City of Agoura Hills

Hillel 18-Unit Townhome Project

Final Initial Study and Mitigated Negative Declaration

July 2012

rincon

Environmental Scientists Planners Engineers

Hillel 18-Unit Townhome Project

Final
Initial Study and Mitigated Negative Declaration

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July 2012

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INTRODUCTION

This Draft Initial Study and Mitigated Negative Declaration (IS/MND) addresses the potential environmental effects resulting from the construction of an 18-unit residential development, which includes 8 buildings on a 41,039 square foot site located at the southeast corner of Palo Comado Canyon Road and Chesebro Road in the Old Agoura district of Agoura Hills.

LEGAL AUTHORITY AND FINDINGS

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with the *CEQA Guidelines* and relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended.

Initial Study. Section 15063(c) of the *CEQA Guidelines* defines an Initial Study as the proper preliminary method of analyzing the potential environmental consequences of a project. The purposes of an Initial Study are:

(1) To provide the Lead Agency with the necessary information to decide whether to prepare an Environmental Impact Report (EIR) or a Mitigated Negative Declaration;

(2) To enable the Lead Agency to modify a project, mitigating adverse impacts, thus avoiding the need to prepare an EIR; and

(3) To provide sufficient technical analysis of the environmental effects of a project to permit a judgment based on the record as a whole, that the environmental effects of a project have been adequately mitigated.

Negative Declaration or Mitigated Negative Declaration. Section 15070 of the *CEQA Guidelines* states that a public agency shall prepare a negative declaration or mitigated negative declaration for a project subject to CEQA when:

(a) The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment; or

(b) The Initial Study identifies potentially significant effects, but:

1. Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and

2. There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

An IS/MND may be used to satisfy the requirements of CEQA when the physical effects of the proposed project are anticipated to have no significant unmitigable effects on the environment. As discussed further in subsequent sections of this document, implementation of the proposed project would not result in any significant effects on the environment that cannot be reduced to below of a level of significance with the mitigation measures included herein.

IMPACT ANALYSIS AND SIGNIFICANCE CLASSIFICATION

The following sections of this IS/MND provide discussions of the possible environmental effects of the proposed project for specific issue areas that have been identified on the CEQA Initial Study Checklist. For each issue area, potential effects are discussed and evaluated.

A "significant effect" is defined by Section 15382 of the *CEQA Guidelines* as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by a project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." According to the *CEQA Guidelines*, "an economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant."

Following the evaluation of each environmental effect determined to be potentially significant is a discussion of mitigation measures and the residual effects or level of significance remaining after the implementation of the measures. In those cases where a mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect.

USE OF PREVIOUS ENVIRONMENTAL DOCUMENTS IN THIS ANALYSIS

The environmental analyses and technical studies listed below were used as a reference during preparation of this document. Each study is available upon request at the City of Agoura Hills Planning Department Front Counter.

- *City of Agoura Hills, General Plan Update EIR, February 2010.*
- *City of Agoura Hills General Plan, March 2010.*
- *Geotechnical Report Prepared by C.Y. Geotech, Inc.*
- *Oak Tree Report Prepared by Richard W. Campbell, ASLA*
- *Traffic Technical Memorandum Prepared by Sri Chakravarthy, City of Agoura Hills Traffic Engineer.*

INITIAL STUDY

PROJECT TITLE

Hillel Townhomes Project

LEAD AGENCY and CONTACT PERSON

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Agoura Hills, CA 91301
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PROJECT PROPONENT

Aitan Hillel
164 W. Del Mar Avenue
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PROJECT SITE CHARACTERISTICS

Location: The project site is located at the southeast corner of Palo Comado Canyon Road and Chesebro Road in the Old Agoura district of Agoura Hills, Los Angeles County (refer to Figures 1 and 2).

Assessor Parcel Numbers: The site is identified by Assessor's Parcel No. 2052-008-017 & 018.

Existing General Plan Designation: The City of Agoura Hills General Plan land use designation is Commercial Retail Services (CRS).

Existing Zoning: The project site is zoned Commercial Retail/Service – Freeway Corridor Overlay – Old Agoura Design Overlay (CRS-FC-OA) by the City of Agoura Hills.

Surrounding Land Uses: The project site is located across from residential parcels to the north, a preschool, apartment complex, and senior living facility to the west, two gas stations to the southeast, and an office building to the south. The currently vacant site approved for development as the Heschel West Day School is located northeast of the project site. Photos of the site and surrounding land uses can be seen on Figures 3a and 3b.

DESCRIPTION OF THE PROJECT

The project site is an irregularly shaped parcel made up of two parcels that have been merged into a 41,039 square foot (0.94 acre) lot. The project would cover 11,592 square feet (28.2%) of the project site. As shown on Figures 3a and 3b, the project site is vacant and has been recently disked. As a result, minimal vegetation remains on-site. The western half of the site is generally flat, while the eastern portion of the site contains a west facing slope rising approximately 12

feet in elevation where it meets the approximate finish grade of the adjacent Chevron Gas station.

The proposed project involves the construction of 8 multi-family residential buildings, which would provide 18 multi-family residential dwellings. The applicant has indicated these will be rental townhouse units. The buildings would be arranged around a semi-circular driveway, which will provide ingress and egress to the project site from Chesebro Road. The driveway area will include guest parking spaces near the western property boundary. No direct access is proposed from Palo Comado Canyon Road. In addition to the proposed residential dwellings, the project would construct parking spaces, driveways, landscaping, and monument signage.

The entitlements requested by the project applicant include a General Plan Amendment and Zone Change (to allow the proposed multi-family residential use), Site Plan/Architectural Review, a Variance to allow a reduction in group open space and increased wall heights, an Oak Tree Permit, and a Sign Permit.

The General Plan Amendment/Zone Change request would change the underlying land use/zoning designation from Commercial Retail Service (CRS)/Commercial Retail/Service – Freeway Corridor Overlay – Old Agoura Design Overlay (CRS-FC-OA) to Residential High Density (RHD)/Residential High Density Freeway Corridor Overlay – Old Agoura Design Overlay (RH-FC-OA). The Variance request would allow the project to include a reduced amount of on-site group open space for each residential dwelling and would allow the retaining wall traversing the southeastern portion of the property to exceed the City's 6 foot wall height limitation.

Site preparation would require removal of four oak trees protected under the City's Oak Tree Ordinance and the encroachment into the driplines of four other protected oak trees (oak trees larger than two inches in diameter). Additionally, the project would require approximately 5,950 cubic yards of grading, including 5,800 cubic yards of cut, and 150 cubic yards of fill.

PUBLIC AGENCIES WHOSE APPROVAL MAY BE REQUIRED FOR SUBSEQUENT ACTIONS (e.g. permits, financing approval, or participation agreement):

None required.

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that could be lessened to a level of insignificance through incorporation of mitigation.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology / Soils
☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☐ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☒ Transportation/Traffic
☐ Utilities / Service Systems		

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION would be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Doug Hooper
Assistant Community Development Director
City of Agoura Hills

5/9/12
Date

EVALUATION OF ENVIRONMENTAL IMPACTS

I. AESTHETICS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a. The project site is currently vacant. The site has been previously disked and is relatively flat, although minor west facing slope is located in the southeastern portion of the project site. Existing urban development currently surrounds the project site, effectively blocking distant views of the site from the south and the west; therefore, only limited foreground views into and out of the site are available. The residential dwellings are proposed in a configuration that is similar to the surrounding commercial and multi-family residential developments and the proposed building heights would not exceed the City's 35-foot height limitation. **Therefore, the project's proposed building mass would not have a substantial effect on a scenic vista and no impact would occur.**

b. The project site does not contain rock outcroppings, historic buildings or other substantial scenic resources. However, the site and immediate vicinity does contain 10 oak trees and other native and ornamental trees along the southern property boundary. U.S. 101 is located approximately 700 feet south of the project site. While the U.S. 101 is eligible for designation as a state scenic highway, it is not officially designated as such. In addition, the project site is not prominently visible from U.S. 101 or any other state scenic highway. **Therefore, no impact would occur.**

c. The site can be characterized as an in-fill parcel, as it is surrounded by developed properties and has been previously disked (see Figure 3a and 3b). Several oak trees are located on-site and would be removed and/or encroached upon by project development. (Refer to Section IV., *Biological Resources*, for further discussion and mitigation associated with potential impacts to trees.) However, the proposed project would be required to add a screen of landscaping (including trees, shrubs, and ground cover, etc.) along Palo Comado Canyon Road and Chesebro Road where there currently is none. Figure 8 provides a visual simulation of the proposed project from various vantage points. These visual simulations illustrate the potential for perimeter landscaping to screen the proposed project from various vantage points. The proposed project would be required to replant of oak trees onsite, and would generally maintain the site's current topography.

The northern and eastern boundaries of the project site are formed by Palo Comado Canyon Road, while Chesebro Road forms the western boundary (please refer to Figures 4 and 5).

According to the City of Agoura Hills General Plan Scenic Highways Element, neither of these roads is designated as a Local Scenic Highway. However, the proposed project would be visible from the eastern terminus of Driver Avenue, a designated Local Scenic Highway, as Driver Avenue meets Palo Comado Canyon Road at the intersection with Chesebro Road. The General Plan identifies Driver Avenue as the "key scenic corridor through Old Agoura area, having the potential to help preserve a rural image." For most of its alignment, Driver Avenue runs through a semi-rural, low density single family home neighborhood. For Driver Avenue, the General Plan identifies the need for "any street widening to maintain the rural image of the street and provide for pedestrian and equestrian traffic." Additionally, the General Plan notes that there should be "setbacks for new development to maintain open space near the roadway to preserve the rural image."

Driver Avenue terminates at the intersection of Palo Comado Canyon and Chesebro Roads, with Driver Avenue continuing easterly as Palo Comado Canyon Road. The project site is located at the southeastern quadrant of this intersection, and borders Palo Comado Canyon Road on the south. Therefore, the project would be visible from Driver Avenue at its western terminus. The project site however, is currently in a transitional area where the Local Scenic Highway designation ends and more urban uses begin. The proposed site design fits within the architectural fabric established in this transitional area in that a substantial building setback is proposed along the northern property boundary (about 35 feet from the edge of curb to the nearest proposed residential building). Furthermore, this setback area is proposed to be landscaped with trees and shrubs and a sidewalk along the right of way is also proposed to provide pedestrian access. As is discussed above and illustrated in Figure 8 - Visual Simulations, the landscaping proposed along the project's Palo Comado/Driver Avenue frontage would soften views of the project from the surrounding roadways and land uses. Moreover, the proposed project would be compatible in scale with other development in the area, as uses surrounding the project site include a single-family residence to the north across Palo Comado Canyon Road; a two-story commercial office building to the south; a gas station to the southeast; and a two-story apartment complex, senior assisted living apartment complex, and preschool to the west across Chesebro Road (see Figures 3a and 3b). Old Agoura Park is also located to the northwest, diagonally across the intersection of Palo Comado Road and Chesebro Road, which would help to maintain the semi-rural environment at the entrance to Old Agoura. Based on the nature of the proposed development and its compatibility with adjacent uses, **impacts with regard to scenic vistas and highways would be less than significant.**

The General Plan notes that one of the City's important scenic resources are the Palo Comado Hills, and states that the preservation of these hillside viewsheds is guarded by designation of the Palo Comado area as a Significant Ecological Area (SEA). This SEA is located approximately 0.85 miles north of the project site. Therefore, development of the project would not obstruct views of this scenic resource.

The project proposes the change the underlying zone to Residential High – Freeway Corridor Overlay – Old Agoura Design Overlay (RH-FC-OA). The RH zoning district is intended for higher density condominiums, apartments, and related uses at appropriate locations. The project would comply with the RH zone's density limitation, 35 foot height limitation, and the applicable yard standards (Municipal Code Sections 9271-9274.1).

The project site is within the Old Agoura Design Overlay District (OA overlay district). The OA overlay district's purpose, according to the City's Zoning Ordinance (Part 6, Sections 9551-9555), is to preserve the unique character of Old Agoura through the establishment of special public improvement standards and design guidelines. These include, among others, reinforcing the natural character of Old Agoura through the use of such materials as natural rock, stucco, slate, tile, brick and wood; exterior materials and colors that are compatible with the surrounding natural and man-made environment, including the use of earth tones; using native, drought resistant plants; maintaining a maximum 35-foot building height or two stories (excluding the garages), whichever is less; maintaining no greater than a 50 percent building coverage; signage that is integral to the architecture of the building; architectural screening of mechanical equipment, utilities, storage and trash areas from public view; and the finishing of both sides of walls and fences.

The site is also within the Freeway Corridor Overlay District (FC overlay district). The purpose of the FC overlay district is to recognize the importance of not only land use, but architectural design and the appearance of development within the freeway corridor, which is a gateway into the City of Agoura Hills. The standards of the FC are similar to those of the OA overlay district in that they include requirements for naturalistic and native landscaping; use of compatible colors and materials to preserve and enhance scenic quality; and screening of unsightly uses with berms, decorative walls or landscaping. Moreover, development in this zone is required to be low intensity, compatible with a semi-rural character; and have building facades that are articulated on all sides, and are treated with natural materials and earth tones.

The design of the townhome style multi-family development utilizes Craftsman-style architectural elements, and natural building material (such stone veneer) to enhance the building exteriors. Window shutters and gable roofs are also proposed to help establish a more authentic representation of Craftsman-style architecture. The combination of a three-rail fence and landscaping proposed along Palo Comado Canyon Road would provide a landscaped buffer that would visually screen the project site from vehicles and/or pedestrians entering Old Agoura from the US 101/Palo Comado Canyon off-ramps. The building heights would not exceed 35 feet and two stories, consistent with the height restrictions of the RH zone, and the OA and FC overlay districts. The uses surrounding the project site consist mostly of one and two-story commercial and multi-family residential on the south side of Palo Comado Canyon Road and south of the Driver Avenue/Chesebro Road intersection. One-story single-family residential dwellings are located on the north side of Palo Comado Canyon Road; therefore, the project's proposed residential dwellings would be compatible with the surrounding land uses. The lot coverage for the project is estimated at 28 percent (11,592 square feet of the 41,039 square foot site), which is below the 50 percent lot coverage maximum for the OA overlay district. The proposed design elements would be compatible with the rustic style indicative of Old Agoura, and would not be obtrusive in appearance. **Therefore, the project's impacts to the visual quality and character of the site and its surroundings would be less than significant.**

Retaining walls are proposed onsite, which would exceed the maximum height of 6 feet. These walls would be located along the site's southeastern perimeter, and would be screened from vehicle and/or pedestrian views by the proposed natural landscaping and the natural topography. In addition, a 6-foot wood fence would be provided along the northeastern corner

of the site alongside a landscaped parkway. The landscaping near the retaining walls and the fence would complement the rustic, natural appearance of Old Agoura.

Overall, the project proposes to install on-site landscaping, which would cover approximately 45 percent of the site (19,579 square feet of landscaping on a 41,039 square foot site). The on-site landscaping would include replacement oak trees, ornamental specimen trees, shrubs, and groundcover around the site's perimeter and around the proposed buildings. Off-site landscaping is proposed along the site's Palo Comado Canyon Road frontage. The OA overlay district recommends drought-tolerant and native species, and the FC overlay district requires landscaping that complements the natural setting of the region (Zoning Ordinance, Part 5, Sections 9541.1 and 9545.1). The proposed use of native and naturalistic planting would be consistent with these provisions. **As such, the project impact with regard to landscaping aesthetics would be less than significant**.

Since the site has previously been graded, the project would generally maintain the site's current topography. **No impact to landforms would occur**.

d. The project's proposed buildings would introduce interior and exterior light sources. Interior light would be cast from windows on the second and third floor living spaces. Exterior light would be cast from exterior building mounted fixtures, low-level pedestrian and landscaping light fixtures, and pole mounted parking lot fixtures. Additional sources of glare may include exterior building materials and surface paving materials as well as vehicles parked on the project site. The project's architectural design includes non-reflective and natural building materials designed to both reduce glare and blend into the natural environment. This would be consistent with the City's Municipal Code requirements. **Therefore, impacts would be less than significant.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES -- Would the project:				
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES -- Would the project:				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

a. The project site is vacant and has been previously graded. The project site currently has a Commercial Retail Services – Freeway Corridor – Old Agoura (CRS-FC-OA) zoning designation, along with a Commercial Retail General Plan designation. The project site is surrounded by a single-family residence to the north; a preschool and apartment complex to the west; an office building to the south; and a gas station to the southeast. The Farmland Mapping and Monitoring Program classifies the project site as Urban and Built-Up Land (California Department of Conservation, 2004). **No impact would occur.**

b. The project site is zoned Commercial Retail Services – Freeway Corridor Overlay – Old Agoura Design Overlay (CRS-FC-OA) and proposes to change the zoning to Residential High – Freeway Corridor Overlay – Old Agoura Design Overlay (RH-FC-OA). Project development and the proposed zone change would not conflict with existing agricultural zoning. The site would not conflict with a Williamson Act contract. **No impact would occur.**

c-e. The project site is vacant and completely surrounded by developed properties. Construction of the project would not result in the loss of farmland. **No impact would occur.**

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
d) Result in a temporary increase in the concentration of criteria pollutants (i.e., as a result of the operation of machinery or grading activities)?	☐	☐	☒	☐
e) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
f) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

a. The project site is located in the South Coast Air Basin, which is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). According to the SCAQMD Guidelines, to be consistent with the Air Quality Management Plan (AQMP), a project must conform to the local General Plan and must not result in or contribute to an exceedance of the City's projected population growth forecast. Development of the proposed multi-family dwellings could potentially lead to population growth if the future residents were from outside the current City limits. However, the estimated population growth associated with the development of new housing was forecast in the City's most current Housing Element (City of Agoura Hills Housing Element for the 2008-2014 planning period). The Housing Element currently identifies a housing need of 109 units. In addition, the Southern California Association of Governments (SCAG) forecast a population growth of 12.6 percent by 2035, which equates to an increase of 2,965 people between 2000 and 2035 (Agoura Hills General EIR, 2010). Because the proposed project would help the City of Agoura Hills achieve the goals and policies outlined within the City's Housing Element and the project would not exceed SCAG's population growth forecasts, the project would not contribute to an exceedance of the City's projected population growth forecast. **The project's potential impact associated with air quality management plans would be less than significant.**

b-d. Construction and operation of either project option would generate emissions that could affect air quality.

Long-term emissions generated by the proposed project would be from vehicle trips entering and exiting the project site as well as energy use associated with operation of the proposed buildings. The project would be required to adhere to City standards regarding emissions and would also be required to meet the latest building energy efficiency standards set forth by Title 24 (California Energy Commission, 2008).

The temporary and long-term air quality emissions associated with the proposed project were estimated using the CalEEMod air quality modeling program (version 2011.1). Appendix A contains the air quality modeling assumptions and detailed results. Operational emissions were determined based on the air quality model's outputs with respect to area source emissions and mobile source emissions. The project's estimated operational emissions are presented in Table 1. Mobile emissions are those associated with vehicle trips, while the use of natural gas and

landscaping maintenance equipment are included in the area emissions.

Table 1
Operational Emissions (pounds per day)

Emission Source	Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Mobile Emissions	2.87	0.11	7.51	0.95	0.96
Energy Emissions	0.01	0.12	0.05	0.01	0.01
Area Emissions	0.87	2.22	8.17	1.51	0.14
Gross Emissions	**3.75**	**2.45**	**15.73**	**2.48**	**1.11**
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*55*
Exceed SCAQMD Thresholds?	***NO***	***NO***	***NO***	***NO***	***NO***

Source: CalEEMod v.2011.1. See Appendix A for calculations and model outputs.

As shown in Table 1, operation of the proposed project would generate an estimated 3.75 lbs. of reactive organic gases (ROG) per day; 2.45 lbs. of nitrogen oxides (NOx) per day; 15.73 lbs. of carbon monoxide (CO) per day, 2.48 lbs. of fine particulate matter (PM_{10}) per day; and 1.11 lbs of ultra-fine particulate matter ($PM_{2.5}$) per day. The emissions generated by the proposed project would not exceed the SCAQMD's daily operational thresholds for any pollutant; **therefore, the project's operational air quality impacts would be less than significant.**

In addition to SCAQMD's regional significance thresholds for operational emissions, long-term operational impacts would be significant if project-generated traffic were to cause a significant impact at a local intersection that would result in CO concentrations above state or federal standards. Areas with high vehicle density, such as congested intersections and parking garages, have the potential to create high concentrations of CO, known as CO hot spots. A project's localized air quality impact is considered significant if CO emissions create a hot spot where either the California one-hour standard of 20 parts per million (ppm) or the federal and state eight-hour standard of 9.0 ppm is exceeded. This typically occurs at intersections having a level of service (LOS) of E or F. According to the Caltrans *Transportation Project-Level Carbon Monoxide Protocol* (1997), a detailed CO screening analysis should be conducted when project-generated traffic worsens a signalized intersection from LOS A, B, C or D to E or F or when a project is likely to worsen air quality at a signalized intersection.

As discussed in Section XVI, *Transportation/ Traffic*, the proposed project would not worsen the LOS from LOS A, B, C, or D to E or F at any intersection within the vicinity of the project site. Given that project traffic would not have a significant impact at any intersection; project-generated traffic would not significantly worsen air quality at intersections within the vicinity of the project site. **Therefore, impacts related to CO hotspots would be less than significant**.

The majority of emissions associated with construction activities onsite come from off-road vehicles such as cranes and backhoes, but some emissions are also associated with construction worker trips and the application of architectural coatings, which release volatile or reactive organic gases (ROG) during the drying phase. Rule 403 of the SCAQMD Handbook requires implementation of measures to minimize emissions for all dust generating activity, regardless of whether it exceeds thresholds. The non-attainment status of the South Coast Air Basin for PM_{10} dust emissions requires that Best Available Control Measures (BACMs) be used to minimize regional cumulative PM_{10} impacts from all construction activities, even if any single project does not cause the thresholds to be exceeded.

SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that would not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor, etc. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed only for NOx, CO, PM_{10} and $PM_{2.5}$. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003). As such, LSTs for operational emissions would not apply to the proposed project, as cars on roadways would generate the majority of emissions.

LSTs have been developed for emissions within areas up to 5 acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides a lookup table for sites that measure 1, 2 or 5 acres. The project site measures 0.94 acres, so construction emission thresholds shown in Table 2 are from the 1-acre LST lookup table. The site is located in Source Receptor Area 6 (SRA-6), which is designated by the SCAQMD as the West San Fernando Valley and includes the City of Agoura Hills. The thresholds in Table 2 were determined based on the distance of nearby sensitive receptors to the project site. The closest sensitive receptor population to the project site consists of the Agoura Hills senior retreat facility located approximately 100 feet southwest of the project site, a day care facility located approximately 65 feet west of the project site, and single-family residential development located approximately 100 feet north of the project site.

Table 2
SCAQMD LSTs for Construction in SRA-6

Pollutant	Allowable emissions 82 feet (25 meters) from the 1-acre site boundary (lbs/day)
Gradual conversion of NO_x to NO_2	103
CO	426
PM_{10}	4
$PM_{2.5}$	3

Source: http://www.agmd.gov/CEQA/handbook/LST/appC.pdf, accessed online May 2012.

Table 3 shows the maximum construction emissions that would result from construction of the proposed project. As indicated, the estimated daily construction emissions of criteria pollutants are below SCAQMD construction thresholds and LSTs for each phase of construction. **Therefore, impacts would be less than significant.**

Table 3
Maximum Daily Construction Emissions (pounds per day)

Emission Source	NO_x	CO	PM_{10}	$PM_{2.5}$
Site Preparation	12.58	8.68	1.34	0.81
Grading	13.91	9.51	1.79	1.45
Building Construction	16.33	10.77	1.04	1.04
Architectural Coatings	2.96	1.94	0.27	0.27
Paving	14.42	9.76	1.20	1.20
Gross Emissions	**60.2**	**40.66**	**5.64**	**4.77**
SCAQMD Thresholds (peak day)	*100*	*550*	*150*	*55*
Exceed SCAQMD Thresholds?	***NO***	***NO***	***NO***	***NO***
Localized Significance Thresholds	*103*	*426*	*4*	*3*
Exceed Localized Significance Thresholds?	***NO***	***NO***	***NO***	***NO***

Note: The grading phase and the building construction phase do not occur simultaneously.
Source: CalEEMod v.2011.1. See Appendix A for calculations and model outputs.
LST Construction Lookup Table interpolated for 1-acre site

e. Certain population groups are considered particularly sensitive to air pollution. Sensitive receptors consist of land uses that are more likely to be used by these population groups. Sensitive receptors include health care facilities, retirement homes, school and playground facilities, and residential areas. Although sensitive receptors are located nearby, including a

preschool and a senior housing complex to the west, and private residences to the north and west, the proposed project would not expose them to substantial pollutant concentrations. As discussed in sections b-d, the project would not result in an exceedance of any thresholds for construction or operational emissions, nor would project operation create a CO hotspot. **Impacts from the proposed project would therefore be less than significant.**

f. The proposed residential dwellings would not generate any objectionable odors. Residential uses are not identified on Figure 5-5, *Land Uses Associated with Odor Complaints,* of the 1993 SCAQMD CEQA Air Quality Handbook. Therefore, it is unlikely that the proposed project would generate objectionable odors affecting a substantial number of people. **No impact would occur.**

IV. BIOLOGICAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a. The project site has been previously graded and onsite vegetation is primarily ruderal, with the exception of ten oak trees, five of which are located on-site adjacent to the site's southern property line; the remaining five oak trees are located on the adjacent property to the south, but are located within the "Reporting Distance" established by the City's Oak Tree Ordinance.

Subsection *e* of this section discusses impacts associated with the removal of and encroachment into the dripline of oak trees. No sensitive species were observed onsite and, due to the disturbed nature of the project site and the developed nature of the surrounding area, the probability of state and/or federally listed-species to roost, nest, or breed onsite is low. **Therefore, impacts to sensitive species would be less than significant.**

b, c. The project site is located in a developed area lacking riparian habitat, federally protected wetlands or other sensitive natural communities. The closest sensitive habitat is Palo Comado Creek, a designated blueline stream (City of Agoura Hills General Plan). However, construction and operation of the proposed project would not adversely affect this sensitive habitat, as it is located approximately 500 feet west of the project site. **Therefore, there would be no impact to riparian habitat, federally protected wetlands or other sensitive natural communities.**

d. The project site is located within an urban environment. Although the site is not developed, it has been previously graded and is surrounded by developed properties. The project site is not located within a known migration corridor or native wildlife nursery, per the City's General Plan (2010). **Thus, impacts to wildlife migration or nursery sites would be less than significant.**

e. Oak trees (*Quercus spp*.) within Agoura Hills are protected by the City's Oak Tree Ordinance (City Council Resolution No. 374). For an oak tree larger than two inches in diameter, measured 3.5 feet above the tree's natural grade, a permit is required to cut, move, or remove any oak tree. In addition, a permit is required for encroachment within a qualified oak tree's protected zone, which is defined as extending five feet beyond the dripline, and in all cases shall be at least 15 feet from the trunk.

Richard W. Campbell, ASLA, BSLA, prepared an Oak Tree Report for the project by on March 28, 2012. This report is included as Appendix B of this IS/MND. The survey identified ten oak trees within the vicinity of the project site. The trunk diameters for the surveyed trees range between 2 ½ inches and 29 inches. Based upon a review of the Oak Tree Map included as an attachment to the Oak Tree Report, the project would require the removal of four oak trees (HOT-3, HOT-8, HOT-9, and HOT-10) near the site's southern property line. The project would encroach into the dripline of four additional oak trees (HOT-1, HOT-5, HOT-6, and HOT-7) located on the adjacent property to the south. The diameter of the trees proposed for removal is 2 ½ inches for trees HOT-9, HOT-10, just over 9 inches for tree HOT-8, and 11 inches for tree HOT-3.

The oak tree survey includes a list of work procedures and oak tree replacement recommendations in order to minimize the impacts resulting from removal of and encroachment onto on-site oak trees. To reduce impacts resulting from project-related oak tree encroachment, the oak tree survey recommends that an oak tree specialist monitor all demolition, grading and construction activities. To reduce impacts resulting from project-related tree removal, the oak tree survey recommends replacement in accordance with the tree replacement criteria specified in the City's Zoning Ordnance No. 9567 and 9657.5, Appendix A, Oak Tree Preservation Guidelines. These guidelines require the planting of two 24-inch box and one 36-inch box specimen oak trees for each healthy oak tree approved for removal. Therefore, the project landscaping plan would be required to include a minimum of eight 24-

inch box oak trees and four 36-inch box oak trees. The total diameter of replacement oak trees required pursuant to the Oak Tree Ordinance would exceed the total diameter of the trees proposed for removal. **As such, impacts would be less than significant after compliance with mitigation measure BIO-1.**

f. The project site is located in a developed area that is not subject to an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan (City of Agoura Hills General Plan, 2010). **No impact would occur.**

Mitigation Measures

Mitigation Measure BIO-1 is required to avoid potential impacts to oak trees. Implementation of this measure would reduce impacts to a less than significant level.

BIO-1 **Oak Trees.** To compensate for the loss of four oak trees, at least 12 replacement oak trees shall be planted on-site, consisting of at least eight (8) 24-inch box oak trees and four (4) 36-inch box oak trees. The ~~four~~ 12 oak tree trees shall be shown on the project's approved landscape plans prior to issuance of a grading permit. The trees shall be planted on-site, per the landscape plans, prior to issuance of a certificate of occupancy for the first residential unit. In addition, the applicant shall hire the services of a City approved oak tree monitor during construction to ensure that all "Work Procedures" described in the Oak Tree Report are followed during construction.

V. CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

a. The project site is vacant and therefore lacking known historical resources (Rincon Consultants, Inc. site visit, April 27, 2012). **No impact on historical resources would occur.**

b,d. The project site is not known to contain any archaeological resources or human remains (City of Agoura Hills General Plan, 2010). Though no archaeological resources are known to be present onsite, site grading has the potential to disturb undiscovered archaeological resources

during grading. **This is a potentially significant impact that would be mitigated to a less than significant level by implementation of Mitigation Measures CR-1 and CR-2.**

c. Construction of the project would result in no impacts, either directly or indirectly, to a unique paleontological resource or site of unique geologic features, because the geologic study determined that the site soils are composed two feet of fill material on top of alluvial deposits (C.Y. Geotech, Inc., 2012). **No impact would occur.**

Mitigation Measures

Implementation of Mitigation Measures CR-1 and CR-2 would reduce impacts to unknown archaeological resources and human remains to a less than significant level.

CR-1 **Monitoring.** A qualified archaeologist shall monitor any grading, trenching, excavation, or other subsurface work that occurs in undisturbed soil. If artifacts are discovered, the developer shall notify the City of Agoura Hills' Planning Department immediately, and construction activities shall cease until the archaeologist has documented and recovered the resources. Equipment stoppages prescribed by the archaeologist shall only involve those pieces of equipment that have actually encountered significant or potentially significant resources, and should not be construed to require stoppage of all equipment on the site unless the resources are thought by the archaeologist to be distributed throughout the entire site. The purpose of stopping the equipment is to protect cultural/scientific resources that would otherwise be impacted, and said equipment may undertake work in other areas of the site away from the discovered resources. If the find is determined by the archaeologist to be a unique archaeological resource, as defined by Section 2103.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code with mitigation as appropriate. If the find is determined not to be a unique archaeological resource, no further action is necessary and construction may continue.

CR-2 Should archaeological resources be discovered and avoidance proves infeasible, the importance of the site shall be evaluated by a qualified archaeologist. In general the following guidelines shall be followed:

- Preservation of sites in-place is the preferred manner of avoiding damage to historic and prehistoric archaeological resources.

- In the event of discovery of human remains, work shall stop until the coroner has determined that no investigation of the cause of death is required; or, if descendants have made a recommendation of the property owner regarding proper

disposal of the remains, or until descendants have failed to make a recommendation within 24 hours of notification. If no recommendation is received, remains shall be interred with appropriate dignity on the property in a location not subject to future development.

VI. GEOLOGY AND SOILS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

C.Y. Geotech, Inc. conducted a geotechnical investigation of the site. The following analysis is partially based on that report, dated February 2, 2012, which can be found in Appendix C. In addition, studies performed by C.Y. Geotech, Inc. in 2004 and 2006 as part of the previously proposed car wash project are also included in Appendix C.

a (i). The project site is not located within a currently designated California Division of Mines and Geology Fault Rupture Hazard Zone (C.Y. Geotech, Inc., 2004). **Therefore, the potential for impacts related to fault rupture would be less than significant.**

a (ii). Several active and/or potentially active faults in the surrounding region could produce ground shaking at the site. These faults include the Malibu Coast fault (approximately 7.5 miles

from the project site), the Simi-Santa Rosa fault (approximately 9 miles from the project site), the Northridge Hills fault (approximately 12 miles from the project site), the Santa Monica-Hollywood fault (approximately 12 miles from the project site), the Palos Verdes fault (approximately 12.5 miles from the project site) and the San Andreas fault (approximately 40 miles from the project site) (C.Y. Geotech, Inc., 2004). Design and construction of the proposed structures must adhere to recommendations listed in the standard procedures of the California Building Code (CBC) and Uniform Building Code (UBC) to reduce any potential impacts from seismic related activity affecting the site. With incorporation of design considerations and the recommendations of the Geotechnical Engineering Investigation, conducted by C.Y. Geotech in (2012 and 2004), which are included as part of the proposed project**, impacts would be less than significant and no mitigation is required.**

a (iii). The project site is located within a liquefaction hazard zone as identified by the California Division of Mines and Geology on the Seismic Hazard Zones (Figure 10, C.Y. Geotech, Inc., 2004). However, the liquefaction evaluation analysis conducted by C.Y. Geotech, Inc. found that the occurrence of liquefaction onsite is unlikely due to high clay content, the results of the high Standard Penetration Test (SPT) blow count of onsite soil and/or the occurrence of bedrock. **Impacts related to liquefaction would be less than significant.**

a (iv). The slope stability analysis conducted by C.Y. Geotech, Inc. indicated that the site is not subject to earthquake-induced landslides (C.Y. Geotech, Inc., 2004). **Impacts associated with landslides would be less than significant.**

b. The proposed project involves construction of 18 residential dwellings in 8 buildings, which would result in paving and structural coverage across much of the currently undeveloped site. Upon completion, the project would result in less bare soil when compared to the existing conditions. The potential for soil erosion is present during construction due to wind entrainment or sediment traveling in stormwater runoff; however, dust control measures (AQMD Rule 403) are required and the project applicant has prepared a stormwater pollution prevention plan (refer to Section IX, *Hydrology and Water Quality*) would serve to reduce the potential for soil loss. **Impacts would be less than significant.**

c. Earth materials encountered in the borings consisted of artificial fill, alluvium and bedrock. C.Y. Geotech, Inc. determined that potential impacts associated with liquefaction, ground rupture, landslides, lurching and seismically induced settlement would be less than significant. **Impacts would be less than significant.**

d. A compaction index test performed by C.Y. Geotech, Inc. indicated that onsite alluvial soil has an expansion index of 61, which is considered within the medium range of expansive soil. Expansive soils can cause structural damage because the clay particles within the soil expand when wet and shrink when dry. However, the geotechnical study includes a number of recommendations applicable to foundation system design, site preparation, retaining wall design, fill placement and compaction, and drainage control. If the proposed project is approved by the City of Agoura Hills, these requirements would be integrated into the final project and would effectively remove any project impacts related to expansive souls. **Impacts related to expansive soils would be less than significant.**

e. The proposed project would be connected to the City's sewer system and would not use a septic system. **No impact would occur.**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Gases that trap heat in the atmosphere are often called greenhouse gases (GHGs), analogous to the way in which a greenhouse retains heat. Common GHG include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O_x), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6) (Cal EPA, 2006b).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34° C cooler (CAT, 2006). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

a, b. Project-level operational emissions were studied based on contributions for both stationary and mobile emissions sources. Temporary construction-generated emissions were also quantified.

Temporary Construction Emissions:

The California Emissions Estimator Model (CalEEMod) was used to calculate emissions associated with project construction. Based on the modeling results (see Appendix A), the proposed project would generate estimated maximum of 116 metric tons of CO_2 per year during construction. Amortized over a 30-year period (the assumed life of the project), construction of Project Option 1 would generate an estimated 3.9 metric tons of CDE per year.

Operational Indirect and Stationary Direct Emissions:

CalEEMod was used to calculate GHG emissions resulting from operation of the proposed

project (see Appendix A for calculations). Table 4 shows the estimated operational emissions of GHGs from the proposed residential development.

Table 4
Estimated Annual Operational Emissions of GHG from Project

Emission Category	Annual Emissions (CDE[1])
Area	13.60 metric tons/year
Energy	47.07 metric tons/year
Mobile	201.33 metric tons/year
Waste	3.77 metric tons/year
Water	7.91 metric tons/year
Project Total	**273.68 metric tons/year**

Source: CalEEMod v.2011.1. See Appendix A for GHG emission factor assumptions.
[1]Carbon dioxide equivalent (CDE or CO_2E) is a quantity that describes, for a given mixture and amount of GHGs, the amount of CO_2 (usually in metric tons; million metric tons [megatonne] = $MMTCO_2E$ = terragram [Tg] CO_2 Eq; 1,000 MMT = gigatonne) that would have the same global warming potential (GWP) when measured over a specified timescale (generally, 100 years).

Transportation Emissions*:*

Mobile source GHG emissions were estimated using the ITE rate for average daily trips for multi-family residential dwellings as was used in the project traffic report and by the total vehicle miles traveled (VMT) estimated in CalEEMod.

Based on the CalEEMod model estimate, the project would generate approximately 395,501 annual VMT. Table 4 shows the estimated mobile emissions of GHGs for the project based on the estimated annual VMT. The CalEEMod model does not calculate N_2O emissions related to mobile sources. As such, N_2O emissions were calculated based on the project's VMT using calculation methods provided by the California Climate Action Registry General Reporting Protocol (January 2009). As shown in Table 5 below, the project would result in approximately 209 metric tons of CDE units associated with mobile emissions.

Table 5
Estimated Annual Mobile Emissions of GHG from Project

Emission Source	Annual Emissions (Carbon Dioxide Equivalent (CDE)
Mobile Emissions (CO_2 & CH_4) [1]	201.33 metric tons
Mobile Emissions (N_2O) [2]	8 metric tons
Total	**209.33 metric tons**

[1] See Appendix for calculations in CalEEMod Model output.
[2] See Appendix for calculations according to California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1,January 2009, page 30-35.

Combined Construction, Stationary and Mobile Source Emissions:

Table 6 combines the construction, operational, and mobile GHG emissions associated with the project. Construction emissions associated with construction activity (approximately 116 metric tons CDE) were amortized over 30 years (the anticipated life of the project).

The combined annual emissions would total approximately 487 metric tons per year in CDE units. This total represents roughly 0.0000001% of California's total 2004 emissions of 492 million metric tons. These emission projections indicate that the majority of the project's GHG emissions are associated with vehicular travel (43%). However, as noted above, mobile emissions are in part a redirection of existing travel to other locations, and so are already a part of the total California GHG emissions.

Table 6
Estimated Annual Combined Emissions of GHG from Project

Emission Source	Annual Emissions (Carbon Dioxide Equivalent (CDE)
Operational	274 metric tons CO_2e
Mobile	209 metric tons CO_2e
Construction	3.9 metric tons CO_2e
Project Total	**486.9 metric tons CO_2e**

Sources: See Appendix A for calculations and for GHG emission factor assumptions.

The City of Agoura Hills has not adopted formal GHG emissions thresholds that apply to land use projects and no GHG emissions reduction plan has been adopted in the City. Therefore, the proposed project is evaluated based on the SCAQMD's recommended/preferred threshold for residential projects of 3,000 metric tons CO_2e per year (SCAQMD, "Proposed Tier 3 Screening

Levels – Industrial Projects", September 2010). Total GHG emissions for the project would be approximately 487 metric tons CDE per year. Although the project would generate additional GHG emissions beyond existing conditions, because **the total amount of GHG emissions would be lower than the threshold of 3,000 metric tons per year, impacts from GHG emissions would be less than significant.**

GHG emissions reduction strategies that were prepared by California Environmental Protection Agency (CalEPA) Climate Action Team (CAT) and measures suggested by the Attorney General have been used as a benchmark for significance and qualitative consideration. The CAT strategies are recommended to reduce GHG emissions at a statewide level to meet the goals of the Executive Order S-3-05 (http://www.climatechange.ca.gov).

The Attorney General's Greenhouse Gas Reduction Report was prepared in 2008 by the California Attorney General's Office. This Report specifies measures that may reduce global warming related impacts at the individual project level. As appropriate, the measures can be included as design features of a project, required as changes to the project, or imposed as mitigation (whether undertaken directly by the project proponent or funded by mitigation fees).

Consistency with CAT strategies and measures suggested in the Attorney General's Greenhouse Gas Reduction Report are discussed in Tables 7 and 8. Several of the actions identified in the tables below are already required by California regulations. Tables 7 and 8 illustrate that onsite development would be consistent with the GHG reduction strategies set forth by the 2006 CAT Report and the 2008 Attorney General's Greenhouse Gas Reduction Report.

Table 7
Project Consistency with 2006 CAT Report
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
California Air Resources Board	
Vehicle Climate Change Standards AB 143 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB I September 2004.	**Consistent** The vehicles that travel to and from the project site on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase.
Diesel Anti-Idling In July 2004, the ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling	**Consistent** Current state law restricts diesel truck idling to five minutes or less. Diesel trucks operating from the project site are subject to this statewide law.
Alternative Fuels: Biodiesel Blends ARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.	**Consistent** The ARB is in the process of developing regulations that would increase the use of biodiesel for transportation uses. Currently, it is unknown when such regulations would be implemented; however, it is expected that upon implementation of such a regulation that would require increase biodiesel blends, the diesel fuel used vehicles that travel to and from the project site would be correspondingly displaced by biodiesel.

Table 7
Project Consistency with 2006 CAT Report
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Alternative Fuels: Ethanol Increased use of E-85 fuel.	**Consistent** As data becomes available on the impacts of fuel specifications on the current and future vehicle fleets, the ARB will review and update motor vehicle fuel specifications as appropriate. In reviewing the specifications, the ARB will consider the emissions performance, fuel supply consequences, potential greenhouse gas reduction benefits, and cost issues surrounding E85. Future tenants of the project could purchase flex-fuel vehicles and utilize this fuel, once it is commercially available.
Heavy-Duty Vehicle Emission Reduction Measures Increased efficiency in the design of heavy duty vehicles and an education program for the heavy-duty vehicle sector.	**Consistent** The heavy-duty vehicles that travel to and from the project site on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture.
Achieving 50% Statewide Recycling Goal Achieving the State's 50% waste reduction mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions, associated with energy intensive material extraction and production, as well as methane emission from landfills. A diversion rate of 48% has been achieved on a statewide basis. Therefore, a 2% additional reduction is needed.	**Consistent** The City has completed a comprehensive waste reduction and recycling plan in compliance with State Law AB 939, which requires every city in California to reduce the waste it sends to landfills by 50% by the year 2000. Currently, the City requires that at least 50% of all solid waste, including construction/ demolition waste, be diverted from landfills. As of 2010, the City was recycling 59% of its solid waste, thereby exceeding the standards established by AB 939.
Zero Waste – High Recycling Efforts to exceed the 50% goal would allow for additional reductions in climate change emissions	**Consistent** As discussed above, currently, the City requires that at least 50% of all solid waste, including construction/demolition waste, be diverted from landfills. As of 2010, the City was recycling 59% of its solid waste, thereby exceeding the standards established by AB 939.
Department of Forestry	
Urban Forestry A new statewide goal of planning 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.	**Consistent** The landscaping proposed for the project would include planting of multiple oak trees and would therefore help move toward this statewide goal.
Department of Water Resources	
Water Use Efficiency Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.	**Consistent** The proposed project would be required to comply with Part 2, Division 8 of the City's Municipal Code that requires onsite landscaping to implement water conservation measures.
Energy Commission (CEC)	
Building Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and alterations to existing buildings).	**Consistent** The project would be required to meet or exceed the standards of Title 24 that are in effect at the time of development.
Appliance Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).	**Consistent** Under State law, appliances that are purchased for the project – both pre- and post-development – would be required to be consistent with energy efficiency standards that are in effect at the time of manufacture.

Table 7
Project Consistency with 2006 CAT Report
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Business, Transportation and Housing	
Measures to Improve Transportation Energy Efficiency Builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools and information that advance cleaner transportation and reduce climate change emissions.	**Consistent** The project would be in close proximity to existing commercial, residential, and recreational development, which would encourage alternative modes of transportation to be utilized.
Smart Land Use and Intelligent Transportation Systems (ITS) Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors.	**Consistent** The project site would be in close proximity to residential, recreational, and commercial developments. The Los Angeles County Metro Bus makes regular stops near the project site.

Table 8
Project Consistency with Applicable Attorney General
Greenhouse Gas Reduction Measures

Strategy	*Project Consistency*
Transportation-Related Emissions	
Diesel Anti-Idling Set specific limits on idling time for commercial vehicles, including delivery vehicles.	**Consistent** Currently, the California Air Resources Board's (CARB) Airborne Toxic Control Measure (ATCM) to Limit Diesel-Fueled Commercial Motor Vehicle Idling restricts diesel truck idling to five minutes or less. Diesel trucks operating from and making deliveries to the project site are subject to this state-wide law. Construction vehicles are also subject to this regulation.
Transportation Emissions Reduction Provide shuttle service to public transportation.	**Consistent** Shuttle service to public transportation would be unnecessary as the project site is located near a bus lines including Metro Line 161 and Commuter Express Route 422. However, the City's Dial-a-Ride program may be used for shuttle service.
Transportation Emissions Reduction Incorporate bike lanes into the project circulation system.	Onsite development would not preclude the addition of bike lanes to the project's proposed street improvements or on additional City streets.
Transportation Emissions Reduction Provide onsite bicycle and pedestrian facilities (showers, bicycle parking, etc.) for commercial uses, to encourage employees to bicycle or walk to work.	**Consistent** No commercial uses are proposed as part of the project.

Table 8
Project Consistency with Applicable Attorney General
Greenhouse Gas Reduction Measures

Strategy	*Project Consistency*
Solid Waste and Energy Emissions	
Solid Waste Reduction Strategy Project construction shall require reuse and recycling of construction and demolition waste.	**Consistent** Construction in Agoura Hills is required to comply with the City's Construction & Demolition Debris Recycling Program. Applicants must complete a Pre-Construction Waste Reduction/Recycling Plan (WRRP) to demonstrate how materials will be recycled. Upon completion of work, applicants must submit a Post Construction Waste Reduction/Recycling Summary Report, indicating whether the goals for recycling and reuse were met.
Water Use Efficiency Require measures that reduce the amount of water sent to the sewer system – see examples in CAT standard above. (Reduction in water volume sent to the sewer system means less water has to be treated and pumped to the end user, thereby saving energy.	**Consistent** The proposed project would be required to comply with Part 2, Division 8 of the City's Municipal Code that requires onsite landscaping to implement water conservation measures, and use of reclaimed water for landscaping, as available.
Land Use Measures, Smart Growth Strategies and Carbon Offsets	
Smart Land Use and Intelligent Transportation Systems Encourage mixed-use and high density development to reduce vehicle trips, promote alternatives to vehicle travel and promote efficient delivery of services and goods.	**Consistent** The proposed project involves residential development on an infill parcel within a developed area. The project site is located near bus stops, including Metro Line 161 and Commuter Express Route 422.
Smart Land Use and Intelligent Transportation Systems Require pedestrian-only streets and plazas within the project site and destinations that may be reached conveniently by public transportation, walking or bicycling.	**Consistent** The project site is located within a developed area. The project site is accessible by sidewalk and by a proposed 8-foot equestrian/pedestrian trail.

The California Office of Planning and Research (OPR) *CEQA Guidelines* also include recommended mitigation strategies to reduce GHG impacts. According to this document, mitigation measures may include:

1. *Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal.*

2. *The potential of siting, orientation, and design to minimize energy consumption, including transportation energy, water conservation and solid-waste reduction.*

3. *The potential for reducing peak energy demand.*

4. *Alternate fuels (particularly renewable ones) or energy systems.*

5. *Energy conservation which could result from recycling efforts.*

Consistent with OPR mitigation strategies, onsite development would reduce wasteful, inefficient and unnecessary consumption of energy and utilize alternative fuels by complying with requirements of Part 6, Title 24 of the California Building Standards Code – California Energy Code. The City of Agoura Hills has instituted a residential recycling program in conformance with California Assembly Bill 939. All residential uses are required to have recycling programs. Therefore, recycling efforts would also comply with OPR strategies.

The proposed project would be consistent with CAT and Attorney General Strategies, as demonstrated in Tables 7 and 8, as well as OPR strategies, as discussed above.

GHG emissions generated by the proposed project would not have a significant adverse impact on the environment. The project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs. Therefore, the contribution of onsite development to cumulative global climate change impacts would be **less than significant.**

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

a. The proposed project would involve the construction of 18 residential dwellings with associated garage parking, driveways, and on-site landscaping. The proposed residential use would not involve the routine transport, use or disposal of hazardous substances, other than minor amounts typically used for building and/or landscape maintenance. **No impact would occur.**

b. There would be no hazardous materials, substances, or waste associated with project development other than those typically used for routine building and/or landscape maintenance. **Therefore, the project would have no impact on the release of hazardous materials into the environment.**

c. As stated above, there would be no hazardous materials, substances, or waste associated with project development other than those typically used for routine building and/or landscape maintenance. Therefore, the school would not be exposed to hazardous materials, substances, or waste. **No impact would occur.**

d. There is no evidence of a hazardous environmental condition on the currently vacant project site. The project site is not listed on the Cortese list or listed in the Site Mitigation and Brownfields Reuse Program Database, as maintained by the Department of Toxic Substances Control (DTSC) (DTSC, 2006), nor is it listed in the U.S. Environmental Protection Agency's Comprehensive Environmental Resource Compensation and Liability Information System (CERCLIS) database (EPA, 2006). The California State Water Resources Control Board (SWRCB) does not list the site on the Leaking Underground Storage Tank Information Systems (LUSTIS) database (SWRCB, 2012). However, the Geotracker database identifies the existing Chevron Station located east of the project site, and the Alliance gas station located further east of the site across Palo Comado Canyon Road as having previously leaking underground storage tanks (http://geotracker.waterboards.ca.gov/,2012). According to the Geotracker database, both cases (Case # R-09911 and I-05924A) have been closed and clean-up has been completed. No other potentially hazardous uses were located within the vicinity of the proposed project. Therefore, **a less than significant impact would occur**.

e, f. No airports or airstrips are located on the project site or within the project vicinity. The project site is not within an area covered by an airport land use plan, nor is it located in the vicinity of a private air strip. The nearest airport is the Van Nuys Airport, located approximately 15 miles east of the site (Google Earth, 2012). **No impact would occur.**

g. The proposed project involves the development of 18 multi-family residential dwellings on a vacant lot generally surrounded by existing urban, sub-urban, and semi-rural development.

Palo Comado Road/Driver Avenue and Chesebro Road provide public access to the project site. Construction-related improvements to Palo Comado Canyon Road or to the project site would not interfere with existing emergency evacuation plans, or emergency response plans. **No impact would occur**.

h. The proposed project would be constructed on a vacant lot, which is not designated as an urban/wildland interface according to the Safety Element of the Agoura Hills General Plan (2010). However, the City of Agoura Hills Municipal Code classifies the City as a Very High Fire Hazard Severity Zone. The City of Agoura Hills Uniform Fire Code, found in Section 8200 of the City of Agoura Hills Municipal Code, includes modifications to the CBC that intend to prevent loss during a wildland fire, by including design and installation standards. "Where required by the fire code official, a fuel modification plan, a landscape plan and an irrigation plan prepared by a registered landscape architect, landscape designer, landscape contractor, or an individual with expertise acceptable to the building official shall be submitted … prior to any new construction" (Agoura Hills Municipal Code Section 704A.6**). Therefore, impacts related to wildland fire would be less than significant** with mandatory compliance with the City's building standards and County of Los Angeles Fire Department fuel modification regulations. The proposed project would not expose people or structures to wildland fire hazards.

IX. HYDROLOGY AND WATER QUALITY – Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Result in temporary modifications to existing drainage patterns that may increase the flow rate of stormwater, violate water quality discharge requirements, or result in substantial erosion on or off-site due to construction activities?	☐	☐	☒	☐

IX. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Otherwise substantially degrade water quality?	☐	☐	☒	☐
h) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
i) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
j) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
k) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

a, g. The proposed project involves 18-unit multi-family residential dwellings on a site just under one acre in size. Construction grading is expected to occur primarily during periods of low rainfall. Nevertheless, if large amounts of bare soil are exposed during the rainy season, or in the event of a storm, finely grained soils could be entrained, eroded from the site and transported to drainages. The amount of material potentially eroded from the site during construction is greater than under existing conditions due to the loss of vegetation and movement of soils. Uncontrolled discharges of sediment could adversely affect the quality of surface water in Palo Comado Creek. Palo Comado Creek is a natural channel through Old Agoura Park northwest of the project site, and flows in a concrete channel under Driver Avenue continuing parallel to Chesebro Road and the project site's western boundary approximately 400 to 500 feet west of the project site.

Following construction, a portion of the project site would be devoted to the parking and circulation of vehicles. Paved surfaces would replace vegetated and unvegetated, pervious ground cover, which can both absorb water and filter out pollutants. In contrast, paved surfaces accumulate pollutants such as deposits of oil, grease, and other vehicle fluids and hydrocarbons. Traces of heavy metals deposited on streets and parking areas from auto operation and/or fall out of airborne contaminants are also common urban surface water pollutants. During storm events, these pollutants could be transported by runoff into storm drain systems, Palo Comado Creek and ultimately into the regional watershed. The introduction of urban pollutants to runoff from the project area could have potentially significant impacts to surface water quality.

The project site is within the region covered by the Los Angeles County Municipal Storm Water NPDES Permit No. CAS004001 issued by the Los Angeles Regional Water Quality Control Board (LARWQCB). The purpose of this permit is to govern non-point discharges associated with storm water drainage. The permit is a joint permit, with the City of Agoura Hills as one of the co-permittees. Regulations under the federal Clean Water Act require that a NPDES storm water permit be obtained for projects that would disturb greater than one acre during construction. Per State regulations, the applicant would not need to file a Notice of Intent with

the Los Angeles Regional Water Quality Control Board (LARWQCB), nor would the applicant need to prepare a Storm Water Pollution Prevention Plan (SWPPP) given that the site is less than one acre. However, the project would be required to install appropriate construction-related BMPs as a condition of project approval and permanent drainage collection and conveyance systems as part of the overall site development program. Pursuant to the Agoura Hills Municipal Code, "An applicant for a new development or a redevelopment project… shall incorporate into the applicant's project plans a storm water mitigation plan ("SWMP"), which includes those best management practices necessary to control storm water pollution from construction activities and facility operations, as set forth in the Standard Urban Stormwater Mitigation Plan (SUSMP) applicable to the project. Structural or treatment control BMPs (including, as applicable, post-construction treatment control BMPs) set forth in project plans shall meet the design standards set forth in the SUSMP and the current municipal National Pollutant Discharge Elimination System (NPDES) permit" (Agoura Hills Municipal Code Section 5509(b)). The project applicant has prepared a Storm water Pollution Prevention Plan which requires any on-site construction activity to be performed in accordance with the Los Angeles County Municipal Storm Water NPDES Permit No. CAS004001 (included in Appendix E). The plan also includes specific construction-related BMPs to reduce the potential for storm water pollution. The BMPs include: (1) Catch Basin/Inlet Protection, (2) Silt Fencing, (3) Stabilized Construction Entrance(s), (4) Erosion Control, (5) Appropriate Material Storage, (6) Concrete Waste Management Strategies, and (7) Property Equipment Repair and Maintenance. Prior to the issuance of grading or building permits, the project applicant would need to comply with the approved Storm water Pollution Prevention Plan on file at the City of Agoura Hills. **Therefore, impacts would be less than significant**.

b. The project would utilize water from the Las Virgenes Municipal Water District (LVMWD), which has no local sources of water. The LVMWD receives water from the State Water Project. Therefore, the project would not substantially deplete ground water supplies. Project development may incrementally increase impermeable surface area onsite, which may incrementally reduce groundwater recharge. However, because of the small size of the site and depth to groundwater (18 to 20 feet below the existing ground surface), the project would not adversely affect groundwater. **Therefore, impacts would be less than significant**.

c. The drainage pattern throughout the site would be modified by project development. However, mandatory compliance with the City's Municipal Code requirements, as discussed above under issue a, would ensure compliance with City standards pertaining to drainage and surface runoff. **Therefore, impacts would be considered less than significant**.

d-f. The proposed project would increase impervious surfaces on the project site, which could incrementally reduce the amount of water that percolates into the ground and increase the amount of water that is discharged to the storm drain system. However, the LACFCD requires that no increase in peak flows in receiving waters should occur. Thus, the proposed project is required to meet or exceed pre-project conditions for storm water discharge, and the proposed project would be required to retain any additional runoff onsite and discharge it to the storm drain system at rates that do not exceed pre-project conditions. The post-development runoff from the project site is not anticipated to exceed the pre-development runoff and therefore would not exceed the capacity of storm drain facilities that serve the project site. **Compliance**

with LACFCD requirements would ensure that impacts relating to the quantity of surface water runoff and storm drain capacity would be less than significant.

h,i,j. The proposed project involves the construction of 18 residential units. The project site is outside the 100-year flood hazard zone (Agoura Hills General Plan EIR, 2010). **No impact would occur.**

k. Seiches are oscillations of the surface of an inland body of water that varies in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. Wince the site is not located close to an inland body of water and is at an elevation sufficiently above sea level to be outside the zone of a tsunami runup, the risk of these two hazards is not pertinent to the site. **No impact would occur.**

X. LAND USE AND PLANNING – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a. The proposed project would not divide an established community, as it would develop 18 residential dwellings on a vacant infill development site that is surrounded by a single family residence to the north across Palo Comado Canyon Road; two gas stations to the southeast; an office building to the south; and an apartment complex, senior assisted living residential complex, and a preschool to the west across Chesebro Road. Therefore, **no impact** would occur.

b. The project site is zoned Commercial Retail/Service – Freeway Corridor Overlay – Old Agoura Design Overlay (CRS-FC-OA). Therefore, the proposed project would require a Zone Change from CRS-FC-OA to Residential High Density (RH), and a General Plan Amendment from Commercial Retail Service (CRS) to Residential High Density (RHD). In addition, the proposed project would require approval of a variance to allow 4,562 square feet of outdoor recreational open space to count towards the 5,400 square feet of group outdoor open space required pursuant to Section 9273.7 of the City's Municipal Code. Despite the legislative changes required above to establish consistency with the City's General Plan and Zoning Ordinance, the project has been designed to fit in with the surrounding natural and built environments to the greatest degree possible (please see *Aesthetics* Section above for more details). In addition, the proposed project is consistent with the following land use policies contained within the 2010 City of Agoura Hills General Plan:

- **LU-1.1 Building Intensity and Population Density.** Regulate the levels of building intensity and population density according to the standards and land use designations specified by the General Plan and Agoura Hills Municipal Code. Within these designations, cumulative development shall not exceed 8,139 housing units, 1,850,907 square feet of retail services, 3,341,448 square feet of business park/office uses, and 1,118,126 square feet of business park manufacturing uses.

  Consistency Statement: The proposed project would involve the construction of 18 dwellings on a 0.94-acre site, which equates to a density of 19 units/acre. This is consistent with the proposed Residential High Density (RHD) General Plan land use designation.

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

  Consistency Statement: The project site is a 0.94-acre underutilized In-fill parcel. The site is surrounded by residential and commercial development and the site has been continually disked. Thus, it contains limited natural biological habitat. The previously developed surroundings and supporting infrastructure would allow integration of the proposed project into the surrounding environment.

- **LU-2.1 Housing.** Provide opportunities for a full range of housing types, locations, and densities to address the community's fair share of regional housing needs, and provide market support to economically sustain commercial land uses in Agoura Hills. The mix, density, size, and location shall be determined based on the projected needs specified in the Housing Element, and consistent with the City's Affordable Housing Strategy, and indicates a need to develop affordable housing in the City over the 2008-2014 planning period.

  Consistency Statement: The proposed project would involve the construction of 18 dwellings on 0.94-acre site, which equates to a density of 19 units/acre. The proposed residential dwellings would be available for rent, which is consistent with the City's Housing Element goal of providing new housing stock within the City.

- **LU-4.1 Primary Contributor to Urban Form.** Locate and design development to respect Agoura Hills' environmental setting, focusing development on lowland areas and configured to respect hillside slopes, topographic contours, and drainage corridors.

  Consistency Statement: The proposed project would involve the construction of 18 dwellings on a previously graded 0.94-acre site in a low-lying area of the City. The project's proposed height is beneath the City's 35-foot height limitation. The proposed project's landscaping plan would include native, drought-tolerant landscaping wherever

feasible, which would reduce the potential for intrusion of non-native plants into undisturbed habitat areas.

- **LU-4.5 Development Compatibility.** Require that infill development incorporates design elements with buffers and transitions in density, scale, and mass to assure compatibility with adjacent uses.

  Consistency Statement: The proposed project density of approximately 19 units/acre is compatible with the adjacent multi-family residential dwellings located less than 0.10 miles west of the project site. In addition, the project design incorporates exterior architectural treatments consistent with the Old Agoura Neighborhood and Old Agoura Overlay Zone design standards.

- **LU-4.6 Building Scale and Design.** Encourage development of buildings and exterior spaces that are of human scale and encourage pedestrian activity, and discourage structures that do not relate to exterior spaces and designs that do not consider such features.

  Consistency Statement: The proposed project includes pedestrian improvements along Palo Comado Canyon Road and Chesebro Road, improving access for future residents and neighboring residential uses. The project also includes common open space areas with amenities (such as a picnic/barbeque area and a spa) for the enjoyment of the future residents. The side elevations of the buildings are oriented towards the primary access roadways (Palo Comado Canyon Road). These elevations include the use of natural exterior buildings materials and variations in exterior building treatments, which would reduce the impact of each dwelling's exterior space on the surrounding natural and built environments. To further ensure that the project integrates into the Old Agoura neighborhood, a 6-foot high fence and landscaping is proposed along the project site's Palo Comado Canyon Road frontage. As shown on the project development plans, the project proposes to utilize this 35-foot setback area for landscaping and construction of a sidewalk.

- **LU-4.9 Integration of Open Space Areas with Development.** Incorporate sufficient open areas in development projects to maintain a sense of openness, such as paths, sidewalks, gathering areas, and/or passive and active recreation.

  Consistency Statement. The proposed project includes pedestrian and equestrian improvements along Palo Comado Canyon Road, which would improve recreational access for neighborhood residents. In addition, approximately 4,562 square feet of the project site would be dedicated to passive open space amenities, including a barbecue area, and a spa.

- **LU-5.1 Sustainable Building Practices.** Promote sustainable building practices that utilize materials, architectural design features, and interior fixtures and finishings to reduce energy and water consumption, toxic and chemical pollution, and waste in the design and construction of buildings.

Consistency Statement. The proposed residential dwellings would comply with Title 24 regulations which would ensure and energy efficient collection of residential dwellings. Stormwater collection and treatment mechanisms, such as catch basins and concrete sub-drains will be required on-site to meet or exceed California NPDES requirements. The City's Municipal Code requires the integration of stormwater treatment mechanisms for the purposes of effectively collecting and conveying on and off-site drainage. Stormwater systems would also be required to filter out sediments, heavy metals, and other contaminants prior to drainage leaving the project site. Furthermore, the City's Municipal Code Section 9555 recommends that native, drought resistant plants be used for on-site landscaping, which would significantly reduce landscape water consumption. Depending on availability, recycled water could also be used for landscaping irrigation, which would reduce the project's potable water consumption.

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

  Consistency Statement. The project proposes the construction of a sidewalk, a landscaped area, and equestrian-type fencing along its Palo Comado Canyon Road frontage. These components would contribute to the establishment of walkable neighborhoods.

- **LU-7.10 Neighborhood Transitions.** Regulate the design and setback of housing in areas where differing housing product and density abut one another to assure smooth transitions in scale, form, and character.

  Consistency Statement. Setbacks for the proposed project would be consistent with the City's Residential High Density Zoning Designation. In addition, the proposed Zone Change to Residential High Density allow the construction of high density residential uses near other existing high density residential developments to the west. The proposed building design is consistent with the semi-rural nature of the Old Agoura neighborhood, which is located directly north of the project site. Consistency would be achieved by orienting the 18 dwellings into 8 separate buildings, along with the construction of the pedestrian improvements and bermed landscaping along Palo Comado Canyon Road and Chesebro Road, which would minimize the visibility of the proposed dwellings from the Old Agoura neighborhood. In addition, each exterior building elevation includes horizontal lap siding, natural stone accents, and earth tone colors, all of which contribute further to the project's semi-rural style in keeping with the Old Agoura neighborhood.

- **LU-10.1 Character and Design.** Require that new and renovated housing within existing multi-family neighborhoods be located and designed to sustain the high level of architectural design quality and the character of the existing landforms in accordance with Policy LU-4.1 and the following principles as identified in the City's *Architectural Design Standards and Guidelines:*

- Treatment of the elevations of buildings facing public streets and pedestrian ways to achieve the highest level and contextual fit of urban design and neighborhood quality

- Sensitive site planning and architectural design that mitigates the scale of larger buildings through careful use of building massing and modulation, setbacks, façade articulation, fenestration, differentiation of individual living units, varied parapets and roof planes, and pedestrian scaled architectural details.

Consistency Statement. The proposed building designs are consistent with the semi-rural nature of the Old Agoura neighborhood and the more intense high-density multi-family residential units located in the vicinity of the project site. Each building exterior includes horizontal lap siding, natural stone accents, and earth tone colors, all of which contribute to the project's semi-rural style in keeping with the Old Agoura neighborhood. The exterior building elevations are designed so that the sides of three residential buildings face a significant view corridor (in this case, Palo Comado Canyon Road). The remaining buildings are oriented more towards the interior portions of the site or adjacent to the existing commercial office development to the south. Each building elevation uses different building materials and colors, which serve to differentiate each dwelling unit.

- **LU-10.2 Amenities.** Encourage new multi-family development to provide amenities for residents, such as on-site recreational facilities, community meeting spaces, and landscaped buffers between multi-family developments and single-family uses.

  Consistency Statement. As stated above, the proposed project contains over 4,500 square feet of on-site outdoor recreational space, in the form of a spa and picnic/barbecue areas. Streetscape landscaping frames the project's northern edge, which is most visible from the existing Old Agoura neighborhood. These proposed design elements are consistent with the City's *Architectural Design Standards and Guidelines.*

- **Housing Element Goal No. 2.** Assist in the development of a range of housing types to meet the diverse needs of the community.

  Consistency Statement. The proposed project would involve the construction of 18 dwellings on a 0.94-acre site, which equates to a density of 19 units/acre. The proposed residential dwellings would be available for rent, consistent with the City's Housing Element. The proposed construction of more affordably priced housing is anticipated to allow workforce professionals, such as teachers, firefighters, and other professionals to live and work in the Agoura Hills community.

The City's approval of the proposed Zone Change and General Plan amendment would facilitate development of the subject property in a manner that would be consistent with the City's General Plan Land Use Element. The project design incorporates the City's adopted architectural design standards applicable to multi-family housing projects. **As a result, impacts would be less than significant.**

c. The project site is within area developed area and is not subject to an adopted habitat conservation plan or natural community conservation plan (Agoura Hills General Plan). **No impacts would occur.**

XI. MINERAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a, b. According to the California Division of Mines and Geology (DMG), no significant mineral deposits are known to exist within the City of Agoura Hills (City of Agoura Hills General Plan, 2010). The portion of the City that includes the project site is classified as MRZ-1. This classification defines areas where adequate information indicates that no significant mineral deposits are present, or little likelihood exists for their presence. **As the project is within a developed area and because no significant mineral deposits are known to exist within the City, no impacts would occur.**

XII. NOISE – Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity due to construction activities above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Noise is often reported as a noise equivalent level (Leq), which is essentially the average sound level over a given time period. Other indices often used to gauge noise include the Day-Night Level (Ldn) and the Community Noise Equivalent Level (CNEL). CNEL is similar to the Ldn except that it adds 5 additional dB to evening noise levels (7:00 p.m. to 10:00 p.m.). The City of Agoura Hills utilizes the CNEL for measuring noise levels. For the most sensitive uses, such as churches and schools, 60 dBA CNEL is the maximum normally acceptable exterior level.

a,c. The project site lies within the 70 dBA CNEL contours on the City's General Plan noise contour map. As such, residents of the proposed project would typically be subject to noise between 60 and 70 dBA CNEL range. Table N-1 of the adopted 2010 General Plan indicates that multi-family uses are "normally compatible" with noise levels in the 65 dBA-70 dBA CNEL range. The City's General Plan requires integration of noise insulation measures in these environments. The typical noise insulation measures include noise rated windows and air conditioning systems. Compliance with standard building code construction requirements would ensure noise impacts would remain less than significant.

Operational noise associated with a fully occupied residential development can be attributed to a number of different sources, the primary source being vehicular traffic, with secondary sources including but not limited to, exterior air conditioning units, and outdoor play areas. The City's General Plan Final EIR (2010) assessed the potential for residential development to cause a permanent increase in roadway noise levels in the project vicinity. The EIR determined that future (2035) roadway noise levels are not expected to significantly exceed ambient noise levels when compared to existing traffic noise conditions (General Plan Final EIR, Impact 4.9-3, 2010). In addition, the City of Agoura Hills Traffic Engineer determined that the proposed project would generate 13 AM peak hour trips and 13 PM hour trips and would therefore not significantly impact traffic circulation within the project study area. This would account for less than a two percent increase in trips along Palo Comado Canyon Road and less than a three percent increase along Chesebro Road (south of Driver Ave.). The project would therefore not generate any perceived increase in operational noise (General Plan Final EIR, Figure 4.13-2C). **The project's operational noise impacts are considered less than significant**.

b,d. Construction activity would generate a temporary increase in noise onsite and potentially within adjacent properties. Maximum noise levels relating to construction range from 75-95 decibels (dB) at a distance of 50 feet (US EPA, 1971). Sensitive receptors are generally considered residential units, libraries, hospitals, and nursing homes. Sensitive receptors in the vicinity of the project site include a single-family residence to the north of the project site, across Palo Comado Road; and a preschool, assisted living senior center, and apartment complex on the west side of Chesebro Road, across from the proposed entrance driveway. Construction activities would generate temporary noise increases that could adversely affect sensitive receptors. Therefore, project construction could result in significant noise impacts to the residential and school areas, although the construction noise would be temporary and mostly

during the workday**. Impacts would be less than significant upon compliance with Article IV, Chapter 1, of the City's Municipal Code, which limits the work hours during construction.**

e, f. The project site is not located within the vicinity of an airport or private airstrip; and therefore, would not be affected by air traffic noise impacts. **No Impact would occur.**

XIII. POPULATION AND HOUSING – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a. The proposed project involves the construction of 18 townhouse style residential dwellings on a vacant lot with a proposed zoning of Residential High Density (RH). The proposed residential dwellings will be available for rent, consistent with the City's Housing Element, which identifies a need to develop more affordable housing in the City over the 2008-2014 planning period. The project would not require substantial infrastructure improvements or generate new permanent employment opportunities that would induce population growth. The additional residential growth was anticipated in the City's 2035 General Plan (Land Use Policy 1.1). **Therefore, population growth-related impacts would be less than significant.**

b, c. The project site is currently vacant, unused land. Thus, project implementation would not displace people or housing. **No impact would occur.**

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
		☐	☒	

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
iii. Schools?	☐			☐
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☐	☒

The City of Agoura Hills 2035 General Plan Goal LU-1 and Land Use Policy 1.1 anticipates sustainable growth and change through well-planned development, which would in turn provide for the needs of existing and future residents and businesses, ensure the effective and equitable provision of public services, and make efficient use of land and infrastructure. Pursuant to the current standards and land use specifications contained within the City of Agoura Hills Municipal Code, cumulative development shall not exceed 8,319 housing units, 1,850,907 square feet of retail services, 3,341,448 square feet of business park/office uses, and 1,118,126 square feet of business park manufacturing uses. The proposed project size (18 dwelling units) represents about 0.2 percent of the maximum cumulative number of anticipated housing units. Therefore, public service infrastructure is generally considered sufficient to serve the project.

a,i. Agoura Hills is served by the Los Angeles County Fire Department (LACFD) Fire Stations #65 and #89. Fire Station #65 is located at 4206 Cornell Road south of Agoura Hills, approximately 2.5 miles south of the project site. Fire Station #89 is located at 29575 Canwood Street, approximately 1.9 miles southwest of the project site. According to the City's General Plan EIR (2010), the project site is within a developed area adequately served by the existing LACFD facilities. ~~In addition, t~~The project would be required to comply with all applicable Fire Code and LACFD standards, including specific construction specifications, access design, location of fire hydrants, fuel modification, and other design requirements required in the City of Agoura Hills Municipal Code. In addition, the City of Agoura Hills has a fire protection facilities fee in effect in the project area which would mitigate any impact this project would have on Fire Department Services. ~~The project would not require new or expanded fire protection facilities; therefore, I~~ **Impacts related to fire service would be less than significant.**

ii. The Los Angeles County Sheriff's Department (LACSD) provides police protection service in Agoura Hills. The proposed project would not require additional police services based upon a review of the City of Agoura Hills General Plan Final EIR, which states that the current ratio of 1 deputy per 1,722 residents is an acceptable service ratio (Smith, 2009). In addition, the average emergency response time from the Malibu/Lost Hills Sheriff Station for the month of February 2009 was 4.8 minutes. The average non-emergency response time for the same period was 17.7 minutes. Both of these times are considered acceptable (Agoura Hills General Plan EIR, Section 4.11.5, Levels of Service). The proposed project would not create the need for new or expanded police protection facilities; therefore, **impacts related to police service would be less than significant.**

iii. The proposed 18 residential dwellings may be occupied by families with school age children.

According to the City's General Plan Final EIR (2010) a student generation factor of 0.66 elementary school children per household, 0.12 middle school children per household, and 0.1367 high school children per household was used to calculate the anticipated number of new students resulting from the project. The project would generate approximately 12 elementary school children, 2 middle school children, and 2 high-school children. This would incrementally increase enrollment at area schools; however, the project applicant would be required to pay state-mandated school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." **Impacts would be less than significant.**

iv. The City of Agoura Hills owns and operates a number of parks in the vicinity of the project site and throughout the City. The proposed project involves the development of 18 residential dwellings. It would not directly affect any parks, nor would it generate a substantial number of new visitors to existing City parks. To offset the incremental increase in park demand associated with 18 new residential dwellings, the project includes 4,562 square feet of recreational outdoor open space. **Impacts to parks or other public services would therefore b**e **less than significant.**

v. The proposed project is not expected to affect any other public facilities. **No Impact would occur.**

XV. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

a-b. As discussed above, the project's incremental impacts to citywide recreational facilities would be offset by the construction of outdoor recreational open space on-site totaling 4,562 square feet. The on-site amenities within this area include a spa and a picnic/barbeque area. Therefore, impacts would be **less than significant.**

XVI. TRANSPORTATION/TRAFFIC – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b) Result in the temporary street or lane closures that would result in either a change of traffic patterns or capacity that is substantial in relation to the existing traffic load and capacity of the street system during construction activities (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
c) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
d) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
f) Result in inadequate emergency access?	☐	☐	☒	☐
g) Result in inadequate parking capacity resulting in an impact on traffic or circulation?	☐	☐	☐	☒

The project site is located at the corner of Palo Comado Canyon Road and Chesebro Road Place Regional access to the site is available via Highway 101. The nearest access to Highway 101 is provided by the on and off-ramps at Chesebro Road, southeast of the project site. The following analysis is based upon a trip generation analysis performed by Sri Chakravarthy, City of Agoura Hills Traffic Engineer (May 14, 2012), which compares the proposed project's traffic impacts with the potential traffic impacts generated by a commercial retail development in conformance with the underlying zoning designation. The full text of this study is included in this IS/MND as Appendix D.

a,b. Trip generation for the proposed project was estimated using trip generation rates from the Institute of Transportation Engineers' *Trip Generation, 8th Edition (2008)*. The project's anticipated number of vehicle trips was generated using ITE Land Use Code 224– Rental Townhouse. Using this trip generation factor, the 18-unit project would generate 130 daily vehicle trips, including 13 weekday AM peak hour trips and 13 weekday PM peak hour trips. A traffic impact analysis is generally needed if a project would generate 50 or more peak hour trips (AM or PM) or if there are critical intersections that are operating close to, at, or worse

than the acceptable Level of Service (LOS) in the vicinity of the proposed project. The proposed project would generate substantially less than 50 AM or PM peak hour trips. The project-related traffic was assigned to the two site driveways along Chesebro Road, the study area roadways, and study intersections. Based upon the trip generation and trip distribution analysis, the project is expected to add 7 AM and 8PM trips to the study area intersections. Because of the low number of project trips that would be added to the adjacent intersections, the Level of Service (LOS) at these intersections is not expected to degrade because of the proposed project. Furthermore, the Agoura Hills General Plan Final EIR indicates Chesebro Road (both north and south of Driver Avenue) operates at a Level of Service "C" or better (General Plan Final EIR Table 4.13-3, 2010) As a result, further traffic analysis is not required. **Impacts would be less than significant.**

c. The Los Angeles County Congestion Management Program (CMP) requires a regional traffic impact analysis (TIA) for:

- *All CMP arterial monitoring intersections where a proposed project would add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic.*
- *All CMP mainline freeway monitoring locations where the proposed project would add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.*

The proposed project would generate an estimated 13 AM peak hour trips and 13 PM peak hour trips, which are substantially less than 150 trips in either direction during either the weekday morning or afternoon peak hours. In addition, the project's anticipated vehicle trips would be fewer than 50 during the AM or PM weekday peak hours at adjacent street segments/intersections. **Impacts would therefore be less than significant**.

d. There are no airports or airstrips in the project vicinity and the project would not change any air traffic patterns. **No impact to air traffic would occur.**

e. Because of the proximity of the proposed north driveway to the Palo Comado Canyon/Chesebro intersection, it is recommended that the north driveway be restricted to right-in/right-out movements with appropriate on-street striping and signage. **Compliance with this mitigation measure would ensure that impacts would be less than significant**.

f. As discussed in Section XV, *Public Services,* the proposed project would be required to comply with City of Agoura Hills Municipal Code and LACFD standards addressing access design requirements. The project itself is located within a developed area with established fire suppression infrastructure and therefore is not expected to result in emergency access or hazardous internal design impacts. **Impacts would be less than significant.**

g. Pursuant to the Agoura Hills Municipal Code, the proposed residential project would require 45 total parking spaces. Each of the proposed 18 dwellings contains a ground-level two car garage for a total of 36 covered resident parking spaces. Eight conventional uncovered guest parking spaces and one handicapped parking space would also be provided. This meets the City's multi-family residential parking requirements. **No impact would occur.**

Mitigation Measures

Implementation of Mitigation Measures TR-1 would reduce traffic safety impacts to a less than significant level.

TR-1 The project's proposed northern driveway entrance shall be restricted to right-in/right-out movements with appropriate on-street signage and striping. Prior to issuance of a building permit, the driveway shall be reviewed and approved by the City's Traffic Engineer to ensure compliance with this traffic safety requirement.

XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

The City of Agoura Hills 2035 General Plan Goal LU-1 and Land Use Policy 1.1 anticipates sustainable growth and change through well-planned development, which would in turn provide for the needs of existing and future residents and businesses, ensure the effective and equitable provision of public services, and makes efficient use of land and infrastructure. Pursuant to the current standards and land use specifications contained within the City of Agoura Hills Municipal Code, cumulative development shall not exceed 8,319 housing units, 1,850,907 square feet of retail services, 3,341,448 square feet of business park/office uses, and 1,118,126 square feet of business park manufacturing uses. The proposed project size (18 dwelling units) represents about 0.2 percent of anticipated residential development. Therefore,

utility and service system infrastructure is generally considered sufficient to serve the project.

a,b,e. The proposed project involves construction of 18 residential dwellings. Wastewater generated by the City of Agoura Hills is treated at the Tapia Water Reclamation Facility, operated by Las Virgenes Municipal Water District (LVMWD). The Tapia Water Reclamation Facility has a capacity of 16 million gallons per day (mgd) and treats an average of 9.5 mgd (LVMWD, 2005). Therefore, there is a surplus capacity of 6.5 mgd. According to the City of Agoura Hills General Plan Final EIR (2010), the wastewater generation factor for a multi-family residential unit is 330 gallons per day per dwelling. Based on this generation factor, the proposed project would generate approximately 5,940 gallons of wastewater per day or 0.00594 mgd. Wastewater generated by the proposed project would account for approximately 0.09% of the Tapia Water Reclamation Facility's surplus treatment capacity. **Therefore, no expansion of the Reclamation Facility would be needed and impacts to wastewater treatment systems would be less than significant.**

c. The proposed project involves the construction of new drainage infrastructure to convey off-site debris laden runoff as well as on-site runoff. Refer to Section IX, *Hydrology and Water Quality*, for discussion of onsite runoff. **Impacts would be less than significant after mandatory compliance with all applicable NPDES requirements.**

d. The Las Virgenes Municipal Water District (LVMWD) supplies potable water in the City of Agoura Hills. The LVMWD has no local sources of water and obtains all of its potable water from the Metropolitan Water District of Southern California (MWD), which in turn receives water from the State Water Project. The LVMWD's potable water system currently operates with a storage deficit in the Jed Smith Zone and pumping deficits at the Twin Lakes, Mulwood, and Seminole zones (LVMWD Urban Water Management Plan, 2011).

According to the City of Agoura Hills General Plan Final EIR (2010), water use for a multi-family residential unit is 532 gallons per day per dwelling. Based on this factor, the proposed project would generate demand for 9,876 gpd or 11 AFY. As shown in Table 9, LVMWD total surplus water supply is anticipated to be 147 AFY in 2017 (during the Multiple Dry Year No. 3 scenario) and is anticipated to increase to 2,755 AFY in 2022 and increase to 2,823AFY in 2027. The proposed project would represent a demand of approximately 7.5 percent of the total 2017 regional surplus water supply. The project's demand, as a percentage of overall 2022 supply would be 0.04 percent.

MWD has engaged in substantial water supply projection and planning efforts. In its 2003 Blueprint Report and 2005 Regional Urban Water Management Plan, MWD has consistently found that its existing water supplies, when managed according to its water resource plans, such as the Water Surplus and Drought Management Plan and Integrated Resources Plan, are and will be 100% reliable for at least a 20-year planning period. Although water supply conditions are always subject to uncertainties, MWD has maintained its supply reliability in the face of such uncertainties in the past, and is actively managing its supplies to ensure the same 100% reliability for the future.

Table 9
Current and Projected LVMWD Water Supply – Multiple Dry Year No. 3

Water Sources	2017	2022	2027	2032	2037
Imported – MWD	27,474	29,081	30,020	29,465	29,037
Recycled	6,366	7,907	9,488	10,496	10,808
Groundwater	0	0	0	0	0
Total Water Supply	*33,839*	*36,988*	*39,468*	*39,961*	*39,864*
Total Water Demand	*33,639*	*34,233*	*36,645*	*38,523*	*39,653*
Difference	**147**	**2,755**	**2,823**	**1,438**	**192**

Source: 2010 Urban Water Management Plan, LVMWD, 2011.

It is anticipated that sufficient water would be available to meet the proposed project's demand. **Therefore, impacts related to water supply would be less than significant**.

f, g. The Calabasas Sanitary Landfill, located adjacent to Highway 101 on Lost Hills Road, would receive solid waste generated by the proposed project. The total capacity of the Calabasas Landfill is 69.7 million cubic yards and its remaining capacity is 6 million tons, as of December 2009 (http://dpw.lacounty.gov/epd/swims/site/factsheet.aspx?id=6&action=2). The landfill is projected to close in 2025.

According to Table 4.14-5 City of Agoura Hills General Plan EIR (2010), a multi-family dwelling unit generates approximately 10 pounds of solid waste per household per day. Therefore, the proposed 18-unit multi-family residential development would generate an estimated 0.09 tons of solid waste per day. This is approximately 0.0026% of the daily capacity (3,500 tons) permitted at the Calabasas Sanitary Landfill. Furthermore, the proposed project would be required to comply with applicable City requirements for providing recycling and waste storage areas in order to achieve 50% diversion of solid waste, preventing recyclable materials from entering the landfill. **Solid waste generated by the proposed project would have a less than significant impact on the permitted remaining capacity of the Calabasas Landfill**.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a. As discussed in Section IV, *Biological Resources* and Section V, *Cultural Resources*, Mitigation Measures BIO-1, CR-1 and CR-2 would be required to reduce biological and cultural resources impacts to a less than significant level. With implementation of the aforementioned mitigation measures, the proposed project would not significantly degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. **Impacts would be less than significant after compliance with the required mitigation measures.**

b. The proposed project would not create any significant impacts that cannot be mitigated to less than significant levels. No cumulatively considerable impacts would be created as result of project development. **Cumulative impacts would be less than significant**.

c. The project is proposed on a vacant, previously graded site surrounded by existing urban development. The proposed residential use would require a General Plan Amendment and Zone Change. However, the project site is surrounded by several multi-family residential developments and is therefore deemed consistent with the neighboring land uses. **Compliance with the City of Agoura Hills Municipal Code, State of California Regional Water Quality Control Board requirements and applicable state and federal regulations would reduce potential adverse effects to human beings to a less than significant level.**

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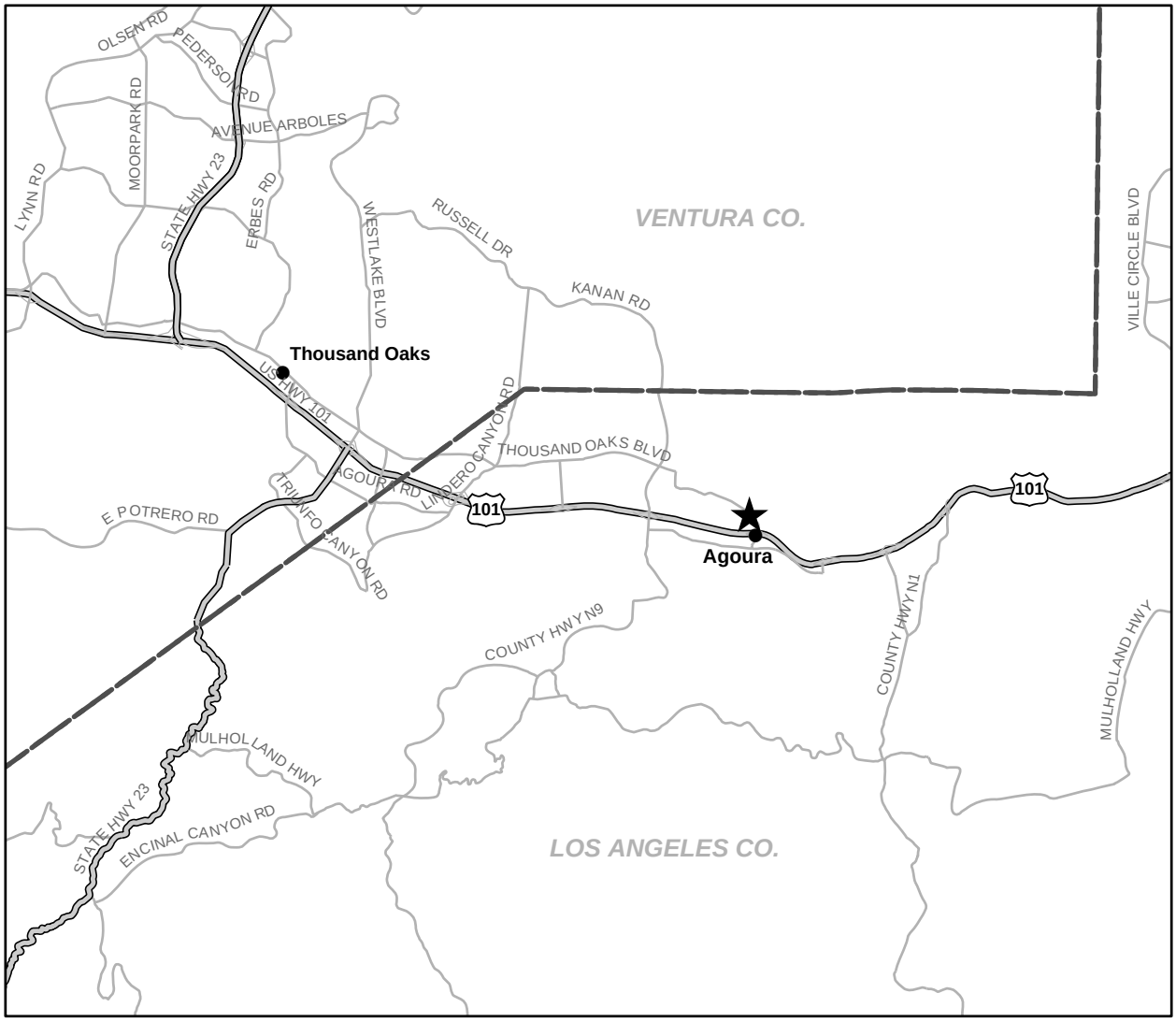


Source: US Bureau of the Census, TIGER Data, 2000.

★ Project Location

N

0 1.25 2.5 3.75 5 Miles

Regional Location

Figure 1

Source: National Geographic TOPO!, 2002, Calabasas, CA 1967

Site Location

Figure 2

Photo 1 - View of overall project site looking northwest.

Photo 2 - View of overall project site looking southwest.

Photo 3 - View of overall project site looking west.

Photo 4 - View of entrance to Old Agoura looking west.

Photo 5 - View of Old Agoura Park at Palo Comado Canyon Rd./Chesebro Rd. Intersection.

Photo 6 - View of existing office building looking south from project site.

Site Photographs

Figure 3a

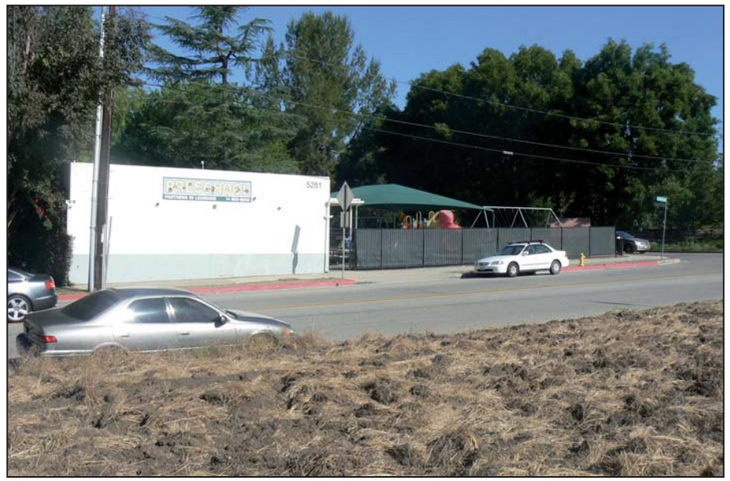


Photo 7 - View of existing pre-school looking west from project site.

Photo 8 - View of existing trees looking southeast from project site.

Photo 9 - View of existing Chevron Station from southeast property corner.

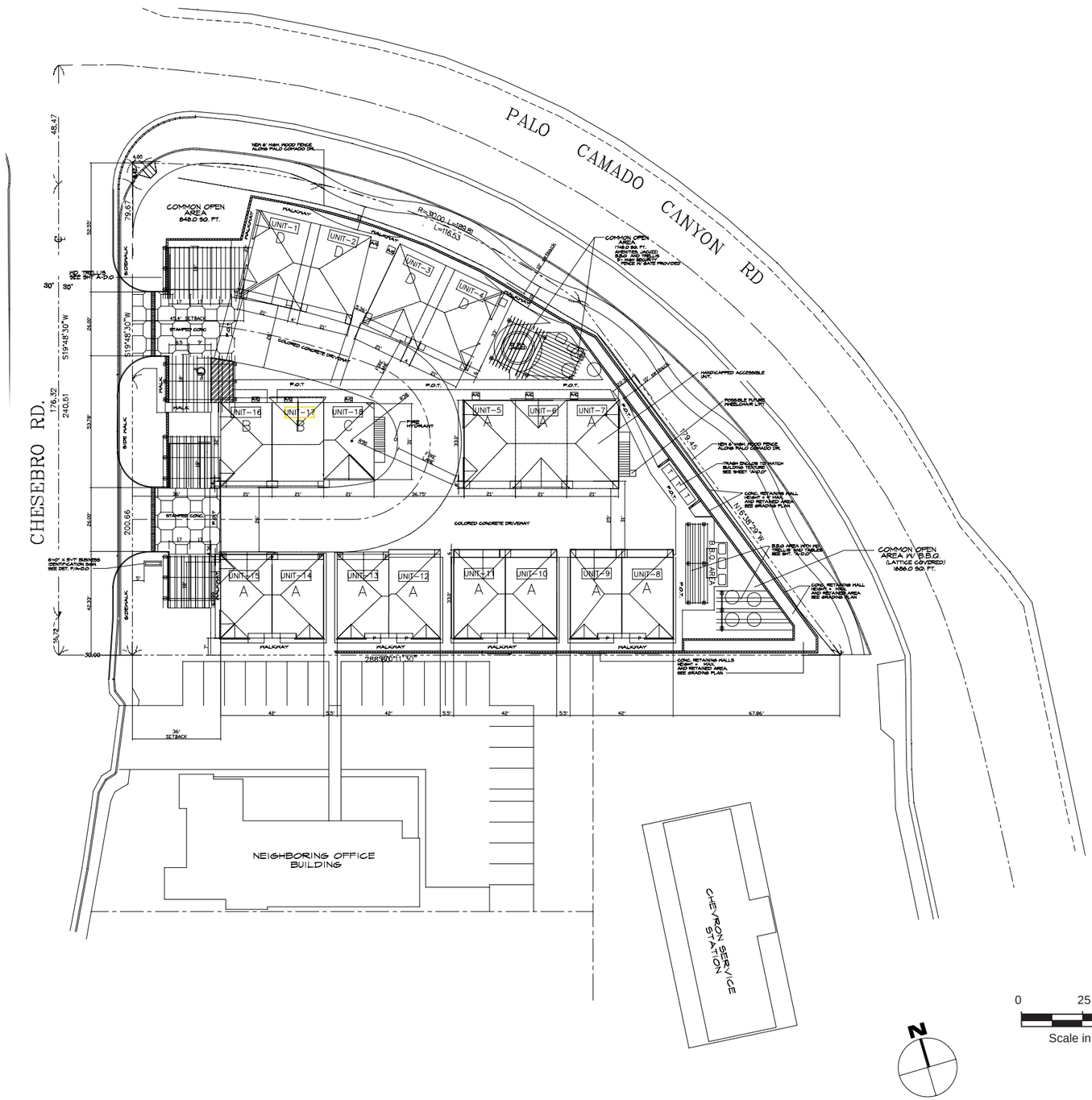
Photo 10 - View of existing senior living facility looking south west from project site.

Photo 11 - View of private residence looking north from project site.

Photo 12 - View of overall project site looking east from Chesebro Road.

Site Photographs

Figure 3b



AREA BREAKDOWN

SITE AREA:		**41,039.0 SQ. FT. (0.94 AC)**
AREAS: LIVING SPACE:		
TYPE "A" BUILDING:	(11 UNITS)	
LIVING SPACE:		1264.0 SQ. FT.
GARAGE:		651.0 SQ. FT.
TYPE "B" BUILDING:	(2 UNITS)	
LIVING SPACE:		1345.0 SQ. FT.
GARAGE:		650.0 SQ. FT.
TYPE "C" BUILDING:	(1 UNIT)	
LIVING SPACE:		1257.0 SQ. FT.
GARAGE:		651.0 SQ. FT.
TYPE "D" BUILDING:	(4 UNITS)	
LIVING SPACE:		1288.0 SQ. FT.
GARAGE:		650.0 SQ. FT.
GRAND TOTAL BUILDINGS		
TYPE "A" BUILDING:		15,004.0 SQ. FT.
TYPE "B" BUILDING:	LIVING SPACE	2,690.0 SQ. FT.
TYPE "C" BUILDING:		1,257.0 SQ. FT.
TYPE "D" BUILDING:		5,156.0 SQ. FT.
TOTAL:		**24,107.0 SQ. FT.**
BUILDING FOOTPRINT:		
BUILDINGS 1,THRU 18:		= 11,592.0 S.F.
TOTAL BUILDING / LOT COVERAGE =		28.2%
COMMON OUTDOOR AREA PROVIDED:		5,776.0 S.F.
RECREATIONAL OUTDOOR OPEN SPACE		4,662.0 S.F.
TOTAL OFFSITE LANDSCAPE AREA:		9,372.0 S.F.
PARKING		8- 8.5' X 19' STALLS 1- HCP STALL

LEGAL DESCRIPTION

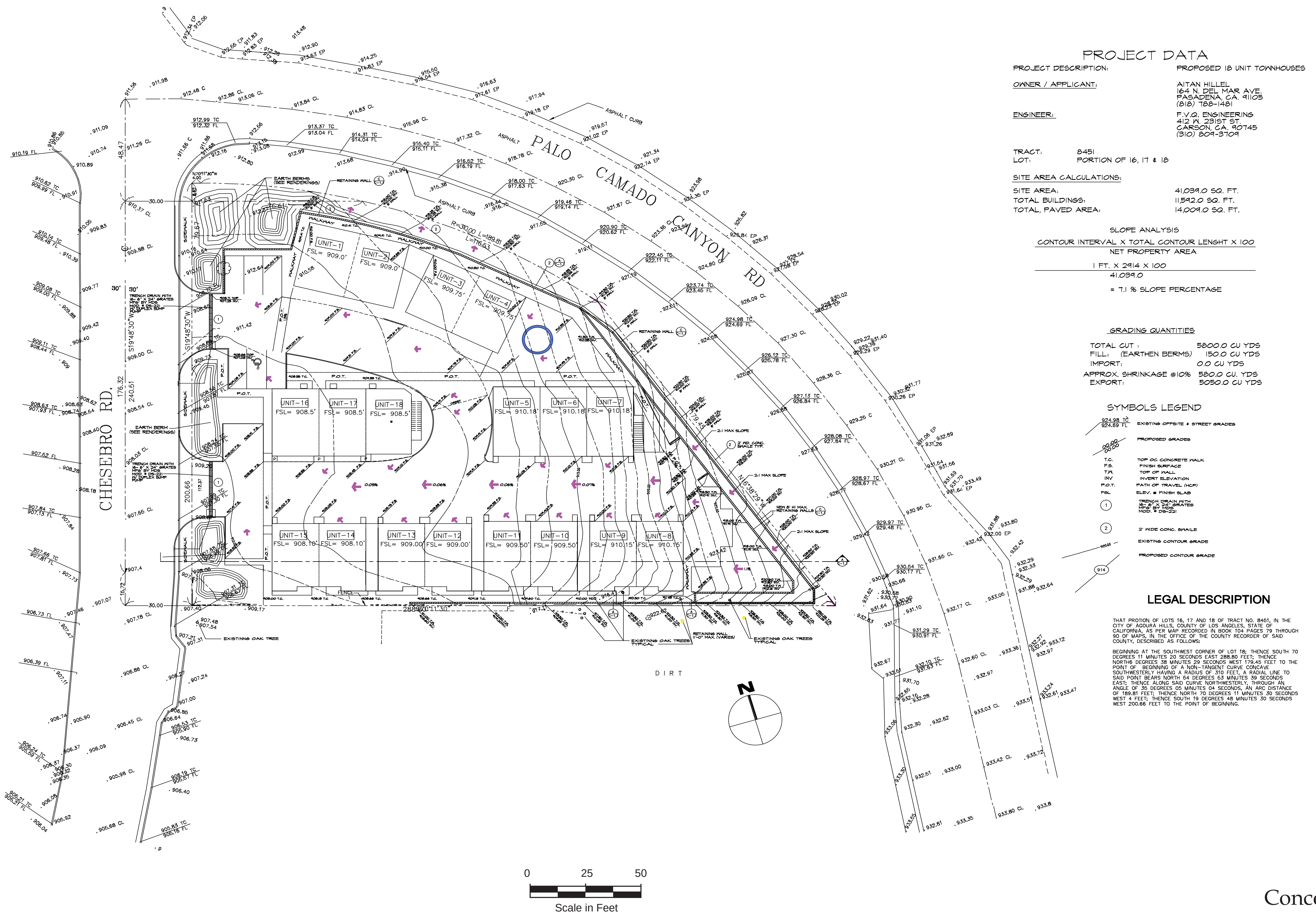
THAT PROTION OF LOTS 16, 17 AND 18 OF TRACT NO. 8461, IN THE CITY OF AGOURA HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104 PAGES 79 THROUGH 90 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 18; THENCE SOUTH 70 DEGREES 11 MINUTES 20 SECONDS EAST 288.80 FEET; THENCE NORTH6 DEGREES 38 MINUTES 29 SECONDS WEST 179.45 FEET TO THE POINT OF BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 310 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 64 DEGREES 53 MINUTES 39 SECONDS EAST; THENCE ALONG SAID CURVE NORTHWESTERLY, THROUGH AN ANGLE OF 36 DEGREES 05 MINUTES 04 SECONDS, AN ARC DISTANCE OF 195.81 FEET; THENCE NORTH 70 DEGREES 11 MINUTES 30 SECONDS WEST 4 FEET; THENCE SOUTH 19 DEGREES 48 MINUTES 30 SECONDS WEST 200.66 FEET TO THE POINT OF BEGINNING.

Conceptual Site Plan

Figure 4

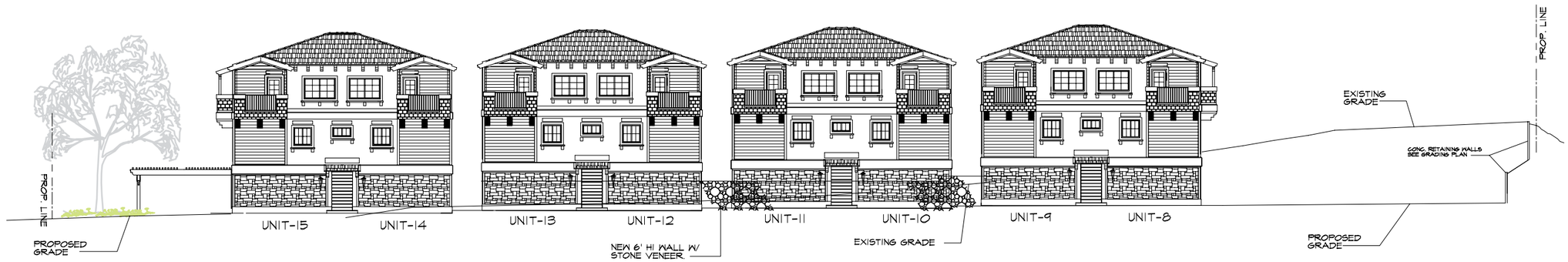
Source: FVQ Engineering, May 2012.



Source: FVQ Engineering, May 2012.

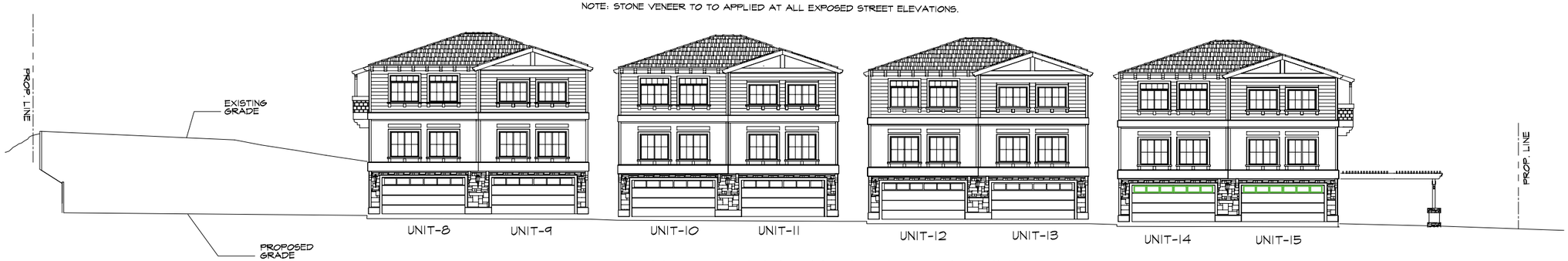
Conceptual Grading Plan

Figure 5

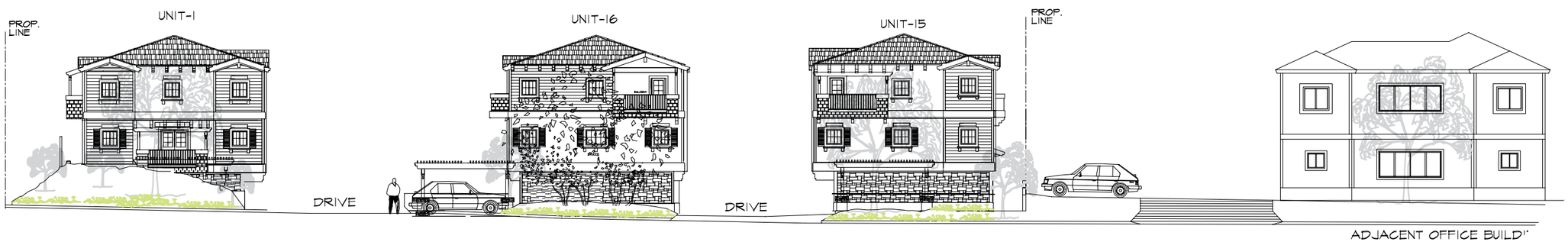


SECTION "A" THRU SITE
AND SOUTH ELEVATION

NOTE: STONE VENEER TO TO APPLIED AT ALL EXPOSED STREET ELEVATIONS.



NORTH ELEVATION @ "A" UNITS



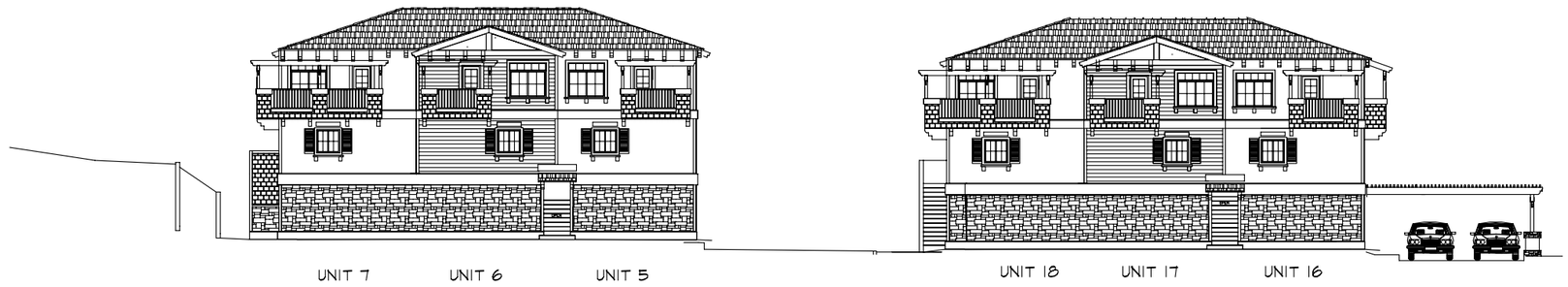
CHESBRO RD. ELEVATION

Site Sections

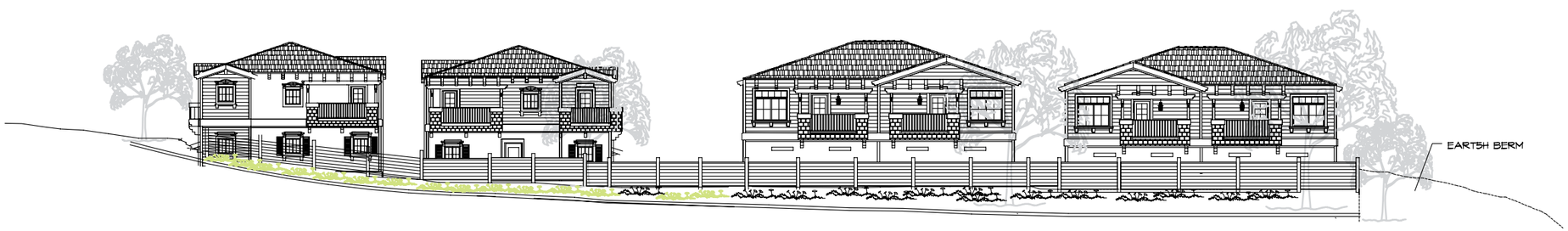
Figure 6a

Source: FVQ Engineering, May 2012.

SOUTH ELEV. @ TRIPLEX BLD'GS



NORTH ELEV. @ TRIPLEX BLD'GS



PALO COMADO RD. ELEVATION

Site Sections

Figure 6b

Source: FVQ Engineering, May 2012.

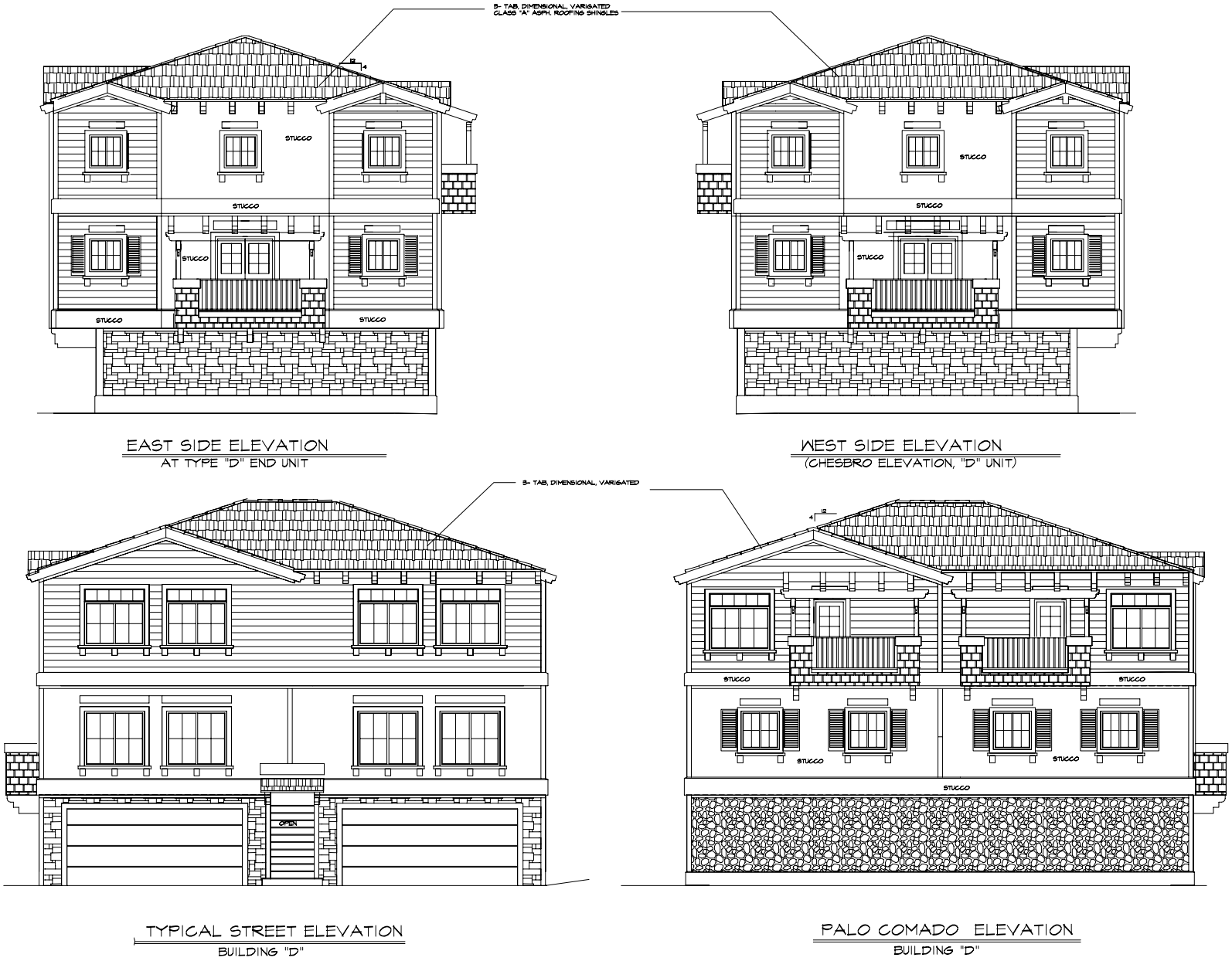
UNITS 1-4 SOUTH ELEVATION

ELEVATION AT SOUTH PROP. LINE WALL
LOOKING NORTH FROM ADJ. OFFICE COMPLEX

Site Sections

Figure 6c

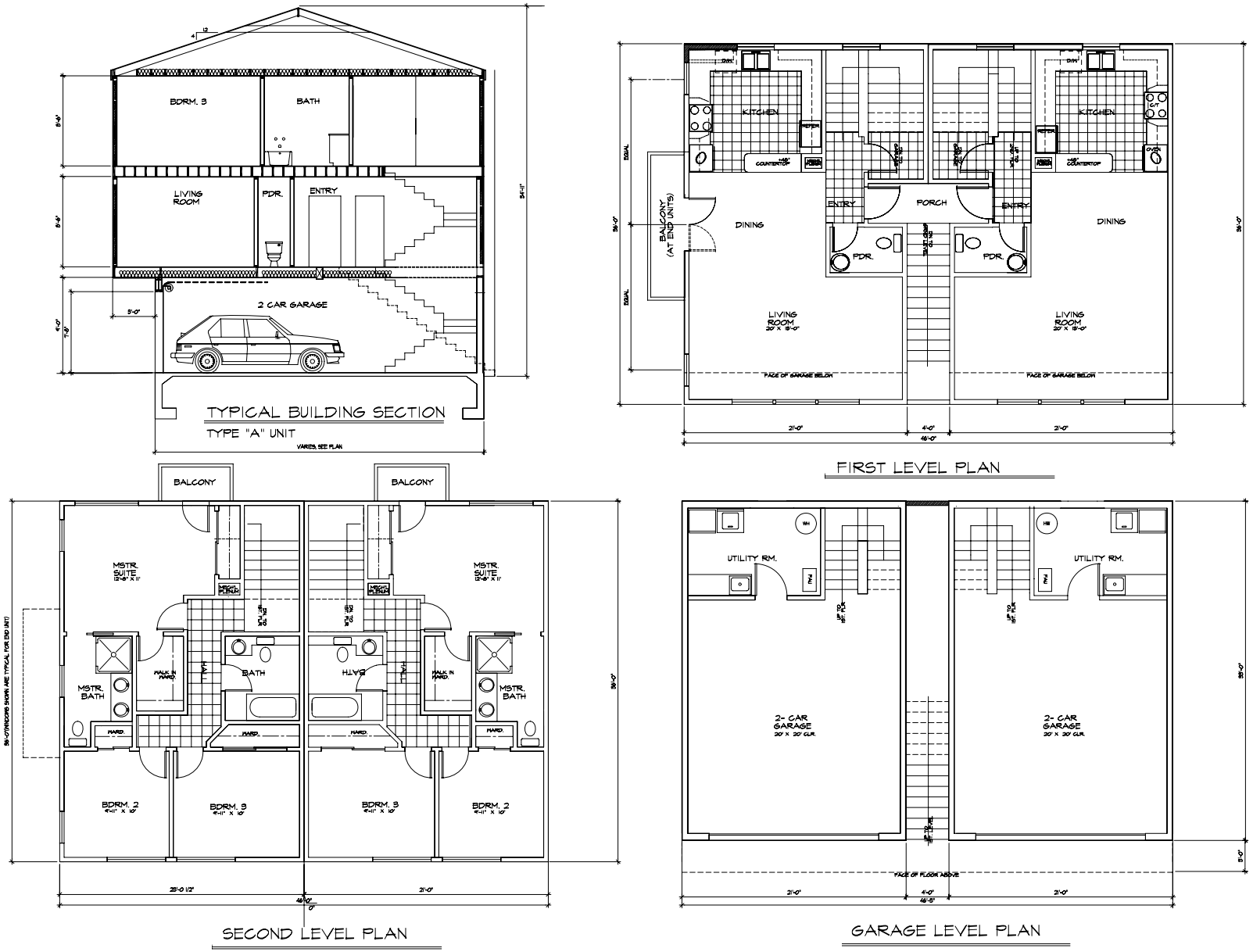
Source: FVQ Engineering, May 2012.



Building Elevations and Floor Plans

Figure 7a

Source: FVQ Engineering, May 2012.

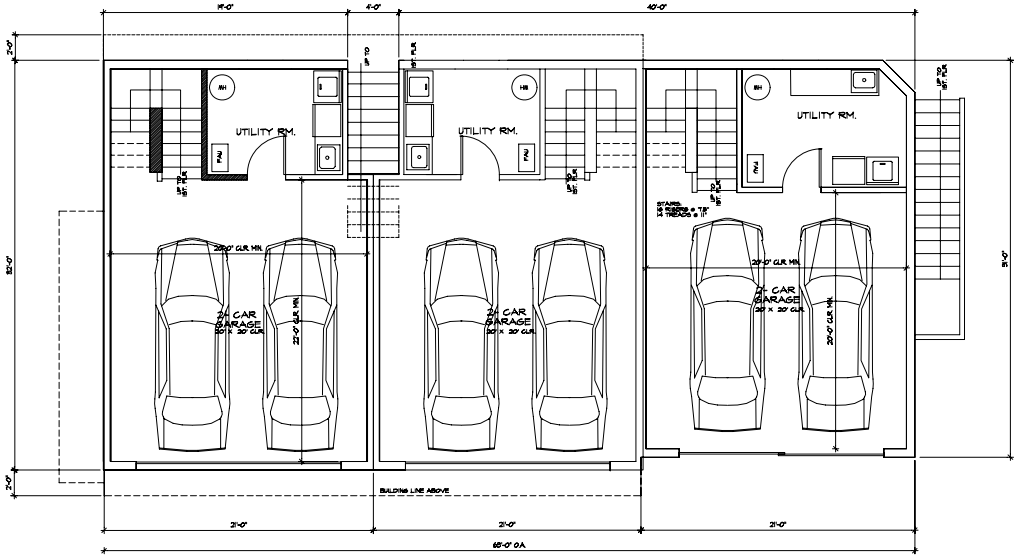


Building Elevations and Floor Plans

Figure 7b

Source: FVQ Engineering, May 2012.

TYPICAL STREET ELEVATION
ISLAND TRIPLEX

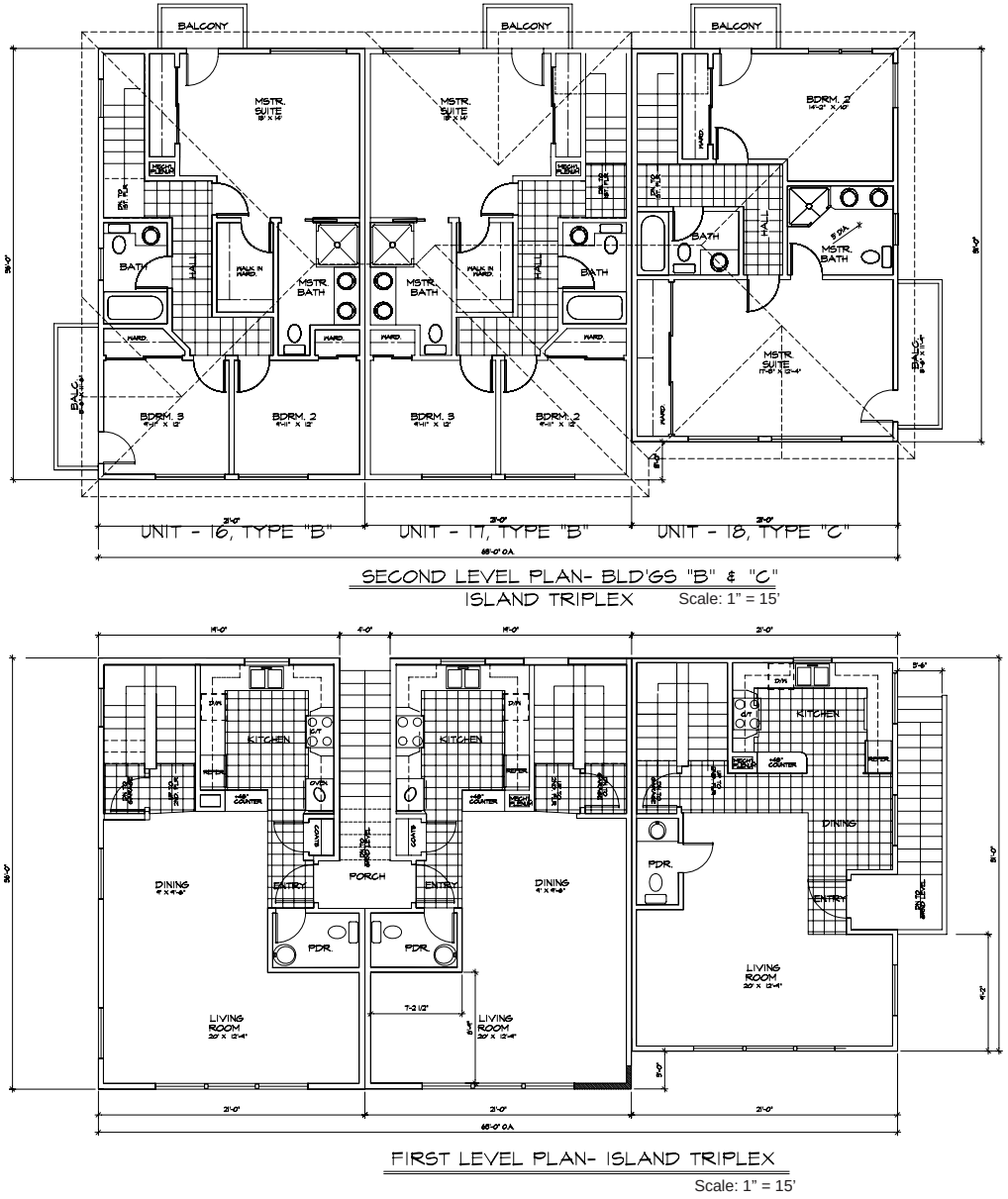


GARAGE LEVEL PLAN- ISLAND TRIPLEX
Scale: 1" = 15'

Building Elevations and Floor Plans

Figure 7c

Source: FVQ Engineering, May 2012.

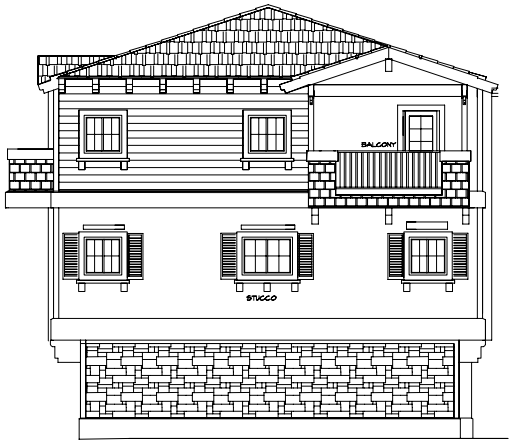


Building Elevations and Floor Plans

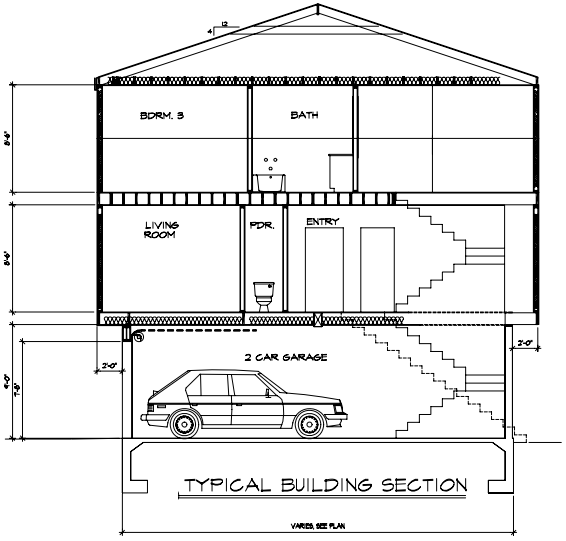
Figure 7d

Source: FVQ Engineering, May 2012.

EAST ELEVATION
ISLAND TRIPLEX



WEST ELEVATION
ISLAND TRIPLEX



TYPICAL BUILDING SECTION
VARIES, SEE PLAN

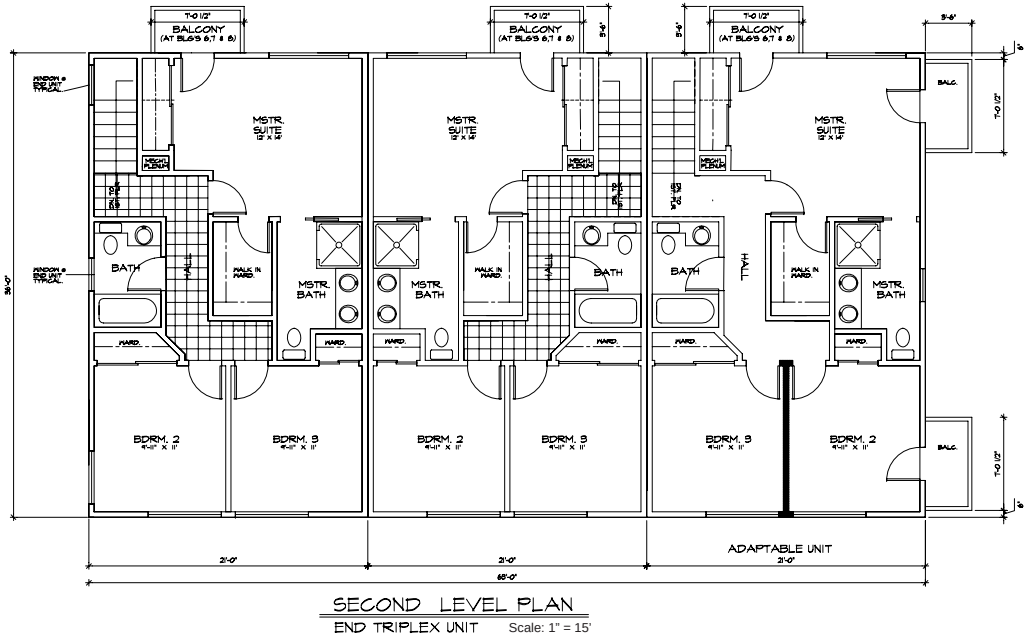
Scale: 1" = 15'

REAR (NORTH) ELEVATION
ISLAND TRIPLEX

Building Elevations and Floor Plans

Figure 7e

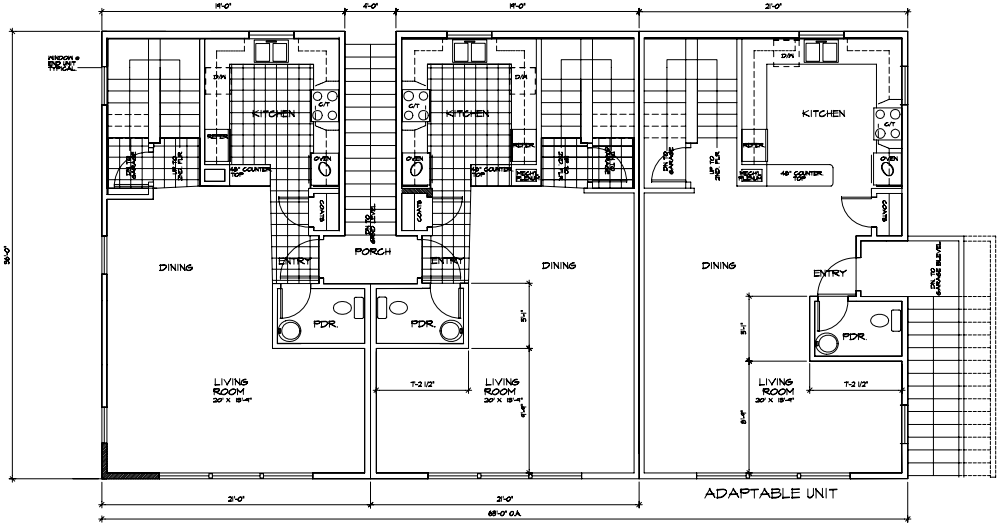
Source: FVQ Engineering, May 2012.

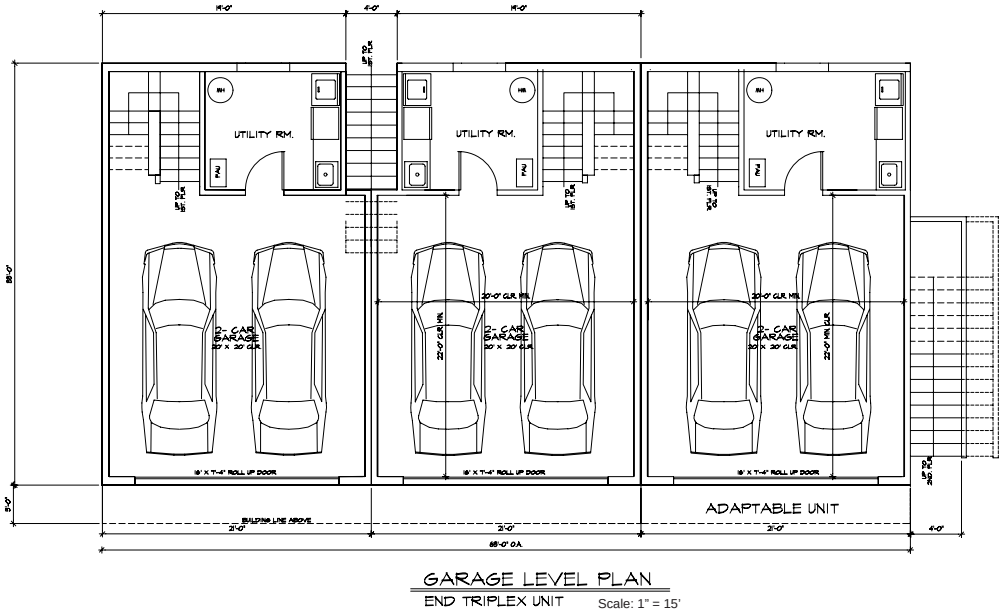


Building Elevations and Floor Plans

Figure 7f

Source: FVQ Engineering, May 2012.



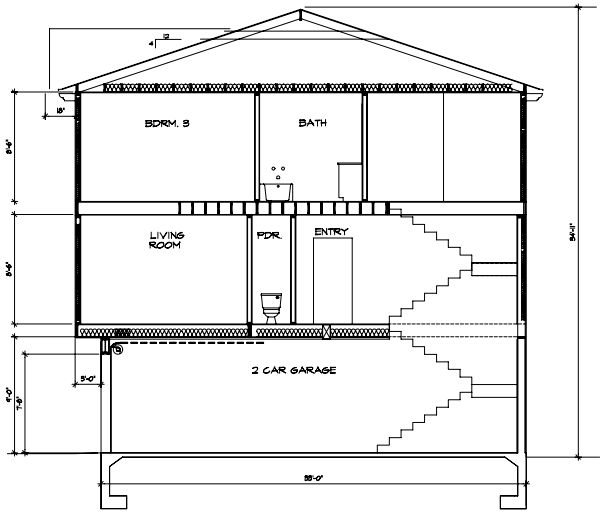


Building Elevations and Floor Plans

Figure 7g

Source: FVQ Engineering, May 2012.

WEST SIDE ELEVATION
AT END TRIPLEX UNITS



TYPICAL BUILDING SECTION
Scale: 1" = 15'

EAST SIDE ELEVATION
AT END TRIPLEX UNITS

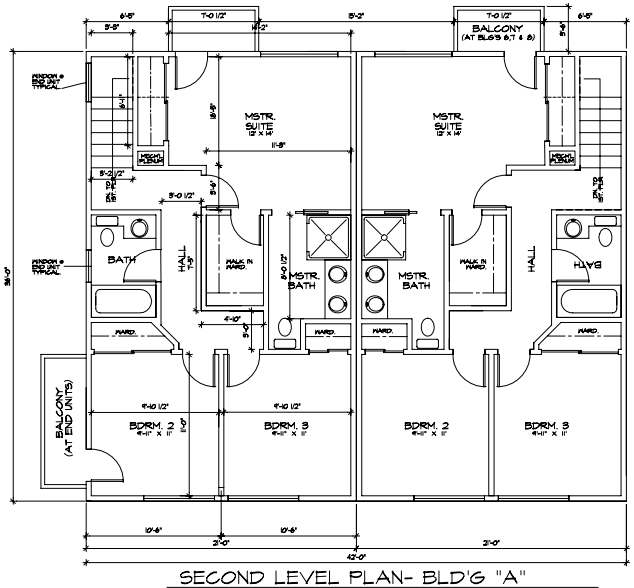
ADAPTABLE UNIT

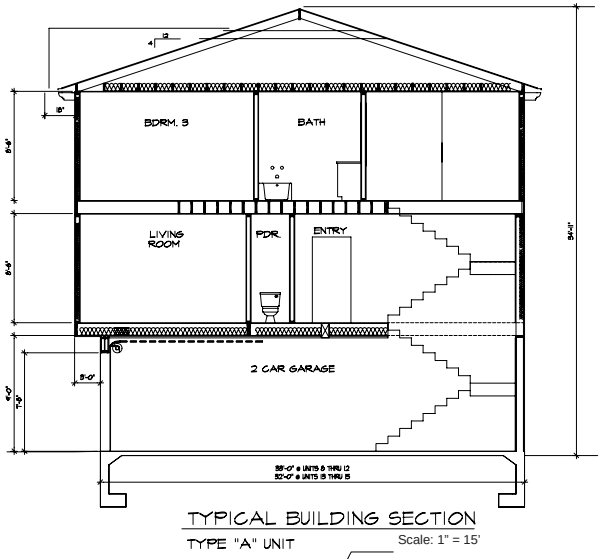
TYPICAL STREET ELEVATION
END TRIPLEX Scale: 1" = 15'

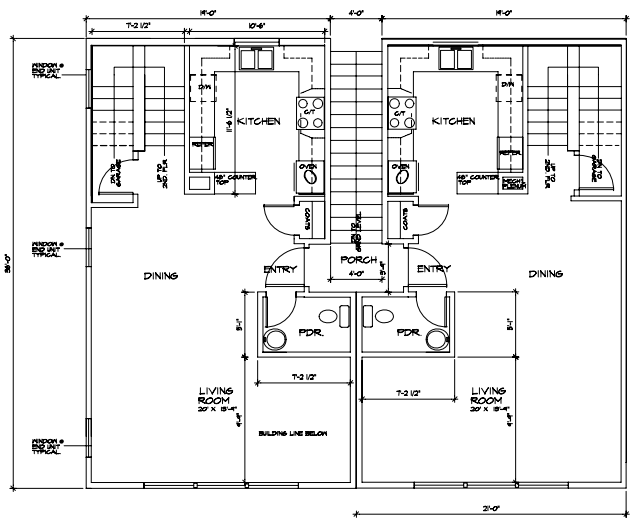
Building Elevations and Floor Plans

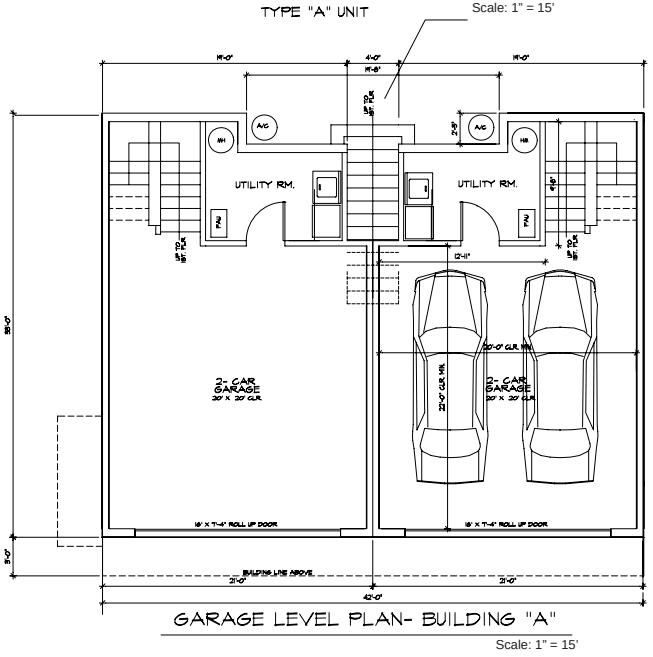
Figure 7h

Source: FVQ Engineering, May 2012.





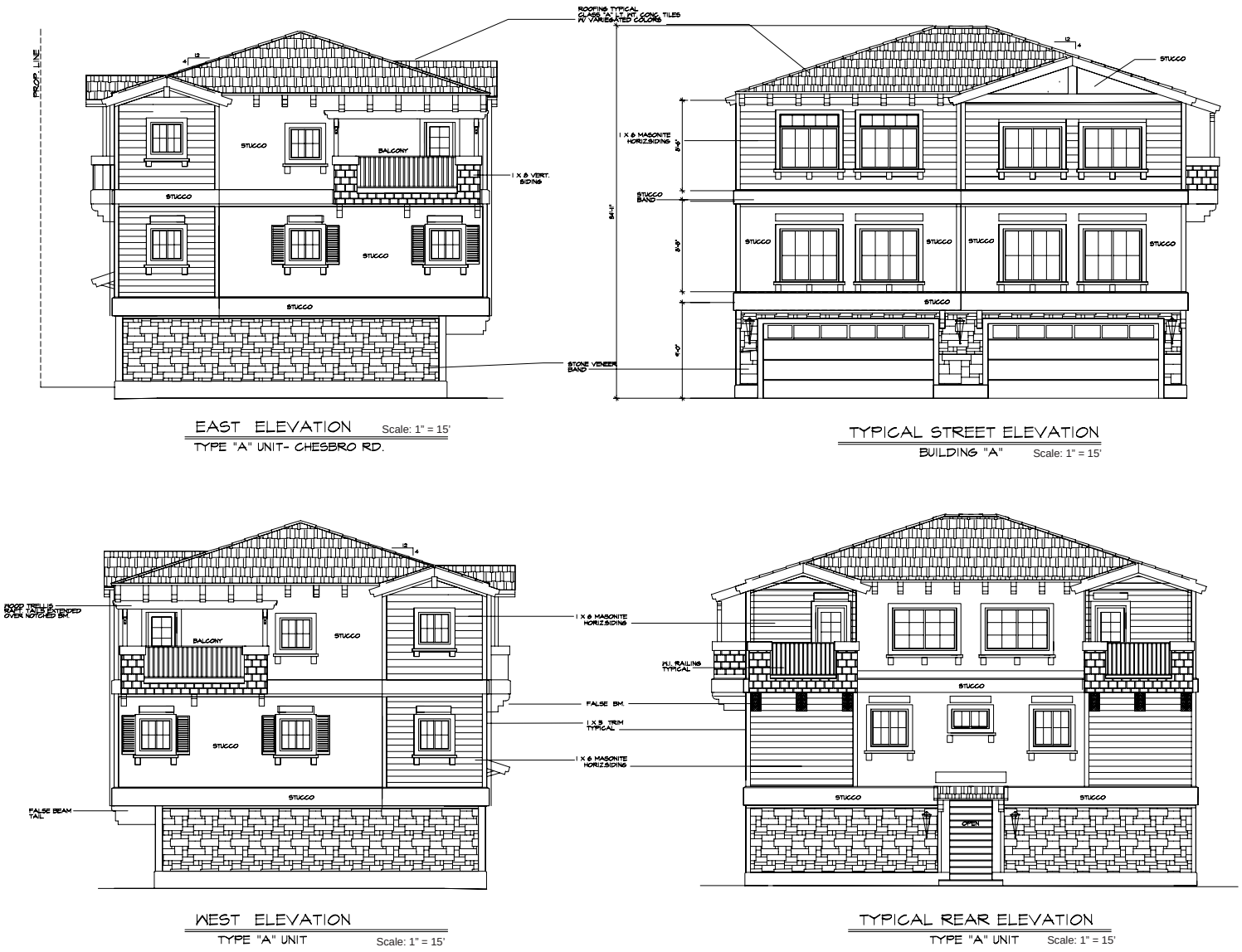




Building Elevations and Floor Plans

Figure 7i

Source: FVQ Engineering, May 2012.



Building Elevations and Floor Plans

Figure 7j

Source: FVQ Engineering, May 2012.

Visual Simulation

Source: David G. Snider, May 2012.

Figure 8a

Visual Simulation

Source: David G. Snider, May 2012.

Figure 8b

Visual Simulation

Source: David G. Snider, May 2012.

Figure 8c

Visual Simulation

Source: David G. Snider, May 2012.

Figure 8d