
7	Summershore	8.9
8	Sycamore Canyon Estates	1.4
9	Three Springs	1.9
10	Upper Terrace Townhomes	3.0
11	Watergate	10.6
12	Westlake Canyon Oaks	4.6-6.7
13	Westlake Colony	8.9
14	Westlake Cove	8.7
15	Westlake Island	7.9
16	Westlake Pointe	3.9
17	Westlake Renaissance	7.7
18	Westlake Terrace	6.6
19	Westlake Trails	1.0
20	Westpark	23.2

Figure 6.

Westlake Village Neighborhoods



b. UNDEVELOPED/UNCOMMITTED AREAS

Open Space

Approximately 1,880.25 acres within the City were undeveloped in 2017. Of this, 73% is dedicated open space. Moreover, 52% of the entire City is currently open space. Major open space areas include:

- A 342-acre area of land owned by the Las Virgenes Municipal Water District and located southeast of the Las Virgenes Reservoir
- Approximately 122 acres of dedicated open space north and west of Westlake Canyon Oaks; the 102-acre Decker Canyon open space
- Approximately 492 acres dedicated to open space around Westlake Reservoir, including land owned by the Santa Monica Mountains Land Conservancy
- Las Virgenes Reservoir
- Westlake Lake
- Westlake Golf Course
- Valley Oaks Memorial Park

Uncommitted Vacant Areas

An area which is currently undeveloped and subject to change is the 6.5-acre property on Lakeview Canyon Road, formerly occupied by the Westlake Hospital.

Underdeveloped and Redeveloped Areas

Underdeveloped sites are defined as properties that are developed at less than their designated maximum densities would permit. While no such properties exist within the City, some intensification of residential development is expected to occur through the construction of second units on lots with existing single-family dwellings. Similarly, there may be future opportunities within aging, functionally obsolete business park areas, for the introduction of mixed use development including residential and non-residential uses.

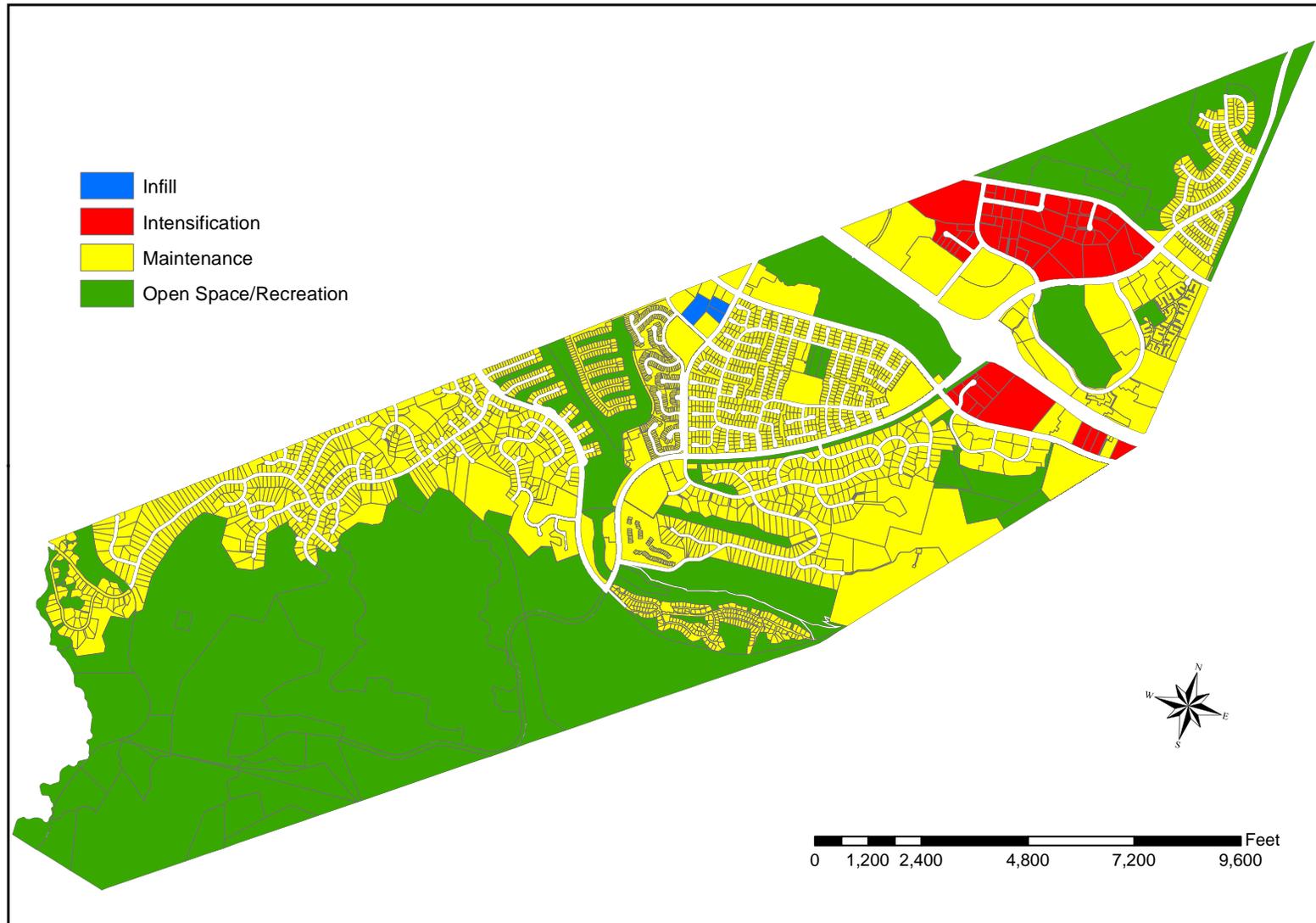
3. GENERAL DEVELOPMENT POLICIES

The City of Westlake Village is predominantly built out, that is, the majority of vacant land available for development has been developed. While future growth within the City will no longer continue to include expansion of urban uses into presently undeveloped areas, other development trends and issues can be anticipated. With the escalation of land values and regional growth pressures, the City has witnessed and will continue to experience a trend toward land use intensification within existing neighborhoods and business districts. This trend will bring with it new issues related to land use compatibility and the maintenance of community character and cohesiveness. To address this emerging trend, the City's general development policy has been expanded and refocused.

The General Development Policy map (**Figure 7**) identifies those areas where the existing type and intensity of land uses will be maintained, areas which are subject to use intensification, presently vacant areas which are generally suitable and available for the expansion of new land uses, and areas which will be preserved for open space and recreational purposes. Policies directed toward Maintenance Areas will encourage the maintenance and preservation of neighborhood quality and character. Policies pertaining to Intensification Areas anticipate and provide for recycling of uses and adaptive reuse of existing development at somewhat greater intensities. Expansion policies permit the conversion of presently vacant land to urban use in a manner that is sensitive to and compatible with the natural and manmade environment. Finally, Open Space policies are intended to protect and enhance existing open space and recreational amenities, and to encourage the preservation of additional areas characterized by important scenic, biotic and other natural values. In sum, the City's general development policies are intended to assure that all future development is compatible with, and compliments existing community character in terms of scale, density and design.

Figure 7.

Westlake Village General Development Policy



4. LAND USE POLICY

a. **LAND USE MAP**

The General Development Policy map is translated into specific land use designations as shown on the Land Use Map (**Figure 8**). The Land Use map indicates land use designation, permitted Floor Area Ratio, and specific plan areas. It is anticipated that the acreage devoted to all land use categories listed in **Table 1** will remain with the exception of vacant lands.

b. **LAND USE DESIGNATIONS**

The General Plan's land use designations broadly define the types of residential, commercial and industrial uses permitted in the various subareas of the City. The mechanism which precisely defines the uses permitted on a particular parcel, within the parameters of the land use plan, is the Zoning Ordinance. Although one is general and the other specific, the plan and ordinance must be consistent. The following outlines the intent of each land use designation and the types of uses which may be accommodated within each classification. The permitted residential densities and permitted commercial and business park intensities of use are indicated on the Land Use Map (**Figure 8**), and on **Table 1**.

Residential Designations

- Low Density (0-4.0 units/acre)

The Low Density designation applies to a predominantly single-family suburban environment with a low overall density. Clustering may be utilized in order to preserve significant natural resources, such as slopes and habitat areas.

- Medium Density (4.1-7.0 units/acre)

The Medium Density designation applies to neighborhoods of predominantly single-family, detached homes in areas with limited development constraints.

- Intermediate Density (7.1-10.0 units/acre)

The Intermediate Density designation applies to areas composed largely of attached, single-family townhome or patio home developments. Such developments are normally in a condominium form of ownership, with extensive commonly-owned open space and small private patios or yards.

- High Density (10.1-18.0 units/acre)

The High Density designation applies to multi-family development in the more central areas of the City, near services, and on arterial streets.

- Very High Density (18.1-25.0 units/acre)

The Very High Density designation applies to multi-family residential development in the central areas of the City and on arterial streets, and is characterized by multi-storied development and smaller units.

- Mobilehome Residential (4.1-7.0 units/acre)

The Mobilehome Residential designation applies to areas of existing mobilehome development and to vacant property which represents an infilling of these areas. It is intended that the density of new mobilehome development will be compatible with that of existing development.

Commercial Designations

- General Commercial

The General Commercial designation is intended to allow for a broad range of commercial services, including office, retail, hotel and entertainment uses. It is intended to be applied in central areas to ensure the viability of commercial centers, reduce vehicle-miles traveled and maintain the low-intensity character of outlying areas.

- Commercial Recreation

The Commercial Recreation designation is intended to designate centers of recreational activity, such as golf courses, driving ranges, tennis and athletic clubs.

- Office Commercial

The Office Commercial designation is intended to provide for business and professional office uses which do not engage in the merchandising of products.

Industrial Designations

- Business Park

The Business Park designation is intended to encourage an attractive environment for office and industrial uses (including high technology and research and development firms) in which building design, lot size and internal circulation are regulated. This designation is intended to be applied near major transportation corridors and in a consolidated pattern in order to reduce industrial traffic on residential streets, provide for the efficient transportation of supplies and employees, reduce conflicts with other land uses, and enhance the identity of industrial areas.

Public and Quasi-Public Designations

- Public

The Public designation is intended to apply to uses in public ownership, including administrative offices, police and fire stations, libraries and cultural centers.

- Schools

The School designation is intended to apply to public and private schools.

- Park

The Park designation is intended to apply to publicly and privately owned parks.

- Institutional

The Institutional designation is intended to apply to quasi-public uses such as religious facilities, private schools and hospitals.

- Open Space

The Open Space designation is intended to apply to publicly and privately owned land primarily maintained in an unimproved form, such as common open space, lakes, reservoirs, hillside and watershed areas.

- Cemetery

The Cemetery designation is intended to apply to publicly and privately owned land primarily maintained as cemeteries.

c. SPECIFIC PLAN OVERLAY

Certain areas of the City have been identified as requiring a specific plan to coordinate architectural and site design with onsite circulation and infrastructure, and to promote neighborhood cohesiveness and compatibility. The specific plan process will enable better site design through a more comprehensive project review. Sites required to develop specific plans are indicated on **Figure 8**.

d. RESOURCE MANAGEMENT OVERLAYS

Certain areas of the City have been identified as containing significant resources for which special consideration is necessary in conjunction with development. These areas are described and depicted on the following pages. To ensure the protection of the appropriate resources, the City has designated various policy overlays for these areas such that specific actions are required upon development of these properties.

Hillside Management Area

The Hillside Management Area Overlay (**Figure 9**) is intended to further the preservation and maintenance of the natural character and visual amenities of hillsides as a scenic resource, and to afford protection from geologic, fire and other natural hazards. The areas identified as Hillside Management Areas are also classified as Open Space, and as such, will not be developed in the future.

Cultural Reconnaissance Area

The Cultural Reconnaissance Area Overlay (**Figure 10**) is intended to preserve, where feasible, sites of archaeological and historic significance or the information they contain where site preservation is not possible. Biophysical and physiographic features similar to those of areas where cultural resources were previously discovered exist in the unsurveyed portions of the City; therefore, there is a very strong possibility that additional, potentially significant cultural resource remains lie within the City limits. As part of any development proposal for property located within or adjacent to a designated Cultural Reconnaissance Area, an intensive, systematic surface reconnaissance program conducted by a qualified archaeologist shall be required to identify and evaluate the impact of the proposed development and to recommend measures to mitigate any such impacts.

Flood Hazard Area

The Flood Hazard Area Overlay (**Figure 11 and 11a**) is intended to protect development within flood hazard areas identified by the Los Angeles County Flood Control District and limit the impact of flood control improvements on affected properties. Any development proposal for property located within or adjacent to a designated Flood Hazard Area shall be subject to the review and approval of the District. Additionally, in

the unlikely event that the Las Virgenes Reservoir were to fail, areas of inundation have been identified in **Figures 11b and 11c** in Chapter Four of this document.

Watershed Area

The Watershed Area Overlay (**Figure 12**) is intended to minimize the effects of development on Las Virgenes Reservoir and Triunfo Canyon. As part of any development proposal for property located within a designated Watershed Area, measures shall be incorporated into the project's design to minimize the impacts of runoff, erosion and pollutants on affected water bodies.

Significant Habitat Area

The Significant Habitat Area Overlay is intended to minimize the negative effects of development on the highly-sensitive biological habitats depicted in **Figure 25** (Chapter Three). As part of any development proposal for property located within or adjacent to a designated Significant Habitat Area, an analysis by a qualified biologist (subject to City approval) shall be required to evaluate the impact of the proposed development on the affected habitats or communities and recommend measures to mitigate any impacts. Additionally, a listing of the expected flora and fauna to be found within the City can be found in **Appendix B** under a separate cover to this document.

Figure 9.

Hillside Management Area and Prominent Ridgelines

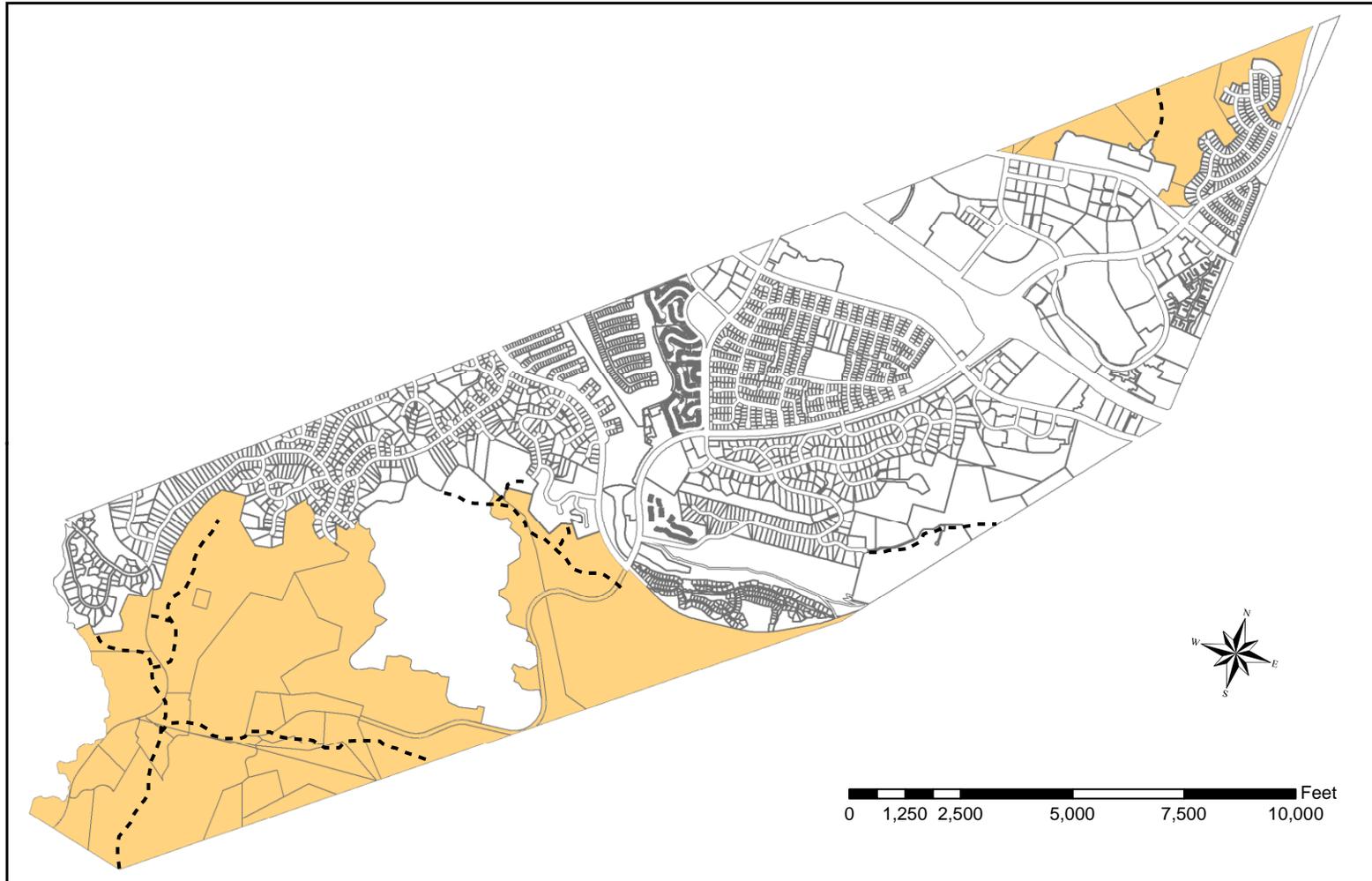


Figure 10.

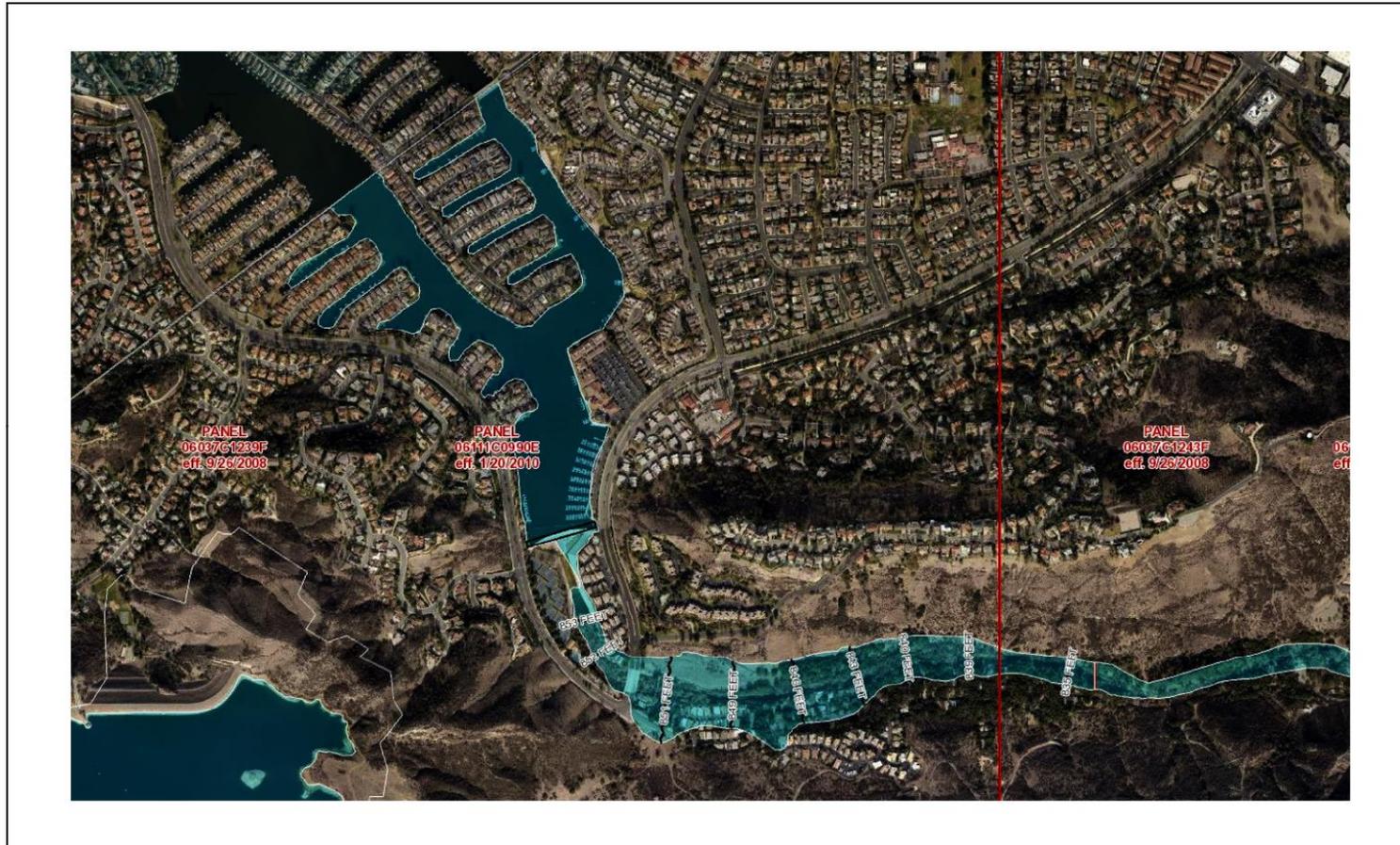
Cultural Reconnaissance Areas



CITY OF WESTLAKE VILLAGE GENERAL PLAN

Figure 11.

Flood Hazard Area

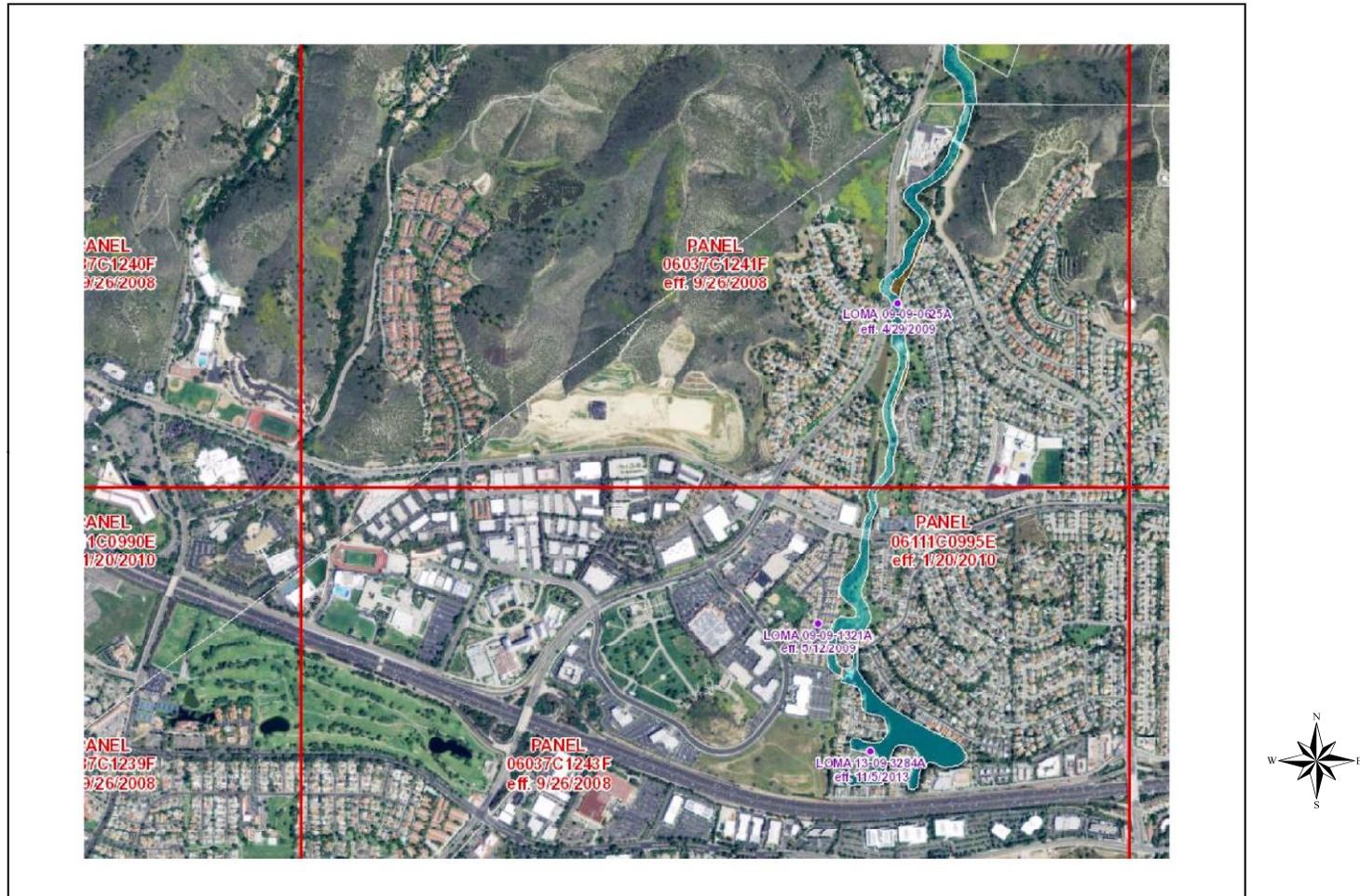


1,200 Feet

Data Source: Los Angeles County Flood Control District

Figure 11a.

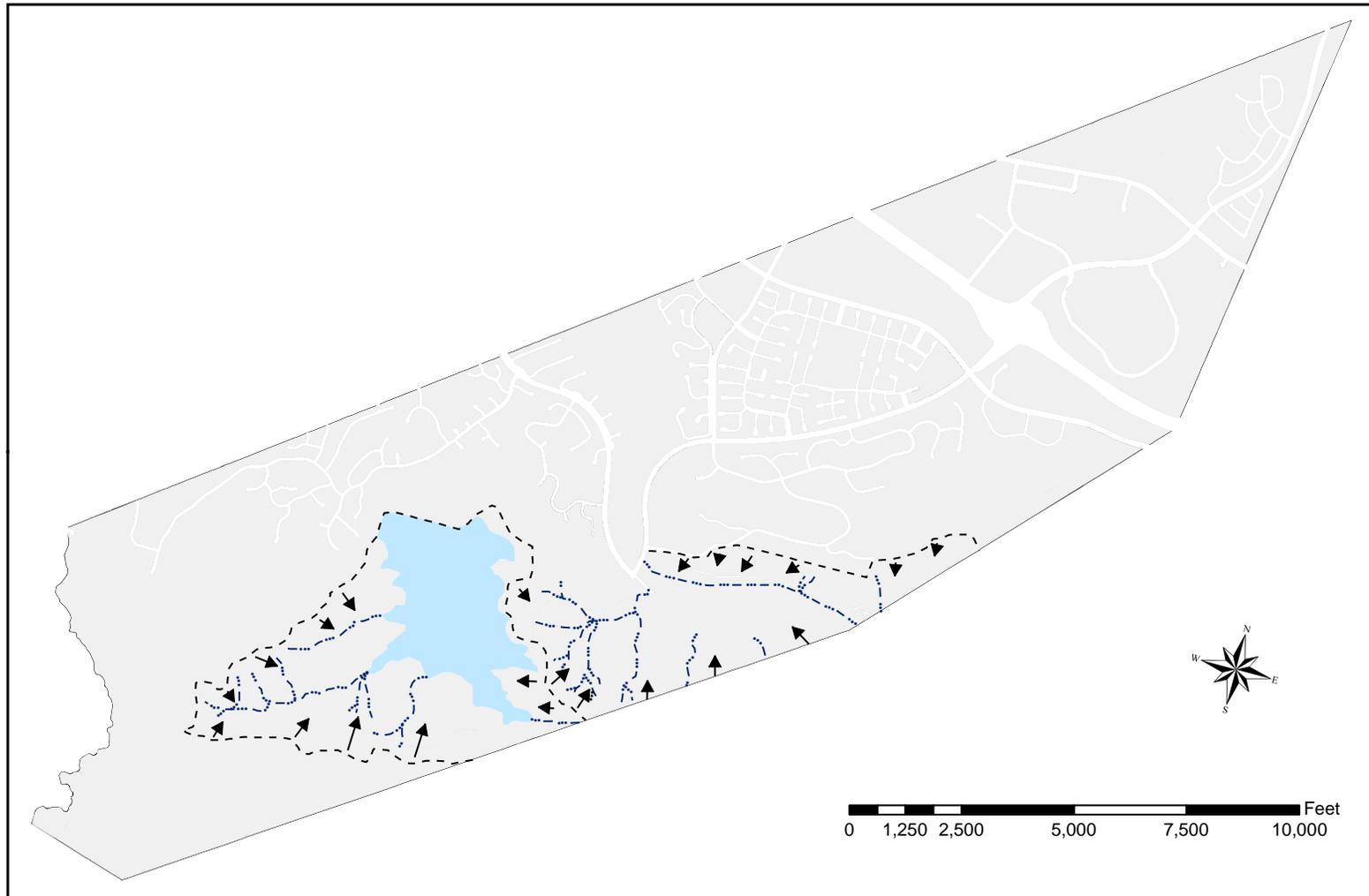
Flood Hazard Area



1,500 Feet Data Source: Los Angeles County Flood Control District

Figure 12.

Westlake Reservoir and Triunfo Canyon Watershed Areas



5. GOALS, POLICIES, AND PROGRAMS

The following goals, objectives, and policies address community development issues within the City of Westlake Village. At the end of each policy is a listed “I” and number in parentheses which refers to a corresponding implementation program.

GENERAL DEVELOPMENT POLICY

Goal It shall be the goal of the City of Westlake Village to:

- 1 Maintain the fundamental pattern of existing land uses, preserving residential neighborhoods and commercial and industrial districts, while providing opportunities for the expansion of new uses in environmentally suitable areas, and for the intensification or reuse of selected sub-areas which are economically underutilized or functionally obsolete.

Objective It shall be the objective of the City of Westlake Village to:

- 1.1 Provide for new land use development and adaptive reuse which is reflective of and complements the overall pattern and scale of existing development, and offers the opportunity for the revitalization and/or reuse of selected sub-areas as distinctly identifiable activity centers of the City.

Policies It shall be the policy of the City of Westlake Village to:

- 1.1.1 Provide for the maintenance of existing uses at their current scale and intensity of use in those areas designated as Maintenance areas on the General Development Policy map (**Figure 7**) (I-1 and I-2).
- 1.1.2 Provide for the maintenance and possible expansion of open space and recreation uses in those areas designated as Open Space and Recreation areas on the General Development Policy map (**Figure 7**) (I-1).
- 1.1.3 Provide for the intensification and adaptive reuse of sites located in areas designated as Intensification areas on the General Development Policy map (**Figure 7**) provided that the proposed use is compatible in use, scale and density with adjacent uses and further provided that the proposed use is compatible with existing or planned infrastructure capacity and availability (I-1).
- 1.1.4 Provide for the expansion of uses in areas designated as Infill areas on the General Development Policy map (**Figure 7**) provided the proposed use is compatible in scale, density, and land use type with adjacent uses, and further provided the proposed use is consistent with and sensitive to the site's environmental setting (I-1).

INFRASTRUCTURE

Goal *It shall be the goal of the City of Westlake Village to:*

- 2 Ensure that new development is adequately served by supporting transportation facilities, and utility infrastructure and public services.

Objective *It shall be the objective of the City of Westlake Village to:*

- 2.1 Ensure that new development is adequately served by transportation facilities (streets, highways, transit, and other), utilities (wastewater collection and treatment, water supply, electrical, natural gas, telecommunications), solid waste disposal services, storm drainage, and other public infrastructure.

Policy *It shall be the policy of the City of Westlake Village to:*

- 2.1.1 Implement and maintain public infrastructure improvements necessary to support land uses accommodated by the Land Use Plan (as defined in the Circulation, Utility Service, Facilities, and Conservation Elements of the General Plan) (I-7, I-8, I-9, I-11, and I-12).

Objective *It shall be the objective of the City of Westlake Village to:*

- 2.2 Ensure that land use development is coordinated with the ability to provide adequate public services (general governmental, police, fire, recreational, cultural, and other).

Policies *It shall be the policy of the City of Westlake Village to:*

- 2.2.1 Implement public service improvements necessary to support land uses accommodated by the Land Use Plan (as defined in the Institutions, Public Safety, and Recreation Elements of the General Plan) (I-7, I-8, I-9, I-11, and I-12).
- 2.2.2 Implement procedures which maintain and enhance the economic viability of development and fiscal well-being of the City (i.e., require new development to pay for capital improvements and service costs generated by such development) (I-4).

CITYWIDE LAND USE DISTRIBUTION

Goal *It shall be the goal of the City of Westlake Village to:*

- 3 Provide for the appropriate mix and type of land uses which serve the needs of existing and future residents, generate sufficient revenues to support

essential City services, improve the overall balance of employment and housing, respect the City's natural environmental resources, and complement and enhance the character of the City and quality of life of its residents.

Objective *It shall be the objective of the City of Westlake Village to:*

- 3.1 Ensure that sufficient lands are designated to accommodate a balance of uses which (a) provide for the housing, commercial, employment, educational, recreational, cultural, social, and aesthetic needs of City residents, and (b) preserve the City's significant environmental resources.

Policies *It shall be the policy of the City of Westlake Village to:*

- 3.1.1 Accommodate existing land uses and new development in accordance with the Land Use Plan map (**Figure 8**) of the General Plan (I-1).
- 3.1.2 Implement density limits and development standards which ensure that new development maintains and enhances the overall quality, scale, and physical characteristics of the City (I-1 and I-3).

RESIDENTIAL DEVELOPMENT, PERMITTED USES, PHYSICAL FORM AND CHARACTER

Goal *It shall be the goal of the City of Westlake Village to:*

- 4 Maintain existing residential neighborhoods and provide opportunities for the development of additional housing to provide for the needs of City residents at all income levels.

Objective *It shall be the objective of the City of Westlake Village to:*

- 4.1 Maintain the quality of existing residential neighborhoods and require new residential development to be compatible with and complement existing neighborhoods in terms of scale, architectural design and character.

Policies *It shall be the policy of the City of Westlake Village to:*

Permitted Uses, Density, and Height

- 4.1.1 Accommodate the development of properties designated for residential use with up to the maximum number of units depicted on the Land Use Plan map (**Figure 8**) (I-1).
- 4.1.2 Maintain a maximum height limit of 35 feet (two stories) for all new single-family residential development. Allow split level configuration in hillside

areas in order to minimize grading and to achieve high quality design compatible with natural topographic conditions (I-1).

- 4.1.3 Carefully review the consolidation of parcels to avoid the creation of large scale building masses that may be detrimental to the surrounding neighborhood (I-3).
- 4.1.4 Prohibit lot splits in developed residential neighborhoods (I.1).
- 4.1.5 Allow for the development of congregate-care, shared, cooperative, and other housing types intended to meet the special needs of senior citizens in areas classified as Medium, Intermediate, High, Very High Density Residential, and Institutional on the Land Use Plan map (**Figure 8**) provided that they are designed to be compatible with adjacent residential and non-residential uses (I-1).

Design and Development

- 4.1.6 Require that new residential projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses in accordance with standards and criteria set forth in Section 9.15 of the City Zoning Ordinance (I-5 and I-7).
- 4.1.7 Require that new residential development undergo architectural review to ensure compatibility with adjacent land uses, including the:
 - a. maintenance of the predominant or average existing front yard setbacks;
 - b. use of complementary building materials, colors, and forms, while allowing flexibility for distinguished design solutions; and
 - c. limitation of building volume and bulk so that it does not adversely affect the character of existing neighborhoods (I-5 and I-7).
- 4.1.8 Require that new residential developments be designed to:
 - a. provide adequate access and egress to accommodate anticipated traffic volumes and safety/emergency response vehicles;
 - b. preserve major ridgelines and scenic hillside areas;
 - c. integrate with natural topography;
 - d. fully mitigate potential flood and fire hazards;
 - e. provide adequate mitigation of service impacts (schools, sheriff, fire, etc.);
 - f. provide adequate storm water facilities;

- g. provide adequate on-site recreation facilities;
- h. preserve and protect significant biological resources and habitat areas;
- i. fully mitigate potential adverse impacts on water quality at Westlake Lake, Lake Eleanor, and Lake Lindero which are due to the new residential project; and
- j. prevent potential adverse impacts on the Las Virgenes Reservoir so as to preserve drinking water quality of the Reservoir and conform to all standards of the California Department Health Services regulations or other responsible agencies (I-5 and I-7).

COMMERCIAL DEVELOPMENT, PERMITTED USES, PHYSICAL FORM AND CHARACTER

Goal *It shall be the goal of the City of Westlake Village to:*

- 5 Maintain and enhance existing commercial areas which provide jobs and services to Westlake Village residents.

Objective *It shall be the objective of the City of Westlake Village to:*

- 5.1 Retain and enhance the quality of existing commercial centers by promoting adequate maintenance of on-site landscaping and facilities and continued compatibility with adjacent residential neighborhoods.

Permitted Uses

Policies *It shall be the policy of the City of Westlake Village to:*

- 5.1.1 Accommodate retail, restaurant, service and office uses in areas designated as General Commercial on the Land Use Plan map (**Figure 8**) (I-1).
- 5.1.2 Accommodate office and ancillary uses (restaurants, banks, photocopying, etc.) in areas designated as Office Commercial on the Land Use map (**Figure 8**) (I-1).
- 5.1.3 Accommodate private and non-profit recreational uses in areas designated as Commercial Recreation on the Land Use Plan map (**Figure 8**) (I-1).

Density/Intensity and Height

- 5.1.4 Permit development to a maximum intensity or floor area ratio as indicated on the Land Use Plan map (**Figure 8**), and a maximum height of two (2) stories (35 feet) in areas designated General Commercial, Office Commercial and Commercial Recreation. However, structures of greater height may be permitted within a commercial area if the finding can be made that:
- a. the community will derive a substantial benefit from the increased height in the form of significantly greater revenues or jobs, or other significant public benefit; and
 - b. the development will be compatible with adjacent land uses and in keeping with established community character (I-1).

Design and Development

- 5.1.5 Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development in accordance with the applicable provisions of the Westlake Village Municipal Code (I-5 and I-7).
- 5.1.6 Require that structures and sites be designed to convey visual interest and character and be compatible with adjacent uses, including:
- a. differentiation of building facades by materials, color, architectural details (columns, recessed or projecting windows, articulated beams or spandrels, etc.), offset planar surfaces, and modulated building volumes;
 - b. architectural treatment of all prominent building elevations;
 - c. enclosure of storage areas with decorative screening or walls;
 - d. location of site entries to minimize conflicts with adjacent uses and residential neighborhoods; and
 - e. mitigation of noise, odor, lighting, and other impacts (I-4, I-6, and I-9).

INDUSTRIAL DEVELOPMENT, PERMITTED USES, PHYSICAL FORM AND CHARACTER

Goal *It shall be the goal of the City of Westlake Village to:*

- 6 Retain and enhance existing industrial and business park uses which provide jobs to the residents of Westlake Village and adjacent communities, and/or generate revenues to support essential City services.

Objective *It shall be the objective of the City of Westlake Village to:*

- 6.1 Maintain and enhance the quality of existing industrial districts of the City by promoting the maintenance of on-site landscaping and facilities and continued compatibility with adjacent residential neighborhoods and commercial districts.

Policies *It shall be the policy of the City of Westlake Village to:*

Permitted Uses

- 6.1.1 Accommodate industrial/light manufacturing, research and development, business parks, offices, and educational and public and quasi-public facilities in Business Park designated areas (I-1).
- 6.1.2 Accommodate retail and service uses which are ancillary and supporting to the primary industrial and business park uses (e.g., restaurants, banks, photocopying, and similar uses), and other uses which are functionally similar to a permitted business park use (I-1).

Density/Intensity and Height

- 6.1.3 Permit development to a maximum intensity or floor area ratio as indicated on this Land Use Plan map (**Figure 8**), and a maximum height of two (2) stories (35 feet) in areas designated as Business Park. However, structures of greater height may be permitted within a business park area if the finding can be made that:
- a. the community will derive substantial benefit from the increased height in the form of significantly increased revenues or jobs, or other significant public benefit; and
 - b. the development will be compatible with adjacent land uses and in keeping with established community character (I-1).
- 6.1.4 Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development in accordance with applicable provisions of the Westlake Village Municipal Code (I-5 and I-7).
- 6.1.5 Require that structures and sites be designed to convey visual interest and character and be compatible with adjacent uses, including:
- a. differentiation of building facades by materials, color, architectural details (columns, recessed or projecting windows, articulated beams or spandrels, etc.), offset planar surfaces, and modulated building volumes;

- b. architectural treatment of all prominent building elevations;
- c. enclosure of storage areas with decorative screening or walls;
- d. location of site entries to minimize conflicts with adjacent uses and residential neighborhoods; and
- e. mitigation of noise, odor, lighting, and other impacts (I-5 and I-7).

PUBLIC AND INSTITUTIONAL DEVELOPMENT, PERMITTED USES, PHYSICAL FORM AND CHARACTER

Goal *It shall be the goal of the City of Westlake Village to:*

- 7 Provide for public and institutional uses which support the needs and functions of the residents and businesses within the City of Westlake Village.

Objective *It shall be the objective of the City of Westlake Village to:*

- 7.1 Retain and expand public and quasi-public land uses and facilities, as necessary, to support the needs of existing and future City residents.

Policies *It shall be the policy of the City of Westlake Village to:*

Permitted Uses

- 7.1.1 Accommodate governmental administrative, parks and recreation, public open space, police, fire, educational (schools), cultural (libraries, etc.), health, human services, public utility, religious and other public uses in areas designated as Public-Quasi public (I-1).
- 7.1.2 Require that public buildings be designed to achieve a high level of quality, distinctive character, and compatibility with existing uses and are developed in accordance with applicable provisions of the Westlake Village Municipal Code (I-5 and I-7).

Design and Development

- 7.1.3 Require that public sites be designed to incorporate landscaped setbacks, walls, and other appropriate elements to mitigate operational and visual impacts on adjacent land uses (I-7 and I-11).

OPEN SPACE

Goal *It shall be the goal of the City of Westlake Village to:*

- 8 Preserve and protect the City’s open space resources as important scenic, environmental, and recreational amenities for all City residents and visitors.

Objective *It shall be the objective of the City of Westlake Village to:*

- 8.1 Ensure that adequate open space and parklands are maintained for existing and future residents in balance with new development.

Policies *It shall be the policy of the City of Westlake Village to:*

- 8.1.1 Retain existing publicly and privately owned open space lands which are permanently dedicated or for which an easement has been granted, including areas designated as "Open Space" on the Land Use Plan map (**Figure 8**) (I-1).
- 8.1.2 Retain existing publicly-owned parks as recreational resources, including areas designated as "Parks" on the Land Use Plan map (**Figure 8**) (I-1).
- 8.1.3 Provide for the preservation of additional open space areas for resource protection and recreational purposes in accordance with the Parks and Recreation Element (Recreation I-16).
- 8.1.4 Retain the Westlake Golf Course as an important recreational and scenic amenity for all City residents and visitors (**Figure 8**) (I-1).
- 8.1.5 Restrict the development of recreational facilities, including parcels designated as "CR" on the Land Use Plan (**Figure 8**) map, to uses and facilities which are consistent with the intended recreational function (I-1 and I-7).

Objective *It shall be the objective of the City of Westlake Village to:*

- 8.2 Ensure that adequate open space is provided to protect significant visual and environmental resources.

Policies *It shall be the policy of the City of Westlake Village to:*

- 8.2.1 Require that development be sited and designed to protect significant environmental resources, including the provision of open space, in accordance with the Biological Resources Element policies (I-5, I-7, I-8, and Biological Resources' I-4 and I-5).
- 8.2.2 Require that significant ridgelines be preserved as a visual and open space resource in accordance with the Visual Resources and Scenic Highways Elements' policies (I-7 and Visual Resources' I-6).

TARGETED SPECIFIC PLAN SITES

Goal *It shall be the goal of the City of Westlake Village to:*

- 9 Promote the revitalization and more effective use of properties characterized by economic underutilization or obsolescence through the implementation of a specific plan.

Objective *It shall be the objective of the City of Westlake Village to:*

- 9.1 Encourage the revitalization and reuse of the parcels within the Southern Business Park area for business park and office development (**Figure 8**).

Policies *It shall be the policy of the City of Westlake Village to:*

- 9.1.1 Require that projects be designed to maintain high quality views from the 101 Freeway Scenic Corridor (I-5 and I-7).
- 9.1.2 Require that projects be designed to integrate development in a “village” character (i.e., cluster buildings on common walkways, open spaces, and plazas, incorporate facade articulation and vertical setbacks), and include extensive landscaping (I-7).
- 9.1.3 Require the provision of on-site open space amenities designed to be accessible to and of sufficient size to be usable by tenants (I-7).

Objective *It shall be the objective of the City of Westlake Village to:*

- 9.2 Maintain the existing development and continued use of the Westlake North Specific Plan area for mixed use development of general commercial, office commercial, high density residential and park facilities (**Figure 8**).

Policies *It shall be the policy of the City of Westlake Village to:*

- 9.2.1 Require that projects be designed to maintain high quality views from the 101 Freeway Scenic Corridor (I-5 and I-7).
- 9.2.2 Require that projects be designed to integrate development in a “village” character (i.e., cluster buildings on common walkways, open spaces, and plazas, incorporate facade articulation and vertical setbacks), and include extensive landscaping (I-7).
- 9.2.3 Require the provision of on-site open space amenities designed to be accessible to and of sufficient size to be usable by tenants (I-7).

- 9.2.4 Incorporate a range of uses spanning from residential to office to commercial, giving residents of Westlake Village and surrounding communities amenities consistent with ideals of a mixed use development.

Objective It shall be the objective of the City of Westlake Village to:

- 9.3 Encourage the revitalization and reuse of the business park uses north of the Ventura Freeway and west of Lindero Canyon Road for the development of a mix of uses (**Figure 8**).

Policies It shall be the policy of the City of Westlake Village to:

- 9.3.1 Require that projects be designed to integrate development in a “village” character (i.e., cluster buildings on common walkways, open spaces, and plazas, incorporate facade articulation and vertical setbacks), and include extensive landscaping (I-7).
- 9.3.2 Require the provision of on-site open space amenities designed to be accessible to and of sufficient size to be usable by tenants (I-7).
- 9.3.3 Incorporate a range of uses spanning from residential to office to commercial, giving residents of Westlake Village and surrounding communities amenities consistent with ideals of a mixed use development.

SPECIAL NEEDS HOUSING OVERLAY

“Special Needs Housing” means individual or group housing available to persons, who by virtue of income, circumstances or disability, require housing not otherwise available within the greater Westlake Village community. Such individuals and groups include low and very-low income individuals and families, seniors of sixty-two (62) years of age and older, individuals who due to age or disability require assisted living accommodations, and temporary accommodations for battered women, abused children, and others suffering similar adverse circumstances.

SENIOR HOUSING OVERLAY

Goal It shall be the goal of the City of Westlake Village to:

- 10 Increase the supply of residential units available to senior residents.

Objective It shall be the objective of the City of Westlake Village to:

- 10.1 Provide land use incentives to increase the supply of senior housing units.

Policy *It shall be the policy of the City of Westlake Village to:*

10.1.1 Permit a bonus density of up to 18.5 units per gross acre in areas designated with the senior housing overlay, provided that:

- a. the structures will be designed to complement the character of the residential neighborhoods in which they are located;
- b. structures shall be designed to convey the sense of multiple building volumes and to incorporate articulated design elements; avoiding the character of large, undifferentiated building masses; and
- c. adequate open space is incorporated into the project (I-1).

HILLSIDE MANAGEMENT OVERLAY

Goal *It shall be the goal of the City of Westlake Village to:*

11 Preserve and maintain the natural character and visual amenities of hillsides as a scenic resource.

Objective *It shall be the objective of the City of Westlake Village to:*

11.1 Minimize development and development impacts on scenic hillsides and prominent ridgelines.

Policy *It shall be the policy of the City of Westlake Village to:*

11.1.1 Permit development within designated Hillside Management areas in accordance with the Hillside Development Standards contained in the Zoning Ordinance (refer to Visual Resources and Scenic Highways Element) (I-3, I-7, and Visual Resources' I-6).

CULTURAL RECONNAISSANCE OVERLAY

Goal *It shall be the goal of the City of Westlake Village to:*

12 Preserve sites of archaeological and historic significance.

Objective *It shall be the objective of the City of Westlake Village to:*

12.1 Minimize development and development impacts on archaeological resources and historically significant sites.

Policy *It shall be the policy of the City of Westlake Village to:*

12.1.1 Prior to authorizing development within designated Cultural Reconnaissance areas, require an intensive and systematic surface

reconnaissance to identify significant resources and establish appropriate mitigation measure (I-7).

FLOOD HAZARD OVERLAY

Goal *It shall be the goal of the City of Westlake Village to:*

13 Protect development within potential flood hazard areas.

Objective *It shall be the objective of the City of Westlake Village to:*

13.1 Assure that all new development is protected from potential flood hazards.

Policy *It shall be the policy of the City of Westlake Village to:*

13.1.1 Require that proposed development located within or adjacent to a potential flood hazard area (**Figures 11 and 11a**) be designed and constructed so as to fully mitigate potential flood hazard impacts (refer to Geologic, Seismic, and Flooding Hazards section) (I-7 and I-11).

WATERSHED AREAS OVERLAY

Goal *It shall be the goal of the City of Westlake Village to:*

14 Protect Westlake Village watershed areas.

Objective *It shall be the objective of the City of Westlake Village to:*

14.1 Assure that proposed new development within or adjacent to identified watershed areas does not adversely impact Las Virgenes Reservoir, Triunfo Creek and Westlake Lake.

Policy *It shall be the policy of the City of Westlake Village to:*

14.1.1 Require that developments proposed within a designated watershed area incorporate design measures to fully mitigate the impacts of runoff, siltation, erosion and pollutants on affected water bodies (refer to Watershed Areas section) (I-7 and Watershed Areas' I-4).

SIGNIFICANT HABITAT OVERLAY

Goal *It shall be the goal of the City of Westlake Village to:*

15 Protect highly sensitive biological habitats.

Objective *It shall be the objective of the City of Westlake Village to:*

- 15.1 Minimize the negative effects of development on highly sensitive biological habitats as identified on the Sensitive Biological Communities Map (**Figure 25**).

Policy *It shall be the policy of the City of Westlake Village to:*

- 15.1.1 Evaluate the impact of a proposed development on affected habitat areas and require appropriate mitigation measures as a condition of development approval (refer to Sensitive Biological Communities Map) (I-7, Biological Resources' I-1, Biological Resources' I-2, Biological Resources' I-4, and Biological Resources' I-8).

LAND USE COMPATIBILITY

Goal *It shall be the goal of the City of Westlake Village to:*

- 16 Ensure compatibility among the various types and densities of land uses to be accommodated within the City.

Objective *It shall be the objective of the City of Westlake Village to:*

- 16.1 Incorporate functional and physical buffers, setbacks, and other elements as transitions between land uses characterized by differing functions, activities, density, scale, and mass.

Policies *It shall be the policy of the City of Westlake Village to:*

- 16.1.1 Require that parcels developed for commercial and industrial uses incorporate buffers between abutting residential properties which adequately protect the residential use from the impacts of noise, light, visual intrusion, and vehicular traffic; including the use of horizontal and vertical setbacks, structural or landscape buffers, and other appropriate techniques (I-1, I-3, and I-7).
- 16.1.2 Require that the on-site lighting of commercial and industrial uses be unobtrusive and designed or located so that only the intended area is illuminated, off-site glare is minimized, and adequate safety is provided (I-7).
- 16.1.3 Require that dining and entertainment establishments and other uses characterized by high activity levels provide adequate safeguards and measures to prevent "spill-over" impacts on adjacent properties (I-7).

- 16.1.4 Control the development of industrial and other uses which use, store, produce, or transport toxics, air emissions, and other pollutants; requiring adequate mitigation measures confirmed by environmental review and monitoring (I-1, I-2, I-7, and I-8).
- 16.1.5 Control the location and number of all “community-sensitive” uses (e.g. alcohol sales, adult business, game arcades, and other uses) based on proximity to residences, schools, religious facilities, hospitals, and parks (I-1 and I-7).

ARCHITECTURE AND SITE DESIGN

Goal *It shall be the goal of the City of Westlake Village to:*

- 17 Ensure that the City's built environment, including its architecture, landscape, public open spaces, and rights-of-way maintain a high quality of design which is compatible with the City's established suburban character and environmental setting.

Objective *It shall be the objective of the City of Westlake Village to:*

- 17.1 Promote the development of residential, commercial, industrial and public buildings which:
- maintain the City's tradition of high quality architecture and landscape design;
 - are compatible in scale, mass, form, character, and quality with existing neighborhoods, and districts; and
 - are compatible with the City's natural environmental resources, viewsheds, and open spaces.

Policies *It shall be the policy of the City of Westlake Village to:*

- 17.1.1 Limit the use of reflective glass, bright colors, expansive metal skins and other materials and designs which detract from the community's established character (I-7).
- 17.1.2 Require that air conditioning and other mechanical equipment located on the rooftop of a structure be visually screened from public view and adjacent properties (I-7).

SIGNAGE

Goal *It shall be the goal of the City of Westlake Village to:*

18 Enhance the aesthetic value of commercial, industrial and residential areas through the implementation of signage design guidelines.

Objective *It shall be the objective of the City of Westlake Village to:*

18.1 Promote the use of signage in private development which creates a high quality visual environment.

Policies *It shall be the policy of the City of Westlake Village to:*

18.1.1 Limit the number, location, color, and size of signs to ensure that they do not visually dominate the district in which they are located and are used primarily for the purpose of identifying the location and nature of business establishments (I-7).

18.1.2 Require that signage be integrated with the architectural design of the buildings served and are placed in locations which complement facade articulation, details, and rhythm (I-7).

18.1.3 Prohibit the use of billboards, roof signs, exterior flashing, neon, portable, and animated signs (I-1 and I-7).

LANDSCAPING

Goal *It shall be the goal of the City of Westlake Village to:*

19 Ensure the proper design, installation and maintenance of high quality landscaping within the City.

Objective *It shall be the objective of the City of Westlake Village to:*

19.1 Achieve landscaping of residential, commercial, industrial and public sites which compliments adjacent development and exhibits high quality landscape design.

Policies *It shall be the policy of the City of Westlake Village to:*

19.1.1 Review and modify, as necessary, existing landscaping standards and guidelines for development to promote a high level of visual and environmental quality (I-1 and I-13).

- 19.1.2 Select landscape and tree species which complement the architectural design of structures and reflect the intended functional, physical, and visual character of the district in which they are located (I-13).
- 19.1.3 Require that development projects submit and implement a landscaping plan (I-7).
- 19.1.4 Encourage the incorporation of mature specimen trees and other significant vegetation which may exist on a site into the design of a development project for that site (I-7).
- 19.1.5 Require that surface parking lots incorporate trees which will provide extensive shade cover within two years after completion of construction (I-7).
- 19.1.6 Encourage the use of drought-tolerant species in landscape design (I-7).
- 19.1.7 Require that development incorporate adequate drought-conscious irrigation systems (I-7).
- 19.1.8 Promote the use of reclaimed water for the irrigation of public and private landscape, as available (I-7).

IMPLEMENTATION PROGRAMS

I-1 The Zoning Ordinance

The principal method for the implementation of a General Plan Land Use Map is the zoning ordinance. Policies and standards which prescribe the types of use permitted, their density/intensity, and design and development characteristics are codified as precise requirements in the ordinance. The authority to zone is inherent in the police power delegated to cities by the California State Constitution. The zoning ordinance consists of two basic elements: a) a map which delineates the boundaries of districts, or “land use zones,” in which similar and compatible uses developed at similar and compatible standards are to be permitted and b) text which explains the purpose of the zoning district, lists the permitted uses (as a “right” and under special conditions), and defines the standards for development (e.g., minimum lot size, density, height, setbacks, lot coverage, parking requirements, sign design, and so on).

Under State planning and zoning law, the zoning ordinance and map must be consistent with the locally adopted General Plan. The City’s ordinance will be reviewed and revised, as necessary, to conform to the policies and provisions of the General Plan.

I-2 Building Code

The City shall continue to utilize the Building Code to regulate new construction, adaptive re-use, and building renovations. The Code shall be reviewed to ensure its consistency with the provisions of the General Plan. It shall also be updated periodically to reflect changes in the Uniform Building Code and State legislation. Periodically, the City shall review the Code and update it as necessary to reflect conditions which are unique to the City.

I-3 Subdivision Regulations

Subdivision regulation is an exercise of the police power of a city authorized by the State to control the manner in which land is divided. Like the zoning ordinance, it must be consistent with the General Plan. It will be necessary to review the City's subdivision ordinance and amend it as necessary to reflect the land use goals, objectives, policies, and standards.

I-4 Development Fees

The City and other governmental agencies currently assess application, capital improvement and other development fees and service costs to new developments on a pro-rated basis. A new development will be assessed fees or service cost based on the anticipated capital improvements and anticipated service demand generated. The City shall periodically review the fees for adequacy and update the fees, if determined necessary.

I-5 Specific Plans

State law (Government Code Section 63450) authorizes cities to adopt Specific Plans for implementing their general plans in designated areas. They are intended to provide more finite specification of the types of uses to be permitted, development standards (setbacks, heights, landscape, architecture, etc.), and circulation and infrastructure improvements. They are most often used to ensure that multiple property owners and developers adhere to a common development plan or ensure that the individual phases of a long-term, multi-phased development project are integrated and cohesive.

Specific Plans can be initiated by the City or a private developer. Costs for City-initiated Specific Plans are, most often, reimbursed by pro-rata allocation of fees to developers applying for development permits within the Specific Plan area. The City will continue to utilize specific plans as a mechanism for implementing the goals, objectives, and policies of the Land Use Element.

I-6 Development Agreements

Development agreements are authorized by State law to enable a city to enter into a binding contract with a developer which assures the city as to the type, character, and quality of development and additional “benefits” which may be contributed. Such agreements also assure the developer that the necessary development permits will be issued regardless of subsequent changes in regulations.

This ensures that a developer of a multi-phased project who has established financing on conditions negotiated with the city would not be adversely affected by subsequent, more restrictive regulations, other than health and safety regulations. This, in turn, enables the city to exact a higher level of performance, quality, and contributions than would normally accrue through the entitlement process. The City will continue to utilize development agreements, as appropriate, to implement the provisions of the General Plan.

I-7 Development Review

New development and enlargement of existing structures are subject to review according to their adherence with City of Westlake Village standards and regulations and General Plan policy. Projects subject to discretionary review, including those which must receive Planned Development Permits, Conditional Use Permits or Variances and are subject to review by the City Council and formal public hearings. Such review is essential to assure the following:

- a. adequate and ample opportunity for public review and comment;
- b. appropriate site design and building architecture;
- c. compatibility with adjacent land uses and overall community character;
and
- d. identification and appropriate mitigation of potential adverse impacts.

In reviewing the Zoning Ordinance for consistency with the General Plan, the City will re-evaluate these regulations for their adequacy in providing effective public review and comment on proposed development projects. As necessary, the thresholds for review should be revised to reflect the potential impacts of a project based on type of use, size, locations, traffic generated, infrastructure demands, or other appropriate criteria.

I-8 Environmental Review

The California Environmental Quality Act (CEQA) requires that the environmental effects of a project must be taken into account when considering development proposals. This involves the review of all projects proposed by private groups and individuals or initiated by the City and a determination as to the potential for significantly affecting the City's and region's environmental resources. If an Initial Study identifies potentially significant impacts, an Environmental Impact Report (EIR) generally must be prepared.

The EIR presents an overview of the environmental setting of the project, assesses how that environment will be effected by a project, prescribes changes to the project which must be made to mitigate any impacts found to be significant and adverse, and identifies and evaluates the impacts of any alternatives. The "environment" of Westlake Village to be evaluated consists of the composite of existing physical elements; including natural environmental components (air quality, geology/seismicity, groundwater, etc.) and man-related components (circulation and traffic, infrastructure, public services, etc.). Economic impacts need **not** be addressed in an EIR, according to CEQA. This does not preclude the preparation of separate "Fiscal" or "Economic" impact analyses.

On completion of a draft EIR, it is made available for public review and comment. Comments received must be responded to and addressed in the Final EIR.

Environmental review occurs in concert with the development review process. No discretionary permit can be approved without, first, satisfactory completion of the environmental review process. This may involve the preparation of a complete EIR, "Focused" EIR if found that only a limited number of resources may be impacted, "Supplemental" EIR if the project is a revision of an earlier project or time has passed and conditions have changed, or "Negative Declaration" if the project is determined by the City to have no significant effects.

Where mitigation actions are specified during environmental review, a plan ("Mitigation Monitoring Plan") must be prepared which specifies the manner in which the development project will be monitored to assure that these actions were implemented and effective. This plan must be approved by the City in concert with the certification of the EIR.

The City will continue to utilize the environmental review process as an important tool for assuring conformance with the provisions of the General Plan.

I-9 Traffic Impact Review

As a component of the environmental review process, or separately, the City shall require the conduct of an analysis defining the traffic impacts and mitigation measures for new development and the adaptive re-use of existing structures.

Projects classified as “regionally-significant,” as determined by the Los Angeles County Transportation Commission, shall be subject to review for their impacts on designated regional highways and compliance with the Los Angeles County Congestion Management Plan (CMP), when adopted.

I-10 General Plan Monitoring and Update

The City shall review, revise, and update the General Plan periodically. This process will include a) an update of baseline data, analyses, and issues to account for current conditions; b) evaluation of the policies and programs contained in this Plan according to their effectiveness in achieving the Plan's goals and objectives; and c) revision of the policies and programs to increase their effectiveness, where necessary, and to account for current issues and legislation. Public input shall be actively solicited in the update. In addition, the Plan shall be monitored as needed for its effectiveness in addressing defined issues and achieving its goals and objectives.

I-11 Inter-Agency Coordination

Development in the City of Westlake Village impacts and is impacted by the actions of adjacent municipal jurisdictions, utility districts (e.g., Southern California Edison Company), school districts, service providers, and “superior” governmental agencies (e.g., County of Los Angeles and the California Department of Transportation). As a consequence, it is essential that the actions of each jurisdiction which impact one another be closely coordinated. Agreements and procedures for coordination need to be continued or established where they do not currently exist. This will become increasingly important as the State of California moves to establish state-wide and regional policy and administrative mechanisms to address the issues of growth (e.g., congestion management, air quality, solid waste, and traffic) which may impact the City's local decision authorities over time.

Among the many and diverse concerns which should be addressed are the following:

- a. Land use compatibility on the City's periphery and interface of streets and traffic; with the Cities of Agoura Hills and Thousand Oaks.

- b. Regional transportation and public transit (California Department of Transportation, Los Angeles County Transportation Commission, Southern California Rapid Transit District and the Thousand Oaks Transit Agency).
- c. Provision and maintenance of other public and quasi-public utilities; (Southern California Gas Company, Las Virgenes Municipal Water District, Southern California Edison Company, and County of Los Angeles Flood Control).
- d. Provision of education services (Las Virgenes Unified School District).
- e. Regional air quality (South Coast Air Quality Management District).
- f. "Fair share" provision of affordable housing units (Southern California Association of Governments and State of California Department of Housing and Community Development).
- g. Provision of social services (County of Los Angeles, State of California, and local service providers).

I-12 Capital Improvements Program

The City of Westlake Village maintains a Capital Improvements Program (CIP) which provides for the construction and upgrade of streets, storm drains (not under the responsibility of Los Angeles County Flood Control), municipal buildings, and other public physical facilities. It defines the specific improvements to be accomplished annually and allocates budget for these. Normally, the CIP is revised no less often than every five years and is subject to approval by the City Council. The CIP will continue to be utilized as a means of implementing applicable provisions of the General Plan.

CHAPTER TWO - Infrastructure and Community Service

A. CIRCULATION

This section contains policies and measures directed at providing for the efficient movement of people, goods and services throughout the City in a manner which minimizes the effects of traffic on City residents. In addition to accommodating the private automobile, provisions are made for alternative modes of transportation, such as bus and bicycle. The projections and analyses in this chapter have considered traffic associated with build-out of the City and traffic contributed to the City's circulation system by outside sources.

1. EXISTING CIRCULATION SYSTEM

Characteristic of all infrastructure systems which were designated to serve the ultimate needs of the City, its established circulation network currently provides for a high level of service. Six arterials serve as the major means of movement to businesses, employment centers, neighborhoods, and the Ventura Freeway. Direct access to residences is generally provided by gently-winding two-lane roadways. The eight-lane 101 freeway is oriented in a roughly east-west direction through the northern part of the City, and functions as the major travel corridor to the Los Angeles metropolitan area to the east, and Ventura County to the west.

Streets are well maintained and show few signs of deterioration. Significant portions of the City's arterials have landscaped medians which are presently planted. Many of the local streets and arterials are characterized by an attractive tree-lined appearance.

a. CITY ARTERIALS

The City's six arterials are depicted on **Figure 13**. The characteristics of each are shown in **Table 3** and described below. Traffic volumes from the most recent study (2015) are set forth in **Table 4** and **Figure 14**.

- Thousand Oaks Boulevard - This major highway has historically served as the focus of commercial activities in the area and functioned as the region's primary traffic route prior to completion of the Ventura Freeway, which it parallels to the north. Thousand Oaks Boulevard extends approximately eight miles from Moorpark Road (City of Thousand Oaks) to Kanan Road (City of Agoura Hills). Current traffic volumes are primarily attributed to Westlake Canyon Oaks neighborhood, the Westlake Village Marketplace shopping center, the City of Agoura Hills, the City of Thousand Oaks, the unincorporated Ventura County

community of Oak Park, and the business park and shopping centers which borders it on the north and south.

- Via Colinas - This roadway has been constructed to secondary highway standards. It is primarily used by the surrounding business park and as a connection between Thousand Oaks Boulevard and Lindero Canyon Road. Primary traffic volumes on Via Colinas are generated by adjacent business park developments, Oaks Christian Middle & High Schools, Calvary Community Church, and the Four Seasons Hotel.
- Agoura Road - This major highway serves as a significant traffic corridor for the master planned community of Westlake Village (both the Cities of Thousand Oaks and Westlake Village) in addition to the City of Agoura Hills. A significant portion of the community's commercial and industrial activities center on this arterial, which parallels the Ventura Freeway to the south. It is also used by residents of all three cities to access the freeway. After coming through the City of Thousand Oaks, it passes through the City of Westlake Village, and continues to the east through the City of Agoura Hills, ending in Calabasas.
- Lakeview Canyon Road - This secondary highway functions primarily as access to residences within the City and as a link between Agoura Road and Lindero Canyon Road and continues on to Thousand Oaks Boulevard through the City of Thousand Oaks. A frontage road parallels Lakeview Canyon Road between Watergate and Lindero Canyon Road to provide internal circulation for the adjacent neighborhood.
- Triunfo Canyon Road - This major highway mainly serves residences in the area and provides freeway access via Lindero Canyon Road and Westlake Boulevard. A frontage road parallels Triunfo Canyon Road between Mainsail and Capstan Circles to provide internal circulation for the adjacent neighborhood. The paved roadway presently terminates within the City just east of Lindero Canyon Road.
- Lindero Canyon Road - This major highway provides the City's only direct connection to the freeway and serves as a major traffic corridor for traffic associated with local residences, traffic related to business parks north and south of the freeway, and traffic related to the residential areas north of the City of Westlake Village in the City of Thousand Oaks and the County of Ventura. Lindero Canyon Road currently extends southerly from just north of Kanan Road in the City of Thousand Oaks and terminates at Triunfo Canyon Road.

Figure 13.

Existing Arterials

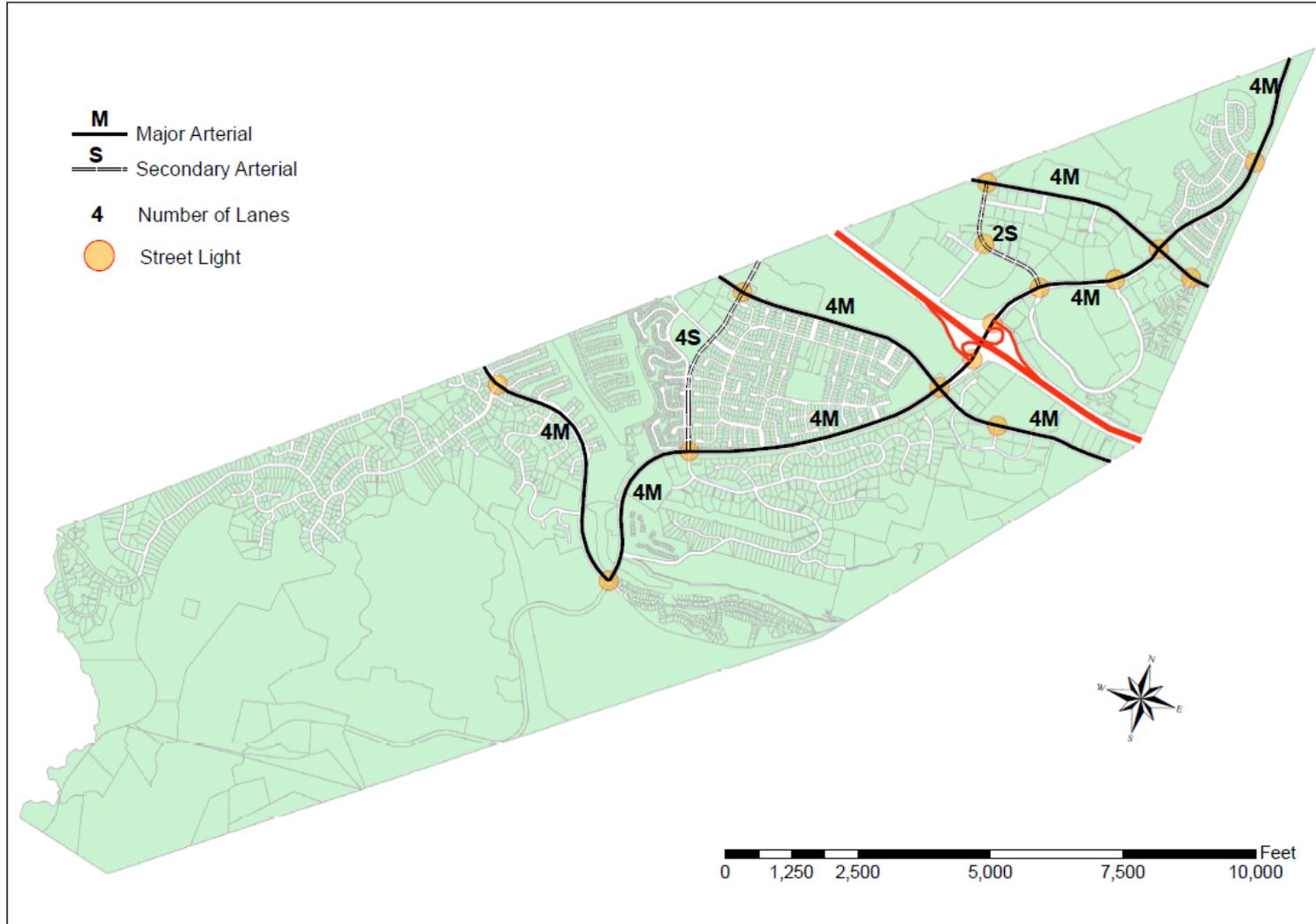


Table 3. Characteristics of City Arterials

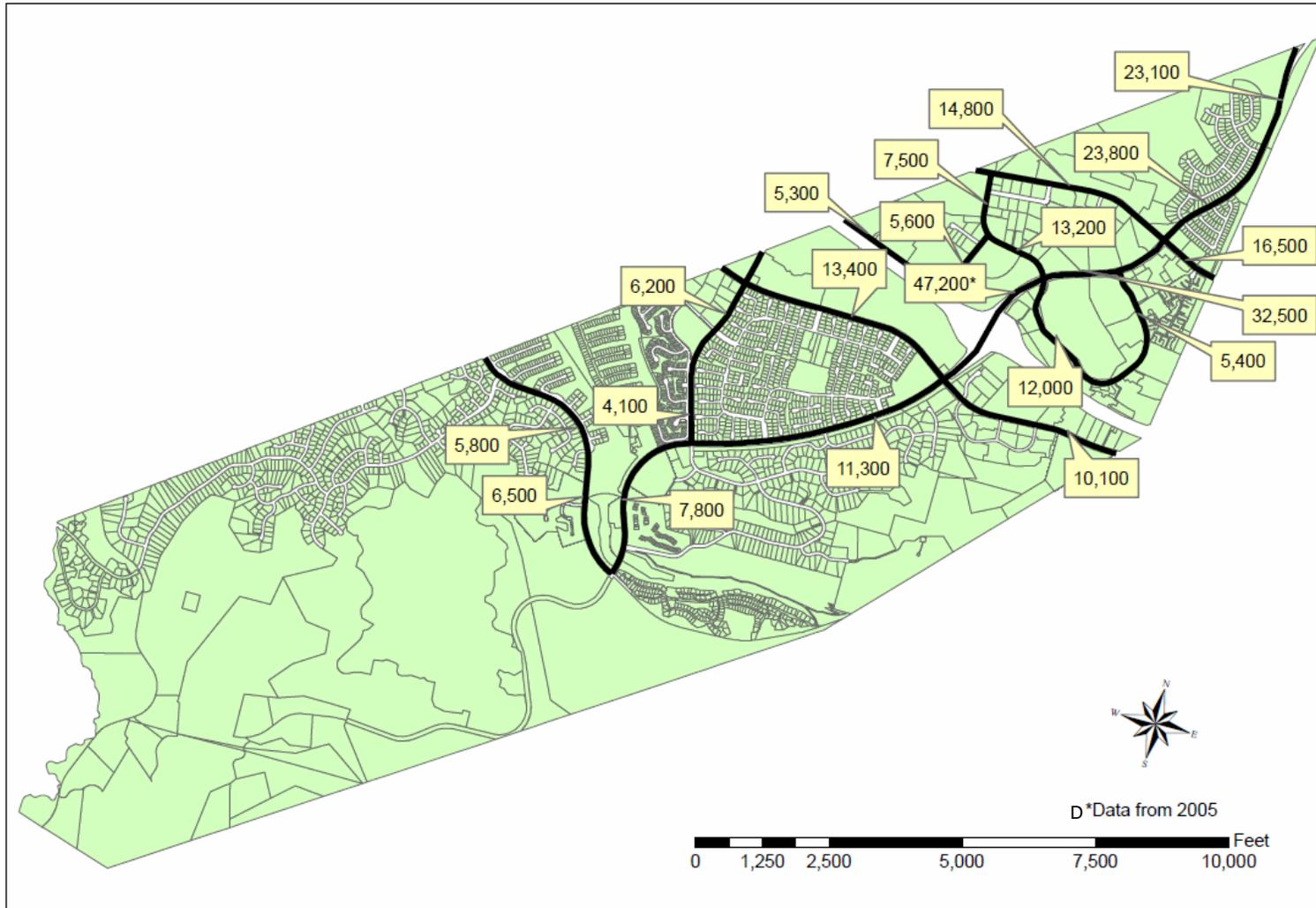
Arterial	Classification	Total ROW	Existing Paved ROW	Ultimate Paved ROW	Median	Bike Lane
Thousand Oaks Boulevard	Major Highway	100 ft.	84 ft.	84 ft.	16 ft.	Class 2
Via Colinas	Secondary Highway	84 ft.	64 ft.	64 ft.		
Agoura Road	Major Highway	108 ft.	88 ft.	88 ft.	16 ft.	Class 2
Lakeview Canyon Road	Secondary Highway	84 ft.	64 ft.	64 ft.		Class 2
Triunfo Canyon Road West of Lindero Canyon Road	Major Highway	100 ft.	84 ft.	84 ft.	16 ft.	Class 2
East of Lindero Canyon Road	Collector	100 ft.	44 ft.	44 ft.		
Lindero Canyon Road North of Thousand Oaks Boulevard	Major Highway	100 ft.	84 ft.	84 ft.	16 ft.	Class 2
Thousand Oaks Boulevard to Agoura Road	Major Highway	Varies	84 ft.	84 ft.	14 ft.	Class 1
South of Agoura Road to 70' South of Lakeview Canyon Road	Major Highway	100 ft.	88 ft.	88 ft.	16 ft.	Class 2
70' South of Lakeview Canyon Road to Triunfo Canyon Road	Major Highway	100 ft.	84 ft.	84 ft.	14 ft.	Class 2

Table 4. Traffic Volumes and Levels of Service

Street	Existing Conditions		Future Conditions	
	Traffic Volumes (ADT)	Level of Service	Traffic Volumes	Level of Service
ARTERIALS				
Thousand Oaks Boulevard				
West of Lindero Canyon Road	14,800	A	22,000	A
East of Lindero Canyon Road	16,500	A	19,000	A
Via Colinas				
West of Via Rocas	7,500	A	10,000	A
East of Via Rocas	13,200	C	18,000	E
Lindero Canyon Road				
North of Hedgewall Drive	23,100	B	28,000	C
Hedgewall Drive to Thousand Oaks Blvd.	23,800	B	28,000	C
Thousand Oaks Blvd. to Via Colinas	32,500	B	33,000	B
Via Colinas to 101 Freeway	47,200	D	48,000	D
101 Freeway to Lakeview Canyon Road	11,300	A	13,000	A
Lakeview Canyon Rd to Triunfo Canyon Rd	7,800	A	8,000	A
Agoura Road				
West of Lindero Canyon Road	13,400	A	15,000	A
East of Lindero Canyon Road	10,100	A	16,000	A
Lakeview Canyon Road				
Agoura Road to Watergate Road	6,200	A	7,000	A
Watergate Road to Lindero Canyon Road	4,100	A	5,000	A
Triunfo Canyon Road				
West of Saddle Mountain Drive	5,800	A	6,000	A
East of Saddle Mountain Drive	6,500	A	7,000	A
COLLECTORS				
La Tienda Road	5,300	A	6,000	A
Russell Ranch Road				
Northerly portion	1,800	A	12,000	E
Southerly portion	4,100	A	14,000	F
Via Rocas	5,600	A	8,000	C
Village Center Road	600	A	600	A
Royal Glen Court	1,300	A	1,500	A
Village School Road	1,100	A	1,200	A

Figure 14.

Existing Daily Traffic Volumes 2015



b. LOCAL STREETS

Local, residential streets generally range from 36 to 64 feet in width. Many of the City's single-family homes are located on cul-de-sacs and are thereby protected from the hazards and noise of through traffic. Most residential condominium development is served by private, internal streets.

c. TRAFFIC CONTROLS

Fifteen traffic signals are within the City at the following intersections (**Figure 13**):

1. Agoura Road/Lakeview Canyon Road
2. Agoura Road/Lindero Canyon Road
3. Agoura Road/Park Terrace Drive
4. Lindero Canyon Road/Hedgewall Drive
5. Lindero Canyon Road/Russell Ranch Road North
6. Lindero Canyon Road/Via Colinas/Russell Ranch Road South
7. Lindero Canyon Road/Northbound Ventura Freeway Off-Ramp
8. Lindero Canyon Road/Southbound Ventura Freeway Off-Ramp
9. Lindero Canyon Road/Lakeview Canyon Road
10. Thousand Oaks Boulevard/Gateway Shopping Center Entrance
11. Thousand Oaks Boulevard/Lindero Canyon Road
12. Thousand Oaks Boulevard/Via Colinas
13. Triunfo Canyon Road/Lindero Canyon Road
14. Triunfo Canyon Road/Three Springs Drive
15. Via Colinas/Via Rocas

Other arterial/side street intersections are currently controlled by stop signs.

d. TRUCK TRAFFIC

The City presently has relatively small volumes of truck movements and, except for direct deliveries of residential goods, most of these flows are between commercial and industrial establishments and the Freeway. This condition is expected to continue into the future.

e. PUBLIC TRANSPORTATION

Transportation Funding

Proposition A

The proceeds from this one-half cent sales tax are used to finance a Transit Development Program in Los Angeles County. This program is administered by the Los Angeles County Transportation Commission. Proposition A proceeds also fund a dial-a-ride taxi service within the City.

Proposition C

This one-half cent Los Angeles County sales tax is similar to Proposition A funds.

Measure R

This 2008 Los Angeles County voter approved ballot measure increased the sales tax 1/2 percent, with the funds to be used for transportation infrastructure improvements.

Measure M

In November 2016, the voters of Los Angeles County approved an additional sales tax for transportation infrastructure improvements. The tax rate began at 1/2 percent and will increase to 1.0% when Measure R expires in 2039.

Bus Services

Bus service to Westlake Village is provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles Department of Transportation (LADOT). Metro Line 161 and LADOT Commuter Express Lines 422 and 423 operate via Agoura Road, Lindero Canyon Road, Lakeview Canyon Road, and Thousand Oaks Boulevard. Thousand Oaks Transit service (Route 4) also touches the City at the intersection of Lakeview Canyon and Agoura Roads; therefore, inter-company transfers are possible. These transit routes are shown on **Figure 15**.

The LADOT Commuter Express Lines 422 and 423 services Westlake Village via stops along Lindero Canyon Road and Agoura Road. Lines 422 and 423 stops in Westlake Village five times in the morning inbound to Los Angeles and returns eight times in the evening. Lines 422 and 423 does not run on weekends or holidays. The trip from Westlake Village to downtown Los Angeles lasts approximately one and a half hours.

Metro Line 161 provides service between Westlake Village and Warner Transit Center in Woodland Hills and Thousand Oaks Transit Center in Thousand Oaks. Riders can then transfer to other bus lines or to the North Hollywood light rail system via Warner Transit Center. Eastbound and westbound Busses run daily between 6:00am and 8:00pm, with reduced services on weekends and holidays. The buses assigned to both eastbound and westbound routes are accessible to the handicapped.

The City of Westlake Village also operates a general service fixed route bus system to accommodate residents of Westlake Village. The transit system operates four bus lines that have stops at White Oak Elementary in Westlake Village, St. Jude School in Westlake Village, Lindero Canyon Middle School in Agoura Hills, and Agoura High School in Agoura Hills; as well as several locations throughout the City's residential neighborhoods. Bus lines run in the morning, mid-afternoon and late afternoon. Yearly bus passes may be purchased through the city for frequent riders, and one-time tickets may also be purchased on the bus.

Senior Citizen/Disabled Dial-A-Ride

The Senior Citizen/Disabled Dial-A-Ride service is provided by MV Transportation and is available to senior residents age 60 and older and those who are unable to drive due to disability. Subsidized rides are available within the City limits and to specific sites just outside the City limits.

f. BIKEWAYS

Bikeways are classified and defined in three categories -- bike paths (Class I) are separate pathways completely separated from the traveled roadways, typically used in major parks or along streambeds; bike lanes (Class II) are delineated lanes on the street system designated for bicycle use only; and bike routes (Class III) are signed routes only along the public street system.

As shown on **Figure 15** and **Table 3** Class II bikeways are provided along most of the City's major streets. Class I bikeways are provided along a portion of Lindero Canyon Road between Agoura Road and Thousand Oaks Boulevard. Where appropriate and/or necessary, Class II bikeways may be replaced with Class I bikeways in the future as vehicular traffic volumes increase.

g. PARKING

Off-street parking has been provided throughout the City as part of each development project; therefore, few parking problems are apparent. In multi-family residential areas, guest parking is available in addition to private assigned spaces. On-street parking along arterials is generally prohibited.

h. PEDESTRIAN ACCESS

Pedestrian access is generally well accommodated within the City. Sidewalks are provided on one side of most arterials, separated from the road by a parkway. Single-family detached development is usually served by sidewalks immediately adjacent to the curb on both sides of the street; however, sidewalks do not exist in some custom home areas of the City. Pedestrian access within residential condominium development is provided by paths which meander throughout each project.

i. SERVICE LEVELS

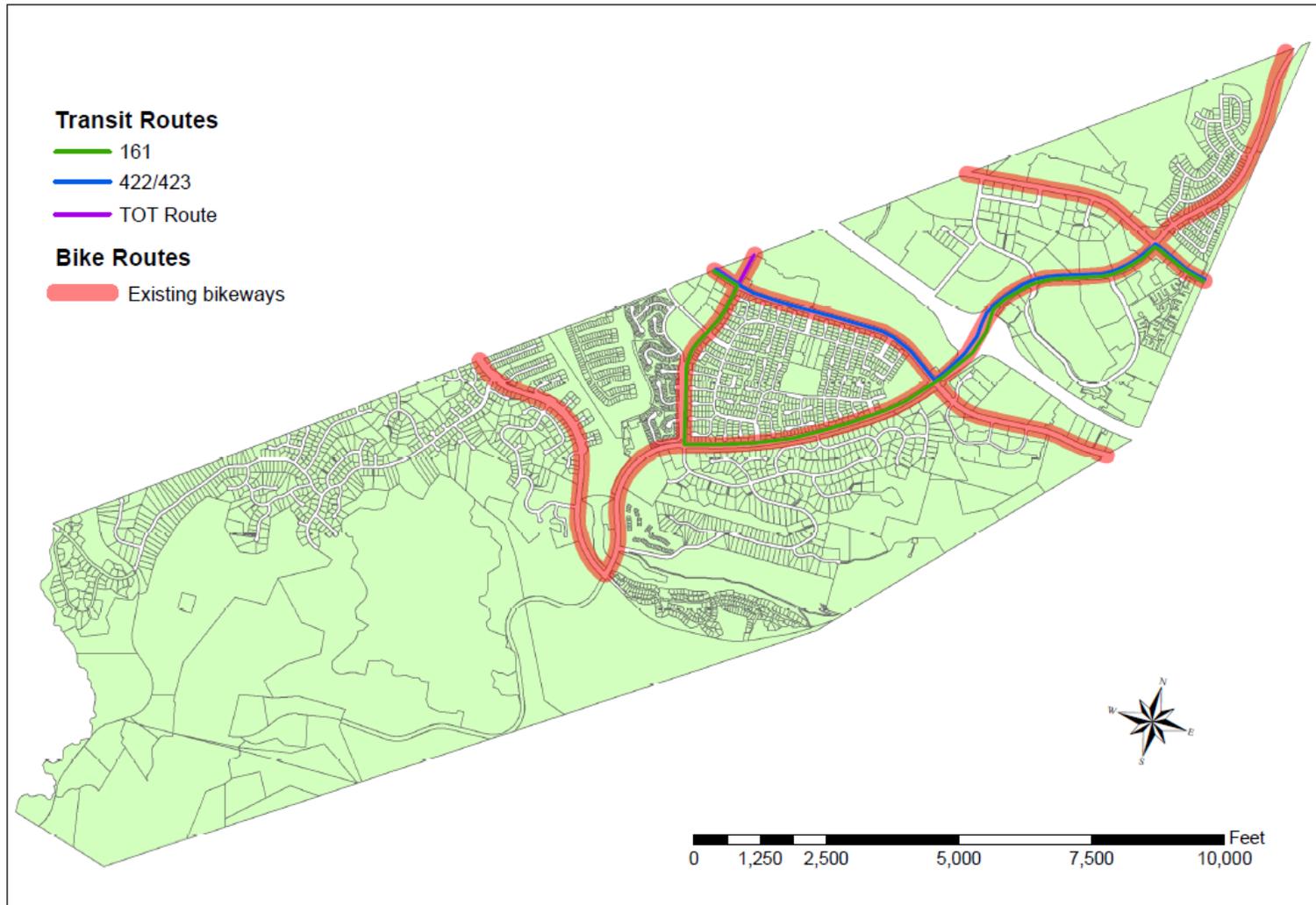
Most City arterials currently operate under free flow conditions, well within their capacities. Some congestion is experienced during brief portions of peak hours at the Lindero Canyon Road intersections with Agoura Road, Route 101 Freeway off-ramps, Via Colinas, and Thousand Oaks Boulevard. Metering lights were installed by CalTrans on the Lindero Canyon Road onramp to help calm traffic conditions on the Ventura Freeway during peak hours.

2. FUTURE TRAVEL DEMANDS

As future development occurs both within the City's boundaries and in external areas, traffic moving to and from this new or expanded development will increase. Therefore, consideration must be given to projecting future traffic flows in relation to needed roadway improvements if future travel conditions are to be maintained in a satisfactory manner.

Figure 15.

Transit Routes and Bikeways



a. FUTURE TRAVEL CONDITIONS

The term Level of Service (LOS) is generally used to define the quality of traffic flow over specific street or road segments or through individual intersections. LOS's express the relationship between the volumes of present or anticipated traffic, and the ability of road networks to carry them. For planning purposes, comparisons of volumes to capacities for road segments are generally used rather than those for intersections. This is due to the fact that the calculation of intersection LOS's requires detailed data regarding the numbers of vehicles moving on each intersection approach and the percentages of these vehicles making turning movements, which is seldom known for future travel conditions. A description of the six standard levels of service for road segments is shown in **Table 5**, along with the roadway capacities for each level of service.

It is the City standard to require Level of Service "C" or better to be maintained throughout the City circulation system. Due to the unique nature of Lindero Canyon Road, Level of Service "D" or better will be acceptable within the portion of the Lindero Canyon Road corridor that extends from Via Colinas to Agoura Road.

Based on the level of service definitions and roadway levels of service, the estimated future LOS's on various segments of the City's major streets can be calculated and are shown in **Table 4**. Note that the LOS's for future conditions are based on roadway geometrics that include recommended roadway improvements. As indicated in **Table 4**, most roadway segments are expected to operate with satisfactory travel conditions, with no roadways expected to experience severe congestion if the improvements recommended below are implemented.

c. STREET STANDARDS

The design of future street improvements will be guided by the standards contained in **Table 3** and the street cross sections shown in **Figure 16**. The actual design details of future streets will also depend on anticipated volumes and the existing circulation pattern. The typical rights-of-way and paved roadway requirements for each street classification are summarized below:

<u>Street Classification</u>	<u>Right-of-Way</u>	<u>Roadway</u>
Local	50-60 ft.	30-36 ft.
Collector	60-64 ft.	40-44 ft.
Secondary Highway	84 ft.	68 ft.
Major Highway	100-108 ft.	84-88 ft.

The function of each type of street can be described as follows:

Local - Local streets are the smallest in the hierarchy of roadway classifications. They are designed to serve individual projects or neighborhoods.

Collector - Collector streets connect local streets to secondary highways or major highways. Several areas or neighborhoods may be accessed by a collector street.

Secondary Highway - Secondary highways represent the smallest of the arterial highway classifications. They carry traffic around the perimeters of major urban development units. They generally provide four travel lanes and a parallel parking lane on each side. These roadways are usually "through" streets enabling traffic to easily cross large areas of the City. Individual lot access is generally restricted from secondary highways.

Major Highway - Major highways are designed to carry high traffic volumes and provide connections between population and employment centers.

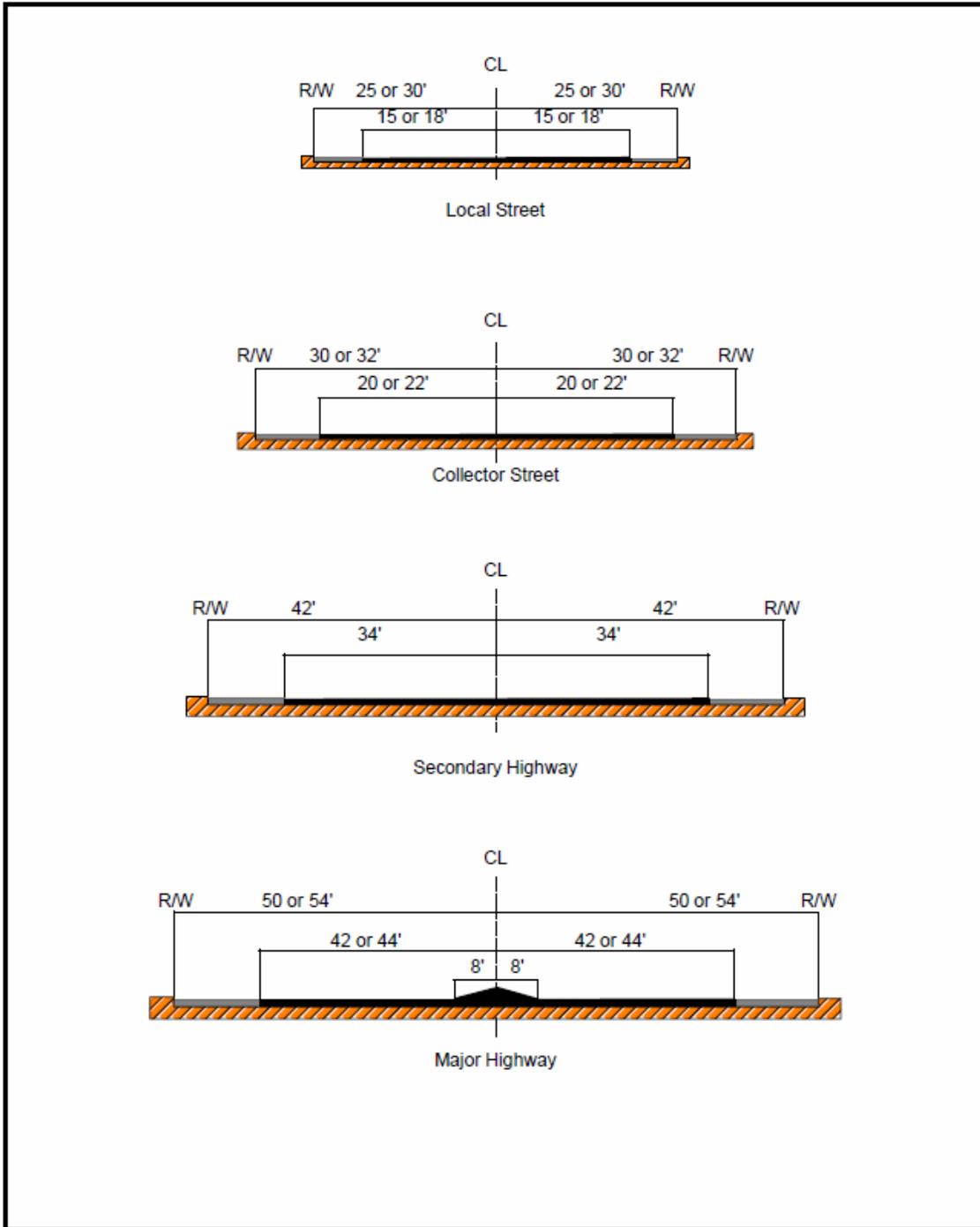
Table 5. Level of Service (LOS) Descriptions

Level of Service	Description
A	Free flow operation. Motorists are completely unimpeded in their ability to maneuver within the traffic stream. Delay at intersections is minimal and driver comfort level is very high.
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and intersection delay is not significant. Overall driver comfort is still high.
C	Stable operation. The ability to maneuver and change lanes may be more restricted than at LOS B. Longer queues at intersections may contribute to lower travel speeds. Lower driver comfort level.
D	Less stable operation. Small increases in flow may cause substantial increases in delay and decreases in travel speed. Low driver comfort level.
E	Unstable operation and significant delay. Low speed and limited maneuverability lead to driver frustration.
F	Stop and go operation. Very low speed and congested intersections with extensive queuing cause great delay. Drivers are extremely frustrated.

141021 street segment level of service descriptions

Figure 16.

Street Cross Sections



d. FUTURE ROAD EXTENSIONS

As future development occurs, associated street improvements should incorporate adequate access for emergency and evacuation purposes, either through the local street system or by emergency access ways.

e. PUBLIC TRANSPORTATION AND CARPOOLING

The City's present public transportation service is expected to remain relatively unchanged in the future. Future improvements in this service may take place as the City population and work force grow. New bus service to the proposed major commercial and industrial areas also may become appropriate as these developments occur. The dial-a-ride taxi service is available for use by the City's residents operated by the City of Thousand Oaks' public transit system. Commuter parking now occurs near the freeway interchanges as commuters pool together, as well as a new park and ride lot at the Westlake Community Park site.

f. BIKEWAYS

As indicated previously, Class II bikeways may be replaced with Class I bikeways as vehicular traffic volumes increase. The Lindero Canyon Road corridor between Agoura Road and Thousand Oaks Boulevard is an example of a Class I bikeway in existence within the City.

3. IMPROVEMENT FUNDING

The major sources of funds for street related improvements not constructed by developers or paid for by developers through the Arterial System Financing Program are the State gasoline tax and local sales taxes. Funds for public transit purposes can be derived from the Local Transportation Fund (SB 325) and the Federal Urban Mass Transportation Act. Expenditures for the construction of bikeways can also be financed with SB 325 funds and from special funds made available through State legislation. The expenditure of all Federal and State funds requires prior approval of a Transportation Improvement Program by the Los Angeles County Transportation Commission, the Southern California Association of Governments, and certain state and federal agencies.

The following is a summary of the various significant funding programs available to the City:

Arterial System Financing Program. The established Arterial System Financing Program (ASFP) enables the City to collect funds from all developments occurring within the City. These funds are used for the sole purpose of implementing various improvements to the City's arterial street system. The ASFP fee system distributes the costs of identified arterial street improvements to new developments based solely on the proportioned share of total traffic that the proposed development will generate. Each improvement is necessary to mitigate traffic impacts associated with proposed developments so that an acceptable level of service will continue to be maintained. The fee is directly proportional to the benefit that each new development will ultimately receive. The fee system grants fee credits to developers who construct portions of the identified traffic projects.

Gas Tax. This tax is a State-administered subvention to the City of a portion of the tax collected on gasoline. These funds can be used for street construction and maintenance.

Federal Highway Safety Act. Under this act, the City is eligible to participate in programs such as the Highway Safety Improvement Program.

Quarter-cent Sales Tax (SB 325). Funds obtained through this source must be used for public transportation and for right-of-way acquisition and construction of major streets and roads. Funds may only be expended for public transportation purposes unless there are no "unmet" transit needs within the jurisdiction. The SB 325 funds can be used to defray operating as well as capital costs of transit services in the City.

Proposition A Funds. The proceeds from this one-half cent sales tax are used to finance a Transit Development Program in Los Angeles County. This program is administered by the Los Angeles County Transportation Commission. Proposition A proceeds also fund a dial-a-ride taxi service within the City.

Proposition C Funds. This one-half cent Los Angeles County sales tax is similar to Proposition A funds.

Measure R

This 2008 Los Angeles County voter approved ballot measure increased the sales tax 1/2 percent, with the funds to be used for transportation infrastructure improvements.

Measure M

In November 2016, the voters of Los Angeles County approved an additional sales tax for transportation infrastructure improvements. The tax rate began at 1/2 percent and will increase to 1.0% when Measure R expires in 2039.

4. CONGESTION MANAGEMENT

The County of Los Angeles has implemented a Congestion Management Program (CMP) that affects local agencies. Los Angeles County was required to develop a CMP by Proposition 111, which provided for a nine cent increase in the state gas tax. Although the Los Angeles County Transportation Commission has several responsibilities associated with the CMP, the City's responsibilities include the following:

- Analyze the traffic impacts of local land use decisions.
- Adopt and implement a Trip Reduction and Travel Demand Ordinance.
- Adopt an annual self-certification resolution and Local Development Report.

The City adopted a Transportation Demand Management Ordinance. The Ordinance is intended to reduce peak period trips, thereby reducing or avoiding the need for future capacity. It requires new developments to implement various types of trip reduction measures (rideshare information, carpool programs, bike racks, etc.), depending on the size of the development.

5. POLICIES AND IMPLEMENTATION MEASURES

Circulation Adequacy/Accessibility

Policy:

- 1 Provide for the efficient movement of people, goods and services within the City and to and from major destinations outside the City.

Implementation Measures:

- I 1.1 Utilize Chapter Two, Section A as the City's Master Plan of Streets and Highways in order to accommodate projected future traffic levels.
- I 1.2 Implement roadway improvements in accordance with the Master Plan as development occurs.
- I 1.3 Require Level of Service "C" or better to be maintained throughout the City circulation system. Due to the unique nature of Lindero Canyon Road, Level of Service "D" or better will be acceptable within the portion of the

Lindero Canyon Road corridor that extends from Via Colinas to Agoura Road.

- I 1.4 Coordinate local transportation systems with existing and planned regional systems and participate in the planning of these systems.
- I 1.5 Develop a five-year priority major street improvement program with concurrent maintenance of existing roadways.
- I 1.6 Maintain the Arterial System Financing Program (ASFP) to identify needs and provide funding for improvements to the City's arterial street system.
- I 1.7 Improve street service and traffic safety levels through traffic engineering techniques to make full use of existing roadway capacity.
- I 1.8 Base street widths to improve traffic flow on performance criteria rather than absolute standards. A flexible approach whereby the street is designed to fit an individual situation shall prevail over the blanket application of a uniform design standard.
- I 1.9 Consider all alternatives for increasing street capacity before resorting to physical street widening.
- I 1.10 Periodically review current traffic volumes and the actual pattern of development to coordinate, program, and as necessary, revise road improvements.
- I 1.11 Require that parking facilities be located in relationship to their usage, i.e., short-term visitors versus long-term employee parking.

Relationship to Land Use and the Environment

Policy:

- 2 Provide a street network which meets circulation needs without impairing the quality of the City's neighborhoods and environment.

Implementation Measures:

- I 2.1 Design street improvements considering equally the effect on aesthetic character and livability of residential neighborhoods with traffic engineering criteria.
- I 2.2 Maintain traffic safety as an important consideration in street design.
- I 2.3 Route truck traffic away from residential neighborhoods.
- I 2.4 Direct through traffic from local streets to arterials where necessary to (1) reduce traffic on local streets, (2) improve neighborhood safety and environmental quality, (3) facilitate business trips, and (4) improve local service.
- I 2.5 Review road improvements and extensions proposed by other jurisdictions for impacts on the City and consistency with General Plan, and take necessary actions to protect the City's interests.
- I 2.6 Review requests for speed humps on City streets in accordance with the City of Westlake Village Speed Hump Policies, Guidelines, and Procedures established by the City Council; the construction of any speed humps shall be in accordance with these policies, guidelines, and procedures.

Alternative Modes of Transportation

Policy:

- 3 Encourage the development of viable transportation alternatives to serve the needs of the transit-dependents, minimize the expenditure of energy and natural resources, and reduce air and noise pollution.

Implementation Measures:

- I 3.1 Establish parking areas and access to local and regional public and private mass transportation systems.
- I 3.2 Promote and facilitate the use of the bicycle as an alternative transportation mode and for recreational use through the provision of a City-wide

bikeway network, utilizing existing Class 1 bikeways and continue to look at upgrading existing Class 2 bikeways to be Class 1.

- I 3.3 Encourage and facilitate pedestrian movement by creating environments conducive to walking and designing development to a "human scale".
- I 3.4 Encourage the continued development of public transportation systems throughout the City to increase patronage and decrease reliance on the automobile.
- I 3.5 Continue to explore efficient and effective alternatives for enhancing access and mobility for handicapped and senior citizens within the community.
- I 3.6 Cooperate with the Southern California Rapid Transit District and other local agencies in efforts to improve transit service, especially in those areas which are heavily transit dependent. Particular emphasis should be placed on providing access for the elderly.
- I 3.7 Continue to seek State and Federal funding for local transit programs.
- I 3.8 Continue to encourage alternative methods of providing efficient and effective student transportation within the community.

Transportation Demand Management

Policy:

- 4 Comply with the State mandated Congestion Management Program, implemented by the Los Angeles County Transportation Commission.

Implementation Measures:

- I 4.1 Evaluate the traffic impacts of local land use decisions pursuant to policies and procedures developed by the Los Angeles Transportation Commission.
- I 4.2 Maintain the Transportation Demand Management Ordinance with a goal of reducing peak hour trips so that future improvements will not be

necessary. Transportation demand management measures may include the following:

- a. Encourage hiring of a full-time program coordinator by individual company or association or several companies in an area. Duties to include:
 - Promotional Campaigns;
 - Introductory materials to all new employees;
 - Newsletter and invitation to participate given to all employees semiannually;
 - Organize ride-share groups through matching servicing with outside assistance, if necessary;
 - Deal with intragroup problems to sustain the groups;
 - Promote subsidies by employers;
 - Keep records of activities;
 - Plan future programs; and
 - Report annually to the County on the levels of trip reduction attained and plans for maintaining and increasing the levels.

- b. Encourage ride sharing:
 - Group formation assistance through program coordinator or outside agency such as Commuter Computer;
 - Differential parking charges-free parking or low fees for ride-sharing groups; higher fees for single-occupant vehicles;
 - Preferred parking and loading for ride-share vehicles;
 - Preferential ingress and egress at parking facilities;
 - Subsidizing or underwriting van purchases;
 - Subsidizing ride-share vehicle operation costs-fuel, insurance, maintenance, etc.;
 - Use of company owned vehicles for ride sharing during the commuter hours and for company business during other hours;
 - Construct parking garages with high ceilings to accommodate vans in preferential locations;
 - Adjust work schedules to accommodate ride sharing; and
 - Subscription bus service to lease buses that would connect the development with remote park-and-ride facilities.

- c. Promote public transit:
 - Work with transit companies to add routes, improve area coverage of routes, and increase frequency of service;
 - Post transit schedules and route information in prominent locations within building lobbies and other places; and
 - Coordinate work schedules with bus schedules.

- d. Encourage work schedule adjustments:
 - Four-day work week with starting and ending times offset from typical peak periods;
 - Flexible work schedules (flex time) with workers choosing their own starting and ending times;
 - Stagger work shifts starting and ending times to reduce the concentration of commuter traffic; and
 - Coordinate work hours with ride sharing and transit schedules.

- e. Support Other Miscellaneous transportation demand management techniques:
 - On-site service facilities such as restaurants, banks, small retail shops, health facilities, within large complexes;
 - Shuttle services to nearby facilities of the same company and to off-site service facilities that would be patronized by employees;
 - Delivery scheduled for hours other than commuter peak hours; and
 - Limit construction truck trips to non-peak commuter hours.

B. UTILITIES

The City's infrastructure was initially designed to accommodate a much larger population than will ultimately occur. Therefore, service deficiencies are not anticipated locally and would be limited to the regional, state or national level, such as restrictions on water and energy supplies, or the availability of waste disposal methods.

1. WATER SERVICE AND SUPPLY

Water service is provided by the Las Virgenes Municipal Water District (LVMWD). The LVMWD's service area includes the Cities of Agoura Hills, Calabasas, Hidden Hills, Westlake Village, and portions of unincorporated Los Angeles County. LVMWD receives their water supply from the Southern California Metropolitan Water District (MWD).

Within the Westlake Village city boundaries are major components of the LVMWD's infrastructure including LVMWD's sole reservoir and filtration plant, a pump station, and three storage tanks (**Figure 17**). These key components are connected through a series of distribution lines located throughout the Westlake Village area.

The District supplies reclaimed water from Tapia Water Reclamation Facility to the City. The reclaimed water has been available to the City since 1984 and is used for median and parkway landscape irrigation. The reclaimed water is distributed through a separate pipeline system.

The design capacities of the water system in the City of Westlake Village are based on the ability to deliver maximum day demand, plus fire flow, at a residual pressure of 20 pounds per square inch to all development. The City's existing water system and storage capacities have been found by the District to adequately meet present demands.

In order to comply with State water standards, the existing pumping plant at the reservoir site has been upgraded to include a diatomaceous earth filter plant. The plant processes 15 million gallons of water per day. This additional treatment reduces turbidity below the required maximum limit and removes the algae accumulation which can cause taste and odor problems.

Southern California is subject to periodic and sustained drought conditions that affect regional water supplies. Recently, State and regional water supplies have been severely impacted by drought conditions, environmental concerns, and demand shifts that collectively have reduced the reliability of water supplies to Southern California and in LVMWD. Major factors affecting State and regional water supplies include:

- Unpredictable, judicial pumping curtailments in the California Delta to protect endangered species.
- Unusually dry conditions in the eastern Sierra and Delta source watersheds, reducing State Water Project volumes.

- Reduced regional stored water to compensate with reduced water supplies and increased water demand.

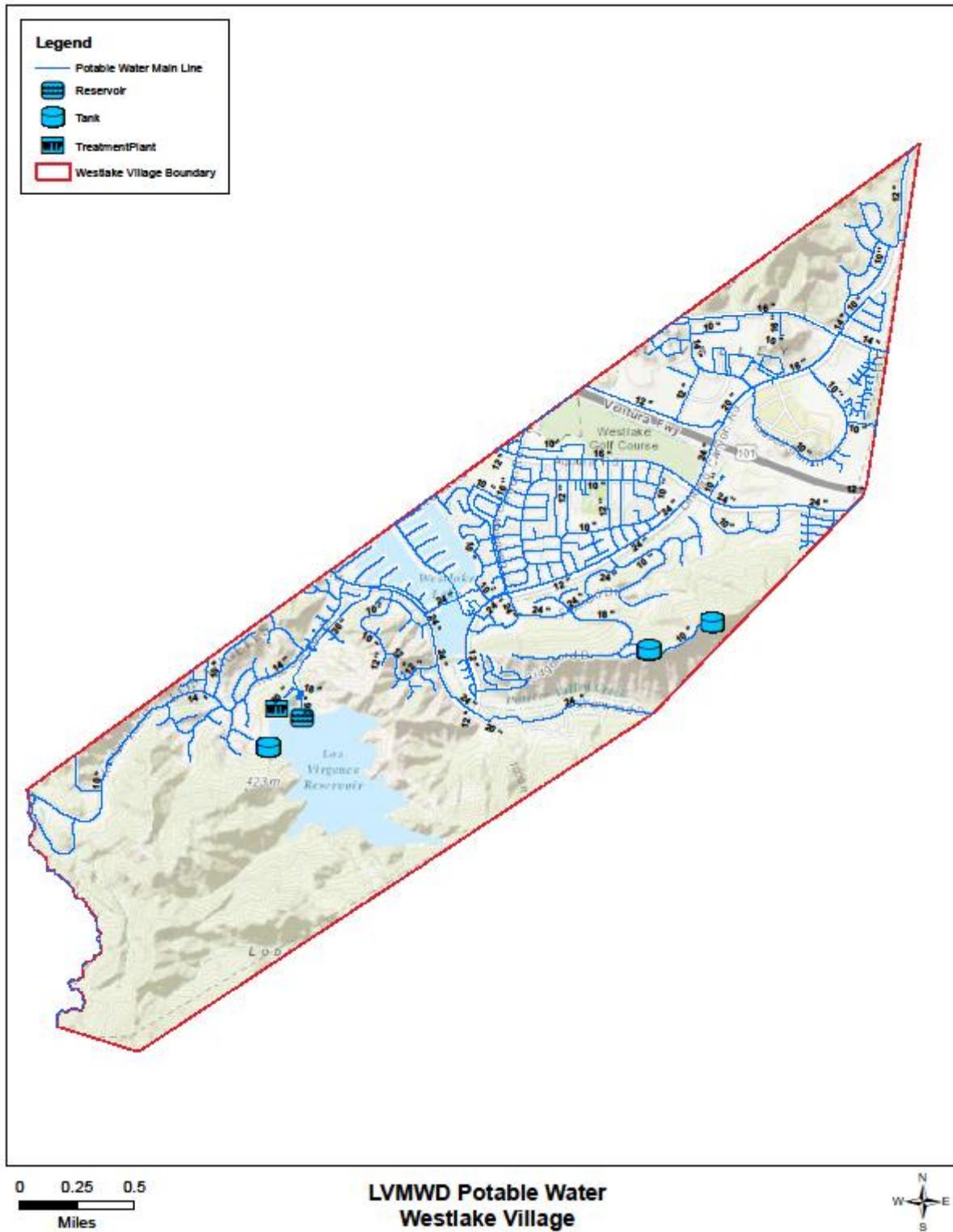
In the past, responding to urgent water supply concerns, LVMWD has adopted Mandatory Water Conservation Measures. These measures included:

- Irrigation is prohibited between the hours of 10 a.m. and 5 p.m.
- Irrigation may not occur during periods of rain or in the 24 hours following rainfall of an inch or more.
- Irrigation may not run off the property into streets, gutters or onto adjacent properties.
- The washing down of sidewalks, parking areas and driveways is no longer permitted.
- A trigger nozzle is required on hoses used for home car washing. Fountains or water features must use a recirculation system.
- Hotels & motels must give multi-night guests the option to retain towels and linens during their stay.
- Restaurants may only serve water upon request.

Violations of the adopted measures will escalate for repeat instances of non-compliance within a 12-month period.

- First Violation - Warning letter
- Second Violation - \$100
- Third violation - \$200
- Fourth violation - \$500
- Fifth violation - Restriction or termination of water service

Figure 17. Water Infrastructure (Source: Las Virgenes Municipal Water District)



2. STORM DRAINS

The Los Angeles County Flood Control District (LACFCD) owns the mainline storm drain pipelines in the City. The City owns lateral lines and catch basins connecting with the LACFCD mainlines. The City's lateral lines and catch basins are maintained by the Los Angeles County Road Department. Maintenance of the lateral lines, catch basins, and mainline is conducted annually. No capital improvements are planned in the near future; although, any proposed connections with the mainline must be approved by the LACFCD prior to construction.

Most Westlake Village run-off water drains into Westlake Lake. If the Westlake Lake is nearing capacity, the excess run-off water drains into the Triunfo Canyon Creek. Excess water flows through Triunfo Canyon Creek into Malibu Creek, and ultimately to the Pacific Ocean. Additionally, a small percentage of Westlake Village's run-off in the northern part of the City drains into Lake Lindero in Agoura Hills.

3. SANITATION SERVICE

The Las Virgenes Municipal Water District (LVMWD) provides sewer service to the City of Westlake Village. A 30" trunk sewer is located along Lindero and Triunfo Canyon Roads which transports wastewater generated in the portion of the City located south of U.S. Highway 101 (see **Figure 18**). An 18" sewer trunk line along the northern Westlake Village/Agoura Hills boundary collects wastewater generated by development north of the freeway.

All developed portions of the City are connected to sewer service. Los Angeles County provides sewer collector lines to each residence or building in the City requiring service. The planning, engineering, construction and maintenance of sewer collector lines which collect wastewater and transport it to the sewer trunk lines of LVMWD are under the jurisdiction of Los Angeles County, Water and Sewage Division.

The design capacity of the City's trunk lines is 10.5 million gallons per day (MGD), with a current flow of about 2 MGD. The current contributing flows from the area within the City limits are approximately 0.7 MGD. The capacity of these lines is far in excess of current or projected flows.

Sewage is conveyed to the Tapia Water Reclamation Facility in Malibu Canyon, operated by LVMWD. The current design capacity of the facility is 16 MGD with current average daily flows of 9.5 MGD.

Any future development in the City will tie into existing sewer lines. It will be the responsibility of the developer in each case to submit preliminary engineering plans for provision of sewer service to the County and to LVMWD for review. The costs of system expansion for sewer line collectors are borne by new development.

4. NATURAL GAS SUPPLY

Natural gas is provided to the City by Southern California Gas Company. As a public utility, Southern California Gas Company (SCG) is required by law to provide service to any development within its legally defined service area. The Company is under the jurisdiction of the California Public Utilities Commission and can be affected by the actions of Federal regulatory agencies. Should these agencies take any action which affects gas supply or conditions of service, service would be provided in accordance with the policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made. Company representatives anticipate no problems in serving City residences or businesses in the short or long term.

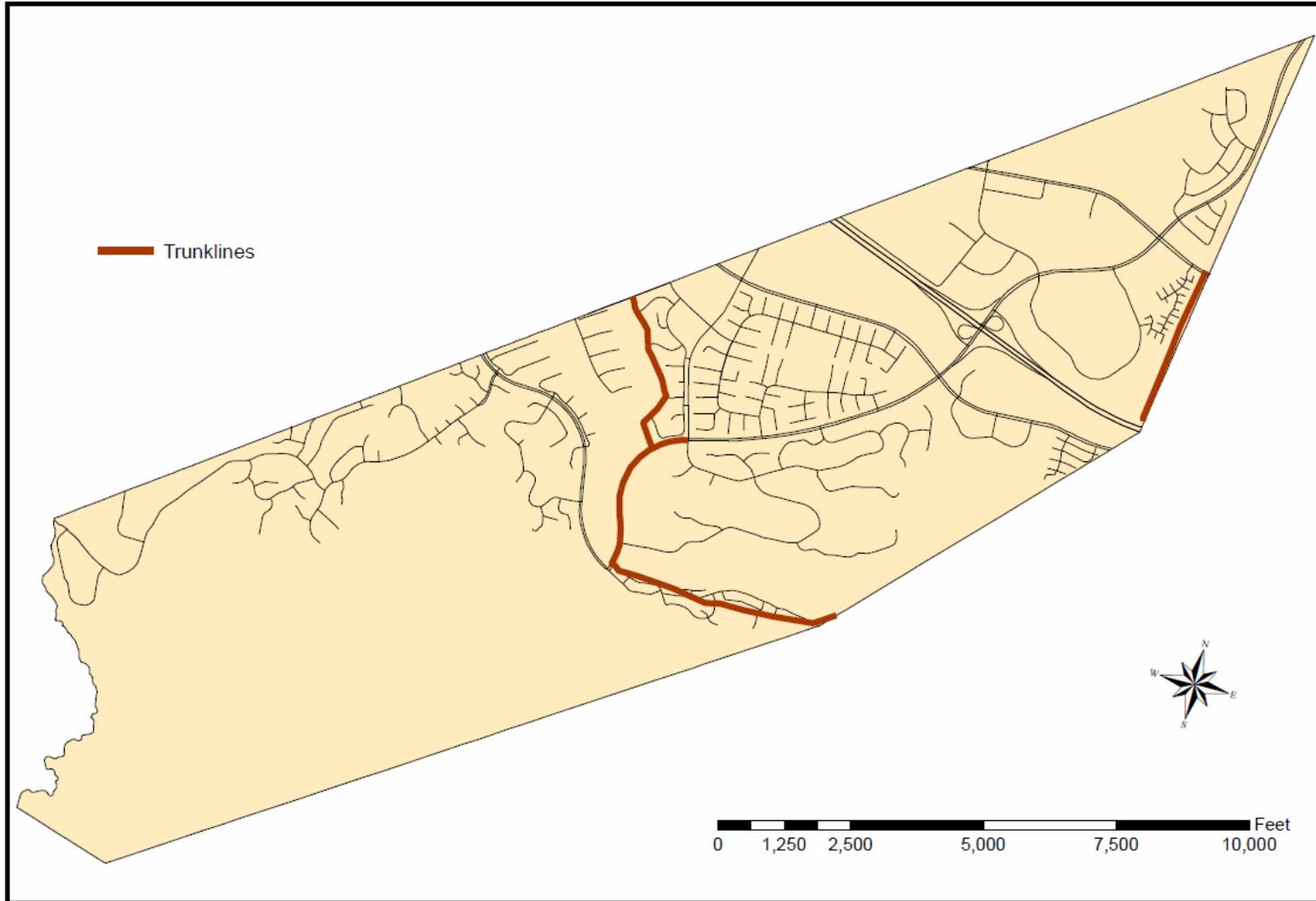
5. ELECTRICAL SUPPLY

Electricity is provided to the City by Southern California Edison Company (SCE). As a public utility, SCE is required by law to provide service to any development within its legally defined service area. Most electrical lines are underground within the City except for a string of 66 kilovolt transmission lines. Those lines are located within a 100-foot-wide easement which runs along the Westlake Village/Agoura Hills boundary north of the Ventura Freeway. No substations are located within the City, however, the Potrero substation is located in Thousand Oaks near the Westlake Village-Thousand Oaks boundary.

SCE expects its total system demand to continue to increase annually. However, SCE officials indicate that the system's ability to serve all customer loads during peak demand periods will be adequate.

Figure 18.

Trunk Sewer Lines



6. GOALS, POLICIES AND PROGRAMS

The following presents the goals, objectives, and policies for Utility Service, Facilities and Conservation in the City of Westlake Village. At the end of each policy is a listed "I" and number in parentheses which refers to a corresponding implementation program.

Goal *It shall be the goal of the City of Westlake Village to:*

Assure that the highest level of utility service is provided and maintained, and that limited water and energy resources are conserved by, and for the benefit of current and future community residents.

Water Service and Facilities

Objective *It shall be the objective of the City of Westlake Village to:*

1 Ensure adequate water distribution service and facilities are available to meet existing and future daily and peak demands.

Policies *It shall be the policy of the City of Westlake Village to:*

1.1 Coordinate with the Las Virgenes Municipal Water District (LVMWD) to ensure that the provision of water service is adequate to meet the needs of City residents and business establishments (I-1 and I-2).

1.2 Require new developments to be served by adequate water distribution systems, designed and constructed in accordance with the requirements of the Las Virgenes Municipal Water District and other responsible public agencies (I-1).

1.3 Prohibit or fully mitigate any activities which have the potential to negatively impact the quality of the City's water supply (i.e., development of watersheds, human body contact with reservoir water without treatment, etc.) (I-1).

Wastewater Service and Facilities

Objective *It shall be the objective of the City of Westlake Village to:*

- 2 Ensure that adequate wastewater collection and treatment facilities are available to convey and treat wastewater generated by existing and future development in the City.

Policies *It shall be the policy of the City of Westlake Village to:*

- 2.1 Coordinate with the Los Angeles County Water and Sewer Division and the Las Virgenes Municipal Water District (LVMWD) to ensure the City’s wastewater service and treatment facilities are adequate (I-1).
- 2.2 As a condition of project approval, ensure that proposed developments within the City’s jurisdiction will provide adequate wastewater service (I-1).
- 2.3 Require developments needing sewer hookup be financially responsible for system connections and required onsite improvements (I-1).

Storm Drain Maintenance and Facilities

Objective *It shall be the objective of the City of Westlake Village to:*

- 3 Ensure adequate storm drain and flood control facilities are constructed and maintained to fully mitigate flood hazards.

Policies *It shall be the policy of the City of Westlake Village to:*

- 3.1 Cooperate with Los Angeles County Flood Control District's (LACFCD) to ensure the maintenance of City-owned and County-owned storm drain pipelines are clean and properly maintained annually (I-3).
- 3.2 Require adequate storm drain and flood control facilities be designed to standard set forth by the Los Angeles County Flood Control District (I-1 and I-4).

- 3.3 Continue to pursue LACFCD's maintenance of the underground portion of Lindero Canyon Flood Control Channel (I-5).

Natural Gas

Objective *It shall be the objective of the City of Westlake Village to:*

- 4 Ensure adequate natural gas facilities are available to meet existing and future daily demands.

Policies *It shall be the policy of the City of Westlake Village to:*

- 4.1 Coordinate with the Southern California Gas Company to ensure that the provision of natural gas is adequate to meet the needs of City residents and business establishments (I-1).
- 4.2 Coordinate with the Southern California Gas Company to promote effective planning and conservation of natural gas resources (I-10).

Electrical Service

Objective *It shall be the objective of the City of Westlake Village to:*

- 5 Ensure adequate electrical facilities are available to meet existing and future daily demands.

Policy *It shall be the policy of the City of Westlake Village to:*

- 5.1 Coordinate with the Southern California Edison Company to ensure that the provision of electricity is adequate to meet the needs of City residents and business establishments (I-1).

Cable Television

Objective *It shall be the objective of the City of Westlake Village to:*

- 6 Ensure adequate cable television service and facilities are available to meet existing and future needs.

Policies *It shall be the policy of the City of Westlake Village to:*

- 6.1 Require all cable television wiring facilities and equipment are placed below grade where feasible (I-1).
- 6.2 Require the extension of cable television services to all existing and new residential developments (I-6).

Broadband Internet

Objective *It shall be the objective of the City of Westlake Village to:*

- 7 Ensure adequate Broadband Internet service and facilities are available to meet existing and future needs.

Policies *It shall be the policy of the City of Westlake Village to:*

- 7.1 Require all Broadband Internet wiring facilities and equipment are placed below grade where feasible (I-1).
- 7.2 Require the extension of Broadband Internet services to all existing and new residential developments (I-6).

Conservation of Natural Resources

Objective *It shall be the objective of the City of Westlake Village to:*

- 8 Provide ample opportunities for businesses and residents of the community to conserve and reuse natural resources.

Policies *It shall be the policy of the City of Westlake Village to:*

- 8.1 Require, where available, the use of reclaimed water in common landscape areas of all proposed developments (I-1 and I-7).
- 8.2 Encourage and promote the conservation of water and other non-potable resources by all users throughout the community (I-1 and I-2).

- 8.3 Maintain standards for landscaping and irrigation which are in compliance with State requirements (I-8).
- 8.4 Require that the use of energy saving designs and materials be incorporated into the construction of all public buildings, while encouraging their use city-wide (I-9).

Implementation Programs

- I-1 Through the development review process:
- require utility service and/or adequate service guarantees to be provided prior to project approval. All required utilities and services shall be subject to the standards set forth by the responsible agency prior to their issuances of any building permits;
 - in cooperation with LVMWD, the County of Los Angeles and other responsible agencies, monitor infrastructure service to ensure development does not exceed service capacity. Updated information regarding development within Westlake Village will be provided to the affected agencies on an as needed basis;
 - require all projects to provide adequate storm drain and flood control facilities. All required facilities shall be subject to the standards established by the Los Angeles County Flood Control District.
 - require all new residential developments to be served by cable television and broadband internet;
 - ensure that cable television and broadband internet infrastructure be installed underground, where feasible; and
 - encourage the use of reclaimed water for the irrigation of large landscaped areas (i.e., common spaces, parkways, landscape medians, parks, etc.) in all developments.
- I-2 The City shall annually coordinate maintenance schedules with the LACFCD and the Los Angeles County Road Department to ensure public

hazards relating to the storm drainage and flood control system do not occur.

- I-3 Development projects within the City's jurisdiction shall be subject to the County's development standards as well as service and impact fees set forth by the Department of Building and Safety and LACFCD.
- I-4 Formally request LACFCD to maintain the underground portion of Lindero Canyon Flood Control Channel as part of their maintenance responsibilities.
- I-5 Coordinate with local cable television and broadband internet providers to service all existing and new residential developments.
- I-6 Investigate the feasibility of requiring dual water systems in all proposed developments.
- I-7 Implement landscape and irrigation design standards to comply with State mandated requirements.
- I-8 The City shall encourage the development of LEED certified buildings whenever feasible.
- I-9 The City shall participate in an annual coordination meeting with the Southern California Gas Company to ensure that the City's ordinances, codes, and practices encourage the conservation of natural gas.

C. INSTITUTIONAL FACILITIES

1. CIVIC CENTER

In 2002 the city occupied a purpose build City Hall facility located at 31200 Oak Crest Drive. The civic center includes City Hall, the City Council Chambers, a branch of the Los Angeles County public library, two multiple purpose community rooms, and two courtyards.

2. EDUCATION

Las Virgenes Unified School District (LVUSD) provides elementary, intermediate and high school service to the City of Westlake Village. Three of the District's eleven schools are currently serving the City; they are White Oak Elementary School, Lindero Canyon Middle School, and Agoura High School (see **Figure 19**). The characteristics of each are shown below:

<u>School</u>	<u>Grades</u>	<u>2017 Capacity</u>
White Oak Elem.	K-5	512
Lindero Canyon Middle School	6-8	837
Agoura High School	9-12	1,890

Funding for new school construction is extremely limited. The District currently collects builder fees as provided by AB 2926. While there are no current plans for utilizing any of these funds for additional construction in Westlake Village or schools serving Westlake Village, these funds would be used for providing unanticipated classroom needs. Anticipated solutions include placement of re-locatable facilities and/or construction of an additional elementary school should it be deemed necessary. The District has pursued a policy of requiring mitigation over and above fees collected under AB 2926. Such measures included additional funding and/or dedication of land for interim or permanent school facilities.

In addition to White Oak Elementary School, operated by the Las Virgenes School District, there are a number of privately operated and accredited schools within the City.

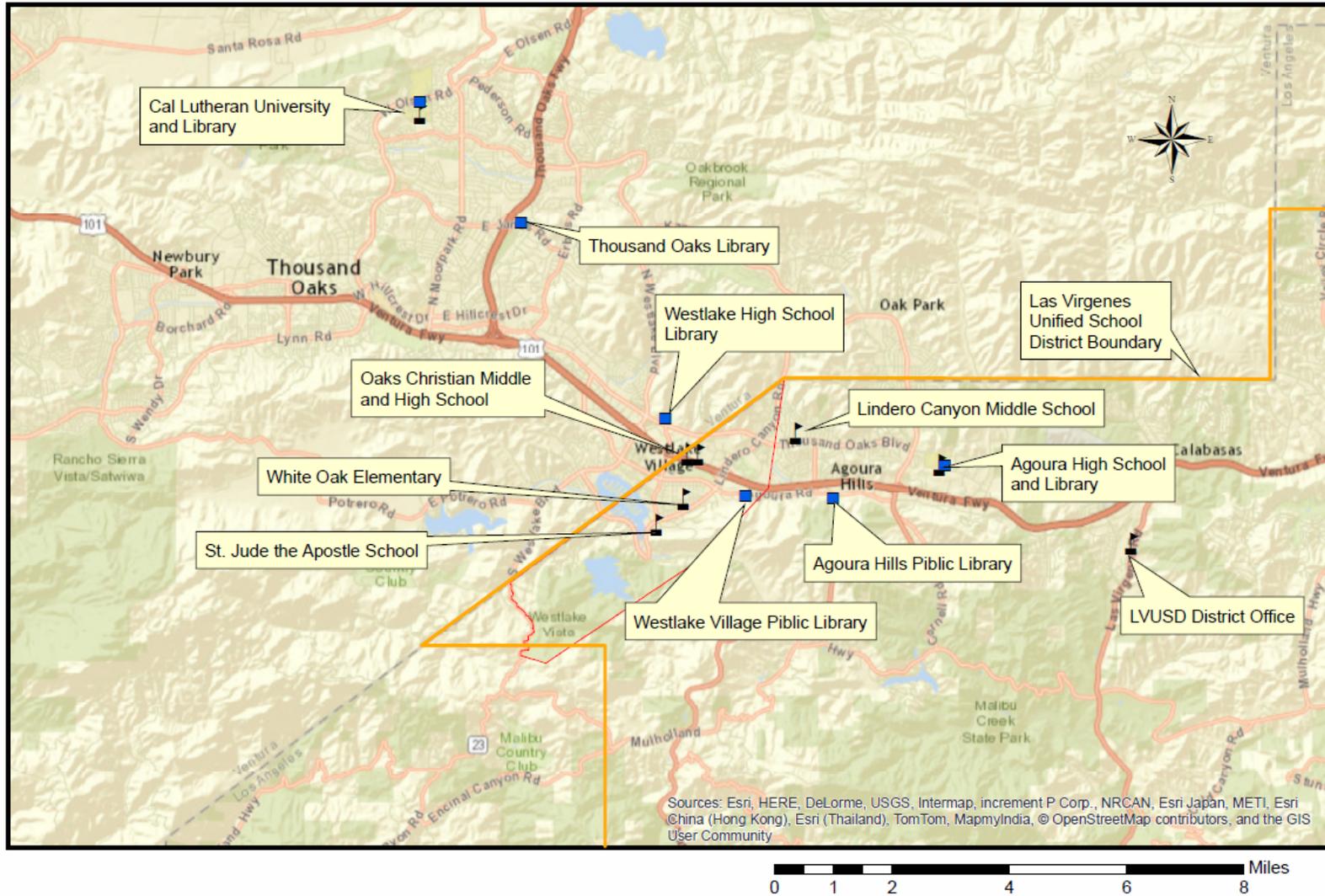
St. Jude the Apostle School is a fully accredited, private Catholic school within the Archdiocese of Los Angeles. The school opened in 1985 and is located on West Lindero Canyon Road adjacent to St. Jude's Parish. The school provides education for 245 students grades K-8.

Oaks Christian Middle School and Oaks Christian High School are also located within the City and provides classes for grades 5-8 at the middle school and 9-12 at the high school. The schools are privately funded and fully accredited.

The community college district serving the City is the Los Angeles Community College District. The nearest community college is Pierce College, located approximately 14 miles east of the City in the Los Angeles community of Woodland Hills.

Figure 19.

Schools and Libraries



3. LIBRARIES

The Westlake Village Library is adjacent to the City Hall and is operated by the County of Los Angeles Public Library. The Library opened to the public in March 2002. The Library houses a collection of over 52,000 items in an 11,500 square foot structure. The library is open six days per week and provides the public with 15 computer stations with access to the internet and to the library's electronic catalog. As part of the Los Angeles County Public Library system, the Westlake Village branch has the ability to request access to over 7.5 million physical items as well as access to the county's ebook and electronic databases.

The Agoura Hills Library is also operated by the Los Angeles Public Library system and is located adjacent to the City of Agoura Hills' City Hall located at 29901 Ladyface Court. The 17,722 square foot facility, which opened in 2001, is available for use by Westlake Village residents with a Los Angeles Public Library card. The facility has a children's place, study rooms, and a household battery recycling bin. Like the Westlake Village Library, patrons have access to the entire catalog of the Los Angeles Public Library system.

The City of Thousand Oaks Library (1401 East Janss Road, Thousand Oaks) also offers a major library center with extensive community services. The library has over 200,000 volumes, with 420 subscription publications, housed in a 64,000 square foot building. It also offers the use of computers, three conference rooms, a kitchen and projection room. Various preschool and children's reading programs are also available. Residents of the City of Westlake Village currently use the facility, with user fees partially subsidized by the City.

The Newbury Park Branch of the Thousand Oaks Library (2331 Borchard Road) opened in January, 1991, located in a 17,000 square foot building with 18,000 volumes.

The California Lutheran University Library (60 West Olsen Road, Thousand Oaks) is open to members of the public with a valid University library card. It has about 105,000 volumes focusing on religion and education. Most of the non-CLU student use is by local high school students. An annual fee allows local residents to access the library and borrow materials and books from the collection.

Moorpark College Library (7075 Campus Road, Moorpark) is open for use by community residents, although a valid student or faculty ID is required to borrow materials from the collection. The library has about 61,588 volumes, 600 technical reports, and 275

periodicals in a building of 19,000 square feet. With its academic focus, the library serves as the main educational facility serving users between University of California, Santa Barbara and California State University, Northridge.

The Agoura High School Library (28545 West Driver Avenue) operates primarily as a resource for students who attend Agoura High School and for residents in the immediate area. Additionally, Westlake High School(100 N. Lakeview Canyon Road) provides some limited library use for City residents.

4. GOALS, POLICIES AND PROGRAMS

The following presents the goals, objectives, and policies for Institutions in the City of Westlake Village. At the end of each policy is a listed "I" and number in parentheses which refers to a corresponding implementation program.

Goal *It shall be the goal of the City of Westlake Village to:*

Attain and maintain the highest level of educational, cultural and other institutional services commensurate with the needs of all City residents.

Educational Facilities and Programs

Objective *It shall be the objective of the City of Westlake Village to:*

1 To promote and facilitate the enhancement of existing and future educational facilities and programs serving the residents of Westlake Village.

Policies *It shall be the policy of the City of Westlake Village to:*

1.1 Maintain effective communication with officials of the Las Virgenes Unified School District (LVUSD) regarding current and anticipated service and facility needs (I-1).

1.2 Cooperate and coordinate with the LVUSD in the maintenance of accurate student population projections (I-2 and I-3).

1.3 To the extent feasible, coordinate City provided transit services with the needs of the student population (I-4).

- 1.4 Promote the provision of community based programs providing specialized educational opportunities (i.e. after school programs, preschool enrichment, senior programs, etc.) (I-5 and I-12).
- 1.5 Ensure that the impacts of new development on educational services and facilities are mitigated to the fullest extent feasible (I-6).

Library Facilities and Programs

Objective *It shall be the objective of the City of Westlake Village to:*

- 2 Enhance the level of library service available to City residents through cooperative programs with the Los Angeles County Librarian and adjacent local jurisdictions.

Policies *It shall be the policy of the City of Westlake Village to:*

- 2.1 Maintain and enhance existing library facilities and services within the City (I-7 and I-8).
- 2.2 Coordinate with adjacent local jurisdictions to enhance accessibility to library facilities and services for all City residents (I-9 and I-10).

Civic Facilities

Objective *It shall be the objective of the City of Westlake Village to:*

- 3 Maintain adequate civic center facilities to support the municipal functions of the City of Westlake Village.

Policies *It shall be the policy of the City of Westlake Village to:*

- 3.1 Continue to maintain civic center facilities adequate to accommodate the municipal functions of City government in an efficient and cost effective manner (I-11).

- 3.2 Ensure that the scale and design of any new municipal offices or facilities are in keeping with the low profile, suburban character of the adjacent land uses (I-13).

Other Institutional Facilities

Objective It shall be the objective of the City of Westlake Village to:

- 4 Assure community-serving religious, medical, educational and governmental facilities are established and maintained in a manner compatible with surrounding land uses and in keeping with the character of Westlake Village.

Policy It shall be the policy of the City of Westlake Village to:

- 4.1 Through the design review process, ensure that new or expanded community-serving institutional uses and facilities are compatible with surrounding land uses and in keeping with the character of Westlake Village (I-13).

Implementation Programs

- I-1 Provide updated information to the LVUSD regarding new residential development within Westlake Village on an as needed basis.
- I-2 Review LVUSD student population projections periodically to assure accuracy of assumptions relative to Westlake Village generation factors.
- I-3 Review City transit schedule and routes biannually to ensure maximum coordination with the needs of the student population.
- I-4 Disseminate information regarding the availability of specialized, community based educational programs and services.
- I-5 Through the design and development review process:
- evaluate all proposals for potential impacts on educational services and facilities, and impose appropriate mitigation measures as necessary; and

- continue to require new development projects to pay school impact fees in accordance with Section 65996 of the California Government Code.

I-6 Coordinate with the Los Angeles County Librarian in the staffing and operation of the Westlake Village library.

I-7 Periodically re-evaluate and renew if appropriate, the agreement with the City of Thousand Oaks providing Westlake Village residents access to the Thousand Oaks Library.

D. PUBLIC SAFETY

1. LAW ENFORCEMENT

The City is served by the County of Los Angeles Sheriff Department and does not intend to establish its own police department. The primary sheriff's facility is the Lost Hills Station, located in Calabasas; 10 miles from Westlake Village (**Figure 20**). All radio calls are dispatched from the Lost Hills Station to the Westlake patrol unit that is patrolling within the City boundaries. The Lost Hills Station was completed and became operational in October 1991.

Patrol units from the Lost Hills Sheriff Station provides law enforcement services to the City. In addition, three other units are available should the City car need assistance. The City's patrol unit consists of two deputies on the early morning shift and one deputy on day and evening shifts. Police services include, but are not limited to, emergency responses, routine service calls, crime prevention patrol, and traffic enforcement. Additional services include detective and staff support.

Response times vary according to the nature of the service requested, the volume of calls received, the time of day and the availability of a patrol unit. The overwhelming number of emergency calls is for medical emergencies that are the primary responsibility of the Fire Paramedic Unit. The desired patrol car per population ratio varies from district to district with no one ratio considered ideal. Societal groupings, geographic peculiarities, and some lesser variables are the most common factors used in formulating an effective ratio. Statistical data supports the desirability of an around-the-clock patrol car to maintain a high level of law enforcement service.

The ratio of population growth to reported crime is seen as one variable means of gauging the effectiveness of the law enforcement effort. To date, the rise in criminal statistics for the greater Las Virgenes service area has not exceeded the population growth. Within the City limits, one patrol unit on a 24-hour basis with no increase in reported crime is the goal of the Sheriff Department, given anticipated growth in the City.

2. FIRE PROTECTION

The City is provided with fire services by the County of Los Angeles Fire Department. In addition to LA County Fire, automatic aid and mutual aid assistance agreements are in place with neighboring cities and the Ventura County Fire Department. For major fire emergencies, such as brush fires, floods, or earthquakes, all necessary resources and equipment are made available through CalFire and the California Office of Emergency Services (CAL OES), which coordinates the Master Mutual Aid Agreement, made and entered into by, and between the State of California, and its various departments and agencies, to provide a myriad of resources when disaster strikes.

For routine fire services, the City has one fire station within the City limits. Fire Station 144 is located at 31981 Foxfield Drive, (**Figure 20**). The station has one engine company, equipped with paramedic supplies, a patrol vehicle, and a water tender. The patrol vehicle is smaller than the main engine, enabling the fire fighters to reach remote locations to strategically fight brush fires. Four persons are on duty at all times.

Additional fire and rescue services are provided to the City as needed by three other fire stations. Response times depend on the location of the responding station, and are shown for each station in **Table 6**.

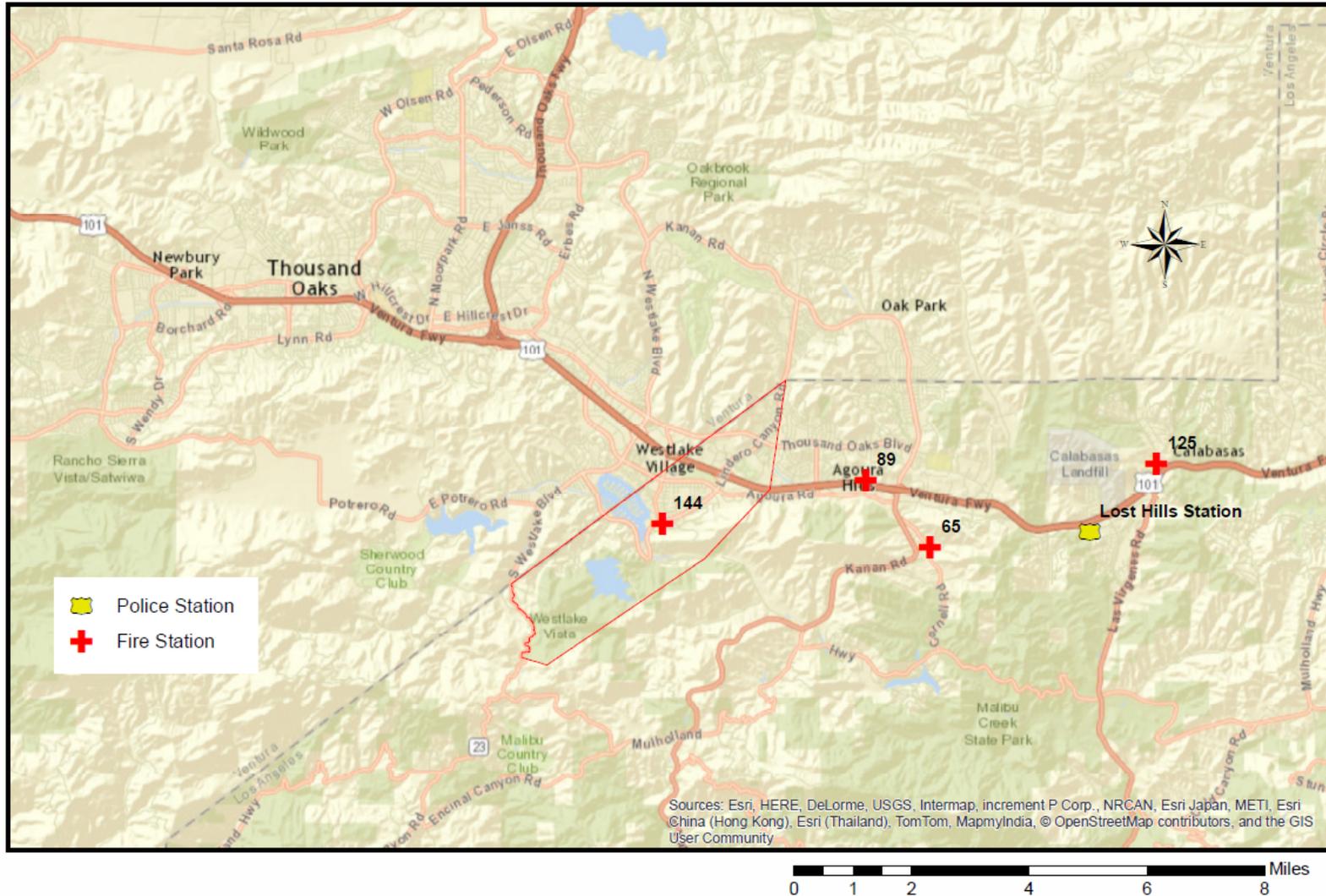
Additionally, since the City does not have an in-house Fire Department, the goals, standards for emergency service training, and recruitment are all handled through Los Angeles County Fire Department, and any inquiries to those policies or procedures should be directed to LA County Fire.

Table 6. Location of Fire Stations and Response Times.

	Address	Response Time	Resources
Los Angeles County Stations			
144	31981 Foxfield Drive Westlake Village	4-6 minutes	4 person assessment engine
65	4206 North Cornell Road Agoura Hills	4-6 minutes	3 person engine
125	5215 Las Virgenes Road Calabasas	5-6 minutes	3 person engine and 4 person quint
89	29575 Canwood Street Agoura Hills	4-6 minutes	3 person engine and 2 person paramedic squad

Figure 20.

Local Police and Fire Stations



CITY OF WESTLAKE VILLAGE GENERAL PLAN

3. HEALTH CARE

Los Robles Regional Medical Center is a 395-bed acute care facility located on West Janss Road in the City of Thousand Oaks. The Center has a staff of 480 physicians representing 30 specialties. Los Robles offers the following services:

- 24 hour emergency services
- Intensive/critical care unit (ICU)
- Maternity unit and neonatal ICU
- In-patient and out-patient surgical unit
- Heart care unit
- Cancer care center
- Rehabilitation services and transitional care
- Senior mental health services
- Ventura Heart Institute
- Cardiology
- Occupational
- Speech and physical therapy
- Radiology
- Respiratory
- Pediatrics
- Orthopedics
- Oncology
- Social services are available to users.

The Regional Medical Center also contains a heliport and serves as a base station for Ventura and Los Angeles County paramedics.

Long-term care services which provide skilled nursing or intermediate care are available at multiple locations throughout the Conejo Valley as well.

The closest public health care and social services facilities include the Ventura County Medical Center on Loma Vista Road in Ventura, the Thousand Oaks Mental Health Center on East Thousand Oaks Boulevard in Thousand Oaks, and a Regional Health Center on Oxnard Street in Oxnard. The Conejo Community Services Center, which is supported in whole by voluntary donations, offers general medicine, lab and ophthalmology services, mental health and social services, family planning and gynecology.

4. GOALS, POLICIES AND PROGRAMS

The following presents the goals, objectives, and policies for Public Safety in the City of Westlake Village. At the end of each policy is a listed “I” and number in parentheses which refers to a corresponding implementation program.

Goal *It shall be the goal of the City of Westlake Village to:*

Provide adequate levels of law enforcement, fire and health care services in an effective and efficient manner in order to meet the needs of City residents and businesses.

Policies *It shall be the policy of the City of Westlake Village to:*

1.1 Maintain adequate levels of service for law enforcement, and fire protection and health services (I-1, I-4, and I-5).

1.2 Enhance existing services levels of law enforcement and fire protection as necessary through coordination with adjacent jurisdictions and service providers, and appropriate project design (I-2, I-3, I-6, and I-7).

1.3 Encourage the provision of quality health services within the City through coordination with adjacent jurisdictions and service providers, and enhancement of existing medical facilities (I-3, I-5, and I-8).

Implementation Programs

I-1 Continue to contract with County of Los Angeles’ Sheriff and Fire Departments for law enforcement and fire protection services, unless superior alternatives become available.

I-2 Continue to coordinate with adjacent jurisdictions to provide backup law enforcement and fire assistance in emergency situations.

- I-3 Through the development review process:
- evaluate the impacts of new development on fire, health, and law enforcement services, and require substantial adverse impacts be mitigated, where feasible; and
 - assure that the design of new developments facilitates law enforcement surveillance capabilities.
- I-4 Continue to contract with County of Los Angeles' for emergency health service, unless superior alternatives become available.
- I-5 Permit convalescent care, medical office and emergency care facilities in public/quasi public, commercial, office and business park designated areas.
- I-6 In conjunction with new development proposals, consider the appropriateness of establishing fees for law enforcement and fire services.
- I-7 Coordinate with the fire department to control the use and storage of hazardous materials.
- I-8 Continue to coordinate with adjacent cities for paramedic rescue service, mutual aid agreements, and other emergency services.

E. RECREATION

1. EXISTING RECREATIONAL FACILITIES

Public parks and recreational facilities presently available to City residents are listed in **Table 7** and shown on **Figure 21**. The seven developed parks within the City are Berniece Bennett Park, Canyon Oaks Park, Foxfield Park, Russell Ranch Park, Westlake Village Community Park, the Westlake Village Dog Park, and Three Springs Park.

Berniece Bennett Park is a 5.15-acre park located within the middle of First Neighborhood and accessible from Village Center Road. The park is developed with a picnic area, children's play area and outdoor basketball courts. The adjacent White Oak School grounds are used during non-school hours by athletic groups and clubs as well as by neighborhood residents.

Canyon Oaks Park is 2.49 acres developed with passive uses such as picnic areas and a tot lot, which is located on the north end of the Westlake Canyon Oaks neighborhood and is accessible from Hedgewall Drive.

Three Springs Park is a 6.2-acre developed park with a vitacourse (a jogging, chin up, sit-up, and other exercises course), basketball courts, play area, and picnic tables located within the Three Springs Neighborhood on Three Springs Drive.

The 4-acre Russell Ranch Park is located on Russell Ranch Road, just east of Lindero Canyon Road, and has a multi-purpose field for softball and soccer, a vitacourse, and picnic area.

The ½ acre Foxfield Park is equipped with a basketball court and a picnic area. The park is located adjacent to Fire Station 144 on Foxfield Drive.

The Westlake Village Dog Park is a 1.19 acre park with both large and small dog areas, picnic tables, and a shade structure. The park is located at the intersection of Oak Crest Drive and Agoura Road, with street parking on Oak Crest Drive.

In partnership with Triunfo Canyon YMCA, the 30.8-acre Westlake Village Community Park has been constructed along the north side of Thousand Oaks Blvd. The park includes 19.3 acres of sports fields and adjacent parking facilities and a 5-acre indoor YMCA facility.

The City has also entered into a joint use agreement with Oaks Christian High School for public use of its athletic fields during non-school use hours. In return, the City contributes to the development and maintenance of those fields.

Outside of the City, Glastonbury Park is situated within a half-mile of the City limits and is developed as a neighborhood park. City residents also have access to a community park located within a mile of the City limits (Triunfo Community Park) and several regional and State parks which exist within reasonable distances, as well as the Santa Monica Mountains National Recreation Area.

The City maintains Class I and Class II bicycle lanes along its major arterials which are used by joggers and runners as well as cyclists. The City's residents are well-served by private recreational facilities located within the City which include the 18-hole Westlake Golf Course, Westlake Athletic Club, and the 150-acre Westlake Lake. Many residents

have access to commonly-owned pool and spa facilities, while a large number of single-family detached units within the City have private pools.

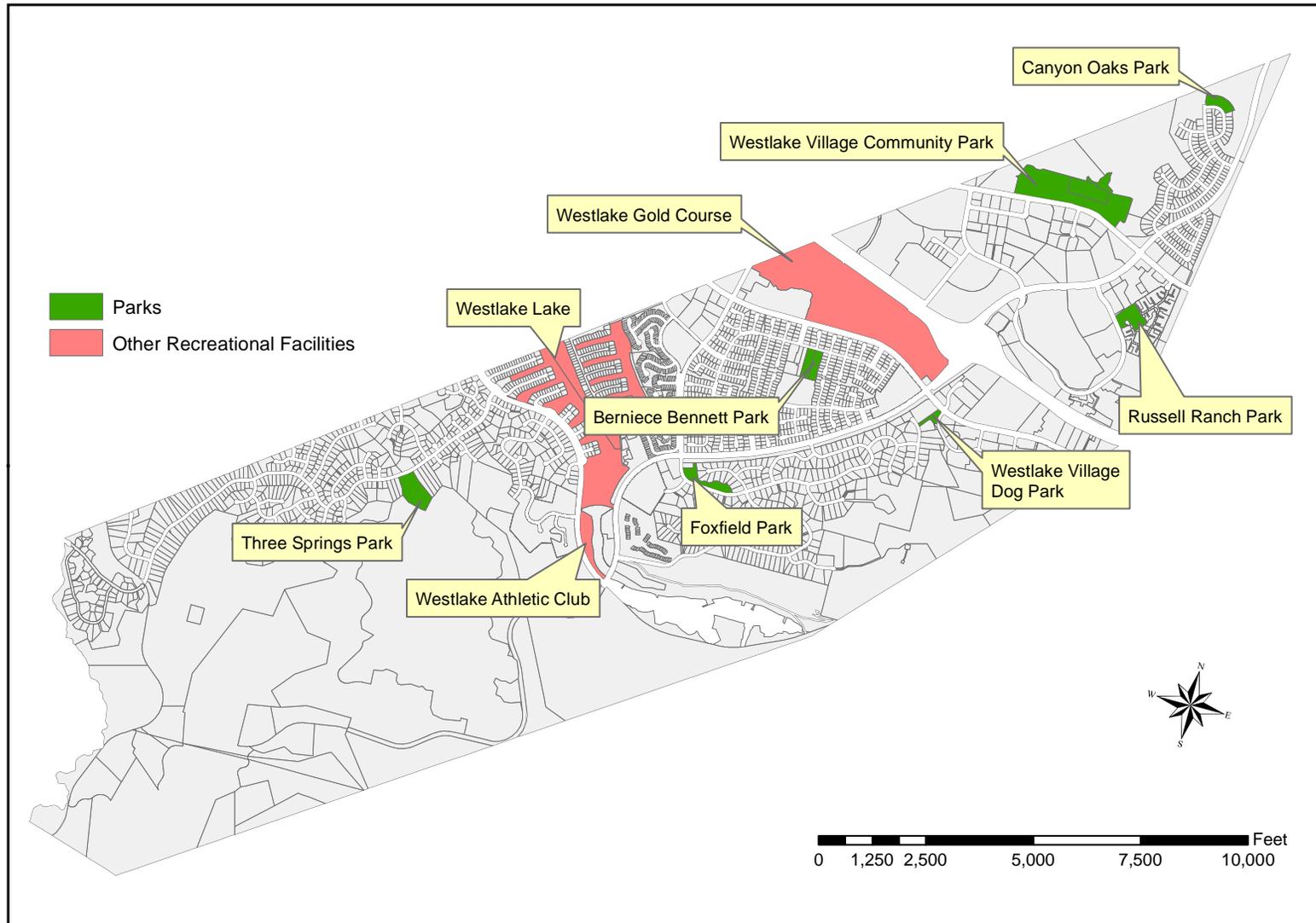
Throughout the City, pedestrian paths and sidewalks provide recreation space for joggers and runners. In many areas, residents may walk to recreational and commercial facilities from their homes. In some private residential areas, however, sidewalks and pedestrian paths are not provided.

Table 7. Public Parks and Recreational Facilities.

Type of Park	Name and Location	Location	Size	Jurisdiction	Facilities
Neighborhood	Westlake Village Dog Park	Oak Crest Drive at Agoura Road	1.19 acres	City of Westlake Village	Picnic area, large and small dog play areas
Neighborhood	Berniece Bennett Park	31800 W. Village Center Road	5.15 acres	City of Westlake Village	Picnic area, playground, outdoor basketball
Neighborhood	Canyon Oaks Park	Terminus of Hedgewall Drive	2.49 acres	City of Westlake Village	Picnic area, playground, outdoor basketball
Neighborhood	Three Springs Park	3000 Three Springs Drive	6.2 acres	City of Westlake Village	Picnic area, playground, outdoor basketball
Neighborhood	Foxfield Park	Foxfield Drive at River Farm Drive	3.5 acres	City of Westlake Village	Picnic area, playground, outdoor basketball
Neighborhood	Russell Ranch Park	30798 Russell Ranch Road	4.0 acres	City of Westlake Village	Playground, outdoor baseball, outdoor soccer
Neighborhood	South Shore Hills Park	Channelford Road and Glastonbury Road	4.5 acres	Conejo Recreation and Parks District (CRPD)	Picnic area, playground, outdoor basketball
Community	Westlake Village Community Park	31107 Thousand Oaks Boulevard	30.8 acres	City of Westlake Village	Outdoor baseball, outdoor soccer, playgrounds, YMCA facility
Community	Triunfo Community Park	980 Aranmoor Avenue	184 acres	CRPD	outdoor baseball, outdoor soccer, playgrounds, outdoor tennis
Districtwide	Conejo Creek North and South Parks	1379 East Janss Road	99 acres	CRPD	Nature center, picnic areas, trails, outdoor sports, playgrounds
Regional	Wildwood Regional Park	928 West Avenida De Los Arboles	12,500 acres	CRPD	Campgrounds, picnic area, nature center, 32 miles of trails, stream
Regional	Oakbrook Park	Westlake Boulevard at Lang Ranch	482 acres	CRPD	Hiking trails
State Park	Point Mugu State Park	9000 Pacific Coast Highway	13,000 acres	State of California	picnic area, hiking trails, campgrounds
State Park	Malibu Creek State Park	1925 Las Virgenes Road	6,000 acres	State of California	Hiking trails, picnic areas
National Park	Santa Monica Mountains	Oxnard to Griffith Park	150,000 acres	National Park Service	Hiking trails, campgrounds, picnic areas

Figure 21.

Parks and Recreational Facilities



2. POTENTIAL RECREATIONAL SITES AND FACILITIES

a. FUTURE PARKS

Currently, there is no proposed plan to construct future parks, however, the City will continue to evaluate potential park location as redevelopment of the older industrial areas of the City north of the Ventura Freeway and west of Lindero Canyon Road occurs.

b. RESERVOIR WATERSHED OPEN SPACE

The Las Virgenes Municipal Water District owns approximately 486 acres of open space located around Las Virgenes Reservoir. The area has been designated as open space and previous plans for future potential development of the area, and the potential use of the reservoir for recreation have been abandoned.

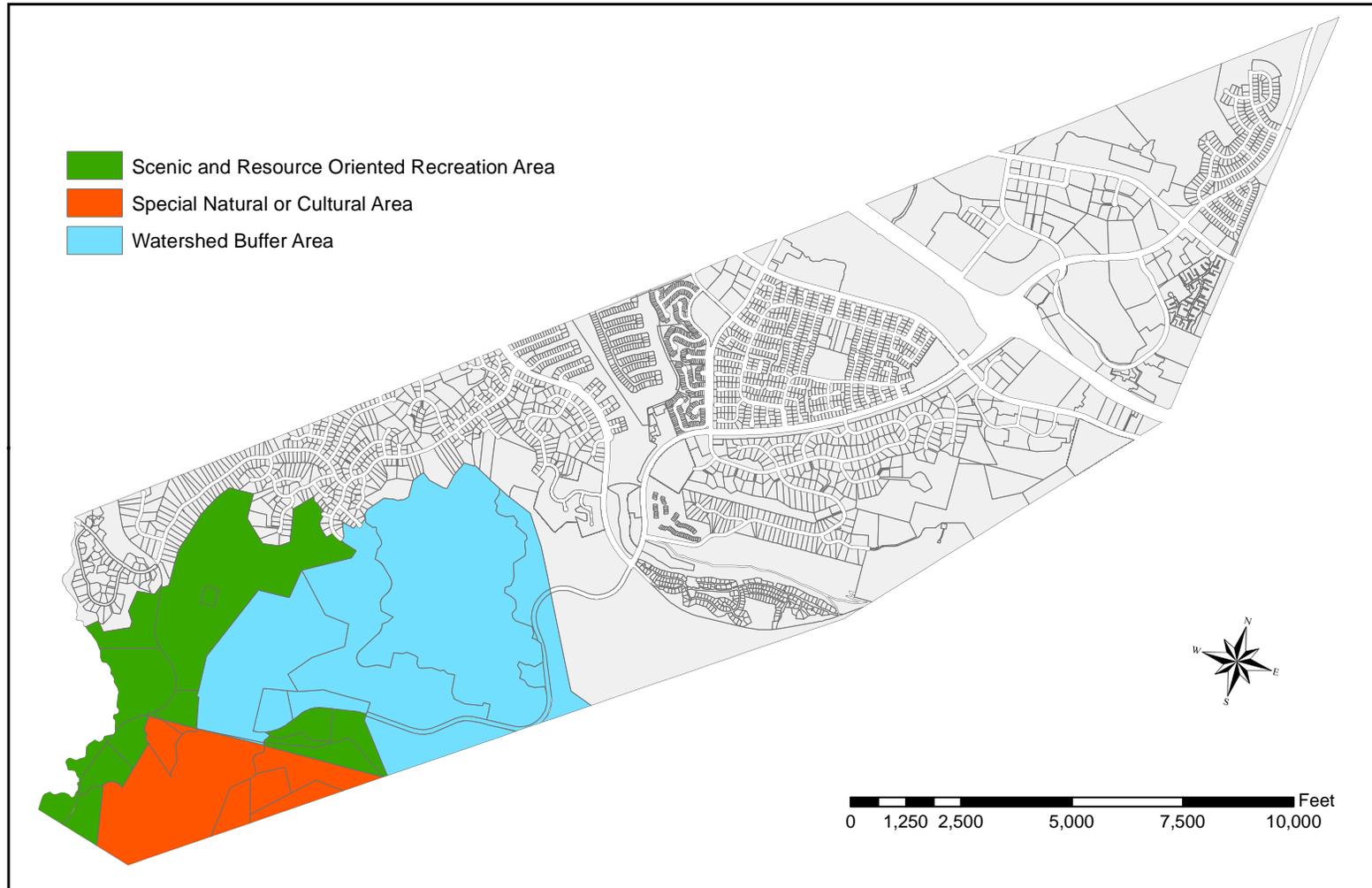
c. SANTA MONICA MOUNTAINS NATIONAL RECREATION AREA

Approximately one-fourth of the City is located in the Santa Monica Mountains National Recreation Area (NRA), which was established by Congress in 1978 (Public Law 95-625) to preserve and enhance the area's scenic, natural, cultural and historical setting and its public health value as an airshed for the Southern California metropolitan area while providing for the recreational and educational needs of the visiting public. The NRA is a 46-mile-long chain of peaks and valleys extending from Oxnard to Griffith Park, encompassing some 150,000 acres, and is managed by the National Park Service (NPS).

A General Management Plan has been prepared to establish goals and objectives for the development and management of the NRA, and a classification system has been devised to provide a set of broad land management goals. **Figure 22** depicts the approximate boundaries of the Santa Monica Mountains open space areas of the City. The three land classifications which apply to the City are described below, along with related management emphasis and land uses considered appropriate (as contained in the Plan).

Figure 22.

Santa Monica Mountains National Recreation Area



Special Natural or Cultural Area

Resource Characteristics: Natural and cultural resources that are essentially intact and have significant values; areas sensitive to human activity.

Management Emphasis: Perpetuation of biological, geological, and cultural values; protection from development and visitor uses that could damage irreplaceable resources, important biological areas, critical habitat, archaeological sites, and significant landform features.

Appropriate Uses: Hiking, primitive camping, nature study, interpretive programs (conducted and self-guided), horseback riding (restricted in some areas); research; existing residential use; new residential development that maintains the significant natural and cultural values.

Active Management: Management of endangered species and their habitats; monitoring of the effects of visitor use on natural and cultural values; regulation of use when necessary to maintain integrity; perpetuation of natural processes; management of historic and archaeological resources according to approved policies; where natural resources have been altered, management to encourage restoration of a natural regime; reduction of adverse impacts from fuel breaks and firebreaks by relocating them or using less destructive means of vegetation manipulation; establishment of recreational use capacities; transfer of development rights to other areas.

Watershed Buffer Area

Resource Characteristics: Watersheds that contain natural and cultural resources that could be altered by erosion or water pollution; watersheds that provide important wildlife habitat; watersheds upstream of important natural or cultural features sensitive to watershed impacts.

Management Emphasis: Protection of natural values within the watershed where activities could adversely affect downstream areas of biological importance; protection of natural wildlife corridors between protected watersheds.

Appropriate Uses: Hiking, hike-in camping, nature study, interpretive walks, horseback riding; research; picnicking; existing and new low-density residential development where cumulative impacts to habitat and watershed value can be mitigated and parcels already have legal road access and water service.

Active Management: Restoration of disturbed areas to minimize erosion and desedimentation; monitoring of water quality; establishment of recreational use capacities; review of development proposals to suggest impact mitigations.

Scenic and Resource-Oriented Recreation Area

Resource Characteristics: Natural settings, less sensitive natural communities, modified landscapes in process of recovery, lands that are important to the view from scenic roads and trails, and agricultural landscapes.

Management Emphasis: Provision of environmentally compatible recreational activities, with small dispersed facilities that have a minimal effect on natural resources, natural processes, and scenery; protection of natural and man-made views, scenic features, and compatible landscapes, including agricultural areas.

Appropriate Uses: Hiking, hike-in and walk-in camping (group or family), sight-seeing, nature study, interpretive walks, outdoor education, fishing, bicycling, horseback riding, picnicking; research; information; rural residential use; development clustered to preserve open space atmosphere.

Active Management: Landscape management to reestablish or create a natural appearance, including reclamation and restoration of disturbed areas, screening of facilities, and protection of views; suggestion of design and grading mitigating measures on development seen from roads and trail viewpoints; protection and preservation of existing resources; monitoring of agricultural and scenic easements.

d. TRAILS

Several trail systems have been adopted and are being implemented by other jurisdictions and are available to City residents. Some proposed segments of these trails are located within the City itself. Existing and proposed trailheads within the City limits and trailhead locations in the surrounding areas are shown on **Figure 23**.

The Master Plan of Equestrian/Hiking Trails adopted by the Conejo Recreation and Parks District indicates an existing trail extending from the City of Thousand Oaks into the City at the northern end of the golf course, after using the Lakeview Canyon overpass to cross the freeway. The District also proposes trails extending east into the City of Westlake Village along Decker Road connecting to the NRA trail system.

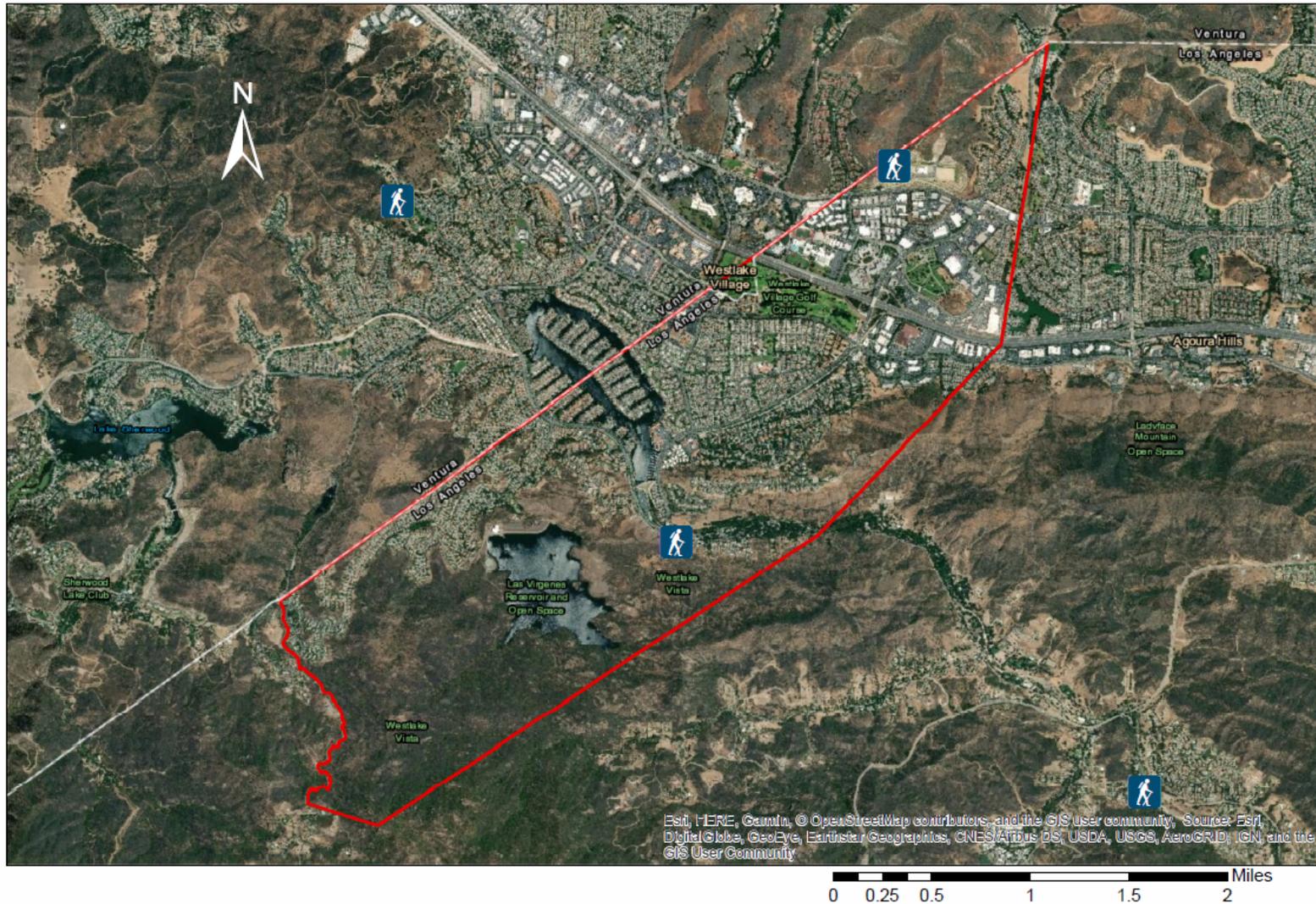
3. ACQUISITION AND FINANCING OF RECREATIONAL FACILITIES

As part of the subdivision approval process, the City may require dedication of land for park and recreational uses, the payment of in-lieu fees or a combination of both, provided it has enacted an enabling ordinance and the requirement is consistent with the principles and standards contained in this Chapter.

A partial credit may be granted against the requirement of land dedication or in-lieu fees for private open space within a proposed subdivision which is to be used for park and recreation purposes and is to be privately owned and maintained by the future residents of the subdivision. Private open space may be improved with recreational amenities such as children's play areas, picnic areas, game courts, turf playfields, swimming pools and/or recreation centers.

Figure 23.

Trailhead Locations



4. GOALS, POLICIES AND PROGRAMS

The following presents the goals, objectives, and policies for Recreation facilities and programs within the City of Westlake Village. At the end of each policy is a listed “I” and number in parentheses which refers to a corresponding implementation program.

Recreation shall refer to all parks, recreational and trail facilities illustrated on **Figures 21, 22, and 23**.

Goal *It shall be the goal of the City of Westlake Village to:*

- 1 Ensure that adequate park and recreational facilities are provided to meet the recreational needs of the existing and future residents while preserving the natural resources of the community.
- 2 Enrich the quality of life for all citizens of Westlake Village by providing constructive and creative leisure activities for all ages.
- 3 Ensure that the community has an effective bikeway and trail system which enhances the safety and enjoyment of cyclists, pedestrians and motorists.
- 4 Ensure that City parks and recreation facilities are properly operated and maintained through adequate funding and manpower allocations.

Park and Recreational Facilities

Objective *It shall be the objective of the City of Westlake Village to:*

- 1 Maintain an integrated and cohesively designed park system that is complementary to existing and proposed development as well as the natural environment.

Policies *It shall be the policy of the City of Westlake Village to:*

- 1.1 Establish a parks and recreation master plan for the City, defining existing and anticipated recreational needs, locations for new or expanded facilities, timing of development, and funding sources (I-15).

- 1.2 Where appropriate, require new development to provide pedestrian paths, trails and/or sidewalks to facilitate and encourage pedestrian access and recreational enjoyment (I-2).
- 1.4 Cooperate with other jurisdictions to achieve the multiple-use management of public lands, specifically recognizing recreation as a desirable use and provide new opportunities for additional park and recreational facilities and services (I-3 and I-4).
- 1.5 Increase the City's recreational area through the joint use or multi-purpose use of existing and future open spaces and school facilities, including the coordination and cooperation with adjacent jurisdictions (I-4).
- 1.6 Require new development to provide adequate park space on site or contribute in lieu fees to meet the needs created by the proposed development. (I-5, I-6, I-10, and I-11)
- 1.7 Work with local agencies and organizations to provide new opportunities for additional park and recreational facilities (I-3, I-4, I-7, and I-11).
- 1.8 Encourage local citizens groups and service organizations to participate in the development and maintenance of recreational facilities and services (I-11 and I-13).

Recreational Programming

Objective *It shall be the objective of the City of Westlake Village to:*

- 2 Provide ample opportunities for increased involvement of the community in recreational programs and events.

Policies *It shall be the policy of the City of Westlake Village to:*

- 2.1 Encourage the publication of opportunities for outdoor-oriented recreational programs, thereby increasing public involvement and enjoyment of these activities (I-7).
- 2.2 Encourage recreational programs which provide ample opportunities for children, adults, disabled individuals and senior citizens (I-8).

- 2.3 Require land developed as parks to provide for needed recreational facilities and activities as identified by the Parks and Recreation Master Plan (i.e., softball fields, football fields, tennis courts, etc.) (I-14).

Bikeway and Trail Systems

Objective It shall be the objective of the City of Westlake Village to:

- 3 Emphasize bikeway and trail linkage opportunities between the community and adjacent areas; and continually maintain bike and trail system in a safe and enjoyable condition.

Policies It shall be the policy of the City of Westlake Village to:

- 3.1 Pursue the development and maintenance of the proposed and existing trail alignments as show in **Figure 23** by the appropriate responsible agency (I-2 and I-6).
- 3.2 Upgrade Class II bikeways to Class I facilities, as economically feasible, if the opportunity presents itself when the streets are widened, or as vehicular traffic increases to a level which jeopardizes the safety of pedestrians and/or cyclists utilizing City bikeways (I-9).
- 3.3 Where appropriate, pursue trail development opportunities in the southern portion of the City to interconnect with trail systems of the National Recreation Area (NRA) (I-6).
- 3.4 Designate a hiking and riding trail network within the City in coordination with other jurisdictions (I-6).
- 3.5 Require, where appropriate, new developments that abut regional trail, and/or bikeways to provide for the continuation and enhancement of those systems (I-2).

Recreation Program Funding

Objective It shall be the objective of the City of Westlake Village to:

- 4 Develop alternative funding sources for the timely provision or improvement of parks and recreational facilities in the community.

Policies It shall be the policy of the City of Westlake Village to:

- 4.1 Require new development to provide adequate park and recreational facilities for their users, or pay an in-lieu fees as determined by the provisions of State Nexus Legislation¹ and the Quimby Act² (I-4).
- 4.2 In addition to City provided recreational facilities as specified in the Parks and Recreation Master Plan, encourage the development and maintenance of quality commercial recreation facilities where appropriate to provide services and facilities that could not otherwise be provided by the City (I-12).

Implementation Programs

- I-1 Review development proposals to ensure that projects which abut trails, parkways and/or bikeways provide access and the necessary improvement to continue those systems as outlined in the City’s Parks and Recreation Master Plan.
- I-2 Investigate the possibility, in conjunction with the Las Virgenes Municipal Water District, to formulate a plan for limited recreational use of open space located southwest of Las Virgenes Reservoir.
- I-3 Coordinate with Las Virgenes Unified School District to share playground and field facilities at local school sites.

¹ State Nexus Legislation refers to the provision of public services and facilities by developments which impact a jurisdiction’s ability to provide them. (See California State Planning, Zoning and Development Laws; Chapter 4, Article 5, Section 66483 through 66489 and Government Code Sections 66000 - 66020).

² The Quimby Act refers to the authorization of a legislative body or a city or county to require the dedication of land or impose a requirement of payment for park or recreational purposes as a condition of approval. (See California State Planning, Zoning and Development Laws; Chapter 4; Article 3, Section 66477).

- I-4 Require all residential development projects of five or more units to provide on-site open space facilities, pay in-lieu fees for similar facilities nearby or dedicate parklands as determined by the provisions of State Nexus Legislation and the Quimby Act².

- I-5 Consider requiring all new non-residential development to provide on-site open space facilities accessible to the public or pay in-lieu fees a part of the entitlement process.

- I-6 Coordinate with the Santa Monica Conservancy, the National Park Service and adjacent jurisdictions to cooperatively plan for those areas of the City that are within the Santa Monica Mountains National Recreation Area.

- I-7 Continue publishing an informational brochure regarding recreation programs available to city residents at least four (4) times a year. This publication should also provide information regarding opportunities for community volunteer participation.

- I-8 Annually evaluate the feasibility of providing specialized recreation programs for children, adults, disabled individuals and senior citizens.

- I-9 Channel park in-lieu fees collected from new developments to parkland acquisitions and the enhancement of neighborhood, and community recreational facilities in accordance with the Park and Recreation Master Plan.

- I-10 Establish a park funding program based on general revenue funds, County, State and Federal grants and developer contributions of land, facilities and in-lieu fees.

- I-11 Prepare and publicize a “gift catalog” of tax-deductible recreation-related gifts which can be purchased by citizens or corporations and donated to the City in their name (i.e., bike racks, picnic tables, sports equipment, etc.).

- I-12 Develop planning guidelines or incentives that encourage industrial and office park developments to provide athletic clubs and other applicable

outdoor recreation facilities specifically targeted toward their working population base.

- I-13 Explore the creation of an "adopt a park program," in which local organizations or corporations can financially and/or physically sponsor the improvement and/or maintenance of local parks for the enjoyment of the entire community.
- I-14 Review development proposals to ensure adequate parks and recreational facilities are being provided.
- I-15 Prepare a comprehensive parks recreational master plan which identifies the type, location, and size of existing and potential future parks, and sets forth use standards for the adequate parks and recreational services.

F. SOLID WASTE/SOURCE REDUCTION AND RECYCLING

The City of Westlake Village’s Source Reduction and Recycling (SRR) and Household Hazardous Waste (HHW) elements were developed in response to California Assembly Bill 939 (AB 939), the California Integrated Waste Management Act of 1989. AB 939 requires every city and county in the State of California to prepare an SRR element that identifies how each jurisdiction will meet the mandatory waste diversion goals set by the State, of 50% by 2000. In response to this requirement, in 1992 the City passed a Solid Waste Ordinance that requires equal capacity, of recycling as trash. AB 939 also requires every jurisdiction to develop an HHW element to plan for the proper management of hazardous wastes that are generated by households. The City provides a free monthly collection of HHW and electronic waste (E-Waste) in a door-to-door program. This section of the City's General Plan presents a summary of each of the components included in the separately published SRR and HHW elements on file at City Hall.

In 2010, the Integrated Waste Management Board was abolished and in its place, the California Department of Resources, Recycling, and Recovery (CalRecycle) became the oversight authority. The required 50% diversion was replaced by a more accurate and timely method of how jurisdictions complied with AB 939. The new measurement was a shift from diversion to disposal reduction by calculating the pounds disposed per capita, per day. The State's goal was to have each jurisdiction reach 75% diversion by 2020, and the City of Westlake Village is well on its way to achieving this goal.

In 2011, Assembly Bill 341 (AB 341), the Mandatory Commercial Recycling Act was passed which was the next step in the evolution of California's solid waste stream management. AB 341 mandates all jurisdictions to implement a commercial solid waste recycling program requiring a business that generates 4-cubic yards or more of solid waste per week, and any multifamily residential dwelling of five units or more, to arrange for recycling service. The City's Solid Waste Ordinance adopted in 1992 exceeds the requirement of AB 341, and all businesses and multifamily residential unit complexes currently meet the AB 341 mandate.

In 2014, Assembly Bill 1826 (AB 1826) was passed that requires businesses to separate their food scraps and yard trimmings for composting and anaerobic digestion (producing biogas which is renewable energy and a sludge used as fertilizer). Jurisdictions are to implement an organic waste recycling program that identifies, educates, and monitors subject businesses. The organic requirements have been phased in over several years and will ultimately impact all businesses. Currently, only those businesses generating 4-cubic yards of organic or commercial solid waste per week must comply, and the City has a progressive outreach program to educate and help targeted establishments.

1. SOLID WASTE GENERATION STUDY

In 1990, a solid waste generation study was conducted to quantify and characterize the solid waste generated, diverted, and disposed by the City of Westlake Village. The study indicated that 12,865 tons of solid waste was generated in the City annually. Through a number of diversion programs implemented by the City and by the private sector, 1,483 tons annually were diverted from disposal at nearby landfills. The City's commercial sector has been growing at a steady rate which has required additional education to successfully meet the State's AB 939 mandate. The diversion rate for all sectors rose to 30% in 1995 and to 52% in 2000. It currently averages about 65%. The number of tons taken to area landfills has varied from a high of 17,555 tons in 2007 to a low of 11,064 tons in 2012, and has averaged 13,045 tons since 2013.

2. SOURCE REDUCTION

Source reduction means producing less waste. Because source reduction is intangible, it is the most difficult to quantify. The SRR element identifies and evaluates four categories of source reduction activities including: 1) education and technical assistance; 2) rate structure modifications; 3) economic incentives; and 4) regulatory programs.

The effectiveness of these programs is tied directly to the education and public information activities undertaken by the City. The City keeps an extensive database of all

businesses that allows the City to target businesses and track success. Businesses receive onsite waste audits, employee training, procurement advice, and other free technical assistance that has the theme of not generating waste in the first place. Residents are directed to the City's Recycling Hotline and the City's web page with all source reduction issues. Trash inserts for each sector encourage increased recycling and source reduction. The City's newsletter often highlights specific environmental benefits to recycling, composting, and reducing waste.

3. RECYCLING

Recycling activities within the City include commercial and residential recycling, material salvage by haulers, and routine cardboard recycling by grocery stores and other major businesses. In addition, a number of private recycling activities are in place. In 1990, the City diverted approximately 1,338 tons of solid waste through recycling. Since 2012, there has been on average, 6,726 tons diverted annually. An economic incentive encourages recycling because the City has placed an AB 939 fee on all trash taken to the landfill, while there is no such fee on recycling. All haulers are required to report quarterly to the City the names and addresses of their customers and the volumes of trash and recycling generated. The City checks these reports against landfill reports to determine if all waste actually was generated in the City. Commercial waste makes up approximately 60% of the total debris taken to the landfill from the City. While some businesses exceed 75% diversion, more needs to be done to target those who can improve their effort. Residential recycling has remained steady and is estimated at more than 67% diversion. Additionally, residents can request a second recycling container at no extra cost and twice annually, can request free pick-up of bulky items.

4. COMPOSTING/YARD WASTE

Composting plays a key role in the City's integrated waste management system. Yard waste and readily decomposable material make up a significant portion of the total waste stream. In 1990, yard waste in Westlake Village was 1,243 tons. In 2016 yard waste from single-family totaled 2,236 tons. These residents can now place food scraps into their yard waste container, and residents can also request a free composter from the City. 40% of residents live in condominium type structures and have landscape service. Landscape personnel also service commercial customers and all are instructed in the benefits of mulching and grasscycling.

Yard waste can be comingled with other material at the landfill and used as Alternate Daily Cover (ADC). In 2013, the State reported that there were 5,012 tons of ADC used at

area landfills from the City. Because of drought conditions ADC has been reduce by almost half in subsequent years.

5. SPECIAL WASTE

Special waste includes difficult to handle materials such as tires, construction debris, appliances, sofas, and mattresses; and potentially hazardous wastes such as sewage, sludge, asbestos, auto bodies, or ash. Examples of successful diversion/reuse of special wastes include; 1. Using 20,000 tires annually for rubberized asphalt resurfacing of the City's 32.3 miles of streets. 2. From 2013 through 2016 diverting 50% of all construction and demotion waste from local landfills. And 3. In 2015 it is estimated that the City diverted 185 tons of scrap metal which includes the appliances collected in the residential white goods program.

6. EDUCATION AND PUBLIC INFORMATION

Based on the generators and targeted materials, a number of programs have been implemented that target the residential sector, commercial/industrial sector, governmental sector and schools. The City has a 24/7 Recycling Hotline that is available to businesses, residents, and haulers operating in the City. Both the commercial and residential sectors receive recycling tips in their trash bills and are encouraged to consult the City's web page to learn of other recycling, reuse and recovery resources. The City's monthly newsletter often highlights recycling, providing tips on reducing waste.

7. HOUSEHOLD HAZARDOUS WASTE

HHW is any household discarded materials that may threaten human health or the environment if disposed of improperly. Potential hazards are found in materials that are toxic, flammable, corrosive, or reactive. Electronic Waste (E-Waste), such as a computer, is also considered hazardous and is no longer accepted at the landfill. In the 1990's, the City joined with neighboring cities in Saturday collection events for latex paint, used motor oil, and car batteries. The need then arose to properly dispose of other HHW such as pesticides, cleansers, and oil-based paint. In response, the City in 2004 developed a door-to-door residential collection program for all HHW, and there is no charge to residents for participating. In 2005 E-Waste collection was also added. Residents can request service by calling the City's Recycling Hotline. In 2015, 4.16 tons of HHW was collected along with 2 tons of E-Waste. The Hotline also provides information about permanent and periodic roundup events sponsored by Los Angeles County as well as nearby drop-off locations.

CHAPTER THREE - Natural Resources

A. BIOLOGICAL RESOURCES

Located along the northern edge of the Santa Monica Mountains, the City of Westlake Village encompasses large expanses of undeveloped open space, particularly in the southern, mountainous portions of the City. These natural areas support a wide array of native vegetation and an associated high-diversity of native wildlife. Natural communities range from sparse coastal sage scrub and chaparral on steep rocky slopes, to dense oak and riparian woodlands lining creek beds and canyons. Such natural communities were once widespread along the foothills and valleys, however, gradual expansion of urban areas in western Los Angeles and eastern Ventura Counties have reduced these communities to small pockets surrounded by development in the lowlands, with larger areas restricted to the remote, mountainous areas. The City's natural features include prominent ridgelines and hillsides, lending to the area's overall natural and scenic character. With careful planning and sensitive development designs, these resources can be maintained in conjunction with urban growth.

Vegetation and wildlife have been described on the basis of recognizable assemblages of species known as natural communities. Natural communities occurring within the City are briefly discussed below and their general locations in the undeveloped areas of the City are depicted in **Figure 24**. Lists of representative species are presented in **Appendix B**.

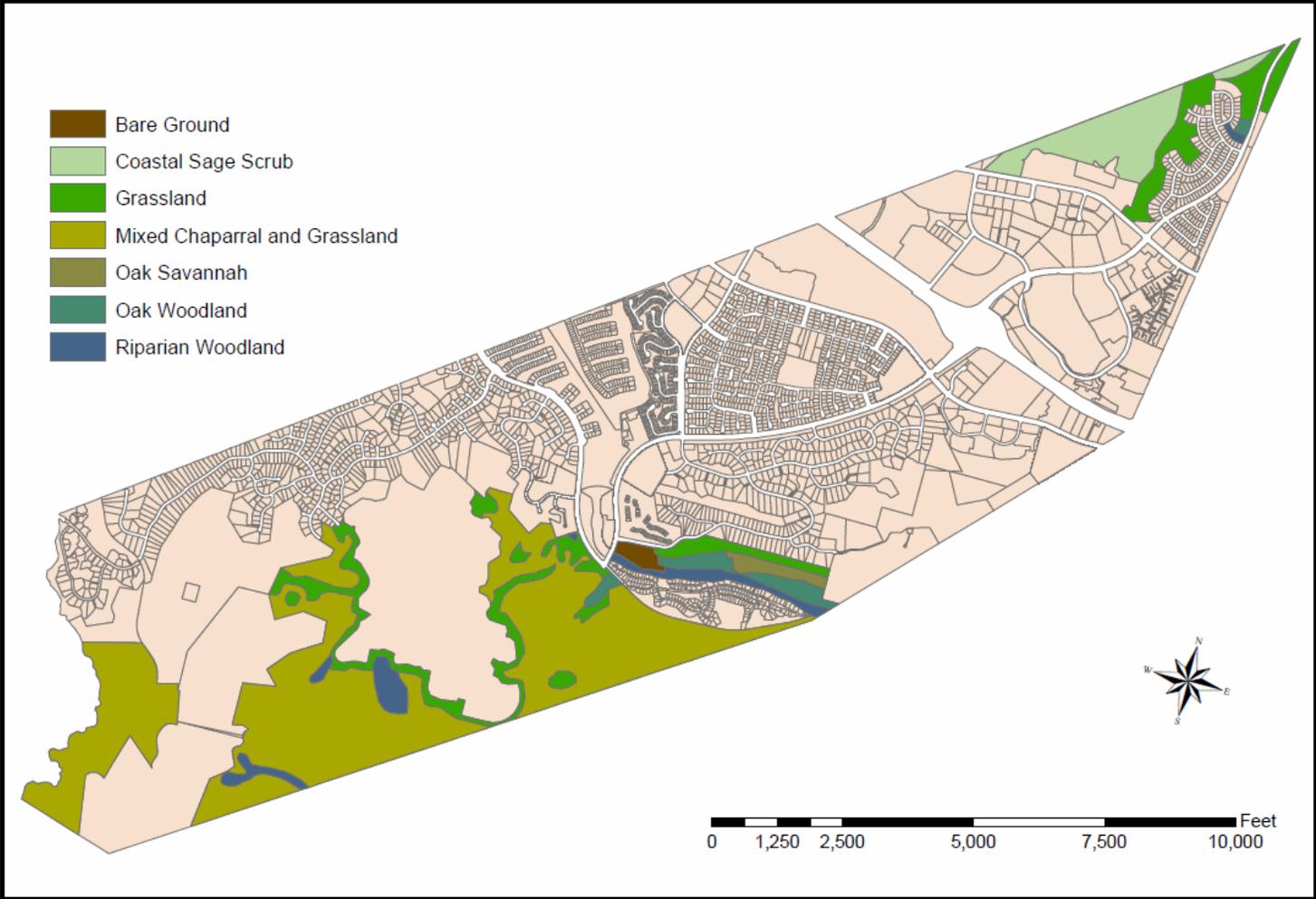
1. NATURAL COMMUNITIES

a. OAK WOODLANDS AND SAVANNAHS

Perhaps the most widely-recognized and most environmentally sensitive resource of the City of Westlake Village are the oak woodlands and oak savannahs (the term "savannah" refers to areas of widely-spaced oaks), which are found in several locations throughout the City. These natural communities often occupy gentle terrain which is topographically quite suitable for urban development. As a result, oak-dominated communities have been replaced or altered by urban land uses throughout much of Southern California. Native oak communities are considered biologically critical not only for the trees themselves, but also because they support a large variety of wildlife, many of which are secretive and ill-adapted to urban areas. The importance of oak communities is heightened by their decline statewide. Valley oak is considered the most sensitive of the native oak species occurring within the City due to its restricted distribution, small numbers, and poor regeneration throughout its range. In addition to valley oak and coast live oak, representative species of the City's natural oak communities include shrubs such as toyon, California coffeeberry, and native grasses such as blue wildrye and California brome.

Figure 24.

Biological Resources of Undeveloped Areas



Large mammals such as mule deer, coyote, gray fox and bobcat can be found here in these woodlands, as well as raccoon, skunk and opossum. Small mammals include California ground squirrel, dusky-footed woodrat, several species of mouse and vole, and occasionally western gray squirrel. Large numbers of bird species are found in the City's woodlands and include California towhee, California quail, scrub jay, bushtit, plain titmouse and several species of woodpeckers, hawks and owls. These are seasonally augmented by numerous migratory or wintering species. Most amphibians and reptiles of the region will frequent woodlands. Typical species include black-bellied slender salamander, California toad, Pacific treefrog, Great Basin fence lizard, San Diego alligator lizard, California kingsnake, and southern Pacific rattlesnake.

Oak savannah is characterized by widely-spaced valley oaks growing amidst a dense cover of native and introduced grasses such as purple needlegrass, wild oats, and brome grasses. Typical wildlife species of oak savannah include those from grassland and woodland habitats. Large mammals, including American badger and long-tailed weasel may be seen searching for prey such as California ground squirrel, Botta's pocket gopher, and various rats and mice. Typical bird species include great horned owl, red-tailed hawk, red-shouldered hawk, loggerhead shrike, mourning dove, and various woodpeckers. Large as well as small mammals are present in oak savannah, including several mice, California ground squirrel and Botta's pocket gopher. Typical amphibians and reptiles are those mentioned above for woodlands, with the addition of red coachwhip and California black-headed snake.

b. CHAPARRAL AND COASTAL SAGE SCRUB

Chaparral is the most common and widespread biotic community in Southern California, forming a dense mantle over rocky slopes and mountainous terrain. Chaparral vegetation plays a vital role in stabilizing steep slopes and in reducing erosion. Because of its density and dryness during summer and fall, chaparral burns intensely, especially during Santa Ana wind conditions. However, shrubs which make up chaparral vegetation have natural mechanisms for recovery from wildfires and quickly re-establish themselves within several years. Representative chaparral plants in the City and vicinity include chamise, California lilac, laurel sumac, and scrub oak.

Coastal sage scrub is much like chaparral in that it is composed of native shrubs adapted to dry, rocky slopes. Unlike chaparral, however, coastal sage scrub vegetation is deciduous during the summer and fall, and thus appears dormant during these seasons. The most common plants of this community in the City of Westlake Village include coastal sagebrush, purple sage, black sage, California buckwheat, laurel sumac, and yucca. Showy spring wildflowers are often abundant in the openings between these shrubs, particularly on the City's steeper, volcanic slopes. Common species are perennial,

bulb-forming ones such as shooting stars, golden stars, Mariposas, blue dicks, and numerous annual and perennial herbs.

Typical wildlife of chaparral and coastal sage scrub includes a few amphibians such as Monterey ensatina and black-bellied slender salamander, and numerous reptiles such as coast horned lizard, Great Basin fence lizard, coastal whiptail, California kingsnake, chaparral whipsnake, coast patch-nosed snake, and southern Pacific rattlesnake. Characteristic mammals of chaparral and coastal sage scrub habitats include mule deer, coyote, bobcat and gray fox, hare and rabbit, dusky-footed woodrat, and several species of mice and rats. Birds commonly observed include scrub jay, common raven, California towhee, Bewick's wren, wrentit, bushtit, California quail, Anna's hummingbird, and California thrasher.

Coastal sage scrub and chaparral are the most widespread natural communities of the City and the adjoining Santa Monica Mountains. Although common, these communities harbor large numbers of native species and care should be taken to retain significant stands of these habitats within the City.

c. GRASSLAND

The grassland community occurs on slopes and in valleys that have heavy, clay soils and is characterized by low annual herbs. Originally, the California grassland community was dominated by native perennial bunchgrasses, but was converted naturally to a non-native, annual vegetation during Spanish settlement of California as a result of overgrazing and the introduction of weedy European grasses and herbs.

Grassland vegetation is characterized by wild oats, black mustard, brome-grasses and other European species, although many native wildflowers, such as fiddleneck, owl's clover, Indian paintbrush and blow-wives are abundant in grassland areas during the spring months. Grasslands provide critical foraging areas to large birds of prey seen soaring over the City, such as red-tailed hawk, American kestrel, northern harrier and turkey vulture. Most of the carnivores such as coyote, bobcat, gray fox, American badger and long-tailed weasel can be observed in grasslands, preying upon an abundance of small rodents, rabbit and hare, and songbirds. A number of resident and migratory songbirds are typical of grasslands such as Say's phoebe, western kingbird, lark sparrow, grasshopper sparrow, and western meadowlark.

d. WEEDY FIELDS AND BARREN AREAS

Several open space areas within the City are sparsely vegetated, highly disturbed and are best termed "weedy fields". Species of plants and animals in these areas are predominantly non-native species such as Russian-thistle, tocalote, mustard, telegraph

weed, and introduced grasses previously discussed. Wildlife species are those adapted to the urbanized environment and frequent disturbance. Typical animals include European starling, house finch, house sparrow, mourning dove, Botta's pocket gopher, California ground squirrel, coyote, and the domestic dog and cat.

2. RARE AND ENDANGERED SPECIES / SPECIAL NATURAL COMMUNITIES

a. PLANT SPECIES AND NATURAL COMMUNITIES

The vascular plant species and community assemblages that comprise the flora of the City have been cross-referenced with state and federal listings of rare, threatened and endangered species, the California Native Plant Society's inventory of sensitive species, and those "Special Plants" and "Special Natural Communities" of the California Department of Fish and Game's (CDFG) Nongame Heritage Program. **Table 8** summarizes the occurrences of sensitive plant species and natural communities reported in the California Natural Diversity Data Base (CDFG, 2017) for all elements within a nine-quadrangle area centered around the Thousand Oaks quadrangle. A number of species and natural communities that are closely associated with the immediate coastal environment have been excluded because there are no corresponding conditions present within the City.

As can be seen in **Table 8**, a number of sensitive plant species are potentially present within the City. One species, Lyon's pentachaeta (*Pentachaeta lyonii*) is known to occur within the City limits. This species is listed as California Endangered. Another species present is Agoura dudleya (*Dudleya cymosa agourensis*). This species is endemic to the western Santa Monica Mountains and is federally listed as a Threatened species. All of the riparian habitats, as well as associated aquatic habitats are considered sensitive by state and federal wildlife agencies. Additional sensitive habitats are Valley Needlegrass Grasslands and Woodlands containing California walnut and valley oak.

b. WILDLIFE SPECIES

The CDFG's Natural Diversity Data Base (CDFG, 2017) reports occurrences of state and federally listed threatened or endangered animal species in the City. Federally threatened animals are the costal California gnatcatcher. State threatened animals are the bank swallow. While these species are the only state and federally recognized species in the City, literature research regarding range and habitat preferences of animals in conjunction with existing habitats provides substantial evidence to conclude that the City is potentially utilized by a number of animal species which are considered "Special Animals" by the Department, even if their presence may be seasonal, sporadic, or otherwise infrequent. **Table 9** summarizes the occurrences of sensitive region encompassed by the nine-quadrangle area centered on the Thousand Oaks quadrangle.

There are several species, primarily invertebrates and birds, associated with the immediate coastline environment that have been excluded from this list because there is no corresponding habitat within the City.

Table 8. Sensitive Plant Species and Natural Communities

Type	Scientific Name	Common Name	Federal Status	State Status	CA Rare Plant Rank
Community - Aquatic	Southern California Coastal Lagoon	Southern California Coastal Lagoon	None	None	-
Community - Aquatic	Southern California Steelhead Stream	Southern California Steelhead Stream	None	None	-
Community - Terrestrial	California Walnut Woodland	California Walnut Woodland	None	None	-
Community - Terrestrial	Cismontane Alkali Marsh	Cismontane Alkali Marsh	None	None	-
Community - Terrestrial	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	None	None	-
Community - Terrestrial	Southern Coastal Salt Marsh	Southern Coastal Salt Marsh	None	None	-
Community - Terrestrial	Southern Mixed Riparian Forest	Southern Mixed Riparian Forest	None	None	-
Community - Terrestrial	Southern Riparian Forest	Southern Riparian Forest	None	None	-
Community - Terrestrial	Southern Riparian Scrub	Southern Riparian Scrub	None	None	-
Community - Terrestrial	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	None	None	-
Community - Terrestrial	Southern Willow Scrub	Southern Willow Scrub	None	None	-
Community - Terrestrial	Valley Needlegrass Grassland	Valley Needlegrass Grassland	None	None	-
Community - Terrestrial	Valley Oak Woodland	Valley Oak Woodland	None	None	-
Plants - Bryophytes	Tortula californica	California screw moss	None	None	1B.2
Plants - Vascular	Asplenium vespertinum	western spleenwort	None	None	4.2

Plants - Vascular	Baccharis malibuensis	Malibu baccharis	None	None	1B.1
Plants - Vascular	Centromadia parryi ssp. australis	southern tarplant	None	None	1B.1
Plants - Vascular	Chaenactis glabriuscula var. orcuttiana	Orcutt's pincushion	None	None	1B.1
Plants - Vascular	Deinandra minthornii	Santa Susana tarplant	None	Rare	1B.2
Plants - Vascular	Isocoma menziesii var. decumbens	decumbent goldenbush	None	None	1B.2
Plants - Vascular	Lasthenia glabrata ssp. coulteri	Coulter's goldfields	None	None	1B.1
Plants - Vascular	Pentachaeta lyonii	Lyon's pentachaeta	Endangered	Endangered	1B.1
Plants - Vascular	Senecio aphanactis	chaparral ragwort	None	None	2B.2
Plants - Vascular	Harpagonella palmeri	Palmer's grapplinghook	None	None	4.2
Plants - Vascular	Lepidium virginicum var. robinsonii	Robinson's peppergrass	None	None	4.3
Plants - Vascular	Atriplex coulteri	Coulter's saltbush	None	None	1B.2
Plants - Vascular	Atriplex serenana var. davidsonii	Davidson's saltscale	None	None	1B.2
Plants - Vascular	Calystegia peirsonii	Peirson's morning-glory	None	None	4.2
Plants - Vascular	Convolvulus simulans	small-flowered morning-glory	None	None	4.2
Plants - Vascular	Dichondra occidentalis	western dichondra	None	None	4.2
Plants - Vascular	Dudleya blochmaniae ssp. blochmaniae	Blochman's dudleya	None	None	1B.1
Plants - Vascular	Dudleya cymosa ssp. agourensis	Agoura Hills dudleya	Threatened	None	1B.2
Plants - Vascular	Dudleya cymosa ssp. ovatifolia	Santa Monica dudleya	Threatened	None	1B.1
Plants - Vascular	Dudleya multicaulis	many-stemmed dudleya	None	None	1B.2
Plants - Vascular	Dudleya parva	Conejo dudleya	Threatened	None	1B.2
Plants - Vascular	Dudleya verityi	Verity's dudleya	Threatened	None	1B.1

Plants - Vascular	<i>Astragalus brauntonii</i>	Braunton's milk-vetch	Endangered	None	1B.1
Plants - Vascular	<i>Quercus dumosa</i>	Nuttall's scrub oak	None	None	1B.1
Plants - Vascular	<i>California macrophylla</i>	round-leaved filaree	None	None	1B.2
Plants - Vascular	<i>Juglans californica</i>	southern California black walnut	None	None	4.2
Plants - Vascular	<i>Juncus acutus</i> ssp. <i>leopoldii</i>	southwestern spiny rush	None	None	4.2
Plants - Vascular	<i>Lepechinia fragrans</i>	fragrant pitcher sage	None	None	4.2
Plants - Vascular	<i>Monardella hypoleuca</i> ssp. <i>hypoleuca</i>	white-veined monardella	None	None	1B.3
Plants - Vascular	<i>Monardella sinuata</i> ssp. <i>gerryi</i>	Gerry's curly-leaved monardella	None	None	1B.1
Plants - Vascular	<i>Calochortus catalinae</i>	Catalina mariposa-lily	None	None	4.2
Plants - Vascular	<i>Calochortus clavatus</i> var. <i>clavatus</i>	club-haired mariposa-lily	None	None	4.3
Plants - Vascular	<i>Calochortus clavatus</i> var. <i>gracilis</i>	slender mariposa-lily	None	None	1B.2
Plants - Vascular	<i>Calochortus fimbriatus</i>	late-flowered mariposa-lily	None	None	1B.3
Plants - Vascular	<i>Calochortus plummerae</i>	Plummer's mariposa-lily	None	None	4.2
Plants - Vascular	<i>Lilium humboldtii</i> ssp. <i>humboldtii</i>	Humboldt lily	None	None	4.2
Plants - Vascular	<i>Lilium humboldtii</i> ssp. <i>ocellatum</i>	ocellated humboldt lily	None	None	4.2
Plants - Vascular	<i>Calandrinia breweri</i>	Brewer's calandrinia	None	None	4.2
Plants - Vascular	<i>Abronia maritima</i>	red sand-verbena	None	None	4.2
Plants - Vascular	<i>Camissoniopsis lewisii</i>	Lewis' evening-primrose	None	None	3
Plants - Vascular	<i>Piperia michaelii</i>	Michael's rein orchid	None	None	4.2
Plants - Vascular	<i>Hordeum intercedens</i>	vernal barley	None	None	3.2
Plants - Vascular	<i>Orcuttia californica</i>	California Orcutt grass	Endangered	Endangered	1B.1
Plants - Vascular	<i>Navarretia ojaiensis</i>	Ojai navarretia	None	None	1B.1

Plants - Vascular	Chorizanthe parryi var. fernandina	San Fernando Valley spineflower	Proposed Threatened	Endangered	1B.1
Plants - Vascular	Chorizanthe parryi var. parryi	Parry's spineflower	None	None	1B.1
Plants - Vascular	Eriogonum crocatum	conejo buckwheat	None	Rare	1B.2
Plants - Vascular	Eriogonum crocatum	conejo buckwheat	None	Rare	1B.2
Plants - Vascular	Delphinium parryi ssp. blochmaniae	dune larkspur	None	None	1B.2
Plants - Vascular	Delphinium parryi ssp. purpureum	Mt. Pinos larkspur	None	None	4.3
Plants - Vascular	Cercocarpus betuloides var. blancheae	island mountain-mahogany	None	None	4.3
Plants - Vascular	Horkelia cuneata var. puberula	mesa horkelia	None	None	1B.1
Plants - Vascular	Galium cliftonsmithii	Santa Barbara bedstraw	None	None	4.3
Plants - Vascular	Nolina cismontana	chaparral nolina	None	None	1B.2
Plants - Vascular	Thelypteris puberula var. sonorensis	Sonoran maiden fern	None	None	2B.2

CA Rare Plant Rank

CA Rare Plant Rank	Description
1A	Plants presumed extirpated in CA and either rare or extinct elsewhere
1B	Rare or Endangered in CA and elsewhere
2A	Presumed extirpated in CA but more common elsewhere
2B	Rare of endangered in CA but more common elsewhere
3	Plants on a Review List for rare status
4	Plants on a Watch List for rare status

Table 9. Sensitive Animal Species.

Type	Scientific Name	Common Name	Federal Status	State Status	CDFW Status
Animals - Amphibians	Anaxyrus californicus	arroyo toad	Endangered	None	SSC
Animals - Amphibians	Rana draytonii	California red-legged frog	Threatened	None	SSC
Animals - Amphibians	Taricha torosa	Coast Range newt	None	None	SSC
Animals - Amphibians	Spea hammondii	western spadefoot	None	None	SSC
Animals - Arachnids	Socalchemmis gertschi	Gertsch's socialchemmis spider	None	None	-
Animals - Birds	Accipiter cooperii	Cooper's hawk	None	None	WL
Animals - Birds	Accipiter striatus	sharp-shinned hawk	None	None	WL
Animals - Birds	Aquila chrysaetos	golden eagle	None	None	FP ; WL
Animals - Birds	Buteo regalis	ferruginous hawk	None	None	WL
Animals - Birds	Circus cyaneus	northern harrier	None	None	SSC
Animals - Birds	Elanus leucurus	white-tailed kite	None	None	FP
Animals - Birds	Parabuteo unicinctus	Harris' hawk	None	None	WL
Animals - Birds	Eremophila alpestris actia	California horned lark	None	None	WL
Animals - Birds	Ardea alba	great egret	None	None	-
Animals - Birds	Ardea herodias	great blue heron	None	None	-
Animals - Birds	Egretta thula	snowy egret	None	None	-
Animals - Birds	Nycticorax	black-crowned night heron	None	None	-
Animals - Birds	Charadrius alexandrinus nivosus	western snowy plover	Threatened	None	SSC
Animals - Birds	Pica nuttalli	yellow-billed magpie	None	None	-
Animals - Birds	Aimophila ruficeps canescens	southern California rufous-crowned sparrow	None	None	WL
Animals - Birds	Ammodramus savannarum	grasshopper sparrow	None	None	SSC
Animals - Birds	Artemisiospiza belli	Bell's sage sparrow	None	None	WL
Animals - Birds	Spizella breweri	Brewer's sparrow	None	None	-

Animals - Birds	Falco columbarius	merlin	None	None	WL
Animals - Birds	Falco peregrinus anatum	American peregrine falcon	Delisted	Delisted	FP
Animals - Birds	Gavia immer	common loon	None	None	SSC
Animals - Birds	Riparia	bank swallow	None	Threatened	-
Animals - Birds	Agelaius tricolor	tricolored blackbird	None	Candidate Endangered	SSC
Animals - Birds	Lanius ludovicianus	loggerhead shrike	None	None	SSC
Animals - Birds	Baeolophus inornatus	oak titmouse	None	None	-
Animals - Birds	Icteria virens	yellow-breasted chat	None	None	SSC
Animals - Birds	Setophaga petechia	yellow warbler	None	None	SSC
Animals - Birds	Pelecanus occidentalis californicus	California brown pelican	Delisted	Delisted	FP
Animals - Birds	Athene cunicularia	burrowing owl	None	None	SSC
Animals - Birds	Polioptila californica	coastal California gnatcatcher	Threatened	None	SSC
Animals - Birds	Plegadis chihi	white-faced ibis	None	None	WL
Animals - Birds	Selasphorus rufus	rufous hummingbird	None	None	-
Animals - Birds	Empidonax traillii extimus	southwestern willow flycatcher	Endangered	Endangered	-
Animals - Birds	Vireo bellii pusillus	least Bell's vireo	Endangered	Endangered	-
Animals - Crustaceans	Streptocephalus woottoni	Riverside fairy shrimp	Endangered	None	-
Animals - Fish	Catostomus santaanae	Santa Ana sucker	Threatened	None	-
Animals - Fish	Gila orcuttii	arroyo chub	None	None	SSC
Animals - Fish	Gasterosteus aculeatus williamsoni	unarmored threespine stickleback	Endangered	Endangered	FP
Animals - Fish	Eucyclogobius newberryi	tidewater goby	Endangered	None	SSC
Animals - Fish	Oncorhynchus mykiss irideus	steelhead - southern California DPS	Endangered	None	-
Animals - Insects	Trimerotropis occidentiloides	Santa Monica grasshopper	None	None	-

Animals - Insects	Bombus crotchii	Crotch bumble bee	None	None	-
Animals - Insects	Danaus plexippus pop. 1	monarch - California overwintering population	None	None	-
Animals - Insects	Euphydryas editha quino	quino checkerspot butterfly	Endangered	None	-
Animals - Insects	Coelus globosus	globose dune beetle	None	None	-
Animals - Mammals	Eumops perotis californicus	western mastiff bat	None	None	SSC
Animals - Mammals	Neotoma lepida intermedia	San Diego desert woodrat	None	None	SSC
Animals - Mammals	Taxidea taxus	American badger	None	None	SSC
Animals - Mammals	Macrotus californicus	California leaf-nosed bat	None	None	SSC
Animals - Mammals	Antrozous pallidus	pallid bat	None	None	SSC
Animals - Mammals	Euderma maculatum	spotted bat	None	None	SSC
Animals - Mammals	Lasiurus blossevillii	western red bat	None	None	SSC
Animals - Mammals	Lasiurus cinereus	hoary bat	None	None	-
Animals - Mammals	Myotis ciliolabrum	western small-footed myotis	None	None	-
Animals - Mammals	Myotis yumanensis	Yuma myotis	None	None	-
Animals - Mollusks	Helminthoglypta traskii	Trask shoulderband	None	None	-
Animals - Reptiles	Anniella pulchra	silvery legless lizard	None	None	SSC
Animals - Reptiles	Arizona elegans occidentalis	California glossy snake	None	None	SSC
Animals - Reptiles	Diadophis punctatus modestus	San Bernardino ringneck snake	None	None	-
Animals - Reptiles	Lampropeltis zonata (pulchra)	California mountain kingsnake (San Diego population)	None	None	WL
Animals - Reptiles	Salvadora hexalepis virgultea	coast patch-nosed snake	None	None	SSC
Animals - Reptiles	Emys marmorata	western pond turtle	None	None	SSC
Animals - Reptiles	Thamnophis hammondii	two-striped gartersnake	None	None	SSC

Animals - Reptiles	Thamnophis sirtalis ssp.	south coast gartersnake	None	None	SSC
Animals - Reptiles	Phrynosoma blainvillii	coast horned lizard	None	None	SSC
Animals - Reptiles	Aspidoscelis tigris stejnegeri	coastal whiptail	None	None	SSC

California Department of Fish and Wildlife (CDFW) Status

Status	Description
FP	Fully Protected: This classification was the State of California's initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibians and reptiles, birds and mammals. Most of the species on these lists have subsequently been listed under the state and/or federal endangered species acts.
SSC	Species of Special Concern: It is the goal and responsibility of the Department of Fish and Wildlife to maintain viable populations of all native species. To this end, the Department has designated certain vertebrate species as "Species of Special Concern" because declining population levels, limited ranges, and/or continuing threats have made them vulnerable to extinction. The goal of designating species as "Species of Special Concern" is to halt or reverse their decline by calling attention to their plight and addressing the issues of concern early enough to secure their long-term viability.
WL	Watch List: The Department of Fish and Wildlife maintains a list consisting of taxa that were previously designated as "Species of Special Concern" but no longer merit that status, or which do not yet meet SSC criteria, but for which there is concern and a need for additional information to clarify status.

Although the California Natural Diversity Data Base (NDDDB) is likely the best system of its kind for tracking elements of biological diversity, there are a number of animals that would be expected within the region under proper habitat conditions for which NDDDB reports no occurrences and are not identified in **Table 9**. In addition, there are several species expected for the region which, although not considered Special Animals by the Department of Fish and Game, would nonetheless be considered of local concern by knowledgeable individuals and local agencies, most notably the National Park Service, Santa Monica Mountains National Recreation Area. In the following compilation of the animal species of concern for the region, each species is discussed briefly in terms of its legal, or other listing status, source(s) indicating that the species is present in the region, records for the region where known, and habitat preferences¹.

Invertebrates

Insects

Valley Oak Ant (*Proceratium californicum*) (F2, SA). Known from only a few collections in the Sacramento Valley and south coast ranges of California, including the type location at Tapia Park in the Santa Monica Mountains. Their range is expected to coincide with that of valley oak (*Quercus lobata*), and perhaps other species as well. Species occurs in small colonies of perhaps 30 individuals in deep moist litter of woodland habitats. Little is known of their biology (Ward, 1988; Snelling, 1967). Although the City is within the known range of the species, too little is known of their habitat requirements upon which to base a conclusion regarding their presence here.

¹Status Key:

- CE California Endangered
- CT California Threatened
- CP California Fully Protected
- FE Federally Endangered
- F2 Federal Candidate Category 2
- CSC California Special Concern (CDFG)
- SA Special Animal (CDFG)
- S Sensitive (USFWS)
- SC Special Concern (Tate)
- B National Audubon Society Blue List (Tate)
- U Uncommon (USDI:NPS)
- u Uncommon (De Lisle, *et al.*, 1986)

Sources which indicate species is present in the Santa Monica Mountains: 1) NPS; 2) Othmer; 3) USDI: NPS; 4) De Lisle, *et al.*, 1986.

Vertebrates

Amphibians and Reptiles

Ensatina (*Ensatina eschscholtzi*) (u). Found along the entire coast of California and the length of the Sierra Nevada western slope. Although it is most common in redwood and mixed conifer forests, it also occurs in mixed chaparral, oak woodland, and riparian woodland. Prefers moist but unsaturated soil. Many of the sites where this species has been recorded in the Santa Monica Mountains have been destroyed by development. There is suitable habitat for ensatinas in the oak and riparian woodlands in the City.

Arboreal Salamander (*Aneides lugubris*) (u). Most abundant in areas with good surface moisture or permanent water sources. Prefers valley-foothill hardwood and mixed conifer woodlands. In Southern California, arboreal salamanders may be found in chaparral. In any habitat, they are only active during wet weather. Suitable habitat for this species exists in the City.

Southwestern Blind Snake (*Leptotyphlops humilis*) (u) (4). Inhabitant of chaparral and Joshua tree forests of the Los Angeles area (Dixon, 1967). Very rare and known only from oak woodlands in the Malibu Creek drainage of the Santa Monica Mountains, feeding chiefly on termites (De Lisle, *et al.*, 1986). This burrowing species requires loose soil or leaf litter. There is moderate potential for the presence of this species in the City.

California Red-Sided Garter Snake (*Thamnophis sirtalis infernalis*) (u) (4). Found in permanent streams, but probably extirpated from the range, having been last reported in 1967. Formerly known from the Topanga and Malibu Creek drainages (De Lisle, *et al.*, 1986). Suitable habitat is present, however, given the status of this species in the range, its presence in the City is questionable.

Western Yellow-bellied Racer (*Coluber constrictor mormon*) (u) (4). Found in chaparral and oak woodland communities of the Los Angeles Area, seeming to prefer the edge of wooded areas, open grassy fields, and brushy areas along streams (Dixon, 1967). Uncommonly found in open grassy areas in chaparral and coastal sage scrub, and nearby woodlands and streams (De Lisle, *et al.*, 1986). There is moderate potential for the presence of this species in the City.

Red Coachwhip (*Masticophis flagellum piceus*) (u) (4). Occurs in coastal sage scrub, pinon-juniper woodland, and Joshua tree forest of the Los Angeles area (Dixon, 1967). Not common and limited to grassy areas of oak savanna, woodland, and chaparral of the upper Topanga and Las Virgenes drainages (De Lisle, *et al.*, 1986). There is a moderate potential for the presence of this species in the City.

Birds

Least Bittern (*Ixobrychus exilis*) (CSC) (3). Rare year-round visitor to freshwater marshes, formerly at Lake Sherwood (USDI: NPS, 1987). Primarily a resident of lake and marsh habitats, and a rare occurrence along the coast (Garrett and Dunn, 1981). There is moderate potential for the presence of this species in the City.

California Condor (*Gymnogyps californianus*) (FE, CE, CP) (1, 3). Formerly a widespread resident in the foothill and montane regions of the south coastal, transverse, and southern Sierra Nevada mountain ranges. Until recently, no wild individuals existed. The Santa Monica Mountains are outside the recent range which corresponds to the proposed recovery range for the species (USFWS, 1984), although, following the species' re-introduction, there is moderate potential for the presence of this species in the City.

Osprey (*Pandion haliaetus*) (CSC). Rare to uncommon year-round resident; most widely noted in the fall and winter on the coast and in migration in the interior. Found along the coast and around larger bodies of water (Garrett and Dunn 1981). They are often observed at Lake Sherwood and are to be expected in the Las Virgenes reservoir area.

Black-Shouldered Kite (*Elanus caerulea*) (SA, CP) (1, 2, 3). Uncommon year-round resident of grassy and cultivated fields, marshes, and riparian habitat (USDI: NPS, 1987) Seems to prefer a combination of open grasslands, meadows, or marshes for foraging, primarily for meadow mice, and nearby isolated, dense-topped trees for perching and nesting. Habitat is present but considered marginal in quality and size. There is moderate potential for the presence of this species, primarily as a visitant, or perhaps for winter roosting.

Red-Shouldered Hawk (*Buteo lineatus*) (B) (1, 2, 3). Fairly common year-round resident of riparian and oak woodlands (USDI: NPS, 1987). Commonly observed in the City; probably a resident nesting species.

Prairie Falcon (*Falco mexicanus*) (CSC) (1, 3). Rare winter and casual summer visitor to grassy and cultivated fields and rocky hills in the Santa Monica Mountains (USDI: NPS, 1987). Prairie falcons are generally birds of open areas and generally shun heavily wooded areas. Nesting has been recorded in the western Santa Monica Mountains (Garrett and Dunn, 1981). There is moderate potential for the presence of this species in the City.

Barn Owl (*Tyto alba*) (SC) (1, 2, 3). Fairly common year-round resident of grasslands with nearby trees or buildings, oak savannah and residential areas (USDI: NPS, 1987). Commonly observed in the region and anticipated as a resident in the City.

Long-Eared Owl (*Asio otus*) (CSC) (1, 2, 3). Rare transient and winter visitor; casual summer visitor to riparian woodlands and willow thickets, although once fairly common breeding residents (USDI: NPS, 1987). Suitable habitat for this species is present and the City is probably historical breeding habitat. This species is expected to have a low potential for presence in the City, primarily as a visitor.

Short-Eared Owl (*Asio flammeus*) (CSC) (1, 3). Uncommon winter visitor and rare to casual spring and fall transient to open marshes, estuaries and grasslands. Formerly a common winter visitor (USDI: NPS, 1987). Prefers swamp lands, lowland meadows, and irrigated agricultural fields, with adjacent tule patches or tall grass for daytime seclusion (Grinnel and Miller, 1944). There is low potential for the presence of this species in the City.

Lewis' Woodpecker (*Melanerpes lewis*) (SC) (1, 2, 3). Irregularly rare to uncommon winter visitor to oak and riparian woodlands (USDI: NPS, 1987). This species utilizes a variety of woodland habitats, and in the coastal district they are partial to oaks (Garrett and Dunn, 1981). There is moderate potential for the presence of this species in the City.

Black Swift (*Cypseloides niger*) (CSC) (1, 2, 3). Rare spring and fall transient which may be seen over any habitat (USDI: NPS, 1987). Requires waterfall areas in steep canyons for nesting, and is a rare transient away from breeding locations. Conditions for nesting are absent from the City, although there is moderate potential for the transient presence of this species in the City.

Purple Martin (*Progne subis*) (CSC, SC) (1, 2, 3). Rare spring transient, previously a fairly common summer resident. Declines due to competition for nesting space with European starling (USDI: NPS, 1987). For breeding, typically utilizes areas where large trees which afford large holes in their trunks or branches, created by large woodpeckers such as acorn woodpecker, Lewis' woodpecker, or northern flicker. These conditions would appear to be present in the woodlands of the City, but there is low potential for their presence here as a breeding species, as most records for the region are at higher elevations.

Western Bluebird (*Sialia mexicana*) (S, SC) (1, 2, 3). Uncommon year-round resident of oak woodlands, declining due to competition for nesting sites with European starling (USDI: NPS, 1987). In fact, this species probably does not breed in the range, preferring instead the higher elevation conifer and oak woodlands of the interior. In winter, they are regularly seen in the range when there is an erratic downslope movement to the coastal lowlands (Garrett and Dunn, 1981). A regularly observed resident of the City.

Western Yellow-billed Cuckoo (*Coccyzus americanus occidentalis*) (CT, F2). Formerly much more common and widespread, particularly in the coastal district, where it nested in the lowland stream courses of coastal Los Angeles and Ventura Counties (Garrett and Dunn, 1981). Preferred habitat of river bottomlands with dense old growth of willow, often with cottonwoods, and a tangled understory of blackberry, nettle, or wild grape (Grinnell and Miller, 1944). Conditions would appear suitable for this species in the City. The potential for the occurrence of this species is considered moderate, at least on a transient basis.

Mammals

Ringtail (*Bassariscus astutus*) (CP) (1). Occurs the entire length of California along the coastal ranges and Sierra Nevada (Ingles, 1965). Principal habitat requirement seem to be den sites among boulders or within hollow trees and food in the form of rodents or other small prey. There is moderate potential for the presence of this species in the City.

Long-Tailed Weasel (*Mustela frenata*) (U) (1, 2). Occurs throughout the Pacific states, except on the deserts (Ingles, 1965) Prefers riparian habitat (USDI: FWS, 1990). This species is a probable resident in the City.

Mountain Lion (*Felis concolor*) (U) (1, 2). Occurs throughout the coastal and Sierra Nevada mountain ranges of California (Ingles, 1965). This species is very secretive, and will generally shun areas near human habitation. There are larger tracts of remote land adjacent to the City that are suitable for mountain lion. The City's open space may serve as a focal point for wildlife activities, including that of the few mountain lion thought to remain in the range. There is moderate potential for occurrence of this species in the City.

In addition to the extensive listing and discussion above, there are additional species listed in **Appendix B** attached to this document which can be found within the City

3. BIOLOGICAL SENSITIVITY

The natural areas within the City have been assessed as to their overall biological sensitivity, a term which refers to an area's importance as a vegetation and wildlife habitat. Although any natural area provides a refuge for native species, certain types of communities are considered more sensitive (i.e., more important) than others on the basis of the following criteria:

- overall distribution and abundance of natural community on a local and regional basis;
- presence of plant or wildlife species that are declining in numbers or are uncommon, rare or endangered;

- degree of disturbance;
- native plant and wildlife species diversity;
- overall size of natural community; and
- value of community as wildlife migration corridor.

Based on these criteria, a natural area of highest sensitivity is one which supports a community restricted in distribution, harbors unique or declining species, lacks major urban-related disturbances such as loud noises, traffic or impacts on vegetation, is composed of a large number and variety of native species as opposed to only a few, is large in area, and which provides a wildlife movement corridor from one natural area to another.

In general, the biotic communities located within the City of Westlake Village have been assigned the following sensitivity levels:

<u>Biotic Communities</u>	<u>Sensitivity</u>
Oak Woodland Riparian Woodland	Very High
Oak Savannah Rock Outcrops	High
Mixed Chaparral & Grassland Coastal Sage Scrub	Moderate
Grassland	Low
Weedy Field Bare Ground	Very Low

Those communities with a "Very High" or "High" biological sensitivity have been designated as "Sensitive Biological Communities" in **Figure 25** and should therefore be subject to special study as part of any development which could affect the habitat.

4. INVENTORY OF BIOLOGICAL RESOURCES

More detailed evaluations of the undeveloped areas of the City or open space areas which contain sensitive biological resources are given below (see **Figure 25** for area identification).

Area A supports well-preserved oak woodlands, coastal sage scrub and grassland. These biotic communities provide valuable foraging and roosting habitat for sensitive birds of prey and contain a varied array of native spring flowers. The oak woodland contains large valley and coast live oaks.

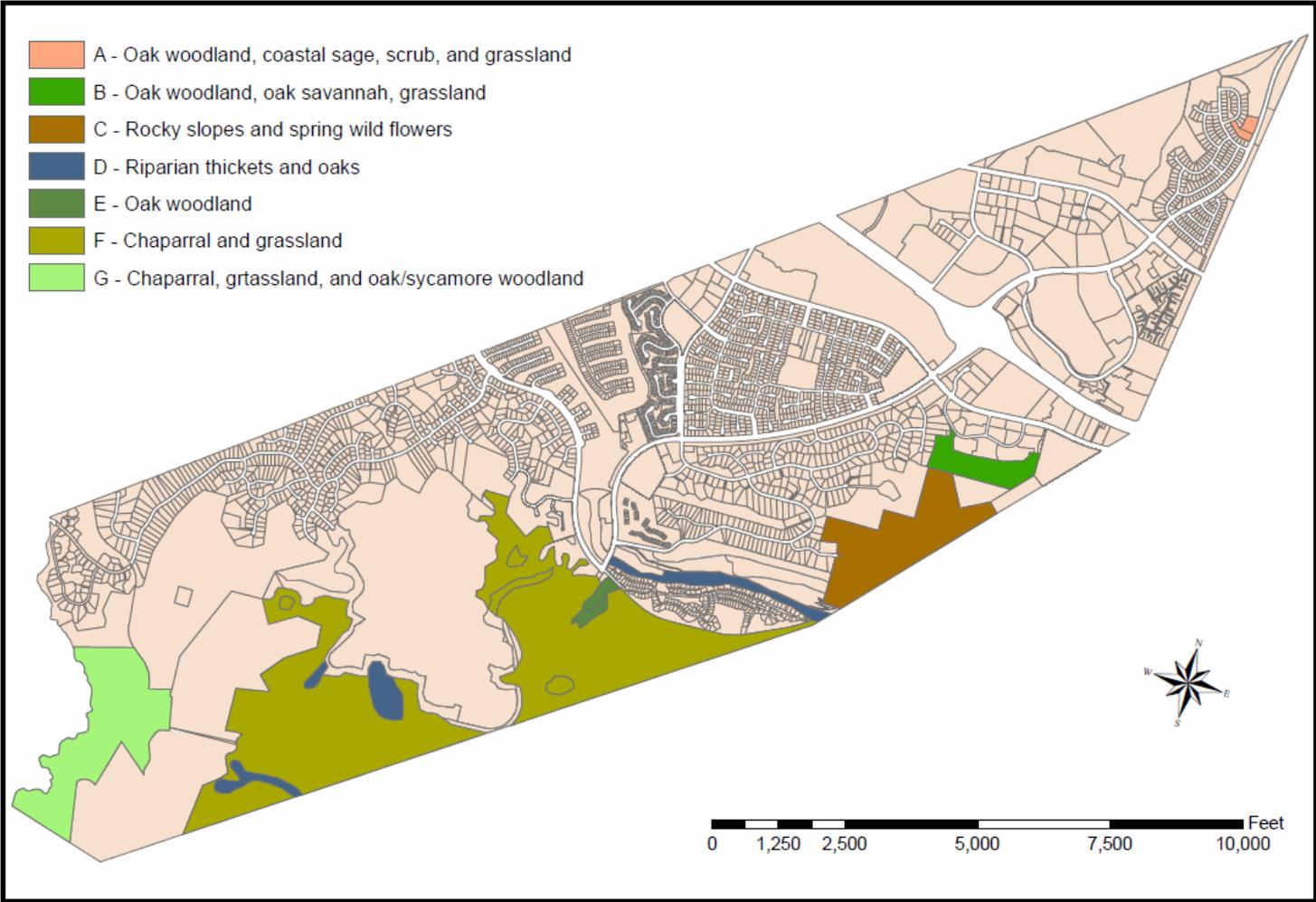
Area B is considered highly sensitive. The area is extremely biologically diverse, as it encompasses a very dense coast live oak woodland, a more open oak savannah and an annual grassland, all of which are nearly undisturbed habitats. The area is heavily utilized by native wildlife due to the large variety of vegetation present within a relatively small area. This area has become a dedicated open space area as part of the Westlake Spectrum development.

Area C consists of rugged brush-covered slopes similar to those surrounding the Las Virgenes reservoir. Native wildlife is expected to be particularly abundant in this area due to its position adjacent to remote open space. Some of the rocky slopes in this area also support abundant spring wildflowers of botanical and aesthetic interest.

Area D contains a portion of Triunfo Canyon, an area rich in native trees and wildlife. The canyon bottom and creek banks of Triunfo Canyon are highly sensitive, as they support dense riparian thickets and trees and clusters of oak trees which provide cover and shelter to native wildlife. These species appear tolerant of the noise and movement generated by the mobile home park to the east.

Figure 25.

Sensitive Biological Communities



Area E encompasses an oak woodland which is considered highly sensitive. However, unauthorized use of the area for trash disposal has detracted from its overall ecological condition.

Area F consists of slopes and ridges surrounding the reservoir. This area constitutes a remote and relatively undisturbed natural area dominated by chaparral and grassland. This type of community once covered virtually all the rugged terrain of the City but is now primarily limited to this reservoir region. The entire area constitutes a large contiguous natural area rich in wildlife (including secretive non-urban forms such as bobcats and mountain lions). The overall sensitivity of the area is considered high.

Area G encompasses relatively undisturbed chaparral and grassland similar to that surrounding the reservoir. In addition, a mixed oak/sycamore riparian woodland lines the canyon in the western portion of the area. The woodland is the area's most significant and biologically sensitive habitat, as it is composed of vigorous native trees and provides a suitable roosting and nesting habitat for sensitive birds of prey. The brush-covered slopes are valuable as undisturbed natural lands which form a contiguous ecological unit with dedicated open space areas to the northeast. The eastern 102 acres of the area are owned by COSCA.

5. GOALS, POLICIES, AND PROGRAMS

The following presents the goals, objectives, and policies for Biological Resources in the City of Westlake Village. At the end of each policy is a listed "I" and number in parentheses which refers to a corresponding implementation program.

Goal *It shall be the goal of the City of Westlake Village to:*

Preserve and enhance the City's biological resources by assuring that development occurs in a manner which reflects the characteristics, sensitivities and constraints of these resources.

Biological Assessment

Objective *It shall be the objective of the City of Westlake Village to:*

- 1 Maintain adequate data and information on significant biological resources and their locations to facilitate conservation and sensitive development.

Policies *It shall be the policy of the City of Westlake Village to:*

- 1.1 Acquire and annually update the most current information available regarding the status and location of Sensitive Biological Communities (SBCs), within the City (I-1 and I-2).

- 1.2 As part of the development review process require analysis of SBCs, depicted on **Figure 25**, to determine whether significant biological habitats exist and to what extent they should be appropriately preserved (I-3).
- 1.3 Encourage new development projects to identify biological constraints and habitat linkages prior to project planning and site design (I-4).

Site Development

Objective It shall be the objective of the City of Westlake Village to:

- 2 Minimize the impacts of new development on sensitive biological resources.

Policies It shall be the policy of the City of Westlake Village to:

- 2.1 Require development to blend indigenous/native plants into new development landscaping which abut natural vegetation (I-5 and I-11).
- 2.2 Require the clustering of development to ensure open space connectiveness and facilitate wildlife movement, where appropriate (I-6).
- 2.3 Pursue the voluntary dedication open space or conservation easements to protect sensitive species and their habitats (I-7).
- 2.4 Minimize the overall reduction of oak trees throughout the community, where appropriate, based on the biological resource survey (I-5 and I-8).
- 2.5 Prohibit development in riparian habitats to the greatest extent feasible (I-10).
- 2.6 Review proposed projects in the SBCs to evaluate their conformance with the following standards: (I-10)
 - a. The development plan shall retain watercourses, riparian habitat and wetlands in their natural condition to the maximum extent feasible.
 - b. Development shall incorporate habitat linkages (wildlife corridors) to adjacent open spaces where appropriate.
 - c. Roads and utilities shall be located and designed such that conflicts with biological resources, habitat areas, linkages or corridors are minimized (I-10).

Implementation Programs

- I-1 The City shall obtain a data base report of sensitive biological elements, including plants, animals, and natural communities as identified by the California Department of Fish and Game’s Natural Diversity Data Base. The Data Base Report for the City shall be made available in the Planning Department and referenced where applicable during the Initial Study of project applications to determine the potential for impacts to known sensitive biological elements.
- I-2 The City shall consult with the California Department of Fish and Game and U.S. Fish and Wildlife Service on any project that could affect a species which is listed as rare, threatened or endangered.
- I-3 The City shall contract with a consulting biologist and/or other appropriate environmental professionals to conduct surveys and prepare biological impact reports for applications located within the areas defined by **Figure 25** depicting high and very high biological sensitivities. All biological surveys shall be prepared in accordance with the Los Angeles County biota report guidelines.
- I-4 The City shall encourage pre-planning and pre-site design meetings with prospective developers.
- I-5 Require a landscape plan for any development proposed in an SBC which details methods of preserving existing vegetation and efforts toward integrating new landscaping with the existing vegetation. The landscape plans shall include the City developed landscape criteria which may include, but not limited to the following:
- a minimum biologically sensitive area land preservation of 50 percent;
 - minimization of landscape/existing vegetation interface zones, and
 - and a landscape plant palette which includes a high proportion of native species with good wildlife habitat values, and exotics which are not invasive into natural habitat areas.
- I-6 Continue to implement the provisions of the Hillside Ordinance which promote the clustering of development in hillside areas.
- I-7 Coordinate with the Santa Monica Conservancy and other open space management agencies to promote, where appropriate, the designation, conservation, and management of key open spaces and wildlife corridors in the SBCs.

- I-8 Continue to implement the provisions of the oak tree preservation ordinance.
- I-9 The City shall require the applicant for a proposed project within or potentially affecting the resources of a Riparian Corridor to:
- maintain a minimum buffer of 50 feet from the stream banks;
 - maintain connectivity to upland habitats, where they exist; and
 - enter into an agreement with the California Department of Fish and Game, as applicable, pursuant to Chapter 6 of Division 2 of the Fish and Game Code; and
- I-10 Review all projects within Sensitive Biological Communities ensuring compliance with the standards set forth in the policies of this Biological Resource Element.

B. VISUAL RESOURCES/SCENIC HIGHWAYS

The Santa Monica Mountains provide the predominant scenic backdrop for the City of Westlake Village and serve to define its southern and easterly boundaries. The area of the City generally south and east of Triunfo Canyon and Lindero Canyon Roads is comprised of foothills and ridgelines which transition into steeply-sloping terrain accented by volcanic rock outcroppings. **Figure 26** depicts the natural topographic characteristics of the City's undeveloped areas.

The high visibility of most of the City's hillsides and ridgelines requires that particular attention be given to development within these areas in order to preserve their visual amenities. The southeastern ridgeline is especially important in that it provides a physical separation between the City and the area outside the city limits to the south. The City's prominent ridgelines, defined as those which form a part of the skyline visible from any City arterial, are shown in **Figure 9**.

Other significant visual resources within the City include the tree-lined parkways and landscaped medians of all major arterials; Westlake Lake, which is surrounded by landscaped shores and frequently dotted with sailboats; Westlake Golf Course, which is heavily vegetated and provides a pleasant stretch of open space along both Agoura Road and the Ventura Freeway; and Las Virgenes Reservoir, which due to its location and elevation, is primarily visible from adjacent hillside neighborhoods.

1. SCENIC CORRIDORS

There are no highways, presently within the City, designated as part of the State Scenic Highway system. However, opportunities for preserving scenic corridors within the City exist along Decker Road and Ventura Freeway.

Decker Road traverses undisturbed, mountainous terrain and affords exceptional views of oak woodland, heavily-vegetated hillsides and volcanic peaks. A significant portion of this view corridor is preserved as Las Virgenes Municipal Water District open space. However, development of the expanse of land lying between Decker Road and the Water District's, and the Santa Monica Mountain's permanent open space, prevents any future development beyond what is currently built.

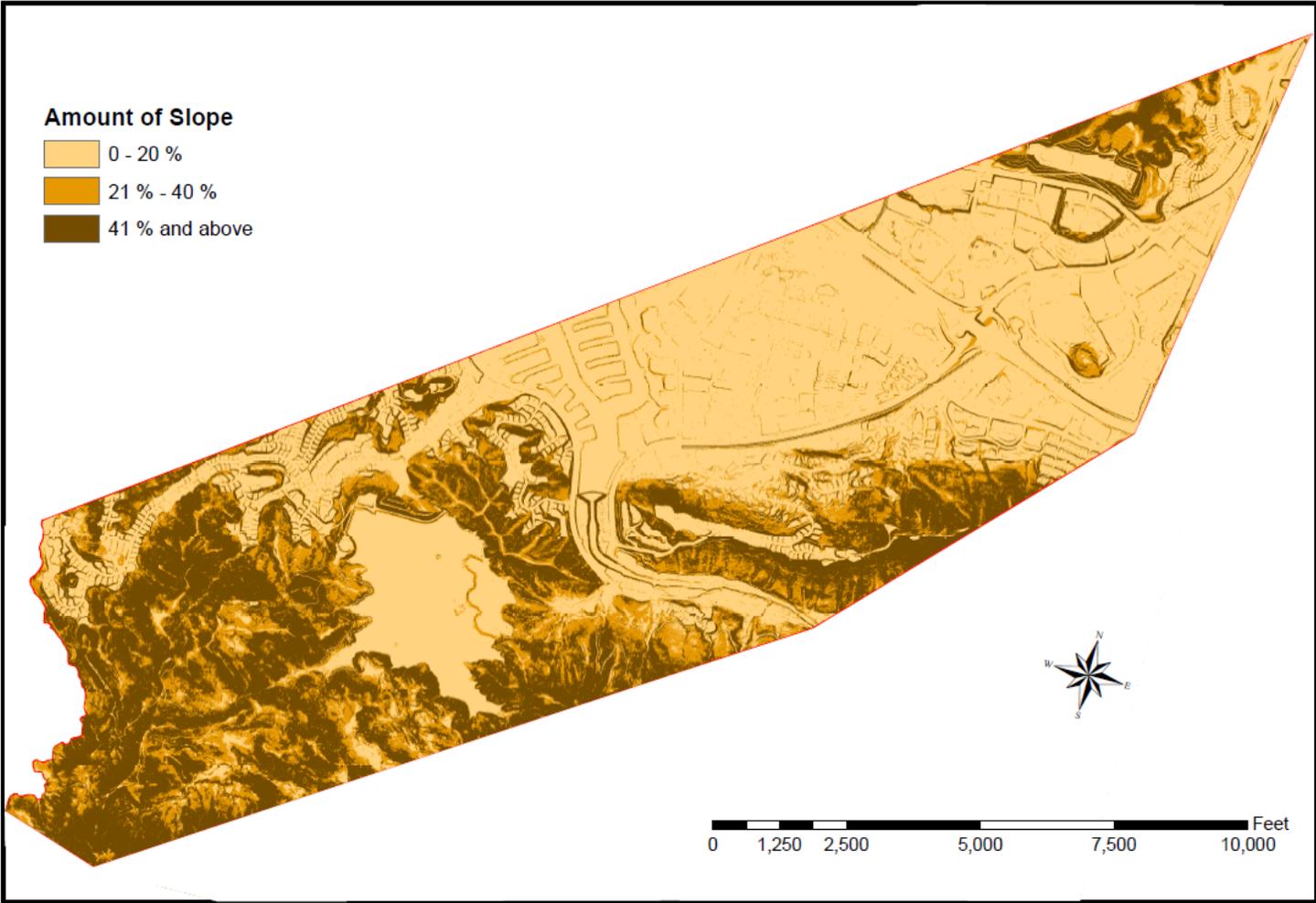
Although located in an urbanized setting, the Ventura Freeway corridor provides significant views of the City. Travelers presently receive agreeable impressions of the City through views of the golf course, the Santa Monica Mountains backdrop and well-designed business park development

2. STREETSCAPE

The City's major arterials (Lindero Canyon Road, Agoura Road, Triunfo Canyon Road, and Thousand Oaks Boulevard) all have landscaped medians. These streets, and many others, are lined with parkways and trees. Almost all of the City's neighborhoods also have parkway plantings which generally are maintained by the City. The City is also implementing an ongoing reforestation program which involves removing older or damaged trees and replacing them with species which are more drought tolerant and less damaging to public improvements.

Figure 26.

Topography



3. GOALS, POLICIES, AND PROGRAMS

The following presents the goals, objectives, and policies for Visual Resources and Scenic Highways in the City of Westlake Village. At the end of each policy is a listed “I” and number in parentheses which refers to a corresponding implementation program.

Goal *It shall be the goal of the City of Westlake Village to:*

Maintain and enhance the visual quality and character of the community’s urban and natural environments.

Scenic Corridors

Objective *It shall be the objective of the City of Westlake Village to:*

1 Provide for an attractive City image and design character visible from the Ventura/101 Freeway.

Policies *It shall be the policy of the City of Westlake Village to:*

1.1 Require development, which is located within the viewshed of the Ventura/101 Freeway, to preserve, protect and enhance the visual integrity of the Santa Monica Mountain backdrops and other natural landforms (I-1).

Landscape Maintenance and Enhancement

Objective *It shall be the objective of the City of Westlake Village to:*

2 Ensure that landscaped areas are continually enhanced and maintained throughout the community.

Policies *It shall be the policy of the City of Westlake Village to:*

2.1 Encourage private development to provide landscaping themes which are compatible with the existing visual character of their surrounding environment (I-1).

2.2 Maintain and enhance the existing landscaped medians and parkways within the City’s major urban corridors (I-2).

2.3 Require all developments to adequately maintain all landscape and hardscape areas (I-3).

2.4 Encourage the use of drought tolerant and California native plants for commercial, residential and public landscaping (I-1, and I-5).

Natural Amenities

Objective *It shall be the objective of the City of Westlake Village to:*

3 Provide for the preservation and maintenance of the visual quality of the Community's natural landforms and water bodies.

Policies *It shall be the policy of the City of Westlake Village to:*

3.1 Protect scenic viewsheds from Decker Road and maintain the natural visual character of the hillsides (I-1, and I-4).

3.2 Preserve the City's hillside backdrop and natural land forms in their present state to the greatest extent possible by encouraging innovative designs which adapt to the natural topography and blend into hillside environments (I-5).

3.3 Require new and relocated utilities to be located underground, when possible; all above ground utilities shall be located and screened to minimize their aesthetic impact (I-1, and I-5).

3.4 Where appropriate, require landscaped side slopes and earthen berms adjacent to roadways to be naturalistic in appearance (I-1, and I-5).

3.5 Protect the visual quality of the community's water bodies through the maintenance of building setbacks and landscape treatments, and effective control of erosion and urban runoff (I-1).

Implementation Programs

I-1 Utilize the City's design review process to evaluate developments which have the potential to impact the visual resources of the community. Proposed developments which impact hillside areas, shall be consistent with the provision set forth in the Hillside Ordinance and other relevant documents.

I-2 Adopt and implement an Urban Forestry Master Plan which provides for the rejuvenation and maintenance of landscaping along the community's major corridors. These major corridors include:

- Triunfo Canyon Road;
- Lindero Canyon Road;
- Lakeview Canyon Road;
- Agoura Hills Road; and
- Thousand Oaks Boulevard.

I-3 Continue to require through the City's Zoning Ordinance that all projects incorporate a provision into their declaration of covenants, conditions, and

restrictions (CC&R's) which grants the City the authority, but not the duty, to maintain those properties which the owners have failed to adequately maintain and to lien said properties for the maintenance cost, following written notification from the City.

- I-4 Coordinate with the Santa Monica Mountain Conservancy and other involved agencies to ensure maintenance of the trails and open space, which are visible from and adjacent to Decker Road, by the responsible agency.
- I-5 Continue to implement the Hillside Ordinance containing development standards which: 1) maintain the natural visual character of the hillsides to the maximum feasible extent, 2) integrate architecture and landscaping into the hillside setting, 3) encourage clustered development, 4) preserve significant visual and environmental elements, 5) minimize grading impacts, 6) preserve the prominent ridgelines designated within the General Plan, 7) require the contouring of manufactured slopes to blend natural slopes, 8) encourage the use of innovative structural designs which adapt to the natural topography, 9) discourage "stair-stepping" of building pads, 10) require the blending of colors and materials within the hillside environment, and 11) provide for the planting of slopes with fire-retardant, drought-tolerant materials.

C. OPEN SPACE

Open space is defined by State law as any area of land or water dedicated to the following general categories of uses:

- Preservation of natural resources;
- Managed production of resources;
- Provision of outdoor recreation; and
- Protection of the public health and safety.

Approximately 52% (1,873.81 acres) of the City's land area is devoted to open space uses. These uses are inventoried in **Table 10** by open space category and are discussed below.

1. NATURAL RESOURCES PRESERVATION

Opportunities for natural resources preservation within the City through the provision of open space are generally limited to biological resources and watershed areas, which are discussed in their respective sections within this chapter.

2. MANAGED PRODUCTION OF RESOURCES

As can be seen from **Table 10**, the City contains no open space devoted to the management of resource production, nor is it likely that the City will ever support such activities as timber harvesting, fishing or resource extraction. An evaluation of the City's agricultural capability indicates that the area had historically been used for dry farming, grazing, and limited orchard and crop production. However, the most productive soils in the City generally underlie existing urban development, while most of the undeveloped areas are considered only moderately productive.

Future agricultural uses within the City are highly unlikely due to potential interface problems between urban development and commercial farming (i.e., noise, odor, dust, pesticides) and the fact that parcels suitable for farming based on soil capability are scattered and small in size.

3. PROVISION OF OUTDOOR RECREATION

The maintenance of open space for outdoor recreation and scenic resource purposes is discussed within Chapter Two, Infrastructure and Community Services, and the Visual Resources section of this chapter, respectively.

4. PUBLIC HEALTH AND SAFETY PRESERVATION

Please refer to Chapter Four, Hazards, for a discussion of hazard areas to be preserved as open space.

Table 10. Inventory of Existing Open Space.

Category	Name	Acreage	Function	Ownership
Natural Resource	Las Virgenes Reservoir	237.40	City Water Supply	(Private) LVMWD
Outdoor Recreation	Westlake Lake (within the city limits)	79.80	Boating and fishing permitted	Private (in common)
	Berniece Bennett Park	5.15	Outdoor Recreation	Public
	Canyon Oaks Park	2.49	Outdoor Recreation	Public
	Three Springs Park	6.20	Outdoor Recreation	Public
	Foxfield Park	3.50	Outdoor Recreation	Public
	Russell Ranch Park	4.00	Outdoor Recreation	Public
	Westlake Dog Park	1.19	Outdoor Recreation	Public
	Westlake Village Community Park	30.80	Outdoor Recreation	Public
	Westlake Golf Course	80.00	Outdoor Recreation/open to public	Private / O.S. easement
Public health/Resource Protection	Water District Open Space	342.03	Reservoir watershed	(Private) LVMWD
	Westlake Spectrum Open Space	26.30	Dedicated Open Space	Public
	Westlake Canyon Oaks Open Space	108.56	Dedicated Open Space	Public/Private (in common)
	Oak Forest Open Space	84.00	Flood Channel	Private (in common)
	The Trails Open Space	44.01	Dedicated Open Space	Public/Private (in common)
	Santa Monica Mountains	623.45	Dedicated Open Space	Public
	Decker Canyon Open Space	102.00	COSCA	Public
	Miscellaneous Open Space	27.78	Dedicated Open Space	Public/Private (in common)
	Cemetery	Valley Oaks Memorial Park	39.15	Cemetery
Public Safety Protection	Flood hazards and restricted use areas adjacent to Westlake Lake	26.00	Within lakes high water inundation level	Private
	Total acreage:	1873.81		

5. GOALS, POLICIES, AND PROGRAMS

The following presents the goals, objectives, and policies for Open Space in the City of Westlake Village. At the end of each policy is a listed "I" and number in parentheses which refers to a corresponding implementation program.

Goal *It shall be the goal of the City of Westlake Village to:*

To provide for the planned management, preservation and wise utilization of the City's natural resources.

Objective *It shall be the objective of the City of Westlake Village to:*

1 Maintain and enhance the number of acres dedicated to natural and/or recreational open space within the City.

Policies *It shall be the policy of the City of Westlake Village to:*

1.1 Promote the public acquisition and maintenance of open space for the preservation of natural resources, provision of outdoor recreation, and protection of the public health and safety (I-1, I-2, I-3, and I-4).

1.2 Assure the preservation of privately held existing open space which is permanently designated or for which an easement has been granted for open space purposes (I-5).

1.3 Maintain and enhance existing publicly-owned parks for recreational purposes (I-5).

1.4 Assure the preservation of the Westlake public golf courses as recreational and open space amenity in accordance with provisions of the existing open space easement (I-5).

Objective *It shall be the objective of the City of Westlake Village to:*

2 Maximize the potential for open space derived from hillside management, ridgeline protection, and other natural resource preservation/protection policies.

Policies *It shall be the policy of the City of Westlake Village to:*

2.1 Encourage new development to cluster building units thereby minimizing the land used by development and maximizing the land remaining for natural and recreational open spaces (I-6).

- 2.2 Require development to be sited and designed to protect significant environmental resources, including significant ridgelines, hillsides, and watershed areas (I-6 and I-7).

Implementation Programs

- I-1 In conjunction with new development proposals, require parkland dedication or contribution of in lieu fees.
- I-2 Continue to work with COSCA, the Santa Monica Mountain Conservancy, Thousand Oaks and Conejo Recreation and Parks, and other groups in the acquisition and maintenance of open space lands within the City if deemed beneficial to the city.
- I-3 Coordinate with the fire department to ensure property owners adequately clear and maintain brush on site and adjacent to natural open space areas.
- I-4 Support the efforts of appropriate public agencies to acquire and maintain the Las Virgenes Reservoir Watershed Area in a manner which protects the drinking water quality of the Reservoir and preserves the natural, scenic, and biotic resources of the area.
- I-5 Implement Land Use I-1 and Recreation I-13.
- I-6 Through the development review process require all new development to comply with the Hillside Ordinance.
- I-7 Implement Watershed Areas I-4 and Visual Resources/Scenic Highways I-5.

D. WATERSHED AREAS

1. WATERSHED PRESERVATION

The high quality of water contained in Las Virgenes Reservoir and Westlake Lake must be ensured through appropriate conservation practices. The protection of the reservoir's 600-acre watershed is of particular importance, in that it serves as the City's drinking water supply. The limits of the watershed area are shown in **Figure 12** in Chapter One. A portion of this area is already preserved as open space and owned by Las Virgenes Municipal Water District, while the rest is preserved as open space as part of the Santa Monica Mountains.

The management of runoff into Westlake Lake is important in order to limit fertilizers and pesticides, which generate excessive sedimentation and algae growth and adversely affect the fish stock. Activity within the Triunfo Canyon watershed must also be regulated to limit the effects of erosion, runoff and pollutant impacts on the riparian environment found on the canyon bottom and creek banks. This habitat is biologically significant, as it provides water and shelter to native wildlife.

2. GOALS, POLICIES, AND PROGRAMS

The following presents the goals, objectives, and policies for Watershed Areas in the City of Westlake Village. At the end of each policy is a listed "I" and number in parentheses which refers to a corresponding implementation program.

Goal *It shall be the goal of the City of Westlake Village to:*

Protect the quality of water contained in Las Virgenes Reservoir and Westlake Lake.

Objective *It shall be the objective of the City of Westlake Village to:*

1 Protect and enhance the water quality of Westlake Lake by effectively managing erosion and urban runoff within its extended watershed area.

Policies *It shall be the policy of the City of Westlake Village to:*

1.1 Maintain the high water quality of the City's water bodies through interagency coordination and pesticide/fertilizer/herbicide monitoring (I-1, I-2, and I-3).

1.2 Limit the impacts of development on Triunfo Canyon Creek and other riparian habitat areas through interagency coordination and development review (I-1, I-3, and I-4).

1.3 Ensure the effective erosion control and drain maintenance programs (I-5).

Objective *It shall be the objective of the City of Westlake Village to:*

2 Protect the drinking water quality of the Las Virgenes Reservoir through the preservation and effective management of its tributary watershed area.

Policies *It shall be the policy of the City of Westlake Village to:*

2.1 Regulate development of properties adjacent to the Las Virgenes Reservoir to assure that all new urban uses are located outside of the Reservoir watershed area (I-6).

2.2 Assure that low intensity recreational uses (i.e., hiking trails, nature walks, vista points, etc.) permitted within the Las Virgenes Reservoir watershed area are located, managed and maintained in a manner that preserves significant natural resources and protects the drinking water quality of the Reservoir (I-7).

Implementation Programs

I-1 Continue to coordinate with the Las Virgenes Water District through close communication and participation in monthly CEO meetings.

I-2 Require City landscape contractors to prepare and submit a list of pesticides, fertilizers and herbicides used in their operations.

I-3 Continue to support the water pollution control policies of the Las Virgenes Municipal Water District and the Westlake Lake Management Association.

I-4 Through the development review process, require that the design of any development within the Triunfo Canyon watershed areas incorporates measures to adequately mitigate the impacts of runoff, siltation, erosion, and pollutants.

I-5 Coordinate with the appropriate drain maintenance agency (Homeowners Association, City of Westlake Village, County of Los Angeles, and Flood Control District) to establish erosion control and drain maintenance programs.

I-6 Implement Land Use Implementation Program I-7.

I-7 Coordinate with the Santa Monica Mountains Conservancy, the National Park Service, the Las Virgenes Municipal Water District and other responsible agencies to assure that low intensity recreational uses proposed within the Las Virgenes Reservoir watershed area will not adversely affect significant natural resources or drinking water quality.

E. SCARCE RESOURCES

1. ENERGY RESOURCES

All traditional energy resources consumed by the residents of the City of Westlake Village are imported, as there are no deposits of oil, natural gas and coal found within its limits. The limited availability of such energy sources has become increasingly apparent. Additionally, recent restrictions on water importation have caused the resource of imported water to be added to the list of scarce resources.

It is evident that man's continued and future activities are dependent on the conservation of existing, and the development of new, resources. The City can promote these actions by creating patterns of land use which reduce reliance upon the automobile and vehicle miles traveled, encouraging structural designs which reduce heat gain and loss, supporting water conservation measures and furthering the use of alternative energy sources.

Existing State regulations require the incorporation of energy-saving design features into new residential development. Section 66473.1 of the Government Code requires that a tentative tract map provide, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision. These opportunities include designing the lot sizes and configurations to permit orienting structures so as to take advantage of a southern exposure, shade or prevailing breezes. All new construction (both residential and non-residential) is also required to comply with "energy budget" standards which establish maximum allowable energy use from depletable sources. These requirements apply to such design components as structural insulation, air infiltration and leakage control, setback features on thermostats, water heating system insulation (tanks and pipes) and swimming pool covers if a pool is equipped with a fossil fuel or electric heater. The California Energy Commission is responsible for establishing and monitoring building standards for both residential and non-residential structures which will result in increased energy efficiency.

In 2006 California passed Assembly Bill 32 (AB 32) known as the "California Global Warming Solutions Act." AB 32 requires California to reduce greenhouse gas emissions to the levels of 1990 by the year 2020. This is achieved by encouraging green technologies that mitigate risks associated with climate change, while improving energy efficiency, expanding the use of renewable energy resources, cleaner transportation, and reducing waste.

In 2008 California passed Senate Bill 375 (SB 375) known as the "Sustainable Communities and Climate Protection Act." SB 375 further required the reduction of greenhouse gasses by encouraging coordinated transportation and land use planning to

reduce vehicle trips. This encourages the development and planning of mixed use developments that incorporate public transportation and walkability in order to further reduce the number of vehicles on the road.

2. WATER RESOURCES

The City is located in the rain poor Mediterranean climate of the Los Angeles Basin. As such, much of the City's water supply is imported from other areas. In an effort to utilize limited water resources efficiently, the City currently uses reclaimed water from LVMWD to irrigate medians and parkway landscaping. LVMWD requires the installation of double piping in all new development to allow for the use of reclaimed water, where available.

3. AIR RESOURCES

The improvement of the South Coast Air Basin's air quality is discussed in detail in the next section.

4. GOALS, POLICIES, AND PROGRAMS

The following presents the goals, objectives, and policies for Scarce Resources in the City of Westlake Village. At the end of each policy is a listed "I" and number in parentheses which refers to a corresponding implementation program.

Goal *It shall be the goal of the City of Westlake Village to:*

Work to protect the limited number of resources available to the City of Westlake Village.

Objective *It shall be the objective of the City of Westlake Village to:*

1 Protect the limited resources available to the city while promoting conservation and innovative planning.

Policies *It shall be the policy of the City of Westlake Village to:*

1.1 Encourage the planning and development of mixed use developments and transit oriented design techniques (I-1).

1.2 Encourage the use of drought tolerant and California native vegetation in commercial, residential, and public landscaping (I-2).

Implementation Programs

I-1 Continue to coordinate with potential developers to design future developments that incorporate green technologies and connections to public transit.

- I-2 Require City landscape contractors to prepare and submit a list of drought tolerant and California native plants to be used in their operations.

F. AIR QUALITY

The City of Westlake Village's air quality, like other natural resources, is limited. Within any time period, the local air basin has a restricted ability to dilute contaminants and maintain air quality air levels which do not adversely affect the population.

1. CLIMATIC CONDITIONS

The City is located within the South Coast Air Basin at the boundary with the Ventura County portion of the South Central Coast Air Basin. The South Coast Air Basin is a 6,600 square mile basin encompassing all of Orange County, most of Los Angeles and Riverside Counties, and the western portion of San Bernardino County.

The climate of the South Coast Air Basin is determined by latitude, proximity to the eastern Pacific Ocean, and topography. The region is generally dominated by the Hawaiian subtropical high pressure zone of the eastern Pacific Ocean. The climate is mild because of the cool sea breezes; but can be interrupted by periods of extremely hot weather, winter storms, or Santa Ana winds.

The closest weather station which records both temperature and precipitation is located in Cheeseboro Canyon Park approximately 5.4 miles northeast of the City. The high temperature, averaged over the year, is 81° Fahrenheit. The low temperature, averaged over the year, is 47.1° Fahrenheit. The city's temperature range is probably slightly narrower given its closer proximity to the moderating influence of the Pacific Ocean. Precipitation mainly occurs between October and April, with about 4.8 inches falling in the month of February. Predominant winds at this location blow from the east 28.1% of the year at an annual average speed of 2.4 miles per hour.

2. AIR POLLUTION

Air pollution sources can be natural, such as oil seeps, vegetation, or windblown dust. Emissions may also result from combustion, as in automobile engines; from evaporation of organic liquids, such as those used in coating and cleaning processes; or through abrasion, such as from tires or roadways.

The topography and climate of southern California combine to make the Basin an area of high air pollution potential. The Hawaiian subtropical high pressure zone of warm and dry descending air restricts the movement of cooler air near the surface and frequently results in the formation of temperature inversions. Persistent temperature inversions

restrict the vertical dispersion of air pollutants. When a persistent inversion layer is combined with sunlight and air pollutants, photochemical smog frequently results. Light winds, low mixing heights and sunshine are favorable conditions for the production of photochemical oxidants from spring through autumn. High sulfate concentrations often occur during spring and summer. High carbon monoxide, nitrogen oxide and nitrate concentrations are associated with strong surface temperatures inversions and calm winds during winter nights November through January.

State and Federal agencies have established ambient air quality standards for specific air pollutants. The characteristics, sources and effects of these air contaminants are provided in **Table 11**. National Ambient Air Quality Standards (NAAQS) have been established for carbon monoxide (CO), ozone (O₃), sulfur oxides (SO_x), nitrogen oxides (NO_x), fine particulate matter (PM₁₀) and lead (Pb). The State of California has established ambient air quality standards for additional pollutants. The State of California standards are generally more stringent than corresponding Federal standards. The ambient air quality standards (both State and Federal) for air pollutants are provided in **Table 12**. Episodes of potentially unhealthful air can be described as Stages 1 through 3. State and Federal episodic criteria defining each stage and the actions to be taken are provided in **Table 13**.

Although per capita emissions have been reduced substantially in the Basin through the last 60 years of controls, increases in the population over that time have made substantial overall emission reductions more difficult. Many sources such as automobiles and the removal of leaded gasoline have been significantly helped to control emissions. However, increases in the number of sources, particularly those growing proportionately to population, reduce the potential air quality benefits of new controls.

Since passed, sulfur dioxide and lead standards have been met, and other criteria pollutant concentrations, such as ozone, have also significantly declined.

TABLE 11. Selected Air Contaminants and Emission Comparisons

PHOTOCHEMICAL OXIDANT (O_x)

Characteristics - The term "photochemical oxidant" can include several different pollutants, but consists primarily of ozone (more than 90 percent) and a group of chemicals called organic peroxy nitrates. Photochemical oxidants are created in the atmosphere rather than emitted directly into the air. Reactive organic gases, including hydrocarbons, and oxides of nitrogen are the emitted contaminants which participate in the reaction. Ozone is a pungent, colorless toxic gas which is produced by the photochemical process. Photochemical oxidant is a characteristic of southern California type smog, and reaches highest concentrations during the summer and early fall.

Sources - Photochemical smog is caused by complex atmospheric reactions involving oxides of nitrogen and reactive organic gases with ultraviolet energy from sunlight. Motor vehicles are the major source of oxides of nitrogen and reactive organic gases in the basin.

Effects - The common manifestations of oxidants are damage to vegetation and cracking of untreated rubber. Photochemical oxidants in high concentrations can also directly affect the lungs, causing respiratory irritation and possible changes in lung functions.

CARBON MONOXIDE (CO)

Characteristics - CO is a colorless, odorless, toxic gas produced through the incomplete combustion of fossil fuels. Concentrations are higher in winter when more fuel is burned and weather conditions favor the build-up of directly emitted contaminants.

Sources - The use of gasoline powered engines is the major source of this contaminant, with the automobiles being the primary contributor. However, various industrial processes also produce CO emissions through incomplete combustion of fossil fuels.

TABLE 11 (Con't)

Effects - CO does not irritate the respiratory tract, however, it passes through the lungs directly into the blood stream and, by interfering with the transfer of oxygen, deprives sensitive tissues of oxygen.

NITROGEN OXIDES (NO_x)

Characteristics - It primarily consists of nitric oxides (NO) (a colorless, odorless gas formed from atmospheric nitrogen and oxygen when petroleum combustion takes place under high temperatures and/or pressure) and nitrogen dioxide (NO₂) (a reddish-brown irritating gas formed by the combination of nitric oxide with oxygen).

Sources - High combustion temperatures cause nitrogen and oxygen to combine and form nitric oxide. Further reaction produces additional oxides of nitrogen. Combustion in motor vehicle engines, power plants, refineries and other industrial operations are the primary sources in the region. Ships, railroads and aircraft are other significant emitters.

Effects - Oxides of nitrogen are direct participants in photochemical smog reactions. The emitted compound, nitric oxide, combines with oxygen in the atmosphere in the presence of hydrocarbons and sunlight, to form nitrogen dioxide and ozone. Nitrogen dioxide, the most significant of these pollutants, can color the atmosphere at concentrations as low as 0.5 ppm on days of 210-mile visibility. NO_x is an important air pollutant in the region because it is a primary receptor of ultraviolet light which initiates the reactions producing photochemical smog. It will also react in the air to form nitrate particulates.

SULFUR DIOXIDE (SO₂)

Characteristics - SO₂ is a colorless, pungent, irritating gas formed primarily by the combustion of sulfur-containing fossil fuels. In humid atmospheres some of SO₂ may be changed to sulfur trioxide and sulfuric acid mist, with some of the latter eventually reacting with other materials to produce sulfate particulates.

TABLE 11 (Con't)

Sources - This contaminant is the natural combustion product of sulfur or sulfur-containing fuels. Fuel combustion is the major source, while chemical plants, sulfur recovery plants, and metal processing are minor contributors.

Effects - SO₂ appears able to do still greater harm by injuring lung tissues. Sulfur oxides, in combination with moisture and oxygen, can yellow the leaves of plants, dissolve marble and eat away iron and steel. Sulfur oxides can also react to give sulfates which reduce visibility and cut down the light from the sun.

PARTICULATES (TSP and PM₁₀)

Characteristics - Atmospheric particulates are made up of finely divided solids or liquids such as soot, dust, aerosols, fumes and mists. About 90% by weight of the emitted particles are larger than 10 microns in diameter, but about 90% of the total number of particulates are less than 5 microns in diameter. The aerosols formed in the atmosphere, primarily sulfate and nitrate, are usually smaller than 1 micron. In areas close to major sources, particulate concentrations are generally higher in the winter, when more fuel is burned, and meteorological conditions favor the build-up of directly-emitted contaminants. However, in areas remote from major sources and subject to photochemical smog, particulate concentrations are higher during summer months.

Sources - Particulate matter consists of particles in the atmosphere resulting from many kinds of dust and fume-producing industrial and agricultural operations, from combustion, and from atmospheric photochemical reactions. Natural activities also put particulates into the atmosphere; wind-raised dust and ocean spray are two such sources of particulates.

Effects - In the respiratory tract very small particles of certain substances may produce injury by themselves, or may contain absorbed gases that are injurious. Suspended in the air, particulates of aerosol size can both

TABLE 11 (Con't)

scatter and absorb sunlight, producing haze and reducing visibility. They can also cause a wide range of damage to materials.

HYDROCARBONS AND OTHER ORGANIC GASES (THC, CH₄, NMHC, AHC, NHC)

Characteristics - Any of the vast family of compounds consisting of hydrogen and carbon in various combinations are known as hydrocarbons. Fossil fuels are included in this group. Many hydrocarbon compounds are major air pollutants, and those which can be classified as olefins or aromatics are highly photochemically reactive. Atmospheric hydrocarbon concentrations are generally higher in winter because the reactive hydrocarbons react more slowly in the winter and meteorological conditions are more favorable to their accumulating in the atmosphere to higher concentration before producing photochemical oxidants.

Sources - Motor vehicles are a major source of anthropogenic hydrocarbons (AHC) in the basin. Other sources include evaporation of organic solvents and petroleum refining and marketing operations. Trees are the principal emitters of biogenic or natural hydrocarbons (NHC).

Effects - Certain hydrocarbons can damage plants by inhibiting growth and causing flowers and leaves to fall. Levels of hydrocarbons currently measured in urban areas are not known to cause adverse effects in humans. However, certain members of this contaminant group are important components in the reactions which produce photochemical oxidants.

Table 12. Ambient Air Quality Standards.

Pollutant	Averaging Time	California Standard ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O₃)⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	---	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM₁₀)⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		---		
Fine Particulate Matter (PM_{2.5})⁹	24 Hour	---	---	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	---	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		---		
Nitrogen Dioxide (NO₂)¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	---	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.03 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO₂)¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Photometry	75 ppb (196 µg/m ³)	0.5 ppm (1300 µg/m ³)	Ultraviolet Photometry; Spectrophotometry (Pararosaniline Method)
	3 Hour	---		---		
	24 Hour	0.04 ppm (105 µg/m ³)		.14 ppm (for certain areas) ¹¹	---	
	Annual Arithmetic Mean	---		.03 ppm (for certain areas) ¹¹		
Lead^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	---	---	High Volume Sampler and Atomic Absorption
	Calendar Quarter	---		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average			.15 µg/m ³		

Visibility Reducing Particles¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filler Tape	No National Standards
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography	
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Florescence	
Vinyl Chloride¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography	
California Air Resources Board (5/4/16)				

Table 12 footnotes

1	California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2	National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m ³ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3	Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4	Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5	National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6	National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7	Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.
8	On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9	<p>On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.</p>
10	<p>To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm</p>
11	<p>On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm</p>
12	<p>The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.</p>
13	<p>The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.</p>
14	<p>In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.</p>

Table 13. State and Federal Episodic Criteria.

Pollutant	Averaging Time	State Standard (a)	Federal Primary Standard (b)	Most Relevant Effect
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	No Federal Standard	(a) Short-term exposures: 1) Pulmonary function decrements and localized lung edema in humans and animals; and, 2) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (b) Long-term exposures: Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (c) Vegetation damage; and, (d) Property damage.
	8 Hour	0.07 ppm (137 µg/m ³)	0.075 ppm (147 µg/m ³)	
Suspended Particulate Matter (PM ₁₀)	24 Hour	50 µg/m ³	150 µg/m ³	(a) Excess deaths from short-term exposures and exacerbation of symptoms in sensitive patients with respiratory disease; and (b) Excess seasonal declines in pulmonary function, especially in children.
	Annual Arithmetic Mean	20 µg/m ³	No Federal Standard	
Suspended Particulate Matter (PM _{2.5})	24 Hour	No State Standard	35 µg/m ³	(a) Increased hospital admissions and emergency room visits for heart and lung disease; (b) Increased respiratory symptoms and disease; and (c) Decreased lung functions and premature death.
	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (25 mg/m ³)	35 ppm (40 mg/m ³)	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and, (d) Possible increased risk to fetuses.
	8 Hour	9 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	
Nitrogen Dioxide (NO ₂)	1 Hour	0.18 ppm (339 µg/m ³)	0.1 ppm (188 µg/m ³)	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and, (c) Contribution to atmospheric discoloration.
	Annual Arithmetic Mean	0.03 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)	

Sulfur Dioxide (SO ₂)	1 Hour	0.25 ppm (655 µg/m ³)	75 ppb (196 µg/m ³)	Broncho-constriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
	24 Hour	0.04 ppm (105 µg/m ³)	No Federal Standard	
Sulfates	24 Hour	25 µg/m ³	No Federal Standard	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; and, (f) Property damage
Hydrogen Sulfide (H ₂ S)	1 Hour	0.03 ppm (42 µg/m ³)	No Federal Standard	Odor annoyance.
Lead (Pb)	30 Day Average	1.5 µg/m ³	No Federal Standard	(a) Increased body burden; and (b) Impairment of blood formation and nerve conduction.
	Calendar Quarter	No State Standard	1.5 µg/m ³	
	Rolling 3 Month Average	No State Standard	.15 µg/m ³	
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer - visibility of ten miles or more due to particles when relative humidity is less than 70 percent.	No Federal Standard	The statewide standard is intended to limit the frequency and severity of visibility impairment due to regional haze. This is a visibility based standard not a health based standard. Nephelometry and AISI Tape Sampler; instrumental measurement on days when relative humidity is less than 70 percent.
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m ³)	No Federal Standard	Highly toxic and a known carcinogen that causes a rare cancer of the liver.
a. The California ambient air quality standards for O ₃ , CO, SO ₂ (1-hour and 24-hour), NO ₂ , PM ₁₀ , and PM _{2.5} are values not to be exceeded. All other California standards shown are values not to be equaled or exceeded.				
b. The national ambient air quality standards, other than O ₃ and those based on annual averages are not to be exceeded more than once a year. The O ₃ standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standards is equal to or less than one.				
	ppb = parts per billion parts of air, by volume	ppm = parts per million parts of air, by volume	µg/m ³ = micrograms per cubic meter	mg/m ³ = milligrams per cubic meter

3. AIR QUALITY

With regard to air quality conditions in the South Coast Air Basin, significant progress has been made in reducing ozone concentrations over the past few decades in the Basin and the Southeast Desert Air Basin.

Sulfate concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of sulfur dioxide and limits on the sulfur contents of fuels. Lead concentrations once exceeded the state and federal standards by a wide margin, but have not exceeded any standard since 1983. By 1989, the highest concentrations recorded were only a small fraction of the standards, which has been maintained. The effect of air pollution on visibility is not limited to simply reducing the distance a person can see, but also includes negative aesthetic impacts on the color, form, and contrast of the scene being viewed. In the late 1980's and early 1990's, the state visibility standard was violated in a wide area of the Basin and by a significant margin. With the outlawing of unleaded gasoline in 1996, visibility has significantly been improved in the basin in the following years.

Based upon the EPA's National Ambient Air Quality Standards (NAAQS) criteria thresholds, specific geographic areas are classified under the Federal Clean Air Act as either an "attainment" or "non-attainment" area for each pollutant. The County of Los Angeles was classified as a non-attainment area for fine particulate matter (PM 2.5) as recently as 2012. Additionally, ozone and lead have not reached non-attainment status since 2008, as reported by the NAAQS Green Book, February 2017 edition. All other federal standards have been met by the Los Angeles County area.

With regard to local air quality conditions, the closest air quality monitoring station operated by the South Coast Air Quality Management District (SCAQMD) is located in Reseda. However, the Ventura County Air Pollution Control District (VCAPCD) monitors ozone at a station in Thousand Oaks which is much closer and therefore more indicative of the City of Westlake Village's air quality. With regard to critical pollutants other than ozone, VCAPCD's monitoring station in Simi Valley most closely represents conditions in the City of Westlake Village.

Maximum ozone concentration recorded at the Thousand Oaks Station have shown decline. However, the state ozone standard was exceeded a few times during the recording period and it appears that the number of exceedance days per year has been substantially reduced. At the Simi Valley station, ambient carbon monoxide and nitrogen dioxide levels did not exceed state standards. The maximum concentrations of fine particulate matter (PM₁₀) has declined substantially and the state standard has not been exceeded. It should be noted that PM₁₀ concentrations in the City of Westlake Village may not be high in Simi Valley due to the lack of open, agricultural areas.

4. AIR QUALITY REGULATION

The California Air Resources Board (CARB) regulates mobile emissions and oversees the activities of County Air Pollution Control Districts (APCDs) and regional Air Quality Management Districts (AQMDs) in California. The South Coast Air Quality Management District (SCAQMD) is the regional agency empowered to regulate stationary sources in the South Coast Air Basin. The SCAQMD develops and enforces air quality rules and regulations in air quality planning, and operates the regional air quality monitoring network.

In response to the requirements of the Federal Clean Air Act Amendments of 1977, the State of California has formulated a State Implementation Plan (SIP). As a means of carrying out the SIP in the South Coast Air Basin, a Regional Air Quality Management Plan (AQMP) was approved by the South Coast Air Quality Management District in March, 1989. The AQMP establishes air pollution control strategies to lead the South Coast Air Basin into compliance with all Federal and California air quality standards.

The SCAQMD hopes to maintain Federal and California ozone, fine particulate matter, nitrogen oxide, and carbon monoxide standards. The adoption of Air Quality Elements by local jurisdictions is necessary in order to achieve these goals.

5. CONTRIBUTING FACTORS

There are several air quality issues which will need to be addressed by the City in order to help achieve the goals of the AQMP. These issues and their contributing factors are discussed below.

a. TRANSPORTATION

Vehicle trips in the Basin are projected to increase without implementation of the AQMP and the Regional Mobility Plan (RMP). The City of Westlake Village is both the origin and destination for many vehicle work trips in the Basin and, as such, is responsible for reducing transportation-related emissions through trip reduction, diversion of truck travel from peak travel periods, and traffic flow improvements such as synchronization of traffic signals.

Of particular importance is SCAQMD's Regulation XV, which deals with employer-sponsored trip reduction methods. The regulation now calls for all businesses with 100 or more employees to submit a transportation plan to SCAQMD, stating how the business intends to reduce vehicle trips to the work place and increase vehicle occupancy rates. The City of Westlake Village has several businesses at this time which are subject to this regulation.

b. LAND USE

The dispersed land use pattern common in southern California tends to separate jobs from housing and encourages dependency on car travel. Future job and housing growth is a key policy issue addressed in the Regional Growth Management Plan prepared by the Southern California Association of Governments (SCAG). The plan promotes the concept of balancing job growth and housing production within the various subregions of southern California as a means of addressing both air quality and transportation issues. The “Jobs/Housing Balance” concept forwards the idea that if people can live and work within the same community, the southern California region as whole will benefit from reduced traffic congestion and improved air quality. According to SCAG, a subregion with a job/housing ratio of 1.2 jobs per dwelling unit is considered balanced.

The City of Westlake Village is located within an area identified by SCAG as the Las Virgenes - Malibu Council of Governments subregion, which includes the Cities of Westlake Village, Agoura Hills, Calabasas, Hidden Hills, Malibu and all Los Angeles County unincorporated territory west of the City of Los Angeles. The City of Westlake Village is considered as “jobs rich” (i.e., has a greater number of jobs than housing units). The City of Westlake Village’s 2015 jobs-housing ratio (JHR) was 4.2 (13,886 jobs and 3,300 dwelling units) which is a positive contribution to the "jobs rich" condition of the subregion.

The City of Westlake Village is part of the greater master-planned community of Westlake Village which straddles the Los Angeles-Ventura County line. As such, the larger Westlake Village community has been designed to provide employment, commercial services and recreation to a series of planned neighborhoods. On a large scale, the Westlake Village community is a balance of all key land uses, each located within three miles of the other. However, on a smaller, more human, scale, the community's land uses generally remain isolated from each other. For example, commercial services are located sufficiently far away from residential neighborhoods such that a vehicle is still necessary to make a small shopping trip convenient.

The City has a responsibility to maintain its JHR and improve its spatial mix of land uses as much as possible in order to provide for a potential reduction in trip lengths and quantities.

c. STATIONARY SOURCES

Stationary sources, such as auto body shops and heavy manufacturers, release significant quantities of reactive and toxic organic gases into the air of the South Coast Air Basin. The City of Westlake Village does not contain many stationary air pollution sources other than auto body shops.

Particulates and other emissions generated during grading and construction activities can be considered to be another significant stationary source of air pollutants in the Basin. The City will work with SCAQMD in ensuring enforcement of emission reduction methods.

Emissions from stationary sources are also created indirectly when electricity is utilized because generation of electricity generally creates air emissions of its own. If the Basin is to increasingly rely upon electricity as a less polluting source of energy, there will be a need for major additional conservation efforts. This includes increasing the recycling of waste glass and paper which, when used by local glass and paper manufacturers, lowers air emissions due to decreased energy consumption.

6. GOALS, POLICIES, AND PROGRAMS

The following presents the goals, objectives, and policies for Air Quality in the City of Westlake Village. At the end of each policy is a listed "I" and number in parentheses which refers to a corresponding implementation program.

Goal *It shall be the goal of the City of Westlake Village to:*

- 1 Improve regional air quality through a decreased reliance on single occupancy vehicular trips, increased efficiency of transit, shortened vehicle trips through a more efficient jobs-housing balance and a more efficient land use pattern, and increased energy efficiency.

Objective *It shall be the objective of the City of Westlake Village to:*

- 1.1 Work to reduce private and local governmental employee and vehicle work trips.

Policies *It shall be the policy of the City of Westlake Village to:*

- 1.1.1 Encourage alternate work schedules (such as 9 day - 80 hour work week and 4 day - 40 hour work week) for all private sector businesses with 50 or more employees whose work day begins between 6 a.m. and 10 a.m. (I-1).
- 1.1.2 Support regional, state and federal legislation including:
 - non-work trips reductions;
 - requiring financial institutions and their regulators to identify and offer services through telecommunications;

- requiring educational institutions to determine and offer home study courses;
- providing developer tax incentives for establishing work centers in housing-rich areas; and
- alternative fueled vehicles (I-10).

1.1.3 Encourage the funding, researching, implementing and evaluating telecommuting and teleconferencing activities (I-10).

1.1.4 Encourage all new commercial, industrial, and residential structures to accommodate telecommuting and/or teleconferencing facilities as technology becomes available (I-1).

Objective *It shall be the objective of the City of Westlake Village to:*

2.1 Increase the proportion of vehicle work trips made by transit and increase the proportion of nonwork trips made by transit.

Policies *It shall be the policy of the City of Westlake Village to:*

2.1.1 Work with SCRTD and Thousand Oaks Transit Service to expand the local transit service area and provide more frequent service to the City of Westlake Village (I-2).

2.1.2 Encourage bus service to be extended north on Lindero Canyon from Thousand Oaks Boulevard to the City limit, west on Thousand Oaks Boulevard to the corporate limit, east on Agoura Road from Lindero Canyon Road to the City limit, and south on Lindero Canyon from Lakeview Canyon Road to and continuing on Triunfo Canyon Road (I-2).

2.1.3 Require developers to install transit directories at new employment centers and major activity centers. Require property owners and developers to install directories in existing employment centers when these projects apply for additional planning permits or services (I-1).

2.1.4 Require major commercial and industrial developments to construct bus "turn outs" and transit access points as an integrated part of their site plan (I-1).

Objective *It shall be the objective of the City of Westlake Village to:*

3.1 Implement SCAQMD Regulation 1502 as Municipal Code Section 9.37 - Transportation Demand and Trip Reduction Measures, to reduce the

number of vehicle trips and create a transportation demand management plan for non-residential development.

Policy *It shall be the policy of the City of Westlake Village to:*

3.1.1 Require all businesses and multiple tenant commercial centers with 50 or more employees to prepare a transportation demand management plan (I-3).

Objective *It shall be the objective of the City of Westlake Village to:*

4.1 Increase the number of carpools with 3 or more persons, decrease other work-related trips by the formation of vanpools, and divert single occupant automobile trips to carpool of 2 or more persons.

Policies *It shall be the policy of the City of Westlake Village to:*

4.1.1 Support the passage of vanpool tax credit legislation, including granting tax exempt status for compensation received for specific ridesharing programs, allowing tax deductions for employees who rideshare, and special tax credits for electric vanpools and clean-fuel vans (I-10).

4.1.2 Require new major employment centers to increase the availability of spaces for multiple occupant vehicles (I-1).

4.1.3 Require that parking spaces designated for carpool and vanpools are located closest to building entrances and single occupant parking spaces be located further from the entrances (I-1).

4.1.4 Encourage those firms which have 4 day - 40 hours work week or 9 day - 80 hours work week to offer employees who carpool Mondays or Fridays off rather than midweek days (I-3).

4.1.5 Encourage business and other uses with large parking facilities located near the Ventura Freeway which have weekend or night peak usage to make the parking lots available for weekday park-n-ride (I-1).

Objective *It shall be the objective of the City of Westlake Village to:*

5.1 Divert 2 percent of all trips of three miles or less to a bicycle mode, 20 percent of all auto trips of 1/2 mile or less to walking trips.

Policies *It shall be the policy of the City of Westlake Village to:*

- 5.1.1 Investigate the feasibility of upgrading and improving existing Class II bike lanes to Class I bike paths on Lindero Canyon, Agoura Road, and Triunfo Canyon Road (Recreation Element I- 13).
- 5.1.2 Require all new residential developments to link their project's pedestrian paths with adjacent commercial areas and transit access points (I-1).
- 5.1.3 Require the provision of bicycle storage areas and amenities in all new and renovated commercial developments.

Objective *It shall be the objective of the City of Westlake Village to:*

- 6.1 Reduce vehicle emissions through traffic flow improvements, and use of alternate fuel consuming vehicles.

Policies *It shall be the policy of the City of Westlake Village to:*

- 6.1.1 Investigate the implementation of either Automated Traffic Surveillance and Control or a similar interconnected traffic signal control system or appropriate non-interconnected synchronization methods on Via Colinas, Lindero Canyon between Agoura Road and Via Colinas, and where traffic volume and delay time is significant (I-4).
- 6.1.2 Support tax incentive legislation for the use and ownership of electric vehicles (I-10).
- 6.1.3 Support legislation which provides for research, development, and utilization of electric vehicles for private passenger use (I-10).
- 6.1.4 Encourage the provision of dedicated parking spaces with electrical outlets for electrical vehicles, when such technology becomes economically feasible.

Objective *It shall be the objective of the City of Westlake Village to:*

- 7.1 Reduce particulate emissions from paved and unpaved roads, parking lots, and road and building construction.

Policies *It shall be the policy of the City of Westlake Village to:*

- 7.1.1 Continue to enforce construction site guidelines which require trucks hauling soil, dirt, sand or other emissive materials to cover their loads (I-5).

- 7.1.2 Require soils to be seeded and watered upon completion of construction and initial landscaping activities (I-5).
- 7.1.3 Require construction sites to install truck wheel washers and other barriers to prevent transporting of soil onto public rights of way (I-5).
- 7.1.4 Encourage developers to maintain the natural topography to the maximum extent possible and limit to amount of land clearing, blasting, grading, ground excavation and cut and fill operations, as specified in the Hillside Management Ordinance (I-6).

Objective *It shall be the objective of the City of Westlake Village to:*

- 8.1 Reduce the amount energy consumed by commercial use by promoting energy efficient design and construction.

Policies *It shall be the policy of the City of Westlake Village to:*

- 8.1.1 Require the utilization and installation of energy conservation features in all new construction (I-1).
- 8.1.2 Encourage the retrofitting of energy conservation devices in existing developments (I-1).
- 8.1.3 Encourage audits of energy usage, identification of conservation measures, and monitor conservation measures implementation for all existing commercial and industrial structures (I-1 and I-7).
- 8.1.4 Promote the utilization of passive design concepts which maximize the natural climate to increase energy efficiency (I-1).
- 8.1.5 Prohibit new construction from precluding the use of solar energy systems on adjacent properties (I-8).

Objective *It shall be the objective of the City of Westlake Village to:*

- 9.1 Reduce the number and shorten the distance of vehicle trips through sound land use planning, and maintain or improve the current 4.2 jobs/housing ratio.

Policies *It shall be the policy of the City of Westlake Village to:*

- 9.1.1 Implement this land use plan which encourages residential and commercial growth to occur in and around existing activity centers, and transportation corridors (Land Use I-1).

9.1.2 Continue to encourage job growth through designating land with economically viable commercial and industrial uses, for example designating the Business Park specific plan overlay zone (Land Use I-1).

Objective *It shall be the objective of the City of Westlake Village to:*

10.1. Improve air quality in the South Coast Air Basin through inter-agency coordination.

Policy *It shall be the policy of the City of Westlake Village to:*

10.1.1 Coordinate with SCAQMD, SCAG and other local, state, and national agencies in efforts to plan and implement clean air strategies for the South Coast Air Basin (Land Use I-10).

Objectives *It shall be the objective of the City of Westlake Village to:*

11.1 Utilizing source reduction, recycling and other appropriate measures, reduce the amount of solid waste disposed of in landfills by 75% by 2020.

Policy *It shall be the policy of the City of Westlake Village to:*

11.1.1 Implement the City of Westlake Village's Source Reduction and Recycling Element (I-9).

Objective *It shall be the objective of the City of Westlake Village to:*

12.1 Minimize sensitive uses (residential, hospitals, schools, etc.) exposure to toxic emissions.

Policies *It shall be the policy of the City of Westlake Village to:*

12.1.1 Assure that sufficient buffer areas exist between a potential sensitive use (residential, hospitals, schools, etc.) and a potential toxic emission source (I-1).

12.1.2 Require design features, operating procedures, preventative maintenance, operator training, and emergency response planning to prevent the release of toxic pollutants for applicable conditional uses in the City (I-1).

Implementation Programs

I-1 Through the development review process:

- encourage private sector employers to offer employees an altered work schedule;
- encourage the installation of telecommuting facilities in all new developments;
- ensure transit directories are installed at new employment centers and major activity centers;
- ensure transit directories are installed at existing employment centers when these projects apply for additional planning permits or services;
- ensure "bus turnouts" and transit access points are installed at new commercial and industrial developments, where appropriate;
- ensure carpool and vanpool parking space locations are located closest to building entrances;
- encourage business which have evening or weekend peak usage and which are located near the Ventura Freeway to provide park-n-ride facilities;
- ensure new residential projects link their development to adjacent commercial areas and transit access points;
- ensure energy conservation features are installed in new developments;
- encourage existing residential units and developments to install energy conservation features when these residential units and developments apply for additional planning permits or services;
- establish conditions for the appropriate number and location of parking spaces designated for multiple occupant vehicles;
- require the provision of bicycle storage areas and associated amenities in renovated and new commercial developments;
- encourage the installation of electrical outlets at parking spaces designated for electrical vehicles;
- require soil binders to be spread on unpaved construction roads and parking areas;
- require that speed limits on all unpaved road surfaces be 15 miles per hour or less;
- encourage the construction activity management techniques, such as:

- extending the construction period;
 - reducing the number of equipment pieces being used simultaneously;
 - increasing the distance between emission sources;
 - reducing the number of hours of construction during peak hours or changing hours of construction to off-peak hours;
 - require grading operations during first and second stage smog alerts be suspended;
 - encouraging the use of low-sulfur fuel;
 - require the use of existing power sources (i.e., use temporary power poles) and avoid on-site power generation;
 - require all grading operations be suspended when wind speeds exceed 25 miles per hour;
 - require a trip reduction plan for construction employees;
 - implement or contribute to an urban tree planting program to offset the loss of existing trees at a construction site;
 - develop a traffic plan to minimize traffic flow interference from construction activities;
- require adequate buffers between sensitive uses and potential toxic sources, and
 - require that new development submit a hazardous material plan prior to approval.

I-2 Coordinate with SCRTD, Thousand Oaks Transit Service to implement route extensions, new routes, transit directories, and increased headways and bus frequencies.

I-3 Through the development entitlement process:

- require employers to join Transit Management Association and Transit Management Organizations;
- require commercial developments to prepare a transportation demand management plan, if determined necessary by the City Traffic Engineer and/or Planning Director; and

- encourage employers to offer Mondays and Fridays off for those employees who work 4 day-40 hours work weeks or 9 day- 80 hours work weeks.
- I-4 Continue to allocate Traffic Signalization and Capital Improvement Fees toward traffic flow improvements.
- I-5 Continue to implement and enforce construction site guidelines through on-site inspection procedures.
- I-6 Continue to implement grading procedures through the Hillside Management Ordinance.
- I-7 Coordinate with Southern California Edison Company to require and audit energy usage at existing and new developments.
- I-8 Continue to implement Section 9.15.060 of Article 9.15 of the Municipal Code.
- I-9 Solid waste management and recycling measures shall be implemented through the Source Reduction/Recycling Element's programs.
- I-10 The City shall consider adopting:
- a resolution which lends its support for regional and state air quality improvement measures; and
 - incentive programs for private employers which utilized telecommuting and teleconferencing, as technology becomes available.

CHAPTER FOUR – Hazards

A. GEOLOGIC, SEISMIC AND FLOODING HAZARDS

1. GEOLOGIC AND SEISMIC SETTING

The City of Westlake Village is located in the Transverse Ranges Geologic Province, a system of east-west trending valleys and mountain ranges that extends from Cajon Pass on the east to Point Conception on the west. These major physiographic features are controlled by the trends of major faults and folds in the rock units that also trend east-west. This orientation is in striking contrast to the northwest-southeast trend in most of the remainder of the State.

Rock and soil units within the City consist of a "basement" rock composed primarily of volcanic units but with a relatively limited area of sedimentary rocks, primarily shale and siltstone, in the hills north of the freeway. The volcanic units include basaltic lava flows and complex combinations of ash and other material ejected from ancient volcanoes. These units are overlain in the valleys by alluvium (stream deposits) composed of varying amounts of sand, silt and clay.

The geologic structure of the rock units is only moderately complex and consists primarily of a relatively consistent north to northeast inclination of the rock layers at angles generally in the range of 20 to 30 degrees. This simple arrangement is interrupted by a moderately complex pattern of faulting, and some rock units, particularly the sediments, are more intensely deformed near the faults. There is no direct evidence to indicate that any of these faults have been active in the recent geologic past, nor is there any reason to suspect from regional relationships that any of them should be considered hazardous.

Significant earthquakes which should be expected to occur in the foreseeable future and which should be considered in the design of structures in the City are of two distinct types: (1) major events generated by movement on a very large but relatively distant fault, and (2) medium-sized events generated by movement on a closer fault.

With regard to the first types, the most likely event is a Richter magnitude 8-8.5 earthquake on the San Andreas fault within the next 100 years. The shaking that would accompany this earthquake is expected to be only moderately strong in Westlake Village because the source fault is 42 miles away at its nearest point. The maximum ground accelerations should be in the range of only 0.1-0.2g (Young, 1981), where "g" is the decimal fraction of the acceleration of gravity. However, because of the length of the fault break and the way in which ruptures propagate, the shaking will probably last for at least one minute. For comparison purposes, the duration of the 1971 San Fernando earthquake was 12-15 seconds.

More intense, but shorter-duration shaking should be expected from one of the active faults closer to the City. One possibility is the San Fernando fault located approximately 20 miles to the northeast. This fault ruptured in 1971 resulting in the damaging earthquake of that year in the Sylmar/San Fernando area. Since active segments of this fault zone extend to the east of the 1971 break but not to the west, the shaking from future movements on this fault should not exceed, and would likely be less than, that which occurred in Westlake Village in 1971.

A more likely candidate for the maximum-intensity earthquake shaking that should be taken into account in the design of structures in the City is the offshore Malibu fault. Movement on this fault zone generated the Richter magnitude 6.0 Point Mugu earthquake of 1973, and the future movement of a segment more southerly of Westlake Village could generate higher intensities of shaking than those which occurred in 1973. Little is known about the earthquake history of this fault zone, but, considering that a magnitude 6.0 has occurred within the recent historic past, a design magnitude of 6.5 is reasonable¹.

An important consideration for estimating earthquake shaking that this fault could generate in Westlake Village is its northerly inclination at depth. Studies of the aftershocks of the 1973 earthquake (Stierman and Ellsworth) demonstrate that while the surface trace of this fault is located about three miles offshore (south) of Point Dume, the fault plane is inclined to the north at angles approaching 45 degrees. Therefore, the earthquake-generating portion of the fault plane, which lies primarily at depths of 5-10 miles, is only a few miles south of the City. Maximum ground accelerations that should be expected from a magnitude 6.5 event on this fault should be in the range of 0.3-0.4g (Schnabel and Seed, 1973) .

In addition to the above, it should be noted that other active or potentially active faults may be considered capable of generating strong earthquake shaking in the City. However, the levels of shaking that can reasonably be postulated as resulting from movement on these faults is less than that for the faults discussed above, and design for these identified events should accommodate lesser levels of shaking from other faults.

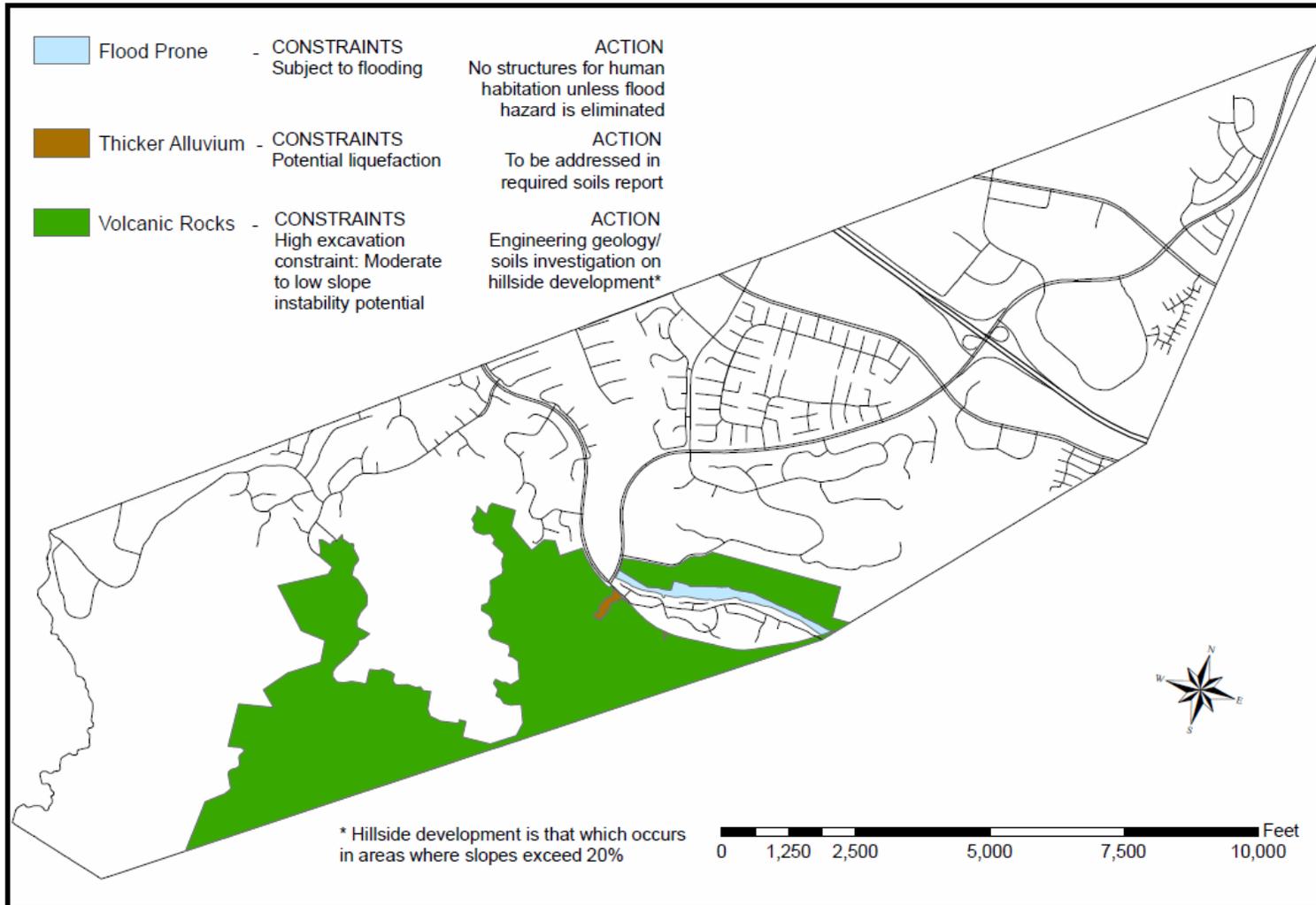
2. GEOLOGIC CONSTRAINTS TO DEVELOPMENT

Constraints related to soil and rock types present in the City and actions that will be required prior to development are shown on **Figure 27**. The individual hazards and conditions are discussed below.

¹ The Lake Eleanor Hills EIR (McClelland Consultants, December, 1990) cites a maximum credible earthquake magnitude of 7.5 and a maximum probable earthquake magnitude of 5.75 on the Malibu Coast fault. Peak ground accelerations are estimated to be .5g and .2g, respectively.

Figure 27.

Geologic, Seismic, and Flooding Constraints



a. SEISMICITY

Earthquake shaking that should be expected even with the most adverse event that it is reasonable to postulate (i.e., magnitude 6.5 earthquake on the offshore Malibu fault) would most likely be in the range of 0.3 to 0.4g. Since construction under the provisions of the International Building Code generally takes into account shaking up to approximately 0.5g, no additional action is required beyond implementation of this code.

b. LIQUEFACTION

The potential for liquefaction in areas of alluvium and shallow groundwater has been previously identified by the County of Los Angeles and more recently by the California Division of Mines and Geology (Davis et al., 1982). However, for liquefaction to actually occur, strong earthquake shaking, shallow groundwater, and poorly consolidated soils are all required. Since the latter can only be determined by detailed soils investigations on individual sites, the evaluation and mitigation of this potential hazard should occur as a part of the soils engineering investigation required for all development sites.

c. LANDSLIDES

Potential landslide hazards are primarily limited to the areas of sedimentary rocks in the northeast tip of the City. Thorough geologic investigations will be important in this area prior to any development.

d. VOLCANICS

A major part of the City's undeveloped area is in volcanic rock. The major development constraint related to volcanics is excavation difficulty; blasting may be required which results in higher grading costs.

e. SHRINK-SWELL POTENTIAL

The thick alluvial soils within the valley areas contain a significant amount of "expansive-type" clays. Within the hilly portions of the City, thin residual soils overlying bedrock also commonly contain considerable amounts of expansive clays. However, within those hilly areas, grading generally removes the expansive materials or results in the mixing-in of nonexpansive materials such that no additional design and construction measures are required. The significant shrink-swell potential in the valley areas can be mitigated by proper design and construction of floor slabs and footings as determined in a soils investigation.

f. EROSION

Erosion is not a significant problem for the City, as the hillside areas are underlain by very resistant volcanic bedrock. Implementation of erosion control measures on all graded slopes (i.e., planting of deep-rooted vegetation, terracing, etc.) will prevent accelerated erosion resulting from development of hillside areas.

g. GROUNDWATER AND PERCOLATION

Groundwater is not a significant resource to the City or adjacent areas. Consequently, the reduction of groundwater recharge resulting from an increase in impervious ground cover accompanying future development is not expected to significantly impact groundwater resources.

Higher groundwater generally does not occur within the City. The volcanic bedrock in the area is virtually impervious to water. Consequently, water flows through fractures in the rock and locally seeps to the surface. These seeps can result in instability of fill slopes. The location of seeps and design measures to insure fill slope stability (i.e., internal drainage systems or the use of impervious fill material) should be determined in a soils investigation.

h. SUBSIDENCE

Subsidence is not a potential problem in the City. Potential settlement of compacted fill and appropriate design criteria would be addressed in a soils investigation.

i. DAM SAFETY

The two dams located in the City were constructed to create the Las Virgenes Reservoir and Westlake Lake. The Las Virgenes Reservoir Dam, located in the southern part of the City, was constructed in 1972 as a compacted earth fill. It is 150 feet high, 1400 feet long at its crest and has a capacity of 10,000 acre-feet (California Department of Water Resources, 1974). Since its drainage area is only 0.9 square miles, runoff into the reservoir is insignificant compared to its capacity to store water delivered to it from other sources. The reservoir is owned and operated by the Las Virgenes Municipal Water District. The reservoir is inspected yearly by the Las Virgenes Water District and a copy of the report is provided to the Department of Public Works for review. Although the dam has received no reports of failure or any kind, inundation maps have been prepared by the Office of Emergency Services to identify areas in danger of flooding if the dam should fail. Inundation maps (**Figures 11b and 11c**) show the areas identified as being at risk for substantial flooding in the unlikely event should the dam fail.

Westlake Dam, which impounds Westlake Lake, was completed in 1967, and is a gravity dam operated by Westlake Lake Management. It is 40 feet in height and has a storage

capacity of 791 acre-feet of water. It has a relatively large drainage area of 28.9 square miles, but, because it is maintained in a near-full condition for recreational purposes, flood flows are bypassed downstream.

Failure of either dam during some catastrophic event, such as a severe earthquake, is considered very unlikely. The methods of construction which were utilized are very different than the hydraulic fill technique used on some older dams, such as Van Norman, that partially failed in the 1971 earthquake. Modern dams have performed very well in earthquakes, and failure is not expected to occur. However, it should be noted that State law requires that, for purposes of emergency preparedness, maps be prepared (**Figures 11b and 11c**) for all large dams showing the area that would be inundated should the dam fail, and the time of arrival of the flood waters. Such maps have been prepared for Las Virgenes Reservoir and Westlake Lake, but because of the extremely low probability of failure of either dam, the hazard involved is not a significant consideration in planning of the affected areas. Since Westlake Lake has the same inundation area as Las Virgenes Reservoir once the water passes Westlake Dam, both dams' inundation areas are shown on the same figures.

Figure 11b.

Las Virgenes Reservoir Inundation Area



Figure 11c.

Las Virgenes Reservoir Inundation Area



j. FLOOD HAZARD

Flood hazard areas within the City are limited to the Triunfo Canyon drainage of Triunfo Creek below Westlake Lake, the banks of the lake itself, the banks of the Las Virgenes reservoir, and the creek along the north eastern border of the City with Agoura Hills that drains into Lake Lindero. A storm drain system has been constructed in the vicinity of the canyon to moderate the effects of storm runoff. The Federal Emergency Management Agency (FEMA) has prepared flood zone maps, which defines the physical limits of the flood hazard and the minimum floor elevations required for structures outside of the hazard area (see **Figures 11, and 11a**, Chapter One).

The City has four areas which lie in flood hazard areas as identified by FEMA. The portions of Triunfo Creek and the north eastern border with Agoura Hills lie within the AE flood zone; while the banks of the Las Virgenes Reservoir and the shores of Westlake Lake lie within flood zone A. Both the A and AE flood zones are within the 100 year floodplain. Additionally, any development within the identified flood areas will be subject to the review of the flood hazards present, prior to approval.

Development on the shores of Westlake Lake has been set back several feet from the highest water level which could be expected to occur. This setback is recognized as a flood hazard area and is maintained as open space. The "spillover" design of the Westlake dam ensures that flooding beyond the lake's banks would not occur.

The Las Virgenes Reservoir has mitigation measures in the event of a major event that could cause the dam to overflow. There is a concrete spillway that allows additional water above the reservoir's capacity to exit the reservoir, travel along the hillside next to the dam, and drain into Three Springs Park. The water then flows to a storm drain system in the northeast corner of Three Springs Park that brings the water to Westlake Lake and further into the Malibu Creek system. A brief storm event in 2017 caused the Las Virgenes Reservoir to use the concrete spillway for the first time. The Las Virgenes Municipal Water District inspected the site after the event subsided and determined that the spillway worked properly; and that there was no damage to the dam from the storm event or release of excess water down the spillway.

The flood hazard zones identified in **Figures 11 and 11a** (Chapter One) are rarely subject to flooding, but have caused flooding that has resulted in damage to property in recent history. Both the areas identified in the flood hazard zones have been inundated during storm events, however the flooding subsided once the storm events passed.

The majority of the City of Westlake Village lies in the Very High Fire Hazard Severity Zone (see Fire Hazards in the subsequent section), and as such wildfires are a every present threat to the area. If a wild fire occurs in the open space areas of the city, any new runoff from rainfall may cause additional flooding in the City. The majority of the open

space areas where that runoff may occur are within watersheds that supply the Las Virgenes Reservoir, or Triunfo Creek (**Figure 12** Chapter One). Additionally, run off from a flood event following a wild fire would be collected by the City's storm drain system and deposits it into Westlake Lake, which in turn would spill over Westlake Dam into Triunfo Creek.

In the City's largest flood hazard area (**Figure 11** Chapter One) covers the banks of Westlake Lake, the Westlake Dam spillway, and Triunfo Creek. Development around the lake in the affected area includes three of the City's residential neighborhoods, and a retail shopping center. The spillway includes the development of a residential neighborhood and the Westlake Athletic Club. Finally, the area adjacent to Triunfo Creek is the Oak Forest Estates neighborhood where a significant portion of the northern part of the neighborhood lies within the hazard area. Previous flooding along Triunfo Creek has damaged homes in the Oak Forest Estates neighborhood and it remains a concern of the City for the potential of additional flooding that may occur in the area.

In **Figure 11a** (Chapter One) the City's other flood hazard area with development is shown along the unnamed creek that feeds Lake Lindero along the City's boundary with Agoura Hills to the north. The creek has the potential to flood and impact the Westlake Renaissance neighborhood and the adjacent commercial properties to the south. The creek also passes under Thousand Oaks Boulevard, and flood activity can cause a closure of the boulevard until drainage to Lake Lindero is able to keep up to capacity.

Although the geography and development in Westlake Village is very unlikely to change in the foreseeable future, the US Army Corps of Engineers and FEMA have collectively created interactive flood hazard maps and comprehensive flood hazard information. Should the data regarding flood hazards for the City be updated by any relevant agencies, this document shall be updated in accordance with the most current information available. Residents and business owners of Westlake Village are encouraged to remain current with flood hazards outlined by FEMA and the US Army Corps of Engineers, and in the event of a flood event, residents and business owners can contact the Los Angeles County Fire Department for emergency assistance.

Appendix C to this document shall supplement the information found in the this section of the General Plan in the form of the City's Emergency Response Plan. The plan shall be updated regularly and be available to the public.

k. SUMMARY

In summary, there are no geologic, seismic or flooding hazards which are expected to negatively affect or be affected by development within the City if the standard codes and procedures are adhered to.

3. GOALS, POLICIES, AND PROGRAMS

The following presents the goals, objectives, and policies for Geologic, Seismic and Flooding Hazards in the City of Westlake Village. At the end of each policy is a listed “I” and number in parentheses which refers to a corresponding implementation program.

Goal *It shall be the goal of the City of Westlake Village to:*

Minimize hazards to public health, safety and welfare which may result from geologic conditions, seismic activity and flooding.

Objective *It shall be the objective of the City of Westlake Village to:*

1 Provide for an efficient and safe evacuation of the community in the event of a major disaster.

Policies *It shall be the policy of the City of Westlake Village to:*

- 1.1 Maintain an effective Citywide Emergency Preparedness Plan (I-1 and I-2).
- 1.2 Encourage community volunteers to assist police, fire and civil defense personnel during and after a major earthquake, fire or flood (I-3).

Objective *It shall be the objective of the City of Westlake Village to:*

2 Ensure that construction and development activities within the community does not expose residents to avoidable natural hazards.

Policies *It shall be the policy of the City of Westlake Village to:*

- 2.1 Require the preparation of a detailed geologic and soils report to accompany each grading permit application in all hillside management areas (I-4).
- 2.2 Prohibit the placement of structures for human habitation within flood prone areas unless the flood hazard is eliminated by measures that do not impair the carrying capacity of the watercourse (I-5).
- 2.3 Enforce the provisions of the International Building Code, specifically Chapters 18 and 23 as they relate to earthquake-resistant design and excavation and grading (I-6).

Objective *It shall be the objective of the City of Westlake Village to:*

- 3 Minimize the impacts to the public in regard to potential flooding within the City.

Policies *It shall be the policy of the City of Westlake Village to:*

- 3.1 Discourage development within flood hazard areas and ensure any proposed development is extensively reviewed and mitigated (I-5).
- 3.2 Prohibit the construction of essential public facilities outside of the flood hazard areas (I-5).
- 3.3 Coordinate with local emergency services to ensure that in the event of a flood, essential public facilities and infrastructure remain operational (I-1 and I-3).

Implementation Programs

- I-1 Continue to update the Citywide Emergency Preparedness Plan as new information becomes available.
- I-2 Periodically distribute an updated pamphlet which informs individual residents of their responsibilities for emergency preparedness.
- I-3 Support training programs to train volunteers to assist police, fire protection and civil defense personnel during and after a seismic, fire or flooding event.
- I-4 Continue to implement the provisions of the Hillside Management ordinance and coordinate with the Los Angeles County Building and Safety Department so all applicable grading and development standards are implemented.
- I-5 Coordinate with the Los Angeles County Flood Control district to ensure that potential flooding hazards associated with proposed new development are fully mitigated.
- I-6 Coordinate with the Los Angeles County Building and Safety Department in the review of all development proposals, ensuring the International Building Code is enforced.

B. FIRE HAZARD

1. EXISTING FIRE HAZARD

The City is partially located in a mountainous watershed area which experiences periods of severe fire hazard when the weather is characterized by high temperatures, low humidity, and high wind velocities. Fire hazard within the City is primarily related to highly flammable brush which ignites readily, burns with intense heat and spreads rapidly. Large, destructive fires have burned through the Santa Monica Mountains and in and near the City of Westlake Village on a regular basis.

Additionally, areas of the City developed prior to the Non-Combustible Roofing Ordinance of 1977 include structures with combustible wood shingle/shake roofs. These roofs, although now uncommon in the City, present a hazard and firefighting problem during severe fire weather due to flying brands from a wildland or structure fire. This hazard will diminish as these roofs are replaced with fire resistant roofing materials over time.

According to the Los Angeles County Fire Department and the County Building and Safety Department, the entire City in both Fire Zone 3 and the Very High Fire Hazard Severity Zone (VHFHSZ) areas (**Figure 28**). The areas in the VHFHSZ areas are generally situated adjacent to undeveloped hillside areas and cover the majority of the open space areas within the City. Additionally, the VHFHSZ covers large amounts of areas designated for development land uses as well (see **Figure 8** in Chapter One). The likelihood of a large scale fire spreading from structures can be reduced through the use of non-combustible construction materials, the application of brush clearance and fuel modification plan requirements, administered by Los Angeles County Fire Department's Prevention Services Bureau, and ensuring adequate access around homes and accessory structures.

Any construction within the City is required to abide by the regulations of both Los Angeles County Building and Safety and the Los Angeles County Fire Department who administer both the building and fire codes to ensure proper fire protection is installed, including visible address numbering. The Los Angeles County Fire Department, which provides and oversees all fire protection services to the City, requires that all buildings and structures be constructed to meet the standards specified in the current edition of the International Building Code of Los Angeles County (see Fire Protection in Chapter Two).

Adequate water mains, fire hydrants, and fire flows are essential for fighting structure fires and suppressing brush fires. Water availability, or "fire flow", is the combination of water quantity and pressure, measured in gallons per minute (GPM). Fire flow requirements are based on the types of land use intended to be served. For example, single-family development may have a required fire flow of 1250 GPM, while industrial

development could have a requirement of 5000 GPM (maximum fire flow). While this flow is adequate to service both businesses and residences with fire protection, the LACFD with the support of CAL Fire have access to additional apparatuses to supply additional water for fire suppression, should the available systems in the City prove to be insufficient.

Brush and dense undergrowth are a primary hazard to structures. As such, brush clearance is necessary to reduce structural exposure to flames and radiant heat, and to prevent the otherwise avoidable loss of structures and property. Property owners are presently required to maintain a firebreak around and adjacent to all buildings and structures by removing all flammable vegetation or other combustible growth for a minimum distance of 30 feet from the structure or to the property line, whichever is closer. This requirement does not apply to single specimens of trees, ornamental shrubbery or cultivated ground cover such as green grass, ivy, succulents, or similar plants used as ground covers, provided that they do not form a means of readily transmitting fire from the native growth to any structure. Additional fuel modification may be required when it is found that because of extra hazardous conditions a firebreak of only 30 feet around such structures is not sufficient to provide reasonable fire safety. In the City of Westlake Village, the Los Angeles County Fire Department (LACFD) can impose a brush clearance distance of up to 200 feet from structures up to their property line, due to much of the City being classified as within the Very High Fire Hazard Severity Zone.

The LACFD also maintains community fire breaks to prevent large scale fires from spreading, while the City maintains public road landscaping and debris to prevent a large scale fire from sweeping through the City. Private streets are maintained by the respective private property owners, and private street owners are encouraged to maintain the streets to the same level of clearance as prescribed by the LACFD. LACFD also promotes and informs the public of the need for defensible spaces around all structures in the VHFHSZ for fire safety. Additionally, any newly proposed construction or landscape plans within the VHFHSZ is subject to review by Los Angeles County Fire's Prevention Services and shall be required to create and implement a fuel modification program to create defensible spaces around all structures in the VHFHSZ.

Figure 28.

Very High Fire Hazard Severity Zone

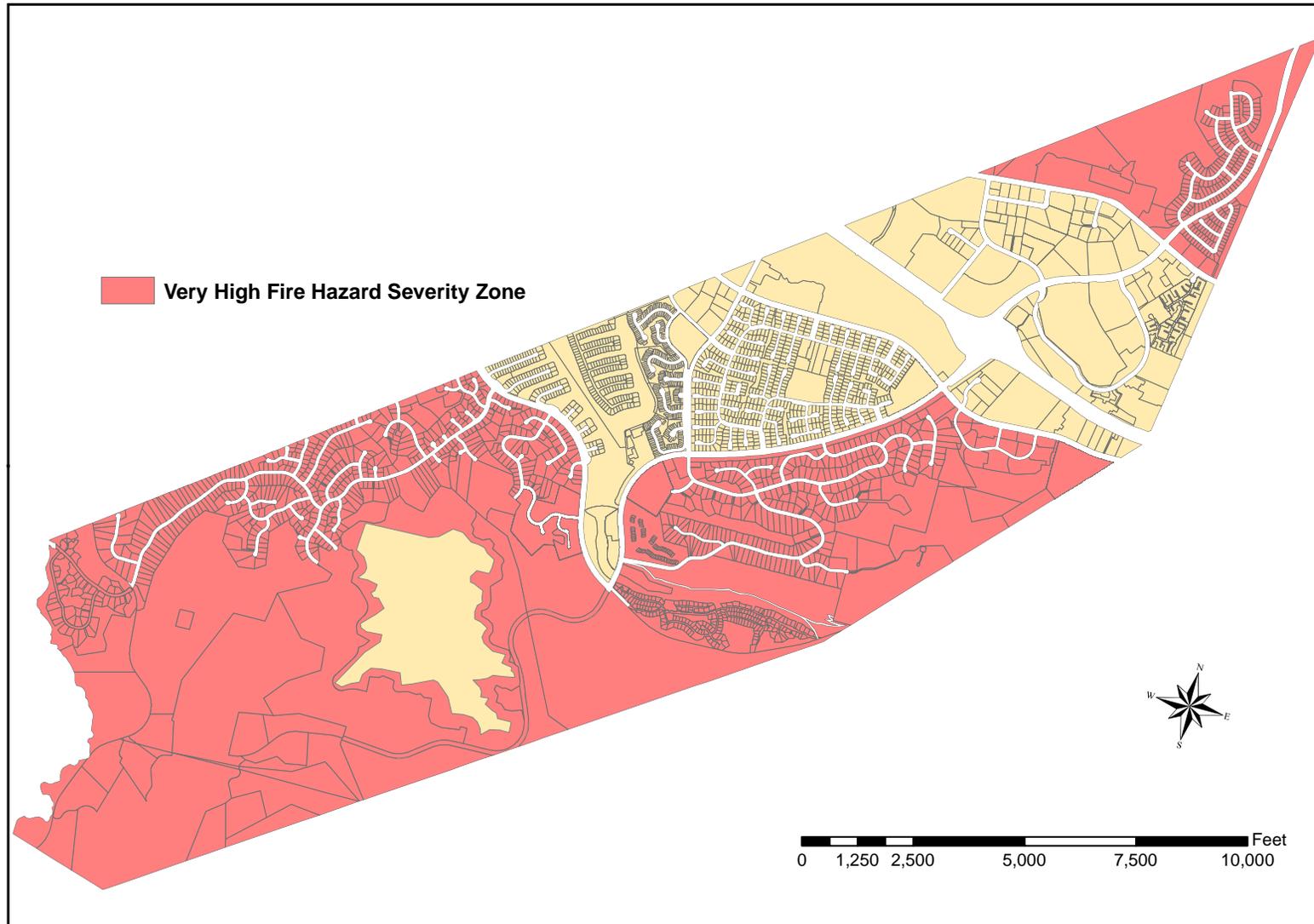
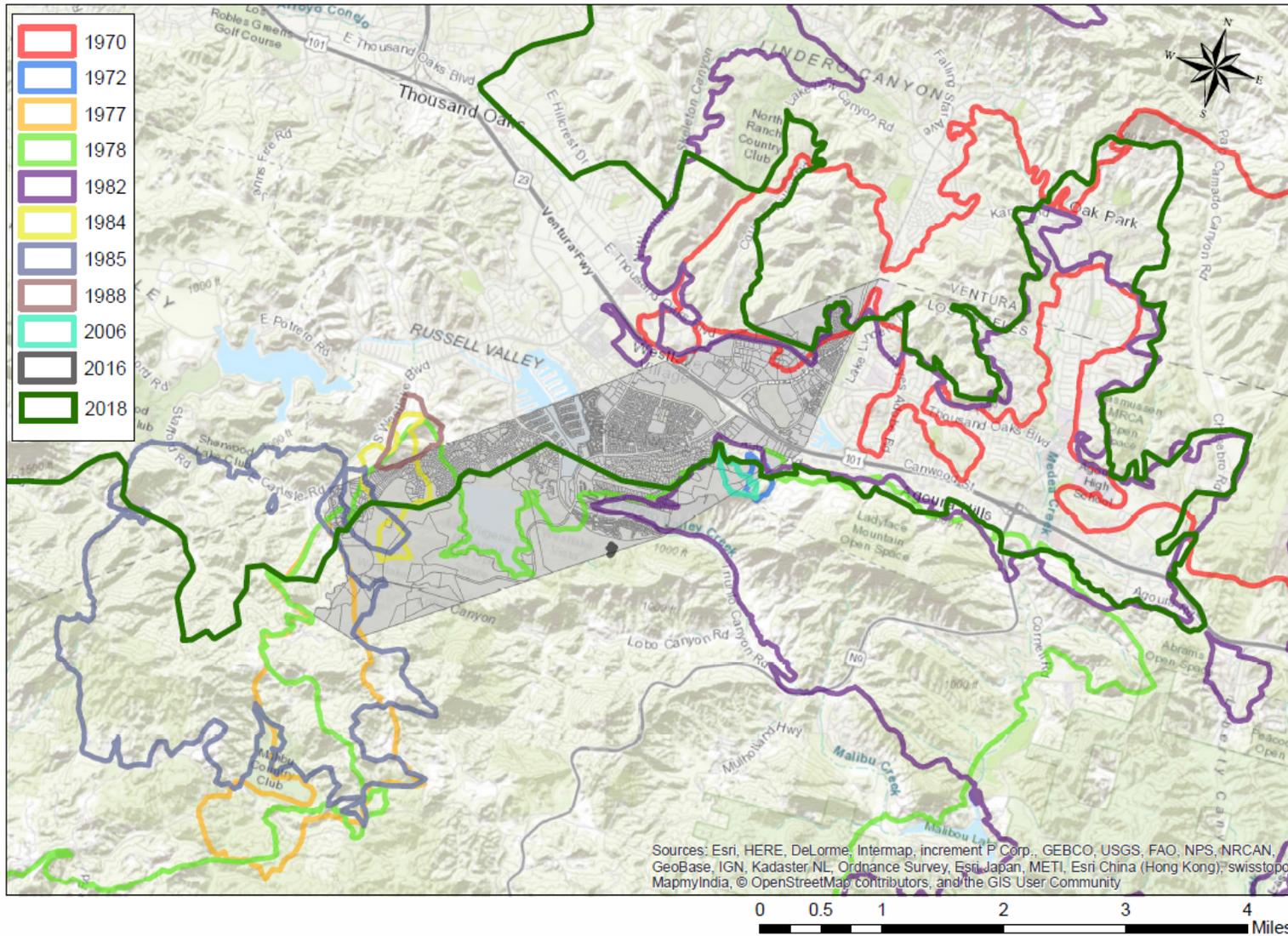


Figure 29.

Historical Fire Data



Road networks, either public or private, provide safe and ready access for emergency equipment and the evacuation of citizens during disasters. The General Plan's Circulation Element (Chapter Two) identifies the minimum standard for all roadways within the City, which will be able to accommodate the flow of traffic in an emergency event. The City's Emergency Response Plan (**Appendix C**) also identifies the City's ability to implement traffic control to alter traffic patterns to allow for the more efficient flow of traffic out of residential areas within the VHFHSZ. Additionally, any new development within the City and in the VHFHSZs is subject to the same minimum roadway standards to ensure proper ingress and egress is maintained for everyday use, or use in the event of an emergency. Additionally, all residences and businesses within the City are adequately serviced by either public or private streets.

As a result of the City being within the VHFHSZ, wild fires have a habit of breaching the City boundary. Historical data relating to wild fire incidents within the City are catalogued by the California Department of Forestry and Fire Protection, also known as CAL Fire. **Figure 29** shows the boundaries of historical fires that have breached the City's boundary since 1970. In addition to the VHFHSZ map produced by CAL Fire (**Figure 28**) the United States Geological Survey (USGS) has additional fire hazard maps and data that are constantly updated. Upon update of the City's General Plan, consultation of the most recent USGS, and CAL Fire data is used, however, between periods of update to the General Plan, CAL Fire, the Los Angeles County Fire Department, and the USGS should be used by businesses and residents to obtain the most up to date information on fire hazards.

Fire protection in the City is primarily handled by the Los Angeles County Fire Department (see **Figure 20** in Chapter Two), however, larger incidents will call for additional responses by the Ventura County Fire Department, and the State's CAL Fire for assistance. Additionally, the City's development in the future is not anticipated to exceed beyond the available resources of the LACFD.

Appendix C, Appendix D, and Appendix E to this document shall supplement the information found in this section of the General Plan in the form of the City's Emergency Response Plan, the Las Virgines-Malibu Council of Governments' Hazard Mitigation Plan, and the County of Los Angeles Fire Department's Strategic Fire Plan. However, for additional, and more commonly updated information regarding fire protection and the goals of Los Angeles County Fire, please contact Los Angeles County Fire via their website, or by visiting a local station.

2. GOALS, POLICIES, AND PROGRAMS

The following presents the goals, objectives, and policies for Fire Hazards in the City of Westlake Village. At the end of each policy is a listed “I” and number in parentheses which refers to a corresponding implementation program.

Goal *It shall be the goal of the City of Westlake Village to:*

Protect the community from fire hazards in order to reduce potential fire damage and the loss of life.

Objective *It shall be the objective of the City of Westlake Village to:*

1 Reduce fire hazards in the community’s built environment by incorporating sound fire prevention designs, materials and systems into new structures.

Policies *It shall be the policy of the City of Westlake Village to:*

1.1 Continue to require that all structures and facilities in the City adhere to City, State and National regulatory standards such as the International Building and Fire Codes and other applicable fire safety standards (I-1).

1.2 Prohibit the use of wood shingle/shake roofs and require the use of fire retardant non-wood roofing materials (I-7).

1.3 Encourage the installation of smoke detectors in existing residences built prior to January 1, 1986 (I-2).

Objective *It shall be the objective of the City of Westlake Village to:*

2 Reduce the risk of property damage and human injury by incorporating fire safety designs into the planning of new private development and essential public facilities.

Policies *It shall be the policy of the City of Westlake Village to:*

2.1 Require adequate emergency access (i.e., two viable points of ingress and egress) for emergency vehicles and evacuation in the event of a fire (I-3).

2.2 Ensure that proposed development in hillside areas has been reviewed by the Fire Department for proper access, and defensible spaces, in addition to the City’s Hillside Development Standards (I-1, I-3, I-4, and I-5).

2.3 Ensure that all development within the City is adequately serviced by adequate fire protection services and infrastructure (I-1).

- 2.4 Continue to update the City’s Emergency Response Plan and adopt revisions to the Las Virgenes-Malibu Council of Government’s Hazard Mitigation Plan (I-1).

Objective It shall be the objective of the City of Westlake Village to:

- 3 Ensure that the risk of damage and injury from brush fires is significantly reduced.

Policies It shall be the policy of the City of Westlake Village to:

- 3.1 Require that developments located in wildland interface areas incorporate and maintain a fuel modification program, (i.e., brush clearance and the planting of slow burning and fire retardant vegetation) to reduce the threat of wildfires (I-5).
- 3.2 Ensure that high fuel brush vegetation in wildland areas is cleared/maintained as required to reduce the risk of brush fires (I-6).
- 3.3 Require all brush clearance/maintenance zones be located on the site they are intended to protect (I-8).

Objective It shall be the objective of the City of Westlake Village to:

- 4 Assist in the streamlining of reconstruction due to a large scale fire.

Policies It shall be the policy of the City of Westlake Village to:

- 4.1 Expedite plan check of reconstruction for structures lost or damaged due to a large scale fire (I-1 and I-4).
- 4.2 Ensure that reconstruction complies with the requirements for construction in Fire Zone 3 and the Very High Fire Hazard Severity Zone for fire safety (I-1, I-3, and I-5).

Implementation Programs

- I-1 Cooperate with the Los Angeles County Building and Safety Department as well as the Fire Department to ensure all applicable fire codes and standards are enforced.
- I-2 Investigate the feasibility of providing a city rebate program for residents who purchase new smoke detectors for their homes where smoke detectors are absent.

- I-3 Utilize the City’s design review process to evaluate the fire safety aspects of proposed developments. Coordinate with the Los Angeles County Fire department to ensure adequate emergency access is being provided by all proposed developments.
- I-4 Implement Section 9.17 (Hillside Development Standards) of the City’s Municipal Code.
- I-5 Coordinate with the Los Angeles County Fire Department’s Prevention Services to ensure that proper defensible space and an adequate fuel modification program is actively being implemented and enforced on any property within the Very High Fire Hazard Severity Zone (VHFHSZ).
- I-6 In event of noncompliance, encourage the Los Angeles County Fire Department to enforce the required maintenance of high fuel areas, through notification and citation of violators.
- I-7 Review and revise, as needed, current building codes pertaining to fire retardant roof materials and construction techniques.
- I-8 Modify the hillside ordinance to require all brush clearance and maintenance zones be located on the site they are intended to protect.

C. NOISE

1. NOISE SOURCES

The sources of noise can be both interior or exterior, and mobile or stationary. Interior noises are generally stationary and include all of those devices and machines in the home, office and factory that can create sounds loud enough to damage hearing, interfere with communication or disturb sleep. Exterior noise can be both mobile and stationary and is generated by motorized vehicles, construction work, industrial operations, human activities (shouting, playing radio too loudly) and other miscellaneous generators such as emergency vehicles, air conditioning units, and trash collection vehicles and containers. The primary concern of this section, however, is exterior noise which can be regulated through local government controls. Noise generated by vehicular traffic is the most significant noise source within the City and, therefore, is the emphasis of this section.

Vehicular traffic noise is generally attributed to buses, trucks and construction equipment transport. However, as a group, these types of vehicles normally comprise only a small percentage of the total daily traffic flow. Since their noise is within the range generated by normal auto and truck traffic, it is generally assumed to be contained within the overall mix of cars and truck noise.

The three principal components of both automobile and truck noise are the engine, exhaust and tires. Fans operating as part of the cooling system are a major contribution to engine noise, hot gases escaping out of the tail pipe create exhaust noise, and the escape of air between tire treads and the road surface is the source of tire noise. Four major factors contribute to the noise level of vehicles: speed, acceleration, road grade, and road surface. Generally, vehicular noise levels increase directly with increases in those factors.

2. NOISE MEASUREMENT

Common noises experienced on a daily basis may range from a whisper to a passing locomotive train. The range of sound energy represented by these two events is so large that it cannot be represented mathematically without using numbers in the millions and billions. To avoid this inconvenience, sound levels have been compressed in a standard logarithmic scale called the decibel (dB) scale. The reference level for the scale, 0 dB, is not the absence of sound, but the weakest sound a person with very good hearing can detect in a quiet place. The most important feature of the decibel scale is its logarithmic nature. An increase from 0 to 10 dB represents a tenfold increase in sound energy, but an increase to 20 dB represents a hundredfold increase, while an increase to 30 represents a thousand fold increase over 0 dB.

Another important characteristic of the decibel scale is that sound levels are not directly combined when added. For example, if one truck emits 65 dB while idling, parking another truck producing 65 dB next to it does not generate a total noise level of 130 dB. Rather, the total noise level would be 68 dB. The result is based on the logarithmic nature of the decibel scale. This is an important concept to remember when considering an area exposed to more than one source of noise.

The average range of sounds that we are commonly exposed to generally falls in the 30 to 100 dB range (see **Table 14** for examples and human responses). However, not all sound waves affect us equally. The human ear is more sensitive to high-pitch sounds, such as a whistle, than it is to low-pitch sounds, such as a drumbeat. To account for this effect in noise measurements, it is necessary to use an electronic filter in sound level meters which acts as the equivalent of the human ear in filtering out some of the higher and lower frequencies of sound. This filter is called the A-scale weighting network, and is abbreviated by the A in the notation dB(A).

A-scale decibel measurements can be taken at any time in the community to record the sound levels of various noise sources. However, to develop an indicator of varying sound levels occurring over the 24-hour day, it is necessary to average the sound occurring at each moment throughout the day. The day-night noise level, or Ldn, is the result of this procedure, and gives a general, single-number index of noise exposure over an average 24-hour day. In computing the Ldn levels, it is also necessary to apply a weighting to noise that occurs at night to account for the greater sensitivity that people have to such noise. This system of calculating noise exposure has been recommended as the uniformly-accepted index by the Environmental Protection Agency (EPA). Typical Ldn noise level ranges are indicated in **Figure 30**.

Quantitative estimates of noise exposure in the City are provided in tabular form and through contour maps. The noise contours are lines connecting points of equal sound intensity. Analysis of attenuation and reverberation due to small sideline features, such as buildings, is beyond the scope of this analysis, and would not be appropriate to noise evaluation at a city-wide level for general planning purposes. It should be remembered that the noise contours are general indicators of noise exposure and not precise levels. It should also be noted that the noise contours only represent noise generated by vehicular traffic. These contours do not account for interior noise or outdoor noise generated by construction work, individual persons, miscellaneous noises such as air conditioning units, or other stationary sources.

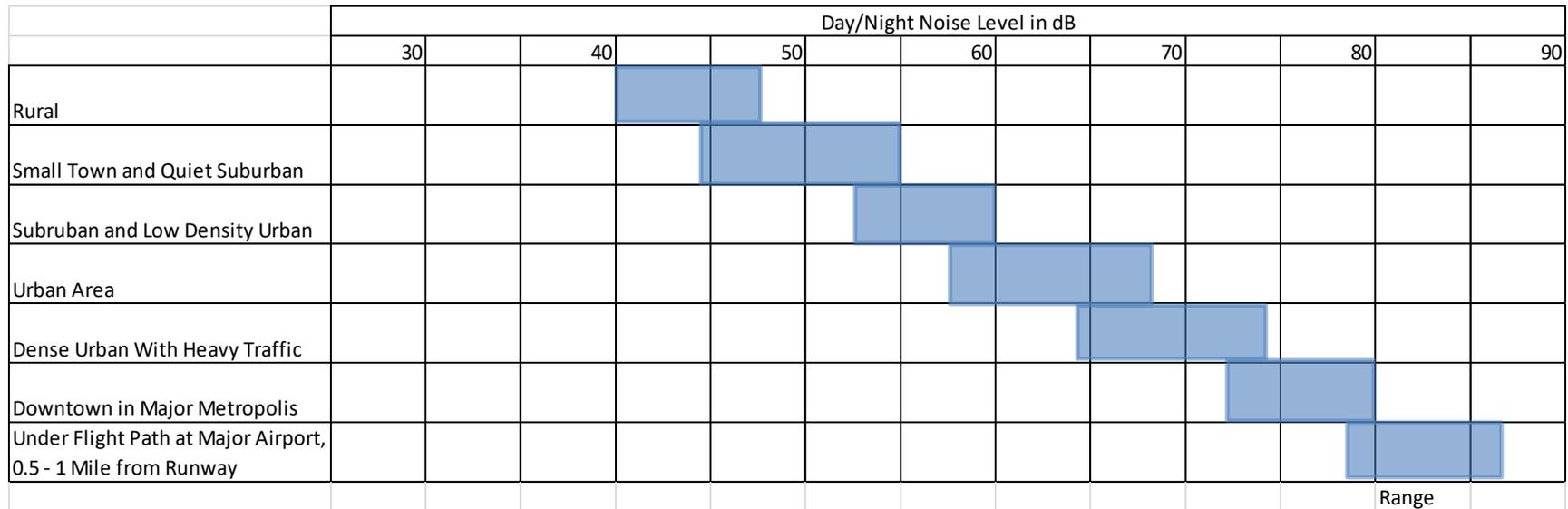
The preparation of a noise contour map (**Figure 32**) involves a certain amount of estimating and smoothing. For example, the contour lines at intersections of roads were rounded away from the intersections, indicating an increase in noise levels. Intersections are generally noisier than line sources because traffic volumes increase there.

Additionally, many vehicles (e.g., trucks) create more noise under stop-and-go conditions than at steady speeds. The rounding of the contour lines represents this condition, but is not an exact estimate of the magnitude. Precise estimates should be made through site analysis.

Table 14. Sound Levels and Human Response.

Sound Level dB(A)	Example	Human Response	Relative Loudness (approx.)
0		Threshold of hearing	1
10		Just audible	2
20	Broadcasting Studio		4
30	Whisper	Very Quiet	8
40	Library	Quiet	16
50	Light auto traffic at 100'		32
60	Conversation		64
70	Freeway traffic at 50'	Telephone use difficult	128
80	Alarm clock	Annoying	256
90	Heavy truck	Very annoying; hearing damage after 8 hours	512
100	Jet flyover at 1000'		1,024
110			2,048
120	Jet takeoff at 200'	Initial discomfort; maximum vocal effort	4,096
130			8,192
140		Initial pain threshold	16,384
150	Carrier deck jet operation		32,768

Figure 30. Typical Land Use Noise Ranges.



3. LAND USE COMPATIBILITY

The State Office of Noise Control has established guidelines identifying community noise levels which are deemed to be generally acceptable. **Figure 31** depicts noise exposure levels which are considered compatible with various types of land uses. Where a land use is denoted as "normally acceptable" for the given Ldn noise environment, the highest noise level in that range should be considered the maximum desirable for conventional construction which does not incorporate any special acoustic treatment. The acceptability of noise environments classified as "conditionally acceptable" or "normally unacceptable" will depend on the anticipated amount of time which will normally be spent outside the structure and the acoustic treatment to be incorporated in the structure's design (see Section 5, Noise Control Measures, for description of specific noise attenuation measures).

With regard to residential uses, the recommended outdoor noise limits of 60 dB and 65 dB for single-family and multi-family residences, respectively, would permit achievement of the 45 dB interior noise level recommended by federal and state standards. This level would result from the noise reduction associated with typical residential construction, which ranges from 12 to 18 dB (with windows partially open).

4. EXISTING NOISE CONDITIONS

Existing noise levels within the City are shown on **Table 15** and graphically depicted by **Figure 32**. As previously mentioned, noise levels in the City of Westlake Village are primarily influenced by vehicular traffic along the major roadways traversing the City. The most prominent noise source is the Ventura Freeway (U.S. Highway 101), an eight-lane roadway that bisects the City in an east-west direction. The freeway presently carries an average daily traffic flow of 175,000 vehicles, an estimated 4.2% of which are trucks (Caltrans, 2015).

Figure 31. Land Use Compatibility with Noise.

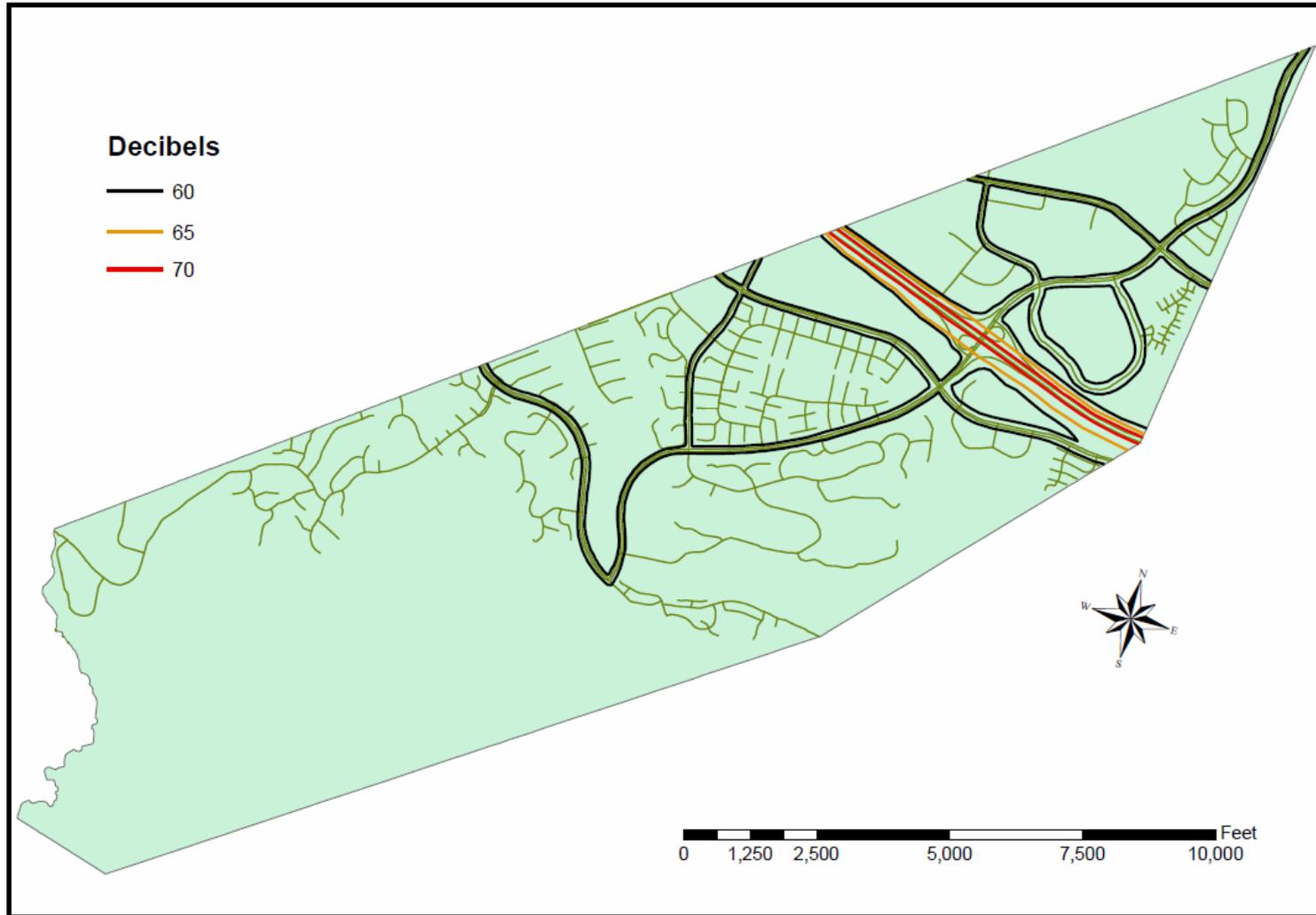
Land Use Category	Community Noise Exposure in Decibels						
	50	55	60	65	70	75	80
Residential - Low Density, Single Family, Duplex, Mobile Homes	Green	Green	Yellow	Yellow	Orange	Red	Red
Residential - Multi-family	Green	Green	Yellow	Yellow	Orange	Red	Red
Transient Lodging - Motels, Hotels	Green	Green	Yellow	Yellow	Orange	Orange	Red
Schools, Libraries, Churches, Hospitals, Nursing Homes	Green	Green	Yellow	Yellow	Orange	Orange	Red
Auditoriums, Concert Halls, Amphitheaters	Yellow	Yellow	Yellow	Yellow	Red	Red	Red
Sports Arena, Outdoor Spectator Sports	Yellow	Yellow	Yellow	Yellow	Red	Red	Red
Playgrounds, Neighborhood Parks	Green	Green	Green	Green	Orange	Orange	Red
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Green	Green	Green	Green	Orange	Orange	Red
Office Buildings, Business Commercial, and Professional	Green	Green	Green	Yellow	Yellow	Orange	Orange
Industrial, Manufacturing, Utilities, Agriculture	Green	Green	Green	Green	Yellow	Yellow	Orange
 Normally Acceptable	 Normally Unacceptable						
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.	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.						
 Conditionally Acceptable	 Clearly Unacceptable						
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.	New construction or development should generally not be undertaken.						

Table 15. Distances from Major Traffic Corridors to Existing Noise Level Contours.

Location	Average Daily Traffic	Average Distance in Feet to Existing Noise Contour		
		60 dB(A)	65 dB(A)	70 dB(A)
U.S. 101 (Ventura Freeway)	175,000	510	330	200
Thousand Oaks Boulevard				
West of Lindero Canyon Road	14,800	158	50	
East of Lindero Canyon Road	16,500	158	50	
Via Colinas				
West of Via Rocas	7,500	158	50	
East of Via Rocas	13,200	158	50	
Lindero Canyon Road				
North of Hedgewall Drive	23,100	158	50	
Hedgewall Drive to Thousand Oaks Blvd.	23,800	158	50	
Thousand Oaks Blvd. to Via Colinas	32,500	158	50	
Via Colinas to 101 Freeway	47,200	158	50	
101 Freeway to Lakeview Canyon Road	11,300	158	50	
Lakeview Canyon Road to Triunfo Canyon Road	7,800	158	50	
Agoura Road				
West of Lindero Canyon Road	13,400	158	50	
East of Lindero Canyon Road	10,100	158	50	
Lakeview Canyon Road				
Agoura Road to Watergate Road	6,200	158	50	
Watergate Road to Lindero Canyon Road	4,100	86	47	
Triunfo Canyon Road				
West of Saddle Mountain Drive	5,800	158	50	
East of Saddle Mountain Drive	6,500	83	44	
Russell Ranch Road				
Northerly portion	1,800	158	50	
Southerly portion	4,100	158	50	

Figure 32.

Existing Noise Contours



Based on a noise prediction model created by the Federal Highway Transportation Administration, existing (2015) traffic volumes along the Ventura Freeway corridor generate noise levels of approximately 75 dB(A) Ldn at 50 feet from the roadside, exclusive of topographical and/or structural noise attenuation. Given an uninterrupted line of sight and a noise reduction of 3.0 dB(A) per doubling of distance (characteristic of "line source" noise attenuation), the 60 and 65 dB(A) Ldn noise level contours would extend approximately 510 and 330 feet from the edge of the freeway, respectively. Actual distances to these contours along the freeway corridor vary depending upon roadside development and elevation.

Existing development along the Ventura Freeway corridor of the City include noise-tolerant industrial/commercial uses northwest and southeast of the Ventura Freeway/Lindero Canyon Road interchange, and the Westlake Golf Course located southwest of the Ventura Freeway/Lindero Canyon Road interchange. **Figure 31** indicates that the existing 60-75 dB(A) noise level range at the golf course is normally acceptable for this type of land use.

Secondary noise corridors include Lindero Canyon Road, Agoura Road and, to a lesser degree, Triunfo Canyon Road, Lakeview Canyon Road, Thousand Oaks Boulevard, and Russell Ranch Road. There are residential uses located along Lindero Canyon Road, Agoura Road, Triunfo Canyon Road and Lakeview Canyon Road that are exposed to noise levels exceeding 60.0 dB(A) Ldn, the normally acceptable level (**Figure 33**). However, the majority of these properties are provided with noise attenuation barriers (e.g., walls) which effectively lower first-floor noise levels below 60.0 dB(A) Ldn.

The only areas within the City that currently experience exterior noise levels exceeding 60.0 dB(A) Ldn are second stories of residential units within 50 feet of Lindero Canyon Road, Agoura Road, Triunfo Canyon, and Lakeview Canyon Road, and residential structures on the eastern end of Agoura Road (Colony Townhomes) which are within 50 feet of the roadway and are not provided with noise attenuation barriers.

5. NOISE CONTROL MEASURES

Noise can be controlled at its source, along its transmission path, at the receiver or through a combination of these measures. Federal and State regulations provide for certain controls on noise sources, such as motor vehicles. The City has adopted additional provisions which restrict the generation of noise within the community. **Table 16** indicates some of the existing City limitations on noise produced by equipment operation, human activities, construction, loading operations and refuse collection. The City's Planning Department has primary responsibility for the enforcement of these regulations.

Figure 33.

Potential Noise Impact Areas

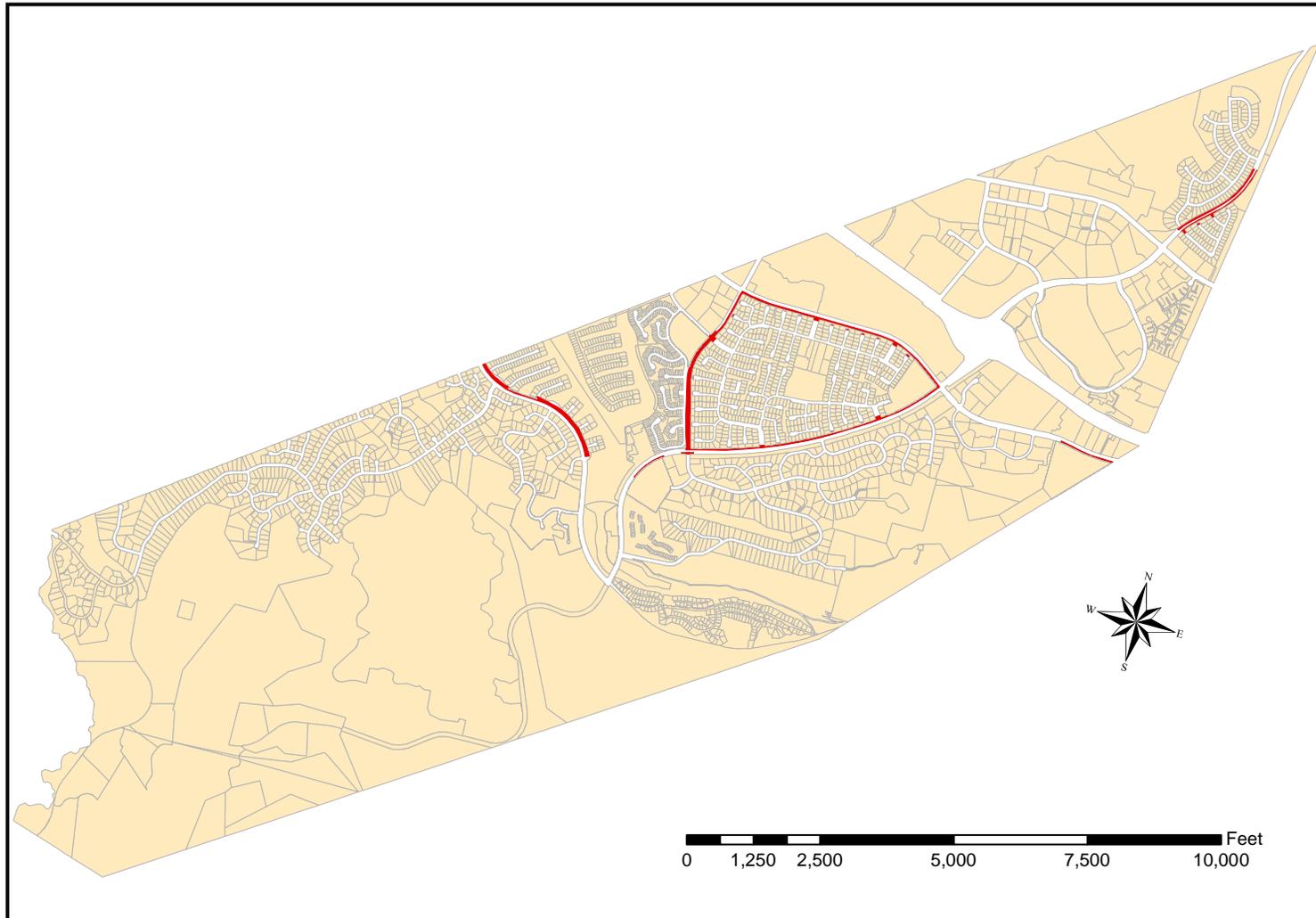


Table 16. Existing City Noise Controls on Noise Sources

Exterior Noise - Operation of any source of sound prohibited which causes following exterior noise levels to be exceeded on any other property is prohibited:

Land Use of Receptor Property	Time Interval	Exterior Noise Level
Designated noise-sensitive area	Anytime	45 dB(A)
Residential	10:00 p.m. to 7:00 a.m.	45 dB(A)
	7:00 a.m. to 10:00 p.m.	50 dB(A)
Commercial	10:00 p.m. to 7:00 a.m.	55 dB(A)
	7:00 a.m. to 10:00 p.m.	60 dB(A)
Industrial	Anytime	70 dB(A)

Interior Noise for Multi-Family Residential - Operation or creation of any source of sound within a dwelling unit which causes noise level inside a neighboring receiving unit to exceed following limits is prohibited:

Time Interval	Interior Noise Level
10:00 p.m. to 7:00 a.m.	40 dB(A)
7:00 a.m. to 10:00 p.m.	45 dB(A)

Construction Noise - Operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or anytime on Sundays or holidays is prohibited.

Mobile Equipment - Maximum noise levels for intermittent operation for less than 10 days:

Table 16 (Con't)

Time Interval	Single-Family Residential	Multi-family Residential	Semi-Residential/Commercial	Commercial
Daily, except Sundays and legal holidays 7:00 a.m. to 7:00 p.m.	75 dB(A)	80 dB(A)	85 dB(A)	85 dB(A)
Daily, 7:00 p.m. to 7:00 a.m., and all day Sunday and legal holidays	60 dB(A)	64 dB(A)	70 dB(A)	85 dB(A)

Stationary Equipment - Maximum noise levels for repetitively schedule operation for 10 days or more:

Time Interval	Single-Family Residential	Multi-family Residential	Semi-Residential/Commercial
Daily, except Sundays and legal holidays 7:00 a.m. to 7:00 p.m.	60 dB(A)	65 dB(A)	70 dB(A)
Daily, 7:00 p.m. to 7:00 a.m., and all day Sunday and legal holidays	50 dB(A)	55 dB(A)	60 dB(A)

Loading and Unloading Operations - Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans or similar objects between 10:00 p.m. and 6:00 a.m. in such a manner as to cause a noise disturbance is prohibited.

Powered Model Vehicles - Operation of powered model vehicles so as to create a noise disturbance across a residential boundary between 8:00 p.m. and 7:00 a.m. is prohibited.

Refuse Collection Vehicles - Collection of refuse with vehicle or operation of compacting mechanism between 10:00 p.m. and 6:00 a.m. in a residential zone or within 500 feet thereof is prohibited.

Table 16 (Con't)

Residential Air Conditioning or Refrigeration Equipment - Operation of air conditioning or refrigeration equipment in such a manner as to exceed the following sound levels is prohibited:

Measurement Locations	Units Installed Before January 1, 1980	Units Installed on or After January 1, 1980
Any point on neighboring property line, 5 feet above grade level, no closer than 3 feet from any wall.	60 dB(A)	55 dB(A)
Center of neighborhood patio, 5 feet above grade level, no closer than 3 feet from any wall.	55 dB(A)	50 dB(A)
Outside the neighborhood living area window nearest the equipment location, not more than 3 feet from the window opening, but at least 3 feet from any other surface.	55 dB(A)	50 dB(A)

Vehicle or Motorboat Repairs and Testing - Repairing, rebuilding, modifying or testing any motor vehicle, motorcycle or motorboat in such a manner as to cause a noise disturbance across a real property boundary is prohibited.

Vibration - Operation of any device that creates vibration which is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way is prohibited.

a. SITE DESIGN

The most common methods of shielding the interior of a building from exterior noise sources are to orient structures away from the noise and to set buildings back from the noise source as far as possible. A long building or a row of buildings along a traffic corridor may also be used to provide some reduction of noise to the side of the building away from the noise source and to areas beyond that row. A site's natural topography can also be exploited by placing buildings in low noise pockets, if they exist.

Limitations of project noise sources may include restrictions on activities permitted, equipment operation, and operating hours. The review of project designs can also allow for the control of noise along its transmission path and at the receiver. Several methods of noise reduction in these areas are briefly discussed below.

b. BUILDING CONSTRUCTION

The impacts of exterior noise levels on indoor living and working areas are reduced by normal building materials and construction techniques, even if the building has open windows. The actual amount of reduction depends on building construction, orientation, wall area, window area, open window area, interior acoustic absorption, etc. Approximate noise reduction values provided by a few typical building construction types are shown in **Table 17**.

Noise-reducing construction techniques include:

- a. Increasing the mass and stiffness of the wall. Doubling the thickness of a partition can result in as much as a 6 dB reduction in sound; the relative stiffness of the wall material can influence its sound attenuation value.
- b. Using cavity partitions in walls. The use of two or more layers separated by an airspace makes a more effective sound insulator than a single wall of equal weight.
- c. Increasing the width of the airspace. Increasing the width of an airspace from three to six inches can reduce noise levels by 5 dB.
- d. Increasing the spacing between studs. In a single-stud wall, 24-inch stud spacing gives a 2 to 5 dB increase in noise reduction over the common 16-inch spacing.
- e. Adding acoustical blankets. Made from sound-absorbing materials such as mineral or rock wool, fiberglass, hair felt or wood fibers, acoustical blankets can attenuate noise as much as 10 dB.

Table 17. Noise Reduction Provided by Building and Window Types.

Building Type	Window Condition	Noise Reduction from Building
All	Open	10 dB(A)*
Light Frame	Ordinary sash – closed	20 dB(A)
Masonry	Single glazed – closed	25 dB(A)
	Double glazed - closed	35 dB(A)

*Approximate noise reduction of exterior wall with various window areas.

% of Exterior Wall Having Open Window	Approximate Noise Reduction
1%	17 dB(A)
2%	14 dB(A)
4%	11 dB(A)
8%	8 dB(A)
16%	5 dB(A)
32%	2 dB(A)
50%	1 dB(A)

Windows are one of the weakest parts of a wall in terms of noise attenuation. The following techniques can be used to reduce noise entering a structure via its windows:

- a. Closing windows. Open windows, even if only slightly open for ventilation, will lower the sound-reducing properties of a building facade to only 10-15 dB no matter what kind of window and wall system is used. The greatest amount of sound insulation can be achieved if windows are permanently sealed. Whether or not windows are permanently sealed, however, keeping windows closed necessitates the installation of an air conditioning system, which may also provide some masking of noise.
- b. Reducing window size. The smaller the windows, the greater the transmission loss of the total partition of which the window is a part. However, this technique is not very effective in reducing noise, as reducing the proportion of window to wall size from 50% to 20% only reduces noise by 3 dB.
- c. Increasing glass thickness. Increasing the thickness of glass from 3/16 inch to 1/2 inch provides an additional 10 dB noise reduction.

- d. Using double-glazed windows. The use of paired window panes separated by an airspace or hung in a special frame can provide greater noise attenuation than the use of thicker glass as described above and can cost less. The performance of double glazed windows can be enhanced through increased airspace width, increased glass thickness, proper use of sealings, slightly dissimilar thickness of the panes and slightly nonparallel panes.

Other noise-reduction measures related to the design of buildings include the limitation of residential structures exposed to noise to one story in height. Coupled with a barrier, the use of one-story structures can result in acceptable noise levels, both exterior and interior, under adverse noise conditions.

c. BARRIERS

A noise barrier is an obstacle placed between a noise source and a receiver which interrupts the path of the noise. Walls are the most common noise barrier used, although earth berms, hills, cuts, embankments or other types of natural or constructed solid structure may serve as barriers. A barrier can be expected to reduce noise by 5 to 10 dB(A); the actual amount of attenuation is dependent on whether it intercepts by a substantial amount the "line-of-sight" between the ear level of the observer and the effective source of the noise, and how solid its composition is. To be most effective, a barrier must be long and continuous to prevent sounds from passing around the ends. It must also be solid, with few, if any, holes, cracks or openings.

d. LANDSCAPING

Shrubs and trees have aesthetic and psychological value as visual barriers of such noise sources as traffic corridors, but provide negligible attenuation of sound. Effective belts of trees for useful noise control [approximately 5 dB(A) attenuation] must be 50 feet tall or more and 75 to 100 feet wide in a long, continuous strip, must have dense foliage down to ground level and must be evergreen so that the protection is effective year-round. This type of stand takes 20 years to grow and is usually extravagant in terms of site space required.

Most of the above strategies deal primarily with reducing future noise problems rather than existing ones. Where a noise problem already exists, one or more of five general solutions are available: (1) the noise can be reduced at the sources, (2) the noise can be checked by a barrier, (3) the source can be removed from people and other receivers, (4) the receiver can be removed from the source, or (5) the time exposure to the noise can be minimized. As is true with most environmental hazards, early efforts to prevent or reduce adverse noise impacts are easier and less expensive than resolving existing problems.

6. GOALS, POLICIES, AND PROGRAMS

The following presents the goals, objectives, and policies for Noise in the City of Westlake Village. At the end of each policy is a listed “I” and number in parentheses which refers to a corresponding implementation program.

Goal *It shall be the goal of the City of Westlake Village to:*

Protect Westlake Village residents, employees, and visitors from the adverse impacts of excessive noise created by stationary (intrusive) and overall (ambient) noise sources.

Noise Ordinances, Regulations and Guidelines

Objective *It shall be the objective of the City of Westlake Village to:*

- 1 Enforce appropriate local noise ordinances, regulations and guidelines, in order to effectively control both overall (ambient) and stationary (intrusive) noise sources.

Policy *It shall be the policy of the City of Westlake Village to:*

- 1.1 Ensure that local noise ordinances, regulations, and guidelines are appropriate for their intended purpose, are consistent with existing technical standards, and are legally adequate and enforceable (I-1).

Noise Monitoring and Information Updating

Objective *It shall be the objective of the City of Westlake Village to:*

- 2 Maintain base line information regarding the overall (ambient) and stationary source (intrusive) related noise environment of the community on an ongoing basis.

Policies *It shall be the policy of the City of Westlake Village to:*

- 2.1 Monitor and update available data regarding the community’s existing and projected overall (ambient) and stationary (intrusive) noise levels as necessary (I-1 and I-2).
- 2.2 Employ technological or mechanical advances in overall and stationary source noise impact mitigation, as they are available and where appropriate (I-1).

Overall (Ambient) Noise Impacts

Objective *It shall be the objective of the City of Westlake Village to:*

- 3 Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, and visitors of the community.

Policies *It shall be the policy of the City of Westlake Village to:*

- 3.1 Require noise sensitive land uses (i.e., residents, hospitals, schools, etc.) in areas exposed to existing or projected noise levels exceeding an Ldn of 60 dB(A) exterior, to incorporate effective mitigation measures to reduce interior noise to no more than 45 dB(A) (I-2 and I-3).
- 3.2 Implement requirements under Title 24 of the State Building Code to ensure that interior noise levels attributable to exterior sources shall not exceed an Ldn of 45 dB(A) in any habitable room within new hotels, long-term care facilities, apartment houses, and dwellings other than detached single-family units (I-3).
- 3.3 Require adequate sound insulation of single-family homes in areas potentially exposed to overall (ambient) noise levels exceeding an Ldn of 60 dB(A) (I-3).
- 3.4 Prohibit the development of new industrial, commercial, or related land uses or the expansion of existing land uses when it can be demonstrated that such new or expanded land uses would directly and unavoidably cause overall (ambient) noise levels to exceed an Ldn of 65 dB(A) exterior upon areas containing housing, schools, health care facilities, or other “noise sensitive” land uses (I-4).
- 3.5 Require that loading and shipping facilities of commercial and industrial land uses be located and designed in a manner to minimize the potential noise impacts upon adjoining residential areas to the greatest degree practicable (I-5).
- 3.6 Require that all parking areas for commercial and industrial land uses abutting residential areas be buffered and shielded by landscaped walls, fences, or other effective noise barriers (I-5).
- 3.7 Control high-noise generating commercial/industrial equipment and activities to reduce the potentially adverse noise impacts of such equipment upon adjacent residential uses (I-6).
- 3.8 Encourage “noise sensitive” land uses, including school, libraries, health care facilities, and residential uses, to incorporate landscaped fences, walls,

and/or other noise buffers and barriers, where appropriate and feasible to do so (I-5).

- 3.9 Require an acoustical analyses for any new or expanded land use determined by the City of Westlake Village to be a potential major stationary noise source. Recommended mitigation measures shall be implemented and tested, prior to the issuance of a Certificate of Occupancy for said land use (I-7).

Traffic-Related Noise Impacts

Objective It shall be the objective of the City of Westlake Village to:

- 4 Minimize the adverse impacts of traffic-generated noise on residential and other “noise sensitive” uses.

Policies It shall be the policy of the City of Westlake Village to:

- 4.1 Require that all new non-residential development incorporate on-site ingress and egress points designed to divert traffic (and its resultant noise) away from “noise sensitive” land uses to the greatest degree practicable, consistent with applicable safety and planning considerations (I-5).
- 4.2 Discourage the intrusion of commercial and industrial traffic onto local residential streets (I-10).

Implementation Programs

- I-1 The City of Westlake Village shall continue to enforce an appropriate and legally adequate local Noise Ordinance to comply with the State’s noise insulation standards. Said ordinance shall contain policies and regulations addressing both overall (ambient) and stationary source (intrusive) noise impacts.
- I-2 The City of Westlake Village shall record changes that occur in the community’s noise environment by reviewing available technical and acoustical data and studies which have been conducted for proposed projects. The existing local noise map shall be updated as new information about the noise environment changes or becomes available to ensure the highest possible level of accuracy in planning for land use compatibility and the mitigation of noise impacts.
- I-3 Utilize the development and environmental review process to ensure that noise impacts, including street noise and traffic noise impacts, are adequately addressed, sufficiently mitigated and that adverse conditions will not result (in accordance with the California insulation standards of the

State Building Code, and the policies set forth in the Noise Element of the General Plan).

- I-4 A noise impact evaluation will be required for all projects as part of the local planning and environmental review process to determine if unacceptable noise levels will be created or experienced. Should noise abatement be necessary, a required technical report containing a detailed evaluation of existing and/or projected noise impacts and effective mitigation measures shall be submitted.
- I-5 During the local planning, development and environmental review process ensure that development is designed in a fashion which would minimize potential noise impacts throughout the community. This shall include consideration of the following:
 - a) Proximity of noise sensitive land uses;
 - b) Ingress and egress points of non-residential uses.
 - c) Adequate mitigation for ambient and intrusive noise impacts.
- I-6 Continue to enforce City Noise Ordinance provisions regulating and limiting high noise-generating equipment, construction activities, and the hours of truck deliveries to commercial or industrial land uses abutting residential areas, to reduce their potential impacts upon local residential land uses.
- I-7 Based on the results of the local Initial Study and Environmental Checklist process completed by the City of Westlake Village Planning Department, all new development provisions to be potential major stationary noise sources, shall be accompanied by a specific acoustical analysis to identify and analyze potential noise impacts and effective mitigation measures.
- I-8 Ensure through development review that commercial and industrial street patterns are designed not to impact adjacent residential or noise sensitive uses.