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## 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**.

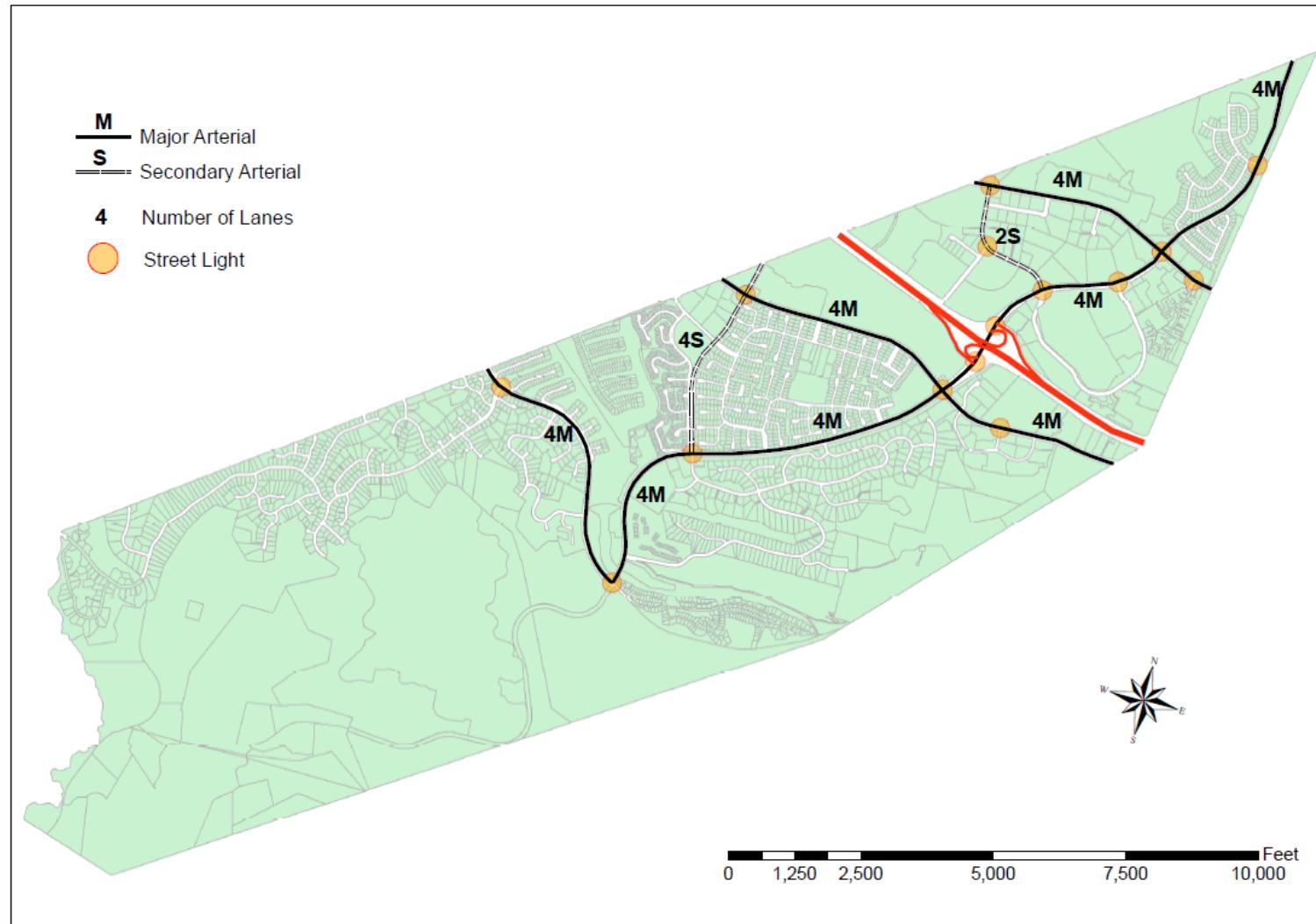
- Thousand Oaks Boulevard - This major highway has historically served as the focus of commercial activities in the area and functioned as the region's primary traffic route prior to completion of the Ventura Freeway, which it parallels to the north. Thousand Oaks Boulevard extends approximately eight 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**

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

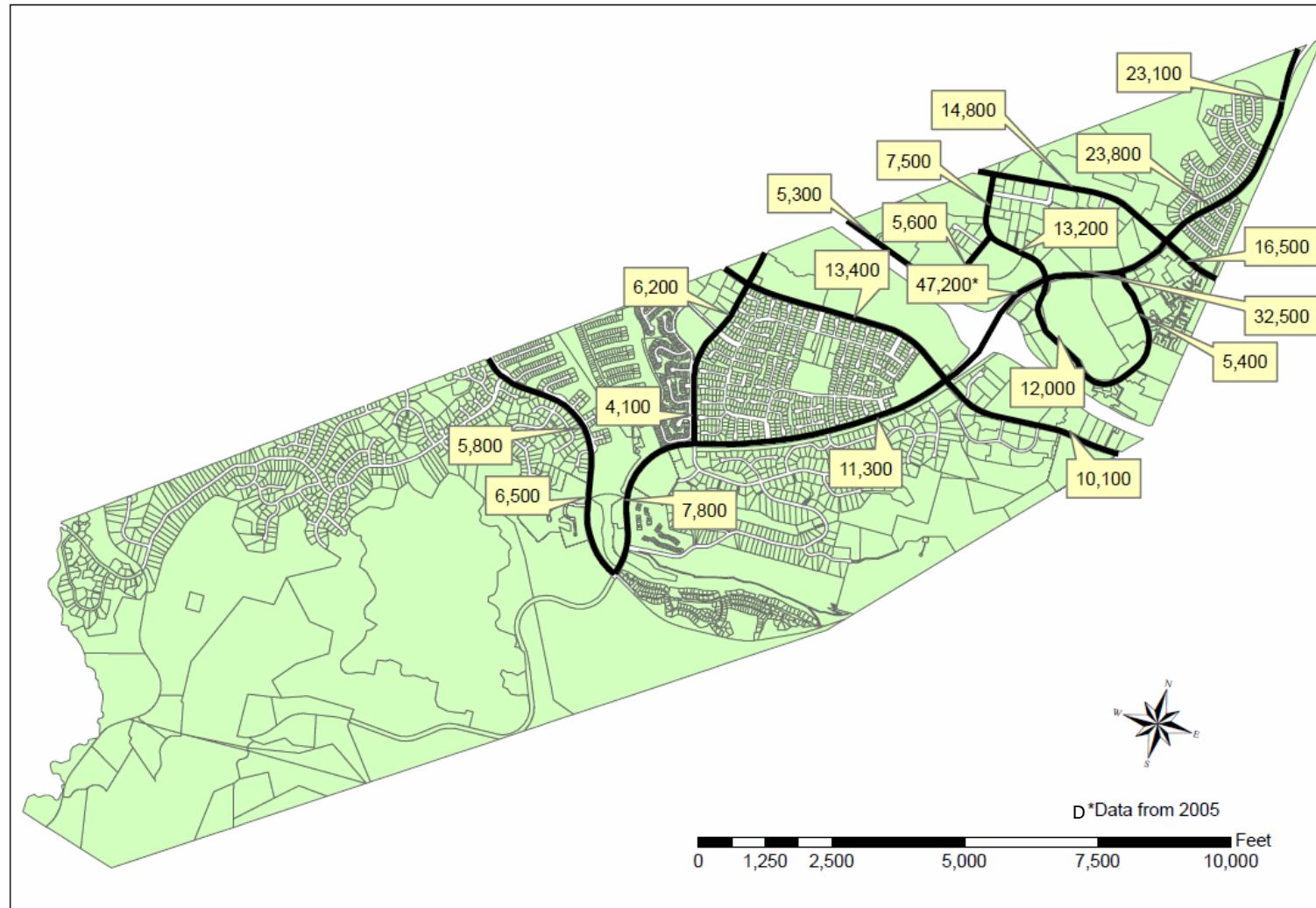
## CITY OF WESTLAKE VILLAGE GENERAL PLAN

**Table 4. Traffic Volumes and Levels of Service**

Street	Existing Conditions		Future Conditions	
	Traffic Volumes (ADT)	Level of Service	Traffic Volumes	Level of Service
<b>ARTERIALS</b>				
<b>Thousand Oaks Boulevard</b>				
West of Lindero Canyon Road	14,800	A	22,000	A
East of Lindero Canyon Road	16,500	A	19,000	A
<b>Via Colinas</b>				
West of Via Rocas	7,500	A	10,000	A
East of Via Rocas	13,200	C	18,000	E
<b>Lindero Canyon Road</b>				
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
<b>Agoura Road</b>				
West of Lindero Canyon Road	13,400	A	15,000	A
East of Lindero Canyon Road	10,100	A	16,000	A
<b>Lakeview Canyon Road</b>				
Agoura Road to Watergate Road	6,200	A	7,000	A
Watergate Road to Lindero Canyon Road	4,100	A	5,000	A
<b>Triunfo Canyon Road</b>				
West of Saddle Mountain Drive	5,800	A	6,000	A
East of Saddle Mountain Drive	6,500	A	7,000	A
<b>COLLECTORS</b>				
<b>La Tienda Road</b>	5,300	A	6,000	A
<b>Russell Ranch Road</b>				
Northerly portion	1,800	A	12,000	E
Southerly portion	4,100	A	14,000	F
<b>Via Rocas</b>	5,600	A	8,000	C
<b>Village Center Road</b>	600	A	600	A
<b>Royal Glen Court</b>	1,300	A	1,500	A
<b>Village School Road</b>	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, Ladero 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 Ladero 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**

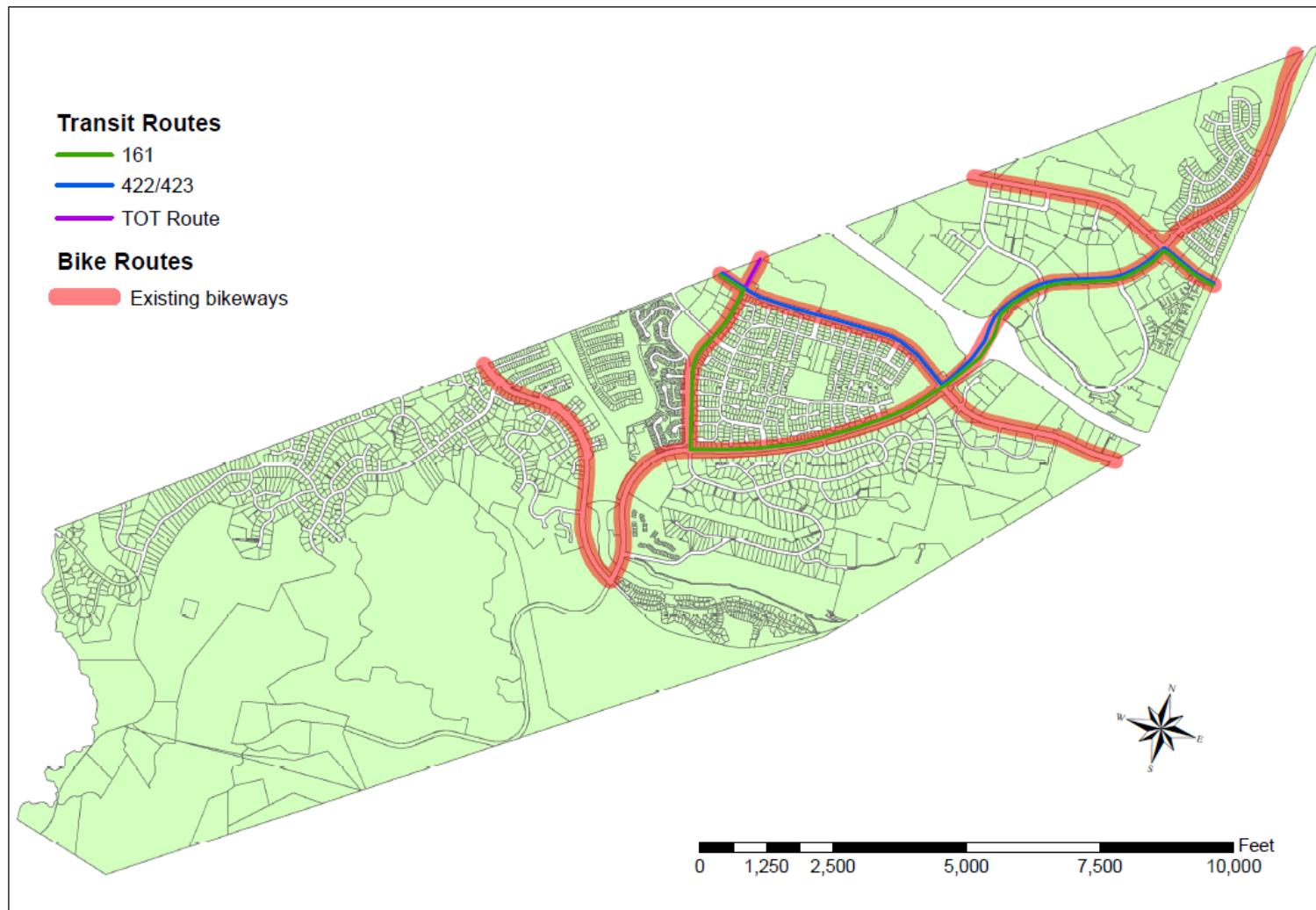
Most City arterials currently operate under free flow conditions, well within their capacities. Some congestion is experienced during brief portions of peak hours at the Ladero Canyon Road intersections with Agoura Road, Route 101 Freeway off-ramps, Via Colinas, and Thousand Oaks Boulevard. Metering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

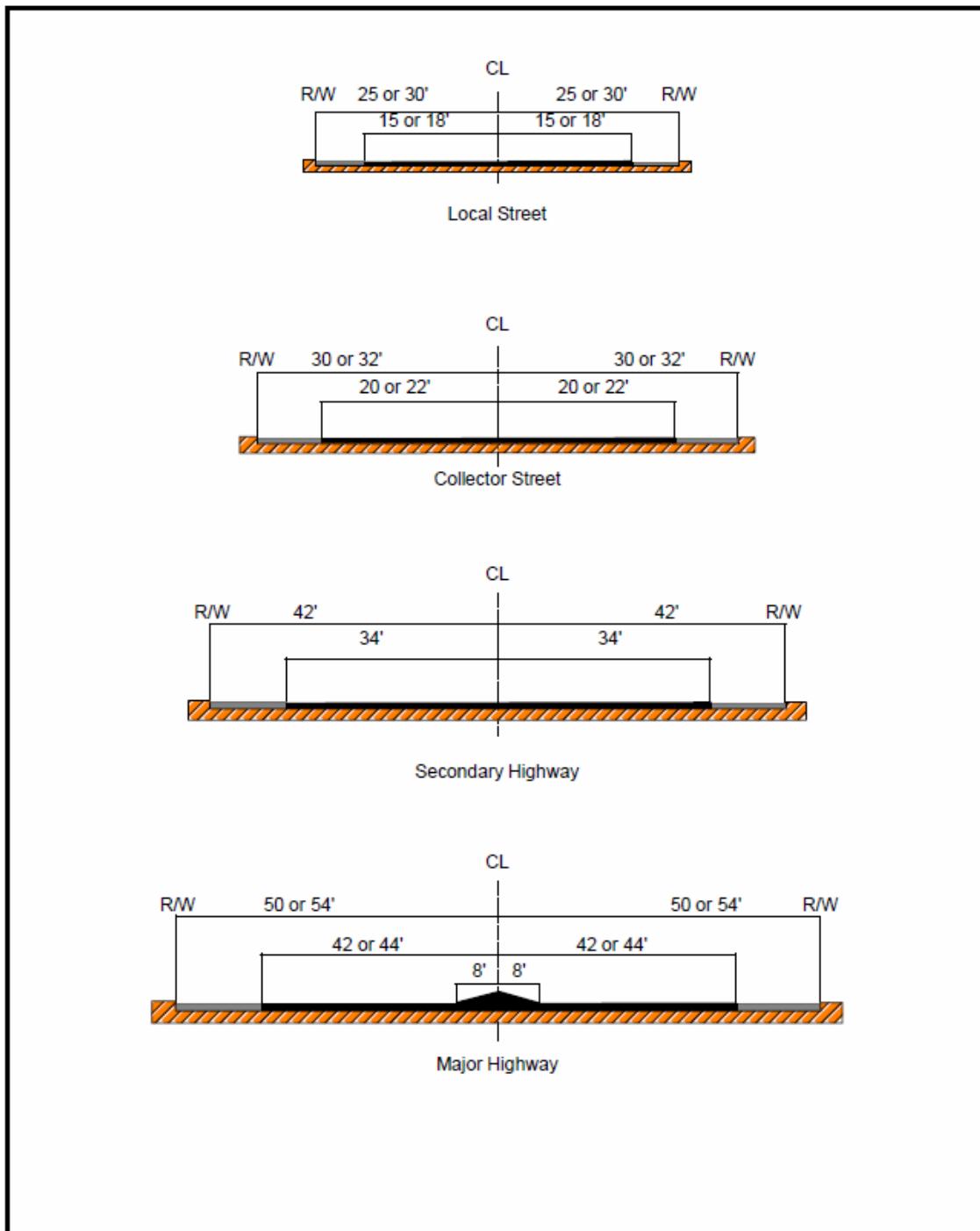
**Table 5. Level of Service (LOS) Descriptions**

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.

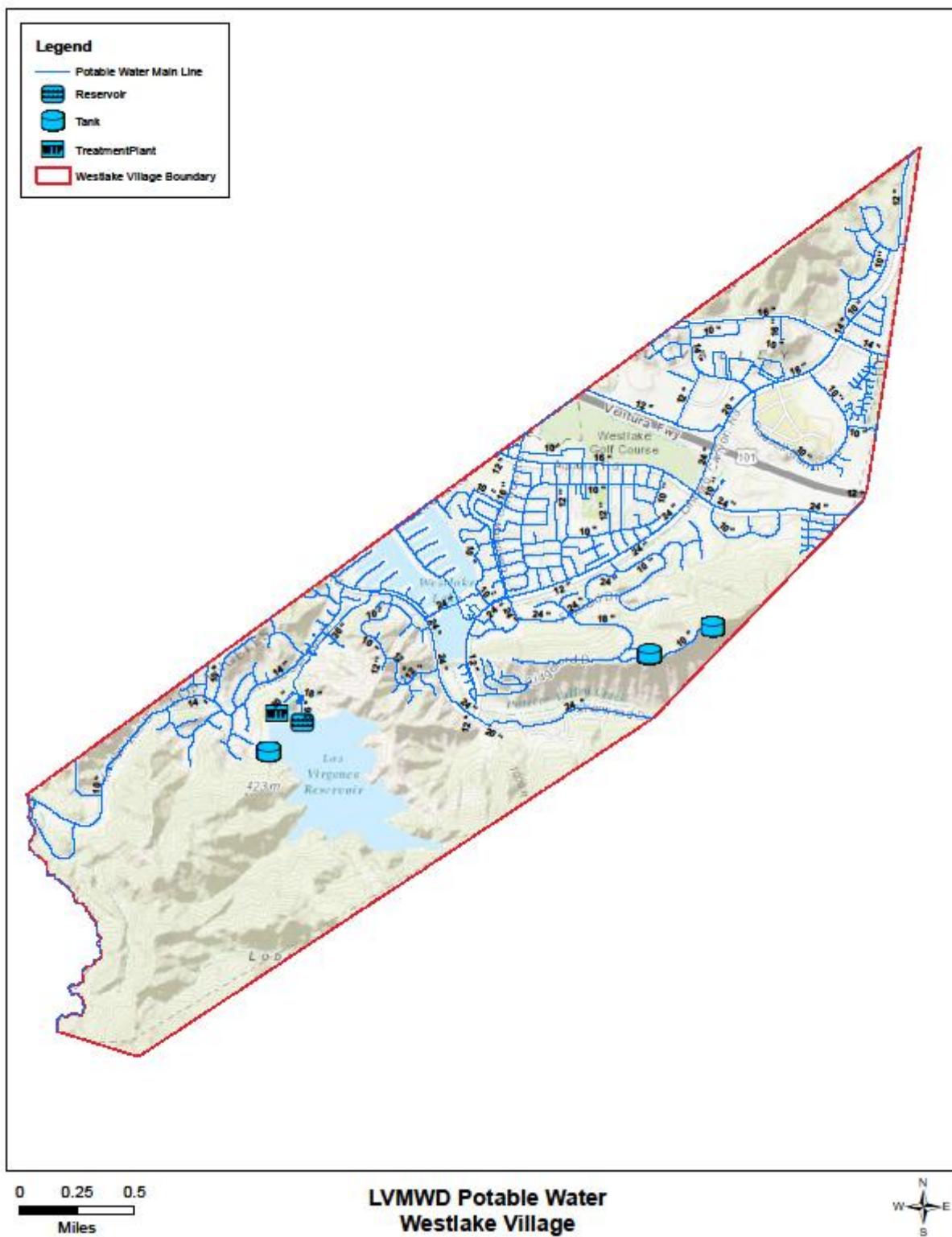
In the past, responding to urgent water supply concerns, LVMWD has adopted Mandatory Water Conservation Measures. These measures included:

- 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.

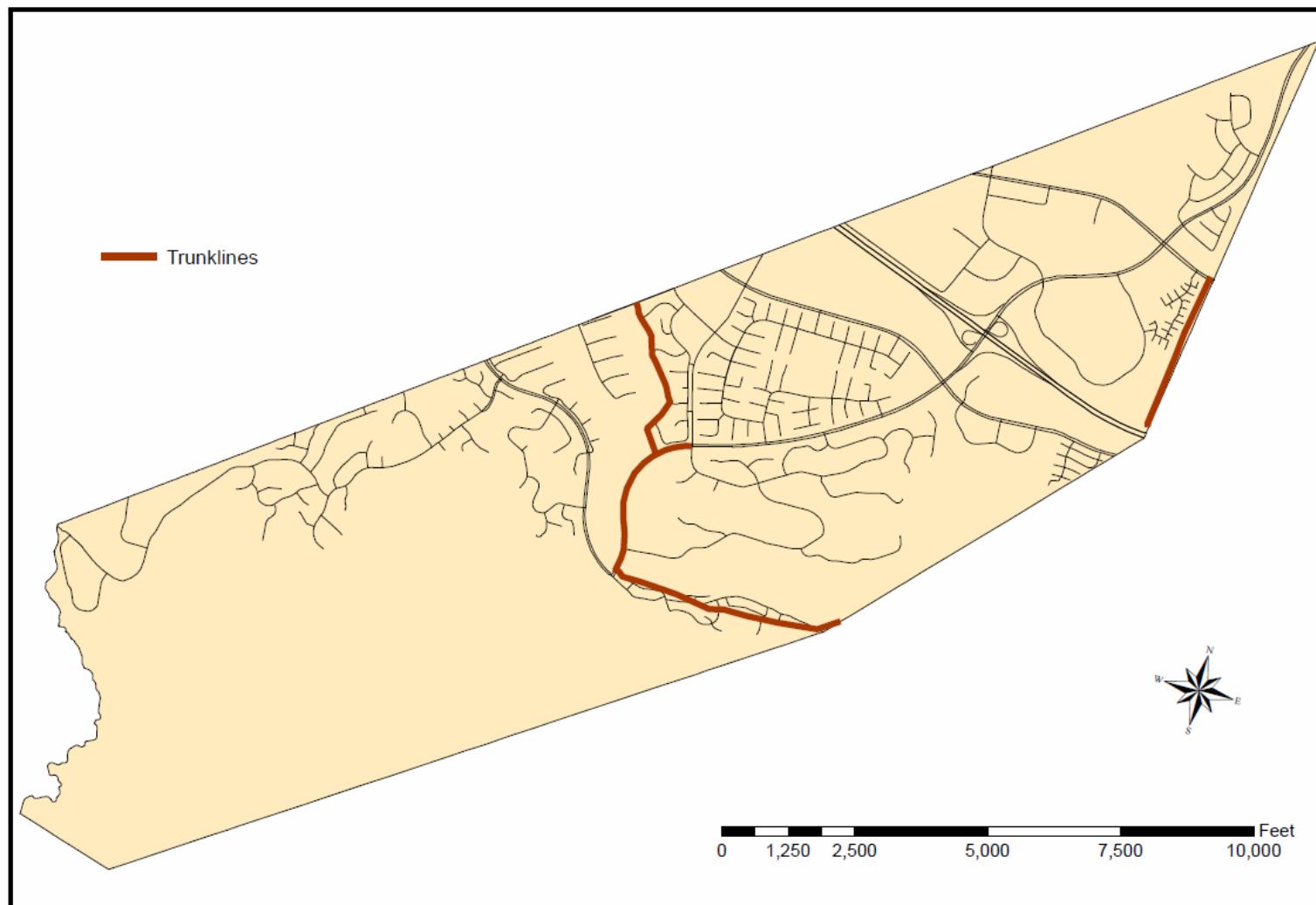
#### **5. ELECTRICAL SUPPLY**

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:

School	Grades	2017 Capacity
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.

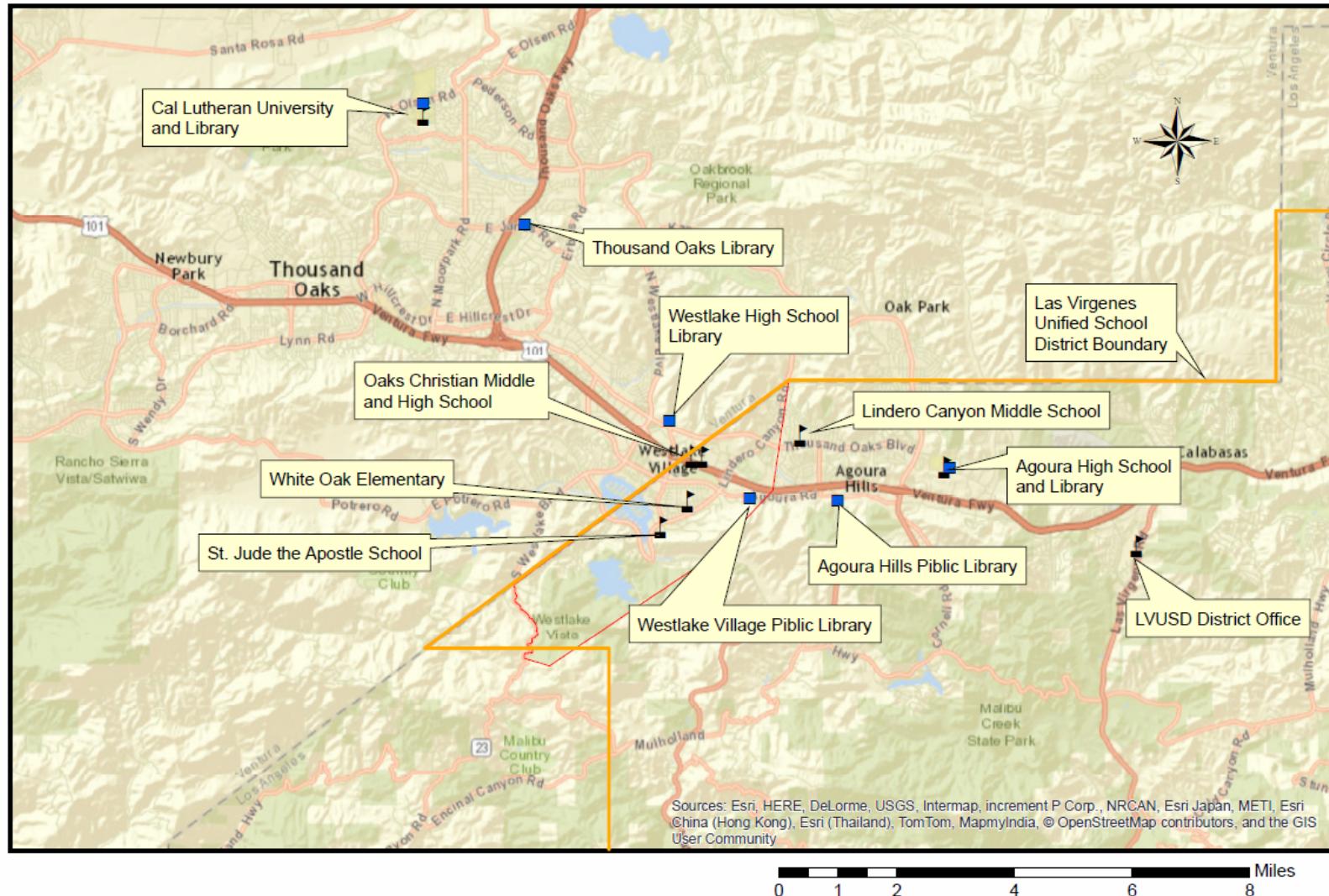
St. Jude the Apostle School is a fully accredited, private Catholic school within the Archdiocese of Los Angeles. The school opened in 1985 and is located on West Lindero Canyon Road adjacent to St. Jude's Parish. The school provides education for 245 students grades K-8.

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



CITY OF WESTLAKE VILLAGE GENERAL PLAN

### **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 feet 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**.

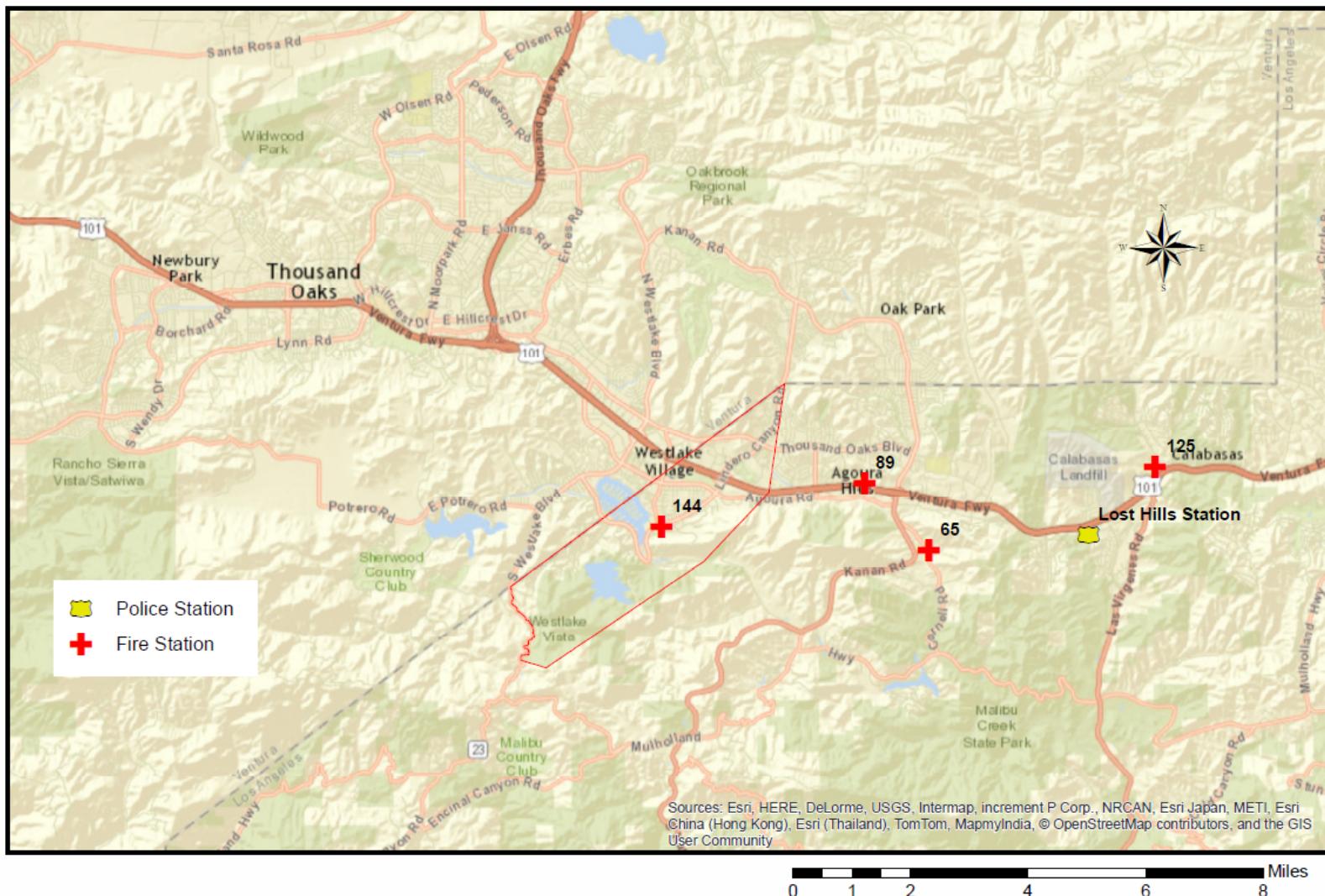
Additionally, since the City does not have an in-house Fire Department, the goals, standards for emergency service training, and recruitment are all handled through Los Angeles County Fire Department, and any inquiries to those policies or procedures should be directed to LA County Fire.

**Table 6. Location of Fire Stations and Response Times.**

	<b>Address</b>	<b>Response Time</b>	<b>Resources</b>
<b>Los Angeles County Stations</b>			
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 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 though 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  $\frac{1}{2}$  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.

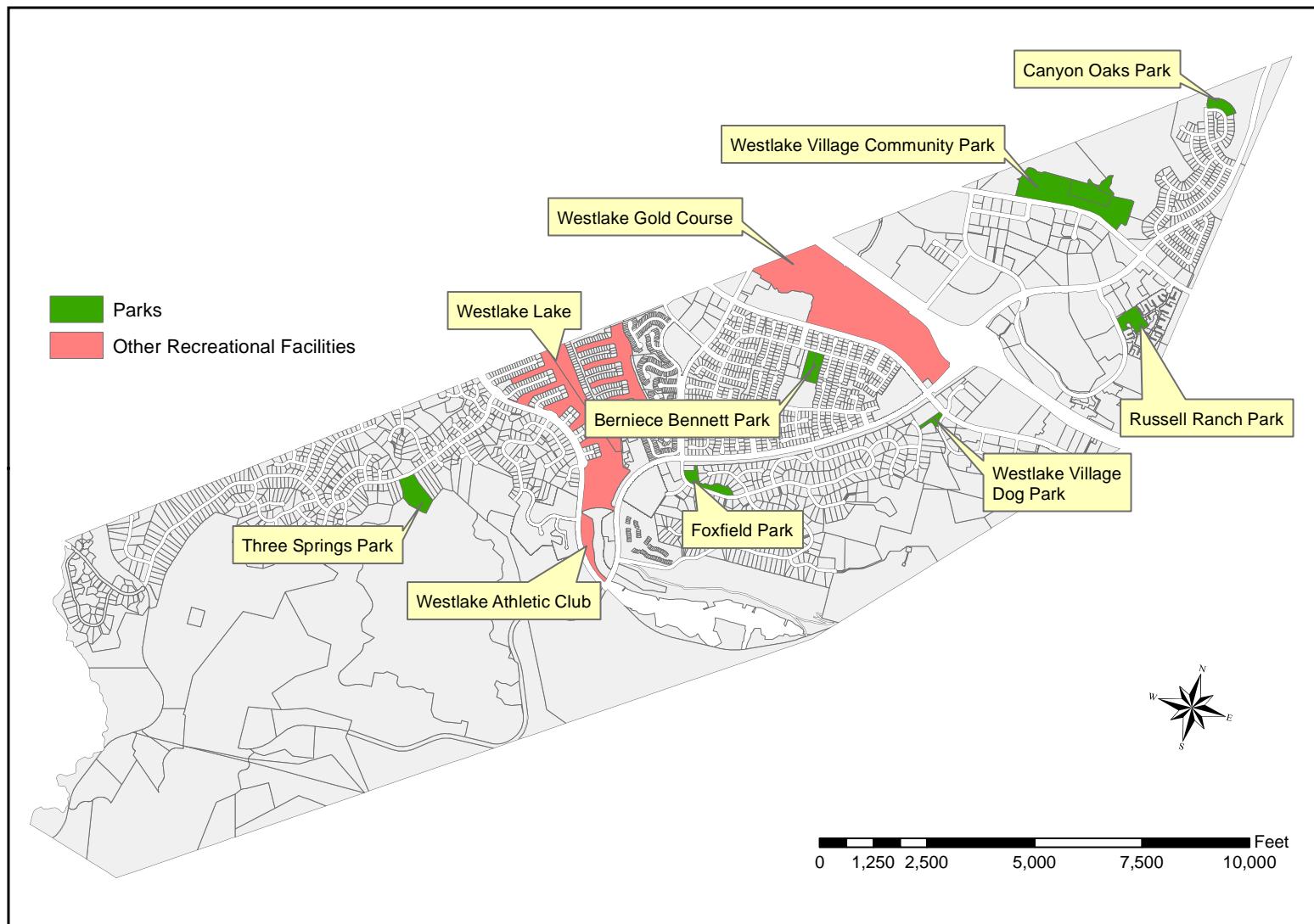
**Table 7. Public Parks and Recreational Facilities.**

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

**CITY OF WESTLAKE VILLAGE GENERAL PLAN**

Figure 21.

# Parks and Recreational Facilities



CITY OF WESTLAKE VILLAGE GENERAL PLAN

## **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.

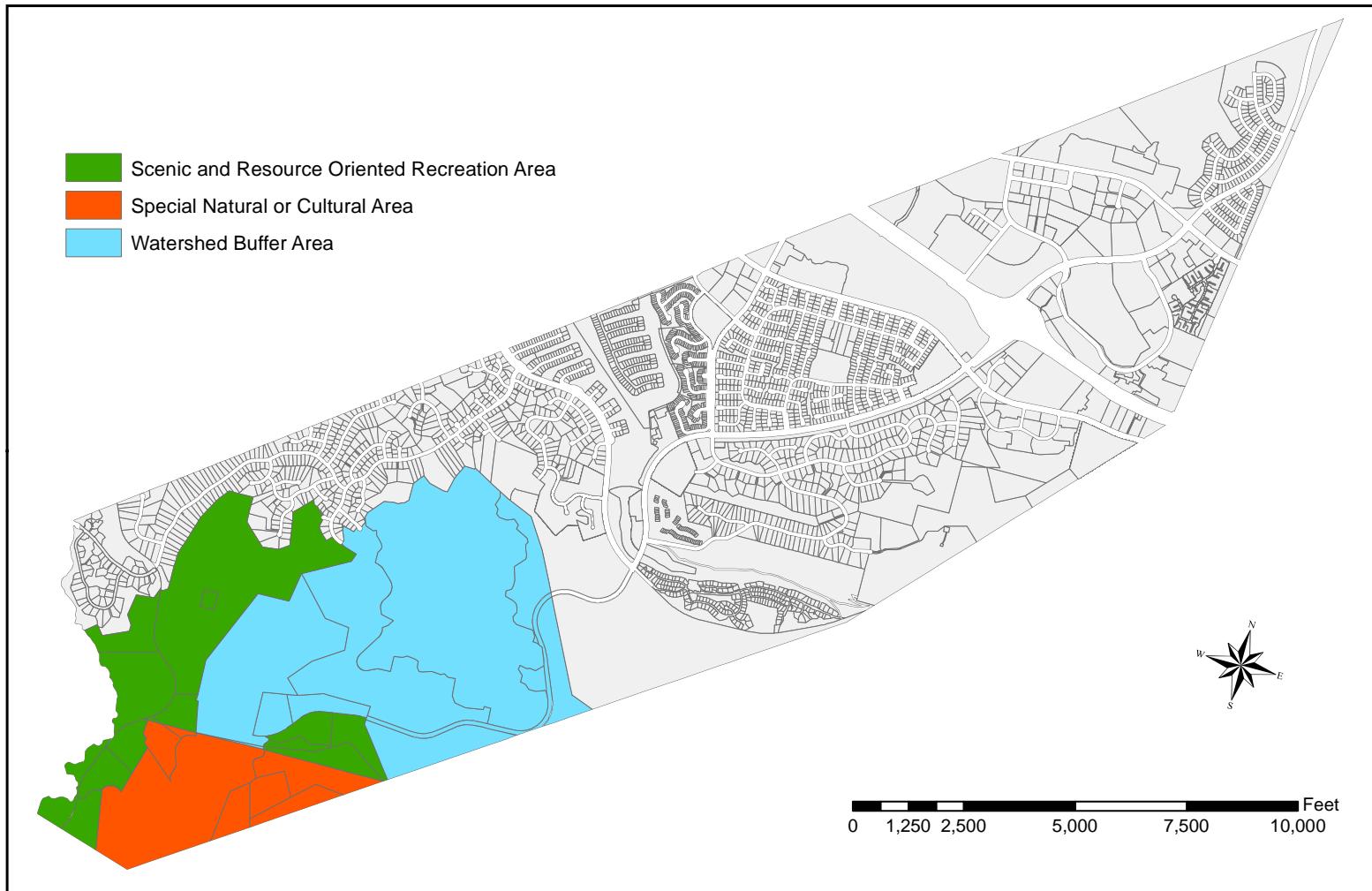
### **c. SANTA MONICA MOUNTAINS NATIONAL RECREATION AREA**

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.

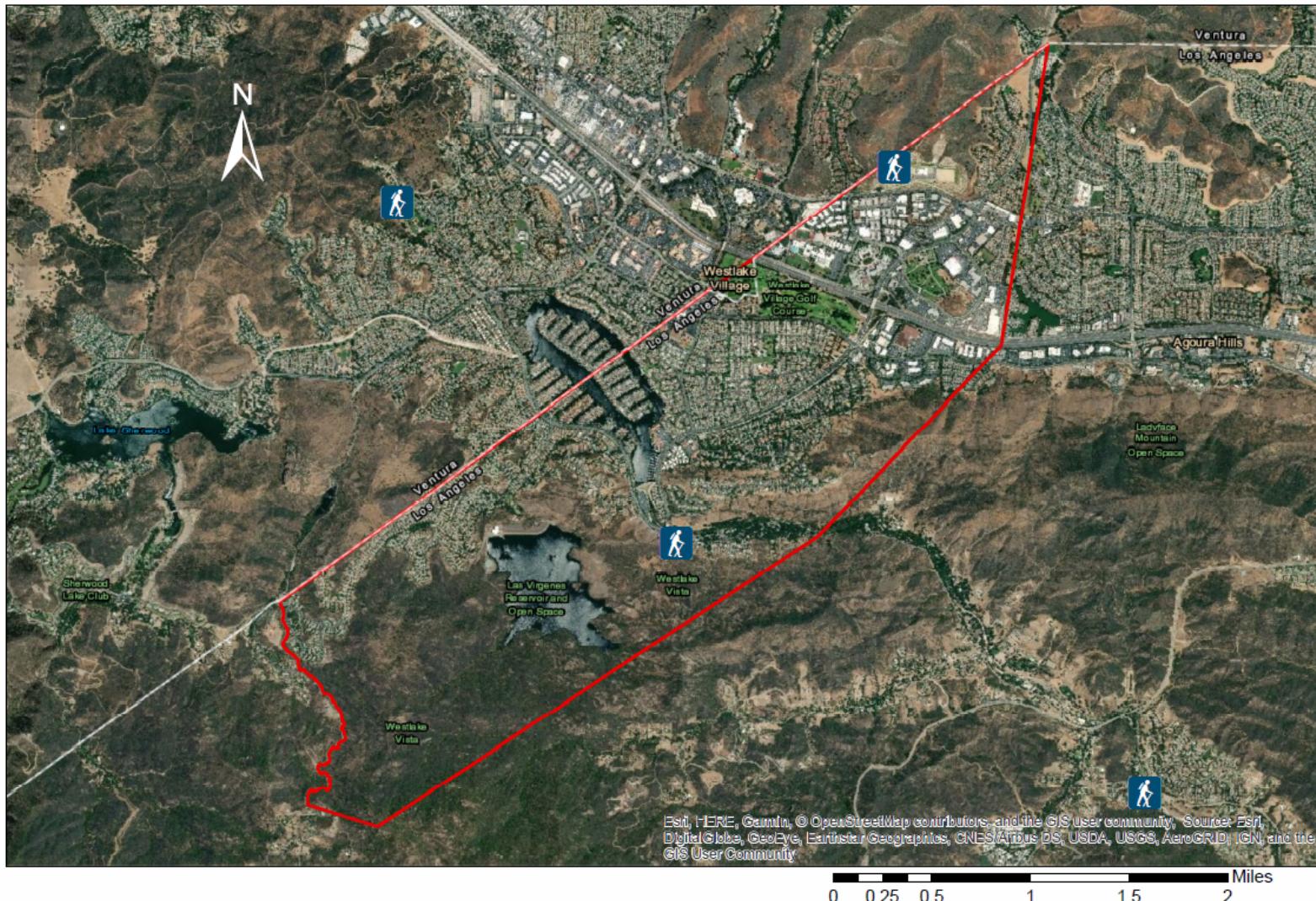
### **3. ACQUISITION AND FINANCING OF RECREATIONAL FACILITIES**

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



CITY OF WESTLAKE VILLAGE GENERAL PLAN

#### **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 Legislation<sup>1</sup> and the Quimby Act<sup>2</sup> (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.

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<sup>1</sup> 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).

<sup>2</sup> 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 Act<sup>2</sup>.
- 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 reduced 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 demolition 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.