City of Agoura Hills

Agoura Park Project

Final

Initial Study-Mitigated Negative Declaration

October 2015

rincon

Environmental Scientists Planners Engineers

Agoura Park

Final
Initial Study – Mitigated Negative Declaration

Prepared by:

City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 91301
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Prepared with the assistance of:

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October 2015

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Agoura Park

Final
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1.0 INTRODUCTION

A Draft Initial Study and Mitigated Negative Declaration (IS-MND) that evaluates environmental effects of the Agoura Park Project has been prepared pursuant to CEQA and the CEQA Guidelines. The project consists of a request for approval of a Site Plan/Architectural Review to allow the construction of a new 45,000 square-foot, two-story fitness facility building and a 4,000 square-foot, one-story retail/fast service restaurant as well as a surface parking lot, on a partially developed site; a request for an Oak Tree Permit to remove two oak trees and encroach into the protected zone of one other oak tree during the construction; a Sign Permit to allow for a sign program, a Variance to exceed the maximum allowable height of one of the buildings from 35 to 38 feet, to exceed the maximum allowable signage of the primary and secondary elevations of one of the buildings, reduce the required Freeway Corridor Overlay District rear yard setback from 76 to 35 feet, and allow the encroachment of parking spaces, a public sidewalk, and other amenities in the twenty-foot wide landscape planter required along one street frontage; and a Vesting Tentative Parcel Map to merge two parcels.

The analysis in the IS-MND identifies potentially significant, but mitigable environmental effects in the following areas: biological resources, cultural resources, geology and soils, transportation/traffic, and mandatory findings of significance. Mitigation measures are identified to reduce potentially significant impacts to less than significant levels. Also evaluated in the document as less than significant impacts are aesthetics, air quality, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, land use/planning, noise, public services, and utilities and service systems. The IS-MND identifies no impacts to agricultural and forest resources, mineral resources, population and housing, and recreation.

The IS-MND for this project was circulated in September 17, 2015 for public review and ended on October 19, 2015. Three comment letters were received and none resulted in changes to the public review draft of the IS-MND. A Planning Commission public hearing to consider the project and adopt the Final IS-MND will be held at a later date, and a public hearing notice will be distributed separately prior to the hearing date.

The Final IS-MND is available for review at City Hall in the planning Department, located at 30001 Ladyface court between the hours of 7:00 AM and 5:00 PM, Monday through Thursday and 7:00 AM and 4:00 PM on Fridays and on the City's website at www.ci.agoura-hills.ca.us. It is also available at the Los Angeles County Library - Agoura Hills branch – located at 29901 Ladyface Court, Agoura Hills, CA 91301 during its regular business hours.

1.1 ORGANIZATION OF THIS FINAL IS-MND

This document is organized into four sections. Following this introduction (Section 1.0), Section 2.0 includes the final version of the IS-MND, which is unchanged from the Draft IS-MND. Section 3.0, *Response to Comments* contains a list of persons and organizations that submitted written comments on the Draft IS-MND, the comments letters, and responses to those comments. No comment letter resulted in changes to the Final IS-MND since the publication of the Draft IS-MND. Section 4.0, *Mitigation Monitoring and Reporting Program (MMRP)*, presents in a tabular format the mitigation measures, and the responsibility, timing, and verification of monitoring of mitigation measures which are necessary to reduce any environmental impacts

identified in the IS-MND. Finally, the Draft IS-MND and Appendices A-F are collected in the Volume I attachment and Appendices G-H are collected in the Volume II attachment.

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INITIAL STUDY

1. Project Title

Agoura Park Project

2. Lead Agency Name and Address

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

3. Contact Person and Phone Number

Valerie Darbouze, Associate Planner
City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 91301
(818)597-7328

4. Project Location

The 3.73-acre project site is located at 29431 and 29439 Agoura Road in the City of Agoura Hills, Los Angeles County. The site is situated immediately west of Roadside Road and immediately south of U.S. Highway 101. Figure 1 illustrates the location of the project site in its regional context and Figure 2 shows the location of the project site in the City of Agoura Hills.

5. General Plan Designation

Planned Office and Manufacturing (POM)

6. Zoning

Planned Office and Manufacturing, Freeway Corridor Overlay District (POM-FC)

7. Site Setting

The 3.73- acre project site is currently a vacant paved lot with mostly grass and some areas of pavement/concrete that is in disrepair (approximately 1 acre). The project site has been previously graded and is currently characterized primarily as an abandoned use with detororated pavement/concrete (approximately 1 acre), a small (less than 50 square foot) wooden shack/shed, and above-ground utility lines, weeds, shrubbery, and a chain link fence to prevent trespassers. There are no buildings or structures currently onsite other than the small wooden shack/shed. Current site conditions are shown on Figure 3. The project site consists of a concrete area that is in disrepair along with ruderal vegetation and a separate concrete channel approximately 240 feet in length and three feet wide located in the northeastern portion of the project site.

Imagery provided by National Geographic Society, ESRI and its licensors © 2015.

★ Project Location

Regional Location

Figure 1

Imagery provided by ESRI and Google and their licensors © 2015.

Project Vicinity Map

Figure 2

Photo 1: View North from Agoura Road toward Project Site.

Photo 2: View Southwest from Roadside Road at Project Site.

Site Photos

Figure 3

8. Surrounding Land Uses and Setting

The property to the east, across Roadside Road, is developed with light industrial uses. The property located to the west of the project site is presently undeveloped. U.S. Highway 101 is located to the north of the project site beyond which are primarily office uses. The surrounding sites General Plan Land Use Designations are as follows:

North - across the freeway, Business Park – Office Retail (BP-OR)
West - Planned Office and Manufacturing (POM-FC)
East - Planned Office and Manufacturing – Mixed Use (POM-FC-MXD)
South - Planned Development, (PD) (Agoura Village Specific Plan)

9. Description of Project

The proposed project consists of the construction, use, and maintenance of an approximately 49,000-square foot commercial development comprised of two buildings. An approximately 45,000-square foot, two-story LA Fitness Building would be located on the north portion of the project site oriented toward Agoura Road. An approximately 4,000-square foot, one-story retail/restaurant building would be located on the southeast portion of the project site with frontage at the intersection of Agoura Road and Roadside Road. Figure 4 shows the elevations for the LA fitness building. Figure 5 shows the elevations for the retail/restaurant building. Figure 6 shows the proposed site plan.

The project would require variances for the proposed building height. The majority of the building would be approximately 35 feet high with the exception of certain features which would be at approximately 38 feet. Other variances would be required for a reduced rear yard setback (proposed 36 feet instead of the required 76 feet) at the northeast corner of the building, a proposed larger sized primary and secondary signs for increased visibility of the business, and for a reduction in the size of the required landscape planter (proposed 0 feet instead of the required 20 feet) along the frontages to accommodate parking.

The project site is located on the northwest corner of Agoura Road and Roadside Road. The north boundary of the project site is located adjacent to an unimproved portion of Roadside Drive, which abuts U.S. Highway 101. As part of the project request, the applicant is seeking vacation of a segment of Roadside Drive specifically adjacent to the project site's northern property line. Additionally, the applicant is seeking a Parcel Map to merge both lots into one.

The proposed LA Fitness building would include an approximately 30,000-square foot ground floor with fitness equipment area, cycling studio, lap pool, locker rooms, office space, juice bar, and child care services room. An approximately 15,000-square foot mezzanine level would include a basketball court, aerobics studio, racquetball courts and workout machines. The LA Fitness building would be approximately 35 feet in height, excluding the roof screen around roof top equipment.

The proposed secondary building would provide approximately 4,000 square feet of retail/restaurant space. Although specific tenants have not been identified, it is

anticipated that the space would offer quick serve restaurant uses. As such, the proposed project provides for outdoor patio area along the Agoura Road frontage that would be utilized for seating and/or pedestrian gathering areas. The proposed retail/restaurant building would be approximately 25 feet in height.

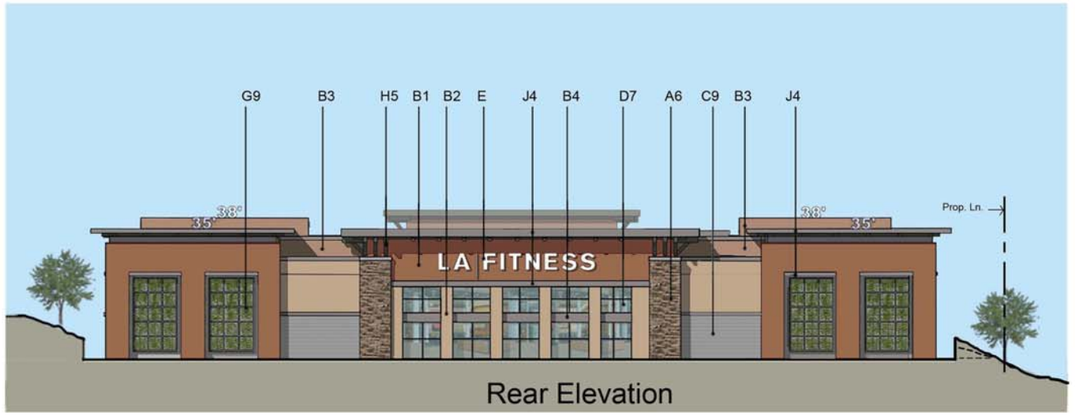
Access to the proposed project would be provided via two new driveways, one on each street frontage. The proposed Agoura Road driveway would be positioned in the southwest corner of the project site and would permit right-in and right-out turns. The proposed driveway along Roadside Road would allow for full access of right and left turns into and out of the project site.

Table 1 shows the Agoura Hills Municipal Code (AHMC) parking requirements for the proposed project. The proposed project would provide 220 parking spaces, thus exceeding the AHMC requirements of 206 spaces. A total of 201 parking stalls would be provided within the on-site parking court 19 parking spaces would be provided along the street frontage of Roadside Road. The loading zone associated with the 45,000-square foot LA Fitness building would be located at the southwest corner of the building, providing a 50-foot by 12-foot loading area. The loading zone associated with the retail/restaurant building would also be 25 feet by 12 feet and located in the parking court, near the Agoura Road driveway.

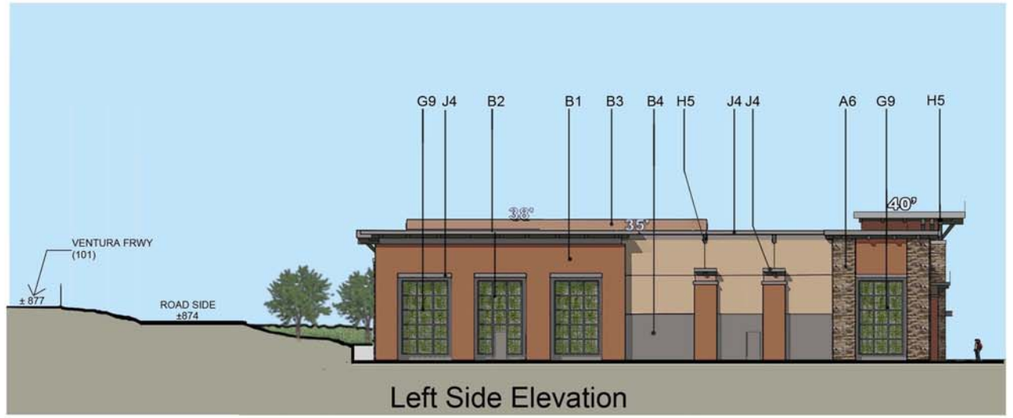
Table 1
Required and Proposed Parking Per AHMC 9654.6.B

Use	Building Area	Parking Ratio	Required Spaces	Proposed Spaces
Retail/Restaurant Building: Restaurant	2,000 SF[2]	15/1000	30	30
LA Fitness Building: Activity Area Office Area Retail Area	 33,219 6,524 570 2,549	 1/220 1/300 1/250	 151 22 3	190
		TOTAL	**206**	**220**

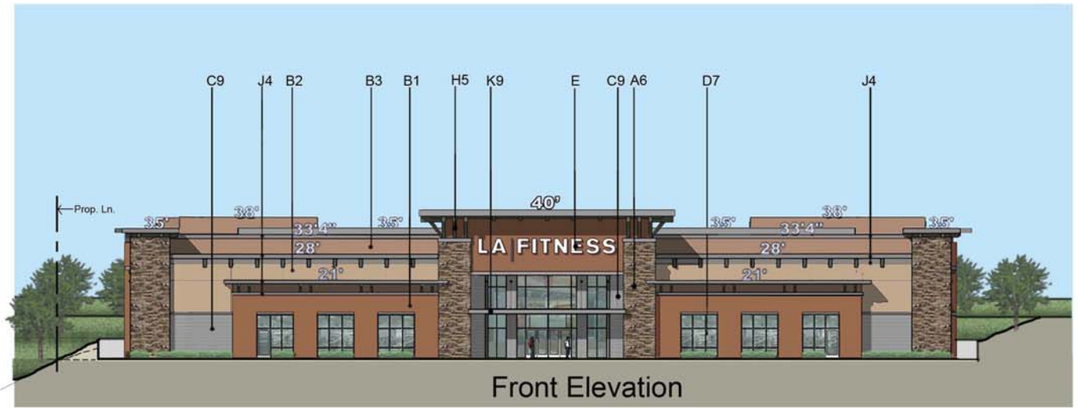
The proposed front yard setback along the Agoura Road street frontage would be a minimum of 25 feet. The front yard would be landscaped with a combination of planters and decorative hardscape, incorporating a public gathering area along the street frontage which is below Agoura Road. The second street frontage setback along Roadside Road would vary, providing a minimum setback of 19 feet adjacent to the LA Fitness building and 17 feet adjacent to the retail/restaurant building. The street frontage would be improved with a variety of landscaped planters, pedestrian walkways and connections to the public right-of-way, and on-street parking. The interior side yard would vary, providing a minimum building setback of 44 feet at the LA Fitness building. The interior side yard would maintain an approximately 10-foot wide planter along the length of the western property line. The rear yard building setback varies from 63 feet to 82 feet and would be improved with landscaping and would provide for future vehicle access to the adjacent property to the west.



Rear Elevation



Left Side Elevation



Front Elevation

Right Side Elevation

MATERIAL:
A. Stone Veneer Finish
B. Textured Stucco Finish
C. Corrugated Metal Finish
D. Aluminum w/ Clear Glazing Storefront system
E. Individual Letter Sign (Illuminated) (See Sht. 4 for Signage DImensions)
F. Glass Blocks
G. Metal Grid
H. Wood Bracket
J. Foam Form Cornice &Trim
K. Metal Canopy

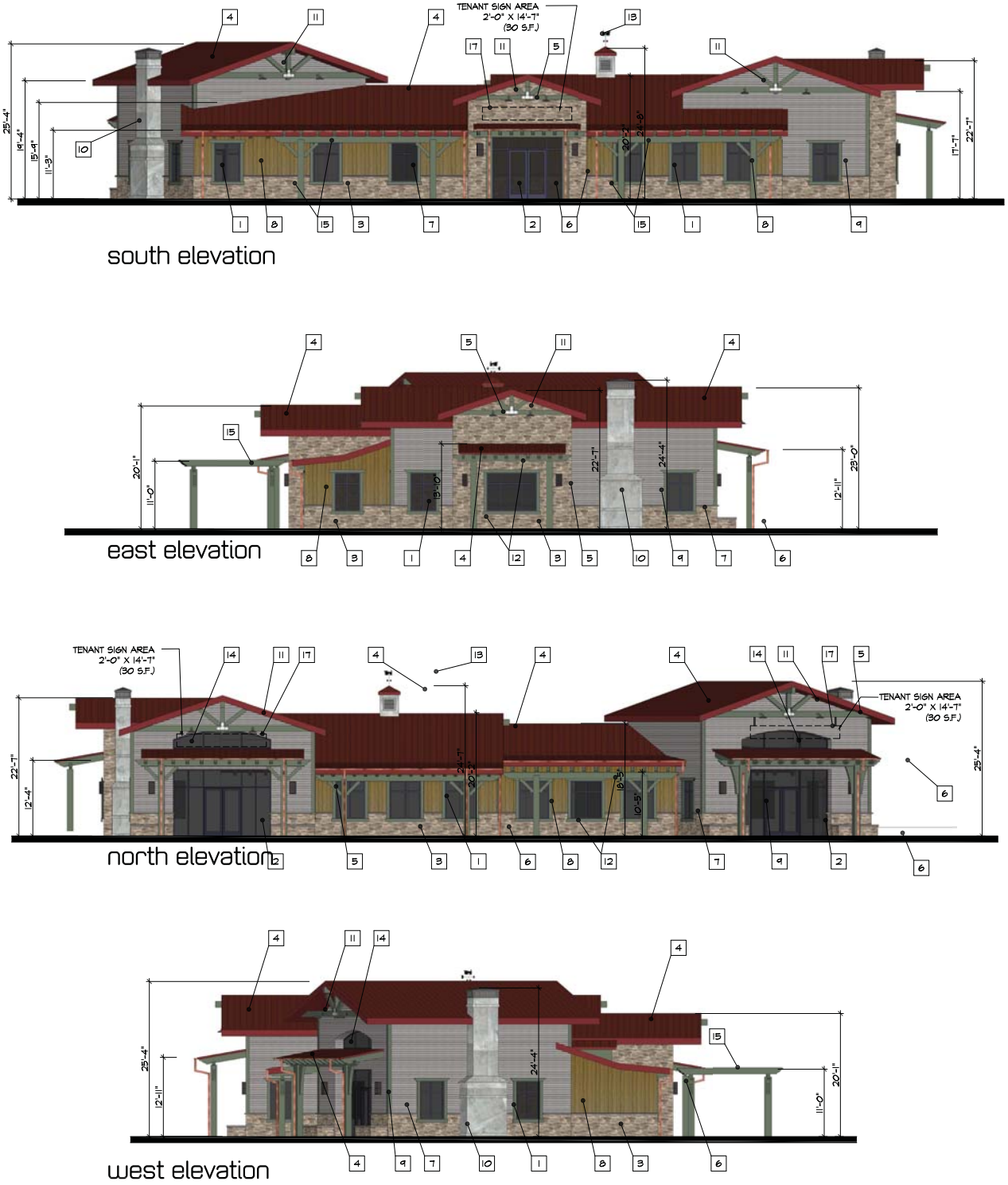
COLOR:
1. A0552 - Padre Island. By GLIDDEN - The Master Palette
2. A1768 - Highland plains. By GLIDDEN - The Master Palette
3. A0572 - Nutria. By GLIDDEN - The Master Palette
4. A1699 - Ominous. By GLIDDEN - The Master Palette
5. A1932 - Covered Bridge. By GLIDDEN - The Master Palette
6. Rocky Mountain Legestone - Sandy Peaks. By CORONADO.
7. Dark Medium Bronze AB-5. By Arcadia
8. Essex AA Pattern. By PITTSBURGH CORNING
9. Old Town Grey W25 - Kynar 500

0 20 40 Feet

Fitness Facility Elevation

Source: Architects Orange 2015

Figure 4



Source: Selleck Development Group 2015

Retail/Restaurant Elevation

Figure 5

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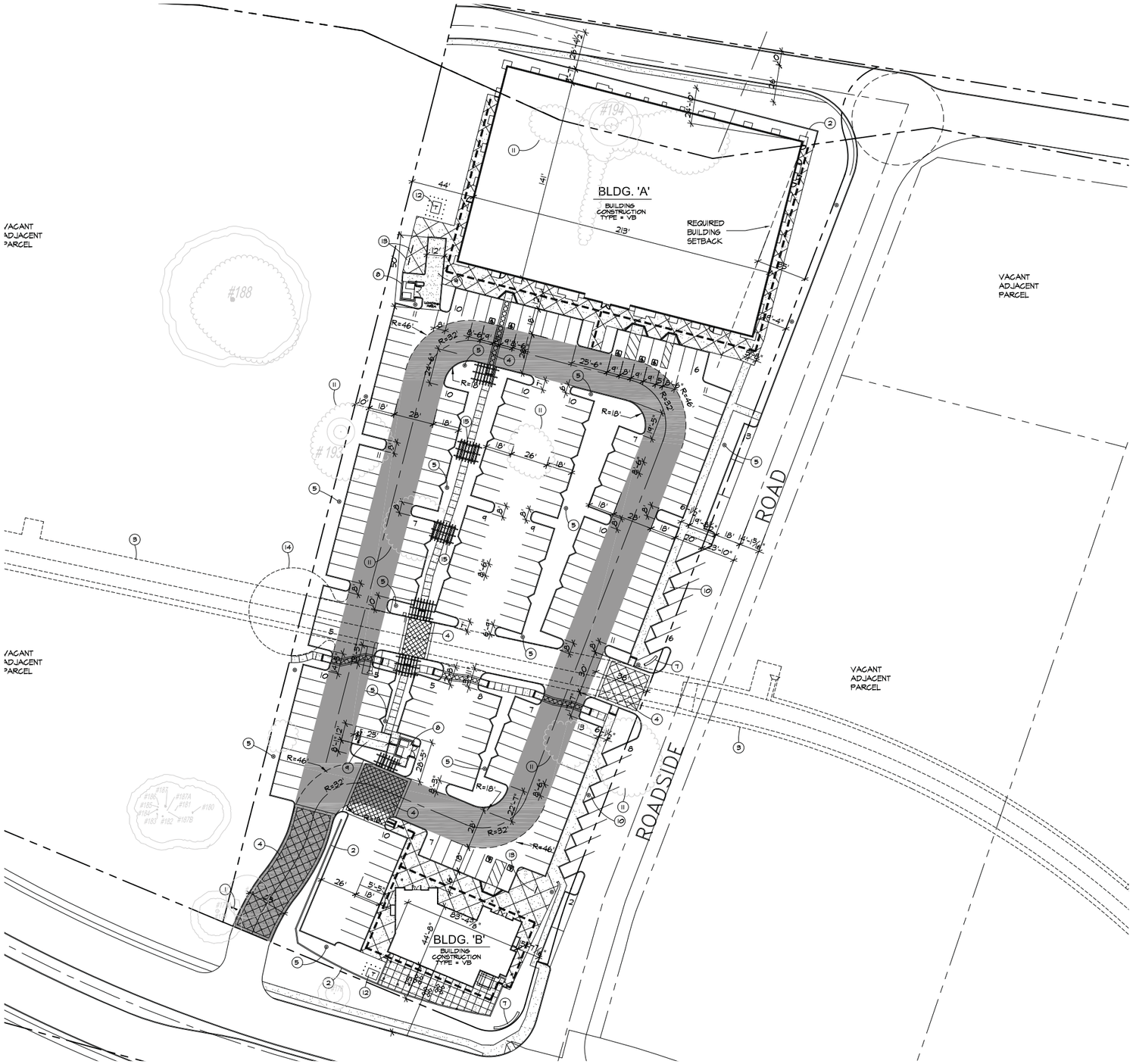

keynotes

1. TRAFFIC SIGN, "RIGHT TURN ONLY"
2. RETAINING WALL
3. EXISTING STORM DRAIN AND EASEMENT
4. CONCRETE CROSSWALK AND ENHANCED ENTRIES. 6" & 12" CONCRETE BAND WITH CONCRETE PAVER IN FILL. PAVERS TO HAVE AN ASHLAR PATTERN BY "ANGELUS BLOCK" - ESTATE COBBLE I & II COLOR TO BE TERRACOTTA/BROWN
5. PARKING LOT LIGHT POLES - DARK BRONZE COLOR
6. MONUMENT SIGN
7. PYLON SIGN - REFER TO SHEET ap5
8. TRASH ENCLOSURE - REFER TO SHEET ap5 FOR DETAIL PLAN & ELEVATION
9. LOADING AREA
10. LANDSCAPE PLANTER
11. EXISTING TREE TO BE REMOVED
12. ELECTRICAL TRANSFORMER LOCATION
13. BICYCLE RACKS - REFER TO SHEET ap5 FOR DETAIL
14. FUTURE ROUND-A-BOUT TO CONNECT WITH ADJACENT PROPERTY
15. SEATING AREA UNDER TRELLIS. REFER TO SHEET ap5 FOR DETAIL

site statistics

TOTAL SITE AREA: APPROX. 162,602 S.F. OR 3.73 AC.

BUILDING 'A' AREA: 45,000 S.F.
GROUND FLOOR AREA: 30,000 S.F.
MEZZANINE AREA: 15,000 S.F.

BUILDING 'B' AREA: 4,000 S.F.

TOTAL BUILDING AREA: 49,000 S.F.

BLDG. FOOTPRINT COVERAGE: 30%

LANDSCAPE COVERAGE: 37,559 S.F. - 23%

PARKING LOT LANDSCAPE COVERAGE - 19.6%

PARKING REQUIRED:

BUILDING 'A' HEALTH CLUB:
ACTIVITY AREA: (A3 OCCUPANCY) 33,219 S.F. = 1/220 S.F. = 151 STALLS
OFFICE AREA: (B OCCUPANCY) 6,524 S.F. = 1/300 S.F. = 22 STALLS
RETAIL AREA: (M OCCUPANCY) 570 S.F. = 1/250 S.F. = 3 STALLS
STORAGE/MISC. AREA: (S1 OCCUPANCY) 2,549 S.F. = 1/300 S.F. = 8 STALL

TOTAL HEALTH CLUB PARKING REQUIRED: 184 STALLS

BUILDING 'B' RESTAURANT: (A2 OCCUPANCY)
SEATING AREA (50%) - 2,000 S.F. = 15/1000 S.F. = 30 STALLS

TOTAL RESTAURANT PARKING REQUIRED: 30 STALLS

TOTAL PARKING REQUIRED: 214 STALLS

PARKING PROVIDED:

STANDARDS:	216 (97%)
HANDICAPPED:	7 (3%)

TOTAL PARKING PROVIDED: 221 STALLS

OVERALL PARKING RATIO: 4.4 PER 1,000 S.F.

BICYCLE PARKING: 1 BICYCLE SPACE PER 25 PARKING STALLS
9 BICYCLE SPACES PROVIDED

N

0 45 90 Feet

Project Site Plan

Source: Hardy Engineering 2015

The proposed project includes approximately 23% landscape coverage throughout the project site, including trees within the parking area to provide shade over approximately 58% of the parking lot area. Landscaped planters would be utilized within the parking lot area to create circulation and separate parking aisles. A pathway marked by evenly spaced, overhead trellises would be provided across the western parking area to allow pedestrian connections between the parking area and the two buildings. A pedestrian walkway along the street frontage on Roadside Road and Agoura Road would also be installed. The pathway would connect to the public right-of-way at the intersection of Agoura Road and Roadside Road, continuing northbound along the project site, allowing connection to the street, parking lot and each building.

The proposed project would include the construction of a retaining wall along the northerly portion of the project site, which would be set approximately five feet from the rear-building wall of the LA Fitness building. The retaining wall would be five to six feet in height at the northwest corner of the LA Fitness building, gradually stepping down to two feet in height at the center portion, and then stepping back up to six feet at the northeast corner of the building.

10. City Entitlements

- Site Plan/Architectural Review Case No. 14-SPR-003
- Oak Tree Permit Case No. 14-OTP-016
- Tentative Parcel Map Case No. TPM 73266
- Variance Request Case No. 14-VAR-003
- Sign Permit Case No. 14-SP-040

11. Other Public Agencies Whose Approval is Required

- California Department of Fish and Wildlife
- Army Corps of Engineers
- Regional Water Quality Control Board
- Los Angeles County Flood Control

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

☐ Aesthetics (I)	☐ Agriculture and Forest Resources (II)	☐ Air Quality(III)
■ Biological Resources (IV)	■ Cultural Resources (V)	■ Geology/Soils (VI)
☐ Greenhouse Gas Emissions (VII)	☐ Hazards & Hazardous Materials (VIII)	☐ Hydrology/Water Quality (IX)
☐ Land Use/Planning (X)	☐ Mineral Resources (XI)	☐ Noise (XII)
☐ Population/Housing (XIII)	☐ Public Services (XIV)	☐ Recreation (XV)
■ Transportation/Traffic (XVI)	☐ Utilities/Service Systems (XVII)	■ Mandatory Findings of Significance (XVIII)

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 will be prepared.

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will 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" impact 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 potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

11/9/2015
Date

Valerie Darbouze, Associate Planner

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. Aesthetics				
-- Would the Project:				
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 which would adversely affect day or nighttime views in the area?	☐	☐	■	☐

Discussion:

a) The project site is currently a vacant paved lot. The project site is characterized by weeds and pavement, remnants from previous development, from the perspective of Agoura Road, as shown in the existing site photos in Figure 3. Although the project site is not located in proximity to a state-designated scenic highway, the City of Agoura Hills General Plan recognizes Agoura Road as a local "valuable scenic resource" that provides scenic views of Ladyface Mountain in the Santa Monica Mountains. Views of natural open space on the northwestern slopes of Ladyface Mountain are available in the background behind the project site, south of Agoura Road. The project is located approximately 100 feet south of U.S. Highway 101, which is considered eligible for state designation as a scenic highway in western Los Angeles County (Caltrans, 2013), but has not been designated as such. Figures 7a and 7b show photosimulations of the proposed project.

One of the buildings would partially obstruct views from U.S. Highway 101 toward the mountains to the south by introducing a 45,000 square foot fitness facility that would require a height variance as it would be up to 38 feet high in certain locations. The proposed view through the site from U.S. Highway 101 is shown in Figure 7b. As shown in Figure 7b, views to the Santa Monica Mountains would continue to be available behind the proposed building from the perspective of U.S. Highway 101, and the proposed building would not substantially obstruct views.

Proposed View from Parking

Source: Architects Orange 2015

Photosimulations

Figure 7a

Proposed View from Freeway

Source: Architects Orange 2015

Photosimulations

Figure 7b

The Natural Resources Element of the General Plan contains goals and policies to preserve significant visual resources through integration of natural features in a project, and the use of appropriate scale, materials and design to complement the surrounding natural landscape. Along scenic resources such as Agoura Road in the project area, the General Plan calls for protecting and enhancing the views and developing appropriate landscaping.

As shown in Figure 8, decorative trees and landscaping would occur along U.S. Highway 101 and would likely enhance the appearance of the view from U.S. Highway 101 towards the Santa Monica Mountains. These features would not obstruct views to the Santa Monica Mountains, given their low stature and elevation of the site (approximately 878-880 feet), and the comparative height of the Santa Monica Mountains, which rises to over 2,000 feet. Given the natural themes and materials in the landscape plan, the project could be seen as complementing the natural scenery.

The proposed view through the site looking north from the proposed parking area is shown in Figure 7a.The project would not cause a substantial adverse effect from this view because no scenic vistas would be in view or affected. Therefore, impacts to a scenic vista would be **less than significant.**

b) Since the project is not within a state scenic highway, there would be no impacts to resources within such a highway. In any case, there are no scenic trees, rock outcroppings, or historic buildings on the project site. Existing vegetation (small trees, shrubs and other ruderal vegetation) onsite, including Oak Tree #194 along the eastern project site boundary, would be removed as part of the proposed project as shown on the project's landscape plan in Figure 8. However, vegetation onsite including Oak Tree #194 is not considered a scenic resource. Impacts related to scenic resources in a state scenic highway would be **less than significant.**

c) The project site is currently a vacant paved lot. The project site is characterized by weeds and pavement as seen in the site photos in Figure 6. Because the project site has been previously graded and is currently characterized primarily as an abandoned use with deteriorated pavement, above-ground utility lines, weeds, shrubbery, and a chain link fence to prevent trespassers, development of the proposed project, would introduce an attractively designed building and more trees, including oaks, than currently exist throughout the project site (as shown in Figure 8). The project may be considered to improve the existing aesthetic character of the site from surrounding viewpoints. Therefore, impacts related to existing visual character would **be less than significant, and may be considered a benefit.**

d) The project site is currently undeveloped and does not contain any existing structures. There are no existing sources of light or glare on the project site. Other sources of light and glare in the vicinity of the project include the adjacent industrial uses east of the project site which generate nighttime light via building mounted lighting and daytime glare from windows and parked vehicles.

The proposed project would involve development of a fitness facility and retail/restaurant building that would incorporate exterior lighting in the form of parking lot lighting, pedestrian walkway lighting, building mounted lighting, and other safety related lighting. In addition, the windows proposed on the exterior elevations and on vehicles parked on the project site could increase the reflected sunlight during certain times of the day. However, the overall elevation of

Preliminary Landscape Plan

Figure 8

Source: Wynn Landscape Architects, Inc

the project site is approximately eight feet lower than the elevation on Agoura Road to the south of the project site, and approximately 13 feet below the U.S. Highway 101. Due to the height difference between these two roadways, impacts related to reflection of sunlight or nighttime glare may be less obtrusive from the perspective of adjacent sites as light and glare spillover would be minimized.

Further, Section 9393.15 of the City of Agoura Hills Municipal Code (AHMC) requires lighting fixtures for various commercial uses to be located so as to shield direct rays from adjoining properties in addition to the City's Architectural Design Guidelines and Standards, which recommends that the lighting fixtures not exceed one foot candle at property lines. The project would be required to implement such features on lighting fixtures onsite. Furthermore, new lighting would incorporate LED heads, a lighting control system with motion sensors, and be consistent with Southern California Edison's "Savings by Design" program, which is a new non-residential construction energy efficiency program. With these features implemented, the additional lighting would be designed to minimize light overspill and glare onto areas adjacent to the site. The project's building materials would not be made of reflective materials and would not be a source of glare. The proposed window overhangs would provide shading elements that would further minimize the reflective potential.

Due to the site's overall elevation in comparison to adjacent sites and with adherence to the requirements of the AHMC, City Architectural Design Standards & Guidelines and "Savings by Design" program as part of the overall site features, impacts related to new sources of light or glare would be **less than significant.**

Mitigation Measures:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. Agriculture and Forest Resources				
-- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- 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))?	☐	☐	☐	■
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 does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared by the Farmland Mapping and Monitoring Program (California Department of Conservation, 2014). Therefore, there are **no impacts** related to conversion of such lands.

b) The project site is not zoned for agricultural use. Additionally, the City does not have agricultural zoning or Williamson Act contracts. There would be no conflict with zoning for agricultural use or with a Williamson Act contract. Therefore, there would be **no impact**.

c) The project site is within the City of Agoura Hills North Agoura Road Planning Area and is zoned Planned Development (PD). The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Therefore, there would be **no impact.**

d) The project site does not contain forest lands. The project would not convert forest lands. Therefore, there would be **no impact.**

e) The project site does not contain agricultural lands and would not result in the conversion of Farmland, to non-agricultural use. Therefore, there would be **no impact** to agricultural lands.

Mitigation Measures:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. Air Quality				
-- Would the project:				
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 which exceed quantitative thresholds for ozone precursors)?	☐	☐	■	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	■

Discussion:

The project site is within the South Coast Air Basin (the Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether or not the standards are met or exceeded, the Basin is classified as being in "attainment" or "nonattainment." The South Coast Air Basin is in nonattainment for both the federal and state standards for ozone and nitrogen dioxide as well as the state standard for PM_{10} (SCAQMD, 2013). Thus, the Basin currently exceeds several state and federal ambient air quality standards and is required to implement strategies to reduce pollutant levels to recognized acceptable standards. This non-attainment status is a result of several factors, including the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local air shed to eliminate pollutants from the air, and the number, type, and density of emission sources within the South Coast Air Basin.

This air quality analysis conforms to the methodologies recommended in the South Coast Air Quality Management District CEQA Air Quality Handbook (1993). A project's impact to air quality is significant if its emissions exceed any of the thresholds for criteria pollutants shown in Table 2, below.

Table 2
Air Quality Thresholds

Pollutant	Construction	Operation
NO_X	100 lbs/day	55 lbs/day
ROG[1]	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
CO	550 lbs/day	550 lbs/day
SO_X	150 lbs/day	150 lbs/day

[1] Reactive Organic Gases (ROG) are formed during combustion and evaporation of organic solvents. ROG are also referred to as Volatile Organic Compounds (VOC).

Source: SCAQMD, http://www.aqmd.gov/ceqa/handbook/signthres.pdf, March 2011.

In addition to the thresholds shown above, the SCAQMD has developed Localized Significance Thresholds (LSTs). 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 will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, distance to the sensitive receptor, and other applicable criteria. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO_X, CO, PM_{10} and $PM_{2.5}$. LSTs are not applicable to mobile sources such as cars on a roadway (SCAQMD, 2003). As such, LSTs for operational emissions do not apply to onsite development as the majority of emissions would be generated by vehicle traffic on area roadways.

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The proposed project involves approximately 3.73 acres of on-site grading and construction. SCAQMD's Sample Construction Scenarios for Projects Less than 5 Acres in Size contains methodology for determining the thresholds for projects that are not exactly 1, 2, or 5 acres in size. This methodology was implemented to determine the thresholds for the proposed project. The project site is located in Source Receptor Area 6 (SRA-6, Agoura Hills). LSTs are provided for sensitive receptors at a distance of 82 to 1,640 feet from the project site boundary. Sensitive receptors typically include residences, schools, hospitals and the elderly. The closest sensitive receptors to the project site are the residential uses approximately 1,000 feet (approximately 300 meters) northwest of the project site, beyond U.S. Highway 101. LSTs for construction on a two-acre site in SRA-6 are shown in Table 3.

Table 3
SCAQMD LSTs for Construction

Pollutant	Allowable emissions[1] (lbs/day)
Gradual conversion of NO_X to NO_2	187
CO	2,629
PM_{10}	66
$PM_{2.5}$	21

[1] Allowable emissions from site involving at least 2 acres of grading in SRA-6 for a receptor 200 meters away.

Source: SCAQMD, Appendix C – Mass Rate LST Look-up Table. Accessed April 2015.

a) According to 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 forecasted future population. Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. A project may be inconsistent with the AQMP if it would generate population, housing or employment growth exceeding the forecasts used in the development of the AQMP.

Currently, the City of Agoura Hills' population is approximately 20,625 people (California Department of Finance, 2014). The proposed project does not involve construction of residential development and would therefore not cause direct population growth in the City of Agoura Hills. Furthermore, as demonstrated in the quantitative analysis below, the vehicle use and energy consumption associated with development of the proposed project would result in less than significant physical impacts on air quality. Also, the project is consistent with the land use designation of the City of Agoura Hills General Plan 2035 and the site zoning, and the buildout of this parcel was anticipated in the General Plan. Therefore, the project would be consistent with the intent of the AQMP and would not obstruct implementation of the plan, resulting in **less than significant impacts.**

b) Emissions generated by the proposed project would include temporary emissions during construction and long-term operational emissions. Both types of impacts are discussed below.

Construction Emissions

Construction of the proposed project would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles, in addition to reactive organic gases (ROGs) that would be released during the drying phase upon application of architectural coatings. For the project, construction would generally consist of demolition (removal of existing concrete and other debris), site preparation, grading, erection of the proposed buildings, paving, and architectural coating.

Temporary emissions from construction of the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 (refer to Appendix A for air

quality modeling assumptions and results). During site preparation, the soils that underlie portions of the site could be turned over and pushed around, exposing the soil to wind erosion and dust entrainment by onsite operating equipment. The majority of emissions associated with construction activities on site come from off-road construction equipment, but some emissions are also associated with construction worker trips. For the purposes of modeling, it was assumed that the project would comply with SCAQMD Rule 403, which is required to be implemented at all construction sites located within the South Coast Air Basin. SCAQMD Rule 403, Table 1, provides measures for construction activities to reduce fugitive dust. The measures, listed below, including the application of water or stabilizing agents to prevent generation of dust plumes, pre-watering materials prior to use, use of tarps to enclose haul trucks, stabilizing sloping surfaces using soil binders until vegetation or ground cover effectively stabilize slopes, hydroseed prior to rain, and washing mud and soils from equipment at the conclusion of trenching activities would be required for all construction activities. Therefore, consistent with SCAQMD Rule 403, the modeling of air pollutants associated with construction assumed the following measures:

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.

3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.

4. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).

5. **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at

the end of the day, if visible soil material is carried over to adjacent streets and roads.

Table 4 summarizes the estimated maximum daily emissions of pollutants during each year of construction. For localized significance thresholds, allowable emissions from a site involving at least 2 acres of grading for a receptor at least 200 meters away was used, although the project site is approximately 300 meters away from the nearest sensitive receptor. Therefore, more conservative thresholds were used to compare construction emissions. Nevertheless, as shown in Table 4 construction emissions would not exceed SCAQMD regional thresholds related to ROG, NO_X, CO and SO_X. With adherence to SCAQMD Rule 403 to reduce fugitive dust during the grading phase of construction (see measures listed above), maximum daily emissions of fugitive dust (PM_{10} and $PM_{2.5}$) would not exceed applicable regional thresholds. In addition, the non-attainment basin status and the cumulative impact of all construction suggest that all reasonably available control measures for diesel exhaust shall be implemented even if individual thresholds are not exceeded. With adherence to SCAQMD rules for construction, construction impacts to air quality would be less than significant.

Table 4
Estimated Construction Emissions

	Emissions (lbs/day)					
	ROG	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_X**
Maximum Daily Construction Emissions	11.73	93.28	69.33	29.72	18.1	<0.1
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*55*	*150*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Localized Significance Thresholds[1]	*N/A*	*187*	*2,629*	*66*	*21*	*N/A*
Exceed LST?	**N/A**	**No**	**No**	**No**	**No**	**N/A**

[1] *See Table 3*
Source: CalEEMod v 2013.2.2. Please see A for complete modeling results. Summer construction and operational emissions were modeled and reported for a conservative estimate of project emissions, since emission estimates are typically higher in the winter months compared to the summer months. Winter emission estimates report the most conservative pounds-per-day of emissions associated with the project, which are then compared to the SCAQMD thresholds measured in pounds-per-day. The annual emissions listed in the tables in Appendix A show the average annual emissions over the year. These estimates are used for analysis of greenhouse gas emissions impacts, since the greenhouse gas emission thresholds are based on metric tons per year.

Long-Term Emissions

Long-term emissions associated with project operation, as shown in Table 5, would include emissions from vehicle trips (Mobile), natural gas and electricity use (Energy), and landscape maintenance equipment, consumer products and architectural coating associated with on-site development (Area). As shown in Table 5, overall emissions for the project would not exceed SCAQMD thresholds for any criteria pollutants.

Table 5
Estimated Maximum Daily Operational Emissions

Sources	Estimated Emissions (lbs/day)					
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$	SO_x
Area	2.92	<0.1	<0.1	<0.1	<0.1	0.00
Energy	0.06	0.54	0.46	0.04	0.04	<0.1
Mobile	11.8	20.79	94.69	10.72	3.04	0.16
Total Emissions (lbs/day)	**14.78**	**21.34**	**95.18**	**10.76**	**3.08**	0.16
SCAQMD Thresholds	55	55	550	150	55	N/A
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**N/A**

See Appendix A for CalEEMod winter output, included here because it represents the "worst-case" scenario.

As demonstrated in Tables 4 and 5, no air quality standard would be violated as a result of the proposed project, nor would the proposed project contribute substantially to an existing or projected air quality violation. Impacts related to violating or contributing to a violation of air quality standards **would be less than significant.**

c) As demonstrated in Tables 4 and 5 and discussed above, the proposed project would not result in a project specific or 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 which exceed quantitative thresholds for ozone precursors). Impacts would be **less than significant.**

d) As demonstrated and discussed above, the closest sensitive receptors to the project site are the residential uses approximately 1,000 feet (approximately 300 meters) northwest of the project site, beyond U.S. Highway 101. As shown in both Tables 4 and 5, the proposed project, either during construction or long-term operations, would not expose the project site or adjacent uses, such as nearby residential uses, to substantial pollutant concentrations. Impacts would be **less than significant.**

e) Figure 5-5, *Land Uses Associated with Odor Complaints,* of the 1993 SCAQMD CEQA Air Quality Handbook identifies the following land uses associated with odor complaints: Agriculture, Wastewater Treatment Plants, Food Processing Plants, Chemical Plants, Composting, Refineries, Landfills, Dairies, and Fiberglass Molding Plants. The proposed project is not associated with uses identified in this list and unlikely to generate objectionable odors affecting a substantial number of people, given that the proposed uses are an enclosed fitness facility and a restaurant. Therefore, there would be **no impacts** related to objectionable odors.

Mitigation Measures:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. Biological Resources				
-- Would the project:				
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 Wildlife 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, or regulations, or by the California Department of Fish and Wildlife 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?	☐	☐	☐	■

Discussion:

PCR conducted a biological reconnaissance of the project site on June 20, 2014 (See Appendix B). Survey coverage of the entire project site, with special attention to sensitive habitats or those areas potentially supporting sensitive flora or fauna, was ensured using color aerial

photography (1"= 100'), site-specific topography, and a USGS topographic map. Plant communities were mapped directly in the field utilizing a 100-scale (1"=100') aerial photograph and 7.5' USGS topographic map. The classification of plant communities follows the California Department of Fish and Wildlife *List of California Terrestrial Natural Communities Recognized by the Natural Diversity Database*. Descriptions are based on PCR's findings, Sawyer and Keeler-Wolf, and/or Holland. After completing the fieldwork, the plant community polygons were digitized using Geographic Information System (GIS) technology to calculate acreages. A constraints analysis report by PCR is provided in Appendix B. An additional site reconnaissance by Rincon Consultants, Inc. was conducted on March 5th, 2015 to verify the findings of PCR (See Appendix B). The following analysis is based on the findings from both reports.

Existing Conditions

As described above, the project site consists of formerly graded areas over the majority of the site (approximately 2.49 acres have been previously graded) including some remnant concrete/pavement (approximately 1 acre), a small deteriorated structure (wooden shack/shed) at the center of the site and utility lines. Within the graded area is vegetation (mainly ruderal) growing through the concrete slab, including tree tobacco (*Nicotiana glauca*), shortpod mustard (*Hirschfeldia incana*), telegraph weed (*Heterotheca grandiflora*), Italian thistle (*Carduus pycnocephalus*), red brome (*Bromus madritensis*), crimson fountain grass (*Pennisetum setaceum*), and a few native species, such as doveweed (*Eremocarpus setigerus*), coyote brush (*Baccharis pilularis*), and narrow-leaf milkweed (*Asclepias fascicularis*).

Ruderal vegetation is found in areas heavily disturbed by human activities, such as roadsides, graded fields, and manufactured slopes, and frequently weedy, non-native plants are introduced as a consequence. Within the project site, non-native species observed within this community include shortpod mustard, tocalote (*Centaurea melitensis*), tree of heaven (*Ailanthus altissima*), red brome, redstem filaree (*Erodium cicutarium*), Russian thistle (*Salsola tragus*), Italian thistle, horehound (*Marrubium* vulgare), white mulberry (*Morus alba*), smilo grass (*Stipa miliacea* var. *miliacea*), and native species such as coyote brush, red willow (*Salix laevigata*), arroyo willow (*Salix lasiolepis*), narrow-leaf milkweed, telegraph weed, saw-toothed goldenbush (*Hazardia squarrosa*), laurel sumac (*Malosma laurina*), and blue elderberry (*Sambucus nigra* ssp. *caerulea*). Ruderal vegetation covers 0.97 acre of the project site. None of the wildlife or plant species onsite are considered sensitive species.

A concrete vertical walled channel approximately 240 feet in length and 3 feet wide is located in the northeastern portion of the project site. This channel supports an estimated 0.02 acres of herbaceous wetland habitat which could also be considered a sensitive natural community. The community is dominated by non-native, non-sensitive species such as rabbitfoot grass (*Polypogon monspeliensis*), shortpod mustard, and curly dock (*Rumex crispus*). A mosaic of native species is found within this community with California bulrush (*Schoenoplectus californicus*) being the most dominant. Other native species observed include cattail (*Typha* sp.), red willow, coyote brush, mule fat (*Baccharis salicifolia*), narrow-leaf milkweed, and horseweed. The 0.02 acres of herbaceous wetland habitat is likely regulated by the U.S. Army Corps of Engineers (ACOE), Regional Water Quality Control Board (RWQCB) and California Department of Fish and Wildlife (CDFW).

Plant species observed during the survey were either identified in the field or collected and later identified using taxonomic keys. Plant taxonomy follows Hickman. Seven Common plant names were taken from Hickman, Munz, or McAuley. The wildlife species observed during the field survey by sight, call, tracks, nests, scat (fecal droppings), remains, or other sign were recorded. Binoculars and regional field guides were utilized for the identification of wildlife, as necessary. Any wildlife species observed within the project site, as well as diagnostic signs, were recorded in field notes. Wildlife taxonomy follows Stebbins for amphibians and reptiles, the American Ornithologists' Union for birds, and Jameson and Peeters for mammals.

A total of 29 plants, five invertebrates, five fish, three amphibians, six reptiles, 10 birds, and eight mammals have special status designations listed by the CNDDB in the nine 7.5 minute USGS quadrangles containing and surrounding the project site. These species are associated with a wide range of native vegetation types and habitats, none of which are found in any form onsite.

a) Based on the presence of developed and ruderal areas and a marginal herbaceous wetland habitat, the project site has limited potential to support wildlife and diversity. The project site contains no suitable habitat for sensitive species. Therefore, the proposed project would have a **less than significant impact** to sensitive wildlife species.

b) The project site consists of a large concrete area (approximately 1 acre), a small wood shack/shed (less than 50 square feet), utility lines, with ruderal vegetation and a concrete vertical walled channel approximately 240 feet in length and three feet wide located in the northeastern portion of the project site. The channel contains water and aquatic plants such as curly dock, cattail, and California bulrush throughout which could be considered a sensitive natural community. This channel supports an estimated 0.02 acres of herbaceous wetland habitat within the project site that could likely be regulated by the U.S. Army Corps of Engineers (ACOE), Regional Water Quality Control Board (RWQCB) and the California Department of Fish and Wildlife (CDFW). The project would remove this channel as part of construction and the area would be improved with grading and a retaining wall next to the northeast side of the proposed fitness structure. Thus, impacts to a sensitive natural community are **potentially significant unless mitigation is incorporated.**

If in consultation with state and federal resource agencies, including ACOE, RWQCB and CDFW, it is determined that the drainage channel is under ACOE, RWQB Or CDFW jurisdiction, the Mitigation Measure BIO-1 would be required to reduce impacts to a less than significant level.

c) As discussed above, an onsite drainage channel, including the herbaceous wetland habitat, could potentially be regulated by the ACOE, RWQCB and CDFW, and thus could be considered protected wetlands, including per Section 404 of the federal Clean Air Act. The project would remove this channel as part of construction and the area would be graded and developed including with a retaining wall next to the northeast side of the proposed fitness structure. Thus, impacts to federally protected wetlands are **potentially significant unless mitigation is incorporated.** Mitigation Measure BIO-1 would be required to mitigate impacts to wetlands.

d) The project site contains several trees with the potential to support migratory songbird nests. Project construction would remove one oak tree onsite and may require removal of other trees as part of project construction. Disturbing or destroying active nests is a violation of the Federal Migratory Bird Treaty Act (MBTA). In addition, nests, live young, and eggs are protected under the State of California's Fish and Wildlife Code Section 3503. Should active nests be present within the project site, potentially significant impacts could occur to nesting birds as a result of the proposed project. Mitigation Measure BIO-2 requiring bird nesting surveys would be required. Impacts related to movement of other native resident or migratory fish or wildlife species are not expected. There are no known or expected wildlife corridors or native wildlife nursery sites in or near the project site, and so impacts would be less would be less than significant with mitigation incorporated. Therefore, i**mpacts would be less than significant with mitigation incorporated for bird nesting, and less than significant for other impacts.**

e) The City of Agoura Hills Oak Tree Preservation Guidelines provide for protection and replacement of oak trees that are disturbed or removed by development. These Guidelines requires the preservation of oak trees and scrub oaks (genus *Quercus)* in recognition of their historical, aesthetic, and environmental value to the citizens of Agoura Hills. The policy applies to the removal, cutting, pruning, or encroachment into the root protection zone of an oak species. To qualify, oak trees must have a trunk diameter greater than two inches at 3.5 feet above grade. There are 3 protected oak trees in the public ROW and 11 additional protected trees occurring offsite or in the vicinity of the proposed project.

An original Oak Tree Report prepared by James Dean, ASLA, ISA (see Appendix C) dated June 17 2014 and revised October 13, 2014, November 17, 2014, and May 11, 2015 with a final determination was submitted to the City by the applicant, along with an Oak Tree Inventory Form (also contained in Appendix C). Based on the most recent report, and the memorandum from the City's Oak Tree Consultant dated July 7, 2015 (Appendix C), 14 oak trees on or within the vicinity of the project site are considered as protected oaks by the City's Oak Tree Ordinance and Preservation Guidelines. Three oak trees on or within the vicinity of the site would be impacted by the project. These include Oak Tree Nos. 193, 194 and 195. Oak Tree #194 is a valley oak tree onsite that would be removed as it is within the proposed building footprint at the northern end of the site. Oak Tree #193 is an off-site valley oak tree that would be severely impacted through grading and soil fill in the tree's protected zone along the site's western edge, and would be considered a loss. Oak Tree #195 is a coast live oak offsite within the Caltrans right-of-way on the north that would experience encroachment within its protected zone but outside its drip line; the impact would be considered minor and not a loss of the tree as long as oak tree protection measures are implemented. Oak Tree Nos. 178 and 179, which are coast live oaks, would be removed and mitigated for by the City as part of the Agoura Road Widening Project, and are addressed in the Agoura Road Widening Project's IS/MND (December 2012). They are not considered losses for this project. The remaining nine off-site oak trees are not expected to be impacted by the project. The direct loss of Oak Tree No. 194 would require replacement. Protective measures would be required for Oak Tree No. 195. For Oak Tree No. 193, protective measures would be required, but as the tree is expected to be impacted severely, replacement for its loss is also required. Protective measures are also required for the remainder of the oak trees adjacent to the site to ensure no impacts occur. These requirements are outlined in Mitigation Measures BIO-3 and BIO-4. Therefore, impacts from conflicts with local policies

or ordinances regarding oak tree protection would be **less than significant with mitigation incorporated.**

f) The project site is located within an urbanized 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. Therefore, **no impact** would result from the development of this project.

Mitigation Measures:

The following mitigation measures are required to reduce impacts to a less than significant level.

BIO-1 **Habitat Restoration or In-lieu Fee.** To compensate for impacts to 0.02 acres of herbaceous wetland habitat in the channel, the applicant shall follow all requirements, including permits/approvals and identified mitigation, of the appropriate regulatory agencies, including the California Department of Fish and Wildlife (CDFW), the U.S. Army Corps of Engineers (ACOE), and the Regional Water Quality Control Board (RWQCB).

At a minimum, the applicant shall compensate for the loss of habitat at a 1:1 ratio (compensation area: impact area), or as required by the RWQCB, ACOE, and CDFW, as applicable. The same or similar habitat shall be restored as close to the impact area as possible. If a location in the general area of the project is not feasible as determined by the City, then the applicant shall restore another appropriate area within the City limits as close to the impacted area as possible. If a location in the City is determined infeasible by the City, mitigation shall occur elsewhere in the watershed but as close to the project site as possible, or an in-lieu fee to compensate for the loss of habitat may be provided to a qualified agency or other entity acceptable to the City and the regulatory agencies, as applicable. The appropriate in-lieu fee would be determined by the applicant and receiving entity/agency, as approved by the City Environmental Analyst.

Mitigation shall be completed within two (2) years of the completion of the project construction. A mitigation plan and monitoring program shall be prepared and submitted to the City Environmental Analyst and other regulatory agencies, as necessary, for acceptance prior to issuance of a Grading Permit or Building Permit, whichever occurs first, or the start of construction of the project, whichever is sooner. The mitigation and monitoring plan shall outline methods of mitigation; planting sizes, quantities, and receiver sites; performance standards, including maintenance and monitoring (with periodic status reports and documentation).

BIO-2 **Nesting Birds.** To the extent feasible, the applicant shall not remove or otherwise disturb vegetation, prepare the site, or conduct any other construction related activities within the work areas to avoid impacts to

breeding and/or nesting birds from February 1 through September 1, the recognized breeding, nesting and fledging season for raptor and bird species. If such activities in the work areas during the breeding and nesting season cannot be avoided, then prior to any ground or vegetation disturbing activities, the applicant shall have a qualified biologist/ornithologist acceptable to the City Environmental Analyst conduct a survey of all breeding and nesting habitats within the work areas and vicinity within one (1) week of construction or vegetation clearing activities. The extent of the survey buffer area surrounding the site shall be established by the biologist to ensure that direct and indirect effects to nesting/breeding birds are avoided. A report discussing the results of the bird survey shall be submitted for review by the City Environmental Analyst prior to any vegetation removal, site preparation or construction activity. If active nests are found within the survey area, activities within a 300-foot radius (500 feet for raptors) shall not be allowed until an appropriate buffer can be established. Limits of construction to avoid a nest site shall be established in the field with flagging and stakes or construction fencing. Activities within the buffer area shall be postponed or halted at the discretion of a biological monitor until the nest is vacated and juveniles have fledged, and there is no evidence of a second attempt at nesting. If a state or federally listed species is found, the CDFW, and the USFWS, when applicable, shall be notified within 24 hours of the sighting, and construction work shall not occur until concurrence has been received that operations may proceed. The biologist shall record the results of the recommended protective measures described above to document compliance with applicable state and federal laws pertaining to the protection of native birds, and provide the documentation to the City's Environmental Analyst.

BIO-3 **Oak Tree Replacement.** All excavation within the protected zone of Oak Trees Number 193 and 195 shall be performed using only hand tools under the direct observation of the applicant's oak tree consultant. Light construction equipment may be utilized with prior approval of the City Oak Tree Consultant.

Prior to the start of any mobilization or construction activities on the site, Oak Trees Number 193 and 195 shall be fenced at the edge of the approved limits of work in strict accordance with Article IX, Appendix A, Section V.C.1.1 of the City of Agoura Hills Oak Tree Preservation and Protection Guidelines. The City Oak Tree Consultant shall approve the fencing location subsequent to installation and prior to the start of any mobilization or work on the site.

To mitigate the removal of the Tree 194 and the likely decline and early death of Tree 193, the project plans shall include at least eight inches of trunk diameter of new oak trees within the landscape. The exact species, planting sizes and planting locations shall be subject to review and approval by the City Oak Tree Consultant. The applicant shall plant at least eight oak trees within the site, to

include the following six trees: two 36-inch box size trees and four 24-inch box size trees.

Should the Planning Director and the City Oak Tree Consultant determine that the required number of oak trees cannot be planted on the subject site in a practical fashion, equivalent alternative mitigation shall be established through the establishment of an equivalent in-lieu fee which the applicant shall pay into the City Oak Tree Mitigation Fund for the deficit. The amount of the in-lieu fee shall be based upon tree appraisal standards contained in the 9th Edition of the Guide for Plant Appraisal in consultation with the City's Oak Tree Consultant and approved by the Planning Director.

The planting locations, species and quality of all mitigation oak trees are subject to the approval of the City Oak Tree Consultant.

The mitigation oak trees shall be maintained in perpetuity. Should any of the mitigation oak trees decline or die, they shall be replaced in accordance with the provisions of the Oak Tree Preservation and Protection Guidelines.

BIO-4 **Oak Tree Preservation Program.** The project applicant shall submit an Oak Tree Preservation Program prepared by a qualified Oak Tree specialist for review and approval by the City Planning Department and City Oak Tree Consultant prior to the granting of a Grading Permit or Building Permit, whichever occurs first. The Oak Tree Preservation Program shall establish measures to further protect oak trees on and near the site that are not identified for removal during project construction. Preservation Program

The program shall include but not be limited to the following components:

Tree Protection

- An "Oak Tree Protection Zone" shall be delineated for each oak tree present within 50 feet of the construction zone, including but not limited to Oak Tree #195.
- All construction activities shall follow the established "Oak Tree Preservation Program."
- Before any site construction commences, all on-site trees shall be protected with a minimum 5' high chain link fence. To minimize damage that might occur due to equipment storage, debris dumping, parking, etc. within oak tree protection zones. This fence shall remain during all phases of construction and shall not be moved or removed without the approval of the City of Agoura Hills Planning Department.
- Fence posts shall be no closer than 15' from any oak tree trunk as well and no closer than 15' on-center within any dripline. Postholes being dug shall not impact any oak tree roots longer than 2 inches.
- Signs of a minimum size of 2'4' shall be installed on the fence equidistant from each other around each tree. Signs shall be posted 50' apart on a

grove of trees, where fencing cannot be placed around a single tree. The sign must read:

WARNING-THIS FENCE SHALL NOT BE REMOVED OR RELOCATED WITHOUT WRITTEN AUTHORIZATION FROM THE CITY OF AGOURA HILLS PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT.

- Any brush clearance within the dripline of the tree areas shall be completed by hand only.

Pruning and Dead Wood Removal (not anticipated)

- A certified arborist shall perform all pruning cuts according to the International Society of Arborists' Best Management Practices: Tree Pruning and according to American National Standards Institute (ANSI) A300 pruning standard. Work shall be performed in accordance with the ANSI Z133.1 safety standard.

Water & Fertilization

- Watering should not be done during the months of June, July, and August unless the root system has been compromised by damage done to some of the roots. If recommended by an arborist, water should be applied no more than once or twice a week and allowed to drain thoroughly before more water is applied.
- Fertilization of these native oak trees is not ordinarily recommended and should not be done unless approved by the City arborist.

Diseases and Pests

- Prior to construction, the vigor of the saved trees shall be assessed. Any trees in a weakened condition shall be treated, as deemed necessary by the City arborist to invigorate them.
- During all phases of construction, the health of the trees shall be monitored for signs of disease. These problems, if determined to exist, shall be addressed in order to remedy them.

Grading Within the Protected Zone

- Exploratory trenching shall be done by hand or with great care by digging equipment under the observation of the consulting arborist for all trees proposed to be encroached by this project. This shall be done in order to minimize the damage to the root system by digging and to allow the proper pruning of the roots that are found. If any roots 2 inches or larger are encountered, they shall be saved (except in a grading cut situation) and covered with a layer of plastic cloth until backfilled.

Other Considerations

- Grade stakes should not be nailed to trees; nothing that causes damages to the tree should be attached the trees
- No planting, irrigation, or utilities should be installed within 15' of any native oak tree trunk unless approved by the City Planning Department.
- Chemicals or herbicides should not be applied within 100' of the dripline of any native oak tree.
- Dust accumulation onto the tree's foliage from construction shall be hosed off periodically during construction under the recommendation on the consulting arborist.
- Copies of the oak tree report and the oak tree permit and the City approved site plan, as well as landscape and irrigation plans, shall be kept on-site during all site construction for reference.
- A certification letter shall be submitted to the City Planning Department. upon completion of all work to the oak trees. This letter shall be submitted within five (5) working days of project completion.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. Cultural Resources				
-- Would the project:				
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 as defined in §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?	☐	■	☐	☐

Discussion:

a) The project site is currently vacant and does not contain historic resources. Rincon Consultants, Inc. conducted a Cultural Resources Investigation, including a record search and survey of the site on March 2, 2015. A Cultural Resources Constraints Analysis was then completed on April 22, 2014 by Rincon Consultants, Inc. This investigation did not identify any California Points of Historical Interest, California Historical Landmarks, California Register of Historic Places listings, California Historic Resources Inventory listings, and National Register of Historic Places listings in the vicinity of the project site. Thus, the project would not remove or damage any existing historic resources. There would be **no impact**.

*b)*As part of the Cultural Resources Investigation (Rincon, March 2015), the records search results indicated that there are no known archaeological sites within the project area, however 11 previously recorded cultural resources were identified within 0.5 mile of the project site primarily related to areas along the historic El Camino Real route (current U.S. Highway 101). The survey was negative for cultural and paleontological material. Half of the project site surface is covered by a concrete foundation from the previous building and a paved road. The other half is covered in vegetation and gravel but no cultural material was observed on the surface.

Based on the above, the proposed project would not impact any known archaeological properties. Nonetheless, it is possible that grading could potentially encounter previously unknown archaeological or paleontological resources. Because the possibility exists for encountering subsurface archaeological resources remains during construction activities, impacts to unknown cultural resources could be potentially significant Mitigation Measure CR-1 involving construction monitoring is required.

With adherence to Mitigation Measure CR-1, **impacts would be less than significant with mitigation.**

c) As described above, as part of the Cultural Resources Investigation (Rincon, March 2015), the records search results indicated that there are no known paleontological or unique geological features sites within the project area. The survey was negative for paleontological material. Half of the project site surface is covered by a concrete foundation from the previous building and a paved road. The other half is covered in vegetation and gravel but no cultural material were observed on the surface.

Based on the above, the proposed project would not impact any known paleontological resources. Nonetheless, it is possible that grading could potentially encounter previously unknown paleontological resources. Because the possibility exists for encountering subsurface resources remains during construction activities, impacts to unique geological features and paleontological resources would be potentially significant. Mitigation Measure CR-1 is required to be implemented during construction. **Impacts would be less than significant with mitigation.**

d) There is no evidence of human remains on-site. The potential for unknown burial sites to be encountered during construction is extremely low given the previously disturbed nature of the project site. Nevertheless, ground disturbing activities during project construction have the potential to uncover previously undiscovered human remains, and so impacts would be considered potentially significant. Mitigation Measure CR-2 listed below, which outlines the proper procedures if human remains are found, would be required during construction activities. **Impacts would be less than significant with mitigation incorporated.**

Mitigation Measures:

The following measures are required to reduce potential impacts to cultural resources to a less than significant level.

CR-1 **Archaeological/Paleontological Monitoring.** Archaeological/Paleontological monitoring of all project related ground disturbing activities of sediments that appear to be in a primary context shall be conducted by a qualified archaeologist and/or paleontologist approved by the City Environmental Analyst. A Native American representative shall monitor any archaeological field work associated with Native American materials. Archaeological monitoring is required until excavation is complete or until a soil change to a culturally sterile formation is achieved. Paleontological monitoring is required until excavation is complete or until ground disturbance is no longer occurring within the Topanga or Monterey Formations. Determination of these conditions shall be at the discretion of a qualified archaeologist and/or paleontologist. Archaeological monitoring shall be performed under the direction of an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (NPS 1983). Paleontological monitoring shall be performed by a paleontologist meeting the Society of Vertebrate Paleontology's Paleontological Resource Monitor (SVP 2010). A cross-trained monitor meeting both of these requirements may also be used. The qualified archaeologist/paleontologist may reduce or stop monitoring dependent upon observed conditions. If archaeological/paleontological resources are encountered during ground-disturbing activities, the City Environmental Analyst shall be notified immediately, and work shall stop within a 100-foot radius until a qualified archaeologist or paleontologist (as applicable) has assessed the nature, extent, and potential significance of any remains under CEQA. In the event such resources are determined to be significant, appropriate actions to mitigate impacts shall be implemented. Depending on the nature of the find, mitigation could involve avoidance, documentation, or other appropriate actions to be determined by a qualified archaeologist/paleontologist consistent with CEQA (PRC Section 21083.2), in consultation with the City's Environmental Analyst.

CR-2 **Human Remains.** In accordance with California HSC Section 7050.5, PRC Section 5097.98, and the City's General Plan Policy HR-3.3, if human remains are uncovered during construction, the County Coroner shall be notified of the find immediately, and no further disturbance shall occur until the County Coroner has made a determination of origin and disposition. The location and nature of the find will be kept confidential on a need-to-know basis. The City's Environmental Analyst shall also be notified. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify the Most Likely Descendent (MLD) or MLDs. The MLD or MLDs shall complete inspection and make recommendations within 48 hours of notification by the NAHC. In-situ preservation of human remains is preferred.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. Geology and Soils				
-- Would the project:				
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?	☐	☐	■	☐
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 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 1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	■	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■

Discussion:

A *Geotechnical Engineering Update Study* dated July 18, 2014 was prepared by Advanced Geotechnical Services, Inc. (AGS) for the proposed project. In response to the geotechnical study by AGS, Geodynamics, Inc. performed a geotechnical review of the study dated November 28, 2014 and recommended that AGS review final development/grading plans when they become available and provide additional geotechnical recommendations as necessary. The analysis contained in this section is partially based on the geotechnical engineering study and the City's Geotechnical Consultant (Geodynamics) memorandums dated October 24, 2014, November 28,

2014 and December 4, 2014. The full study and the memorandums are contained in Appendix D.

a.i) As shown in the USGS Thousand Oaks Quadrangle, which includes the project site, the project site is not underlain by any Alquist-Priolo Earthquake Hazard Zones. The active fault nearest to the project site is the Malibu Coast fault, located about eight miles to the south. Since there are no known active or potentially active faults passing through the site, the potential of on-site ground rupture due to movement on an underlying fault is not considered a significant hazard. Impacts would be **less than significant.**

a.ii) The project site is subject to seismic groundshaking from faults in the region. The project site is situated in the seismically active Transverse Ranges Geomorphic province. Like any other area in the region, the project site would experience ground motion from earthquakes generated on regional faults, including the Malibu, San Fernando, Northridge, San Andreas, Newport-Inglewood and Malibu Coast Faults.

Pursuant to Section 8100 of the City of AHMC, which adopts the 2013 California Building Code (CBC) by reference, the proposed fitness facility and retail/restaurant buildings would be designed and engineered to withstand the expected ground acceleration that may occur at the site. Modifications of seismic requirements in the CBC, as set in Section 8204(d) of the AHMC, which requires adequate concrete footing for support and seismic reinforcement, also would apply to the proposed buildings. The project would be required to comply with local and state standards for building, and so impacts would be **less than significant.**

a.iii) Liquefaction describes the phenomenon in which groundshaking works cohesion-less soil particles into a tighter packing which induces excess pore pressure. These soils may acquire a high degree of mobility and lead to structurally damaging deformations. Liquefaction begins below the water table, but after liquefaction has developed, the groundwater table will rise and cause the overlying soil to mobilize. Liquefaction typically occurs in areas where groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium sand. According to the Department of Conservation Seismic Hazard Zones Map for the Thousand Oaks Quadrangle, the project site and its vicinity are not located within a "Zone of Required Investigation" for liquefaction (California Department of Conservation, 2000). According to the geotechnical engineering update study performed for the project (AGS, 2014, see full report in Appendix D), the site is not located in an area considered to be susceptible to liquefaction. All existing fill material and alluvium within the proposed building areas would be removed and recompacted down to the underlying bedrock. Therefore, the subject site is not considered prone to liquefaction and associated hazards**.** Impacts would be **less than significant.**

a.iv) The geologic character of an area determines its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to the potential for slope failure and landslide events. In order to fail, unstable slopes need to be disturbed; common triggering mechanisms of slope failure include undercutting slopes by erosion or grading, saturation of marginally stable slopes by rainfall or irrigation; and, shaking of marginally stable slopes during earthquakes. As shown in the Department of Conservation Seismic Hazard Zones Map for the Thousand Oaks Quadrangle, the project site and its vicinity are not located within a "Zone of Required Investigation" for earthquake-induced landslides. AGS concludes that the

project's risk of landslide is very low, given the proposed improvements and existing site conditions. Therefore, impacts would be **less than significant.**

b) Construction activities have the potential to expose surficial soils to wind and water erosion. Manufactured slopes from proposed cut and fill on the project site could be subject to erosion, unless such slopes are maintained properly. Cut slopes along the north end of the site are designated as such due to the proposed new grade being lower than the current, existing grade. The existing earth materials below the area would be removed and recompacted as part of the required grading for support of the proposed structure, retaining wall, paving and concrete flatwork. New fill slopes would be constructed along the north end of the site, and the northern 200 feet of the east end of the site during the required removal and recompaction operations. The existing soils present on the faces of the slopes and all existing fill material in the vicinity will be removed as part of the removal and recompaction operations.

As noted in Section II, *Air Quality*, the proposed project would have to comply with SCAQMD Rule 403 by incorporating measures to reduce fugitive dust, which would also help reduce the potential for construction-related erosion. SCAQMD Rule 403, Table 1, provides measures for construction activities to reduce fugitive dust. This includes measures for the application of water or stabilizing agents to prevent generation of dust plumes, pre-watering materials prior to use, use of tarps to enclose haul trucks, stabilizing sloping surfaces using soil binders until vegetation or ground cover effectively stabilize slopes, hydroseed prior to rain, washing mud and soils from equipment at the conclusion of trenching activities. Water erosion will be also be prevented during construction activities through the City's standard erosion control practices required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES), such as silt fencing or sandbags. Construction activities would be required to comply with the General Construction Activities Stormwater Permit (GCASP) approved by the State Water Resources Control Board by Water Quality Order 99-08-DWQ and the proposed project would be required to develop a Stormwater Pollution Prevention Plan (SWPPP). The standard requirements of SCAQMD Rule 403, the GCASP, SWPPP, and project components would serve to reduce the potential for soil loss on the project site due to erosion. Therefore, impacts related to soil erosion and loss of topsoil would be **less than significant.**

c) The presence of unstable geologic units or soils can result in surficial instability from landslides, lateral spreading, subsidence, liquefaction, or collapse. As discussed in Item *a.)iv)* and iii), the proposed project site would be subject to less than significant impacts from landslides and liquefaction. Lateral spreading is the horizontal movement or spreading of soil toward an open face. Lateral spreading may occur when soils liquefy during an earthquake event, and the liquefied soils with overlying soils move laterally to unconfined spaces. Because soils in the vicinity of the project site are not susceptible to liquefaction, the potential for lateral spreading also is low. Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence is typically associated with regional changes in ground surface elevation associated with withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, or hydrocompaction. Slope and soil instabilities can result from manufactured features (undercutting natural slopes, improper construction of cut or fill slopes).

As discussed in the geotechnical engineering update study (AGS, 2014 contained in Appendix D), cut slopes occur along the north end of the site, and wrap around the northern 200 feet of the east end of the site. The existing earth materials underlying this area will be removed and recompacted as part of the required grading for support of the proposed structures, retaining wall, paving, and concrete flatwork. New fill slopes will be constructed along the north end of the site, and the northern 200 feet of the east end of the site, during the required removal and recompaction operations. Mitigation Measure GEO-1 would be required to protect manufactured slopes and ensure proper installation of retaining walls.

Additionally, according to Conditions of Approval described by Geodynamics, Inc. in the geotechnical review, dated November 28, 2014, include the following:

1. The applicant should provide a letter from adjacent property owners indicating that they will provide the necessary permission and access for the applicant and his hired consultants and contractors to enter their properties and perform the grading and overexcavation activities recommended in the above referenced reports.

2. The structural engineer for the project should evaluate the impact of the proposed grading and fill on the existing culvert. The structural engineer should provide a letter indicating that proposed grading around the culvert and the proposed fill on the top of the culvert will not adversely impact the stability and/or the structural integrity of the existing culvert, and that the proposed additional loads and stresses due to grading and fill placement ton the top of the culvert area are within the tolerance limits of the culvert.

With adherence to Mitigation Measure GEO-1 and the Conditions of Approval described by Geodynamics, Inc., **i**mpacts relating to slope stability hazards would be **less than significant with mitigation incorporated.**

d) The potential of the soil to swell or expand increases with an increase in soil density, a decrease in initial moisture content, an increase in clay content, and an increase in the activity of the clay content. The test results for a sample of the near surface soils collected at the project site were found to be in a low expansion category. However, tests performed on samples of clayey soils in areas adjacent to the project site as part of the geotechnical engineering study indicate that materials in the high to very high expansion range may be on the project site.

While the proposed project is required to comply with CBC requirements relating to expansive soils, additional measures are recommended by the geotechnical engineering study to mix potential highly expansive soils with less expansive, sandier soils during grading to mitigate the potential effects of expansive soils. Mitigation Measure GEO-1 would be required to be implemented to address impacts from expansive soils. Therefore, impacts would be **less than significant with mitigation incorporated.**

e) The proposed project would be connected to the City's sewer system and would not use a septic system. Thus, there would be **no impact** related to the use of septic systems.

Mitigation Measures:

Implementation of the following mitigation measure would reduce geology and soils impacts to a less than significant level.

GEO-1 Geotechnical Recommendations. The applicant shall comply with all recommendations included in the Geotechnical Engineering Update Study (AGS, July 2014) regarding site preparation, grading, fill materials, excavation, drainage, foundation design and retaining walls, among others, for the project to reduce the risk of expansive soils and unstable soils.

	Potentially Significant Impact	Potentially Significant Unless 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?	☐	☐	■	☐

Discussion:

Greenhouse gases (GHGs) are emitted by both natural processes and human activities. Of these gases, carbon dioxide (CO_2) and methane (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. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Different types of GHGs have varying global warming potentials. The global warming potential of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO_2E), and is the amount of a GHG emitted multiplied by its global warming potential.

According to the CalEPA's 2010 Climate Action Team Biennial Report, potential impacts of climate change in California may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CalEPA, April 2010). While these potential impacts identify the possible effects of climate change at a global and potentially statewide level, in general, scientific modeling tools are currently unable to precisely predict what impacts would occur locally.

The City of Agoura Hills is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD has not adopted GHG emissions thresholds that apply to land use projects where the SCAQMD is not the lead agency and the City has not adopted any specific GHG emissions reduction plan or GHG emissions thresholds. Therefore, the currently proposed project is evaluated based on the SCAQMD's recommended/preferred option threshold for all land use types of 3,000 metric tons of CO_2E per year (SCAQMD, 2010).

a) GHG emissions associated with short-term construction and long-term operation of the project were estimated using the California Emissions Estimator Model (CalEEMod) (see Appendix A for forecast assumptions and results).

Construction Emissions

Based on the CalEEMod results, construction activity for the proposed project would result in an estimated 447.6 metric tons of CO_2E. Because climate change represents a long-term cumulative impact, emissions associated with construction activity are amortized over a 30-year period (the anticipated life of the project) in order to more accurately compare them to the annual threshold. Therefore, project construction would generate approximately 15 metric tons of CO_2E per year.

Operational Emissions

Operation of the proposed project would consume both electricity and natural gas, as the proposed buildings would utilize lighting, HVAC, and other appliances that use energy. Other sources of GHG emissions include area sources (consumer products, landscape maintenance, and architectural coating), solid waste, water transportation, and vehicle trips to and from the site. Motor vehicle trip GHG emissions were estimated using trip rates in the Institute of Transportation Engineers' Trip Generation manual (9th Edition) for Health/Fitness Clubs and Fast Food Restaurant without Drive-Throughs, consistent with the methodology of the traffic impact study for the proposed project, prepared by LSA Associates, Inc. in September 2014.

Based on the CalEEMod estimate, operational emissions resulting from on site development would be about 2,723 metric tons CO_2E per year.

Combined Construction, Stationary and Mobile Source Emissions

Table 6 combines the construction, operational (energy use, area source, solid waste, and water use emissions), and mobile GHG emissions associated with the proposed project. The combined annual emissions would total approximately 2,723 metric tons CO_2E per year. Based on the 3,000 metric tons CO_2E per year threshold, the project's emissions would have **a less than significant impact.**

Table 6
Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (CO_2E)
Construction	19.56 metric tons
Operation Energy Area Sources Solid Waste Water	 293 metric tons <0.1 metric tons 52.3 metric tons 21 metric tons
Mobile	2,337 metric tons
Total	**2,723 metric tons**

See Appendix A for CalEEMod output.

b) Senate Bill 375, signed in August 2008, requires the inclusion of sustainable communities' strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. In April 2012, the South Coast Association of Government (SCAG) adopted the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development in order to comply with SB 375. A goal of the SCS is to "promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure." The project is infill and is proposed within the vicinity of future development including residential uses. The Los Angeles County Metropolitan Transportation Authority (Metro) bus line 161 provides service in Westlake Village, Thousand Oaks, Agoura Hills, Calabasas, and Woodland Hills. The nearest stop to the project is at the corner of Kanan Road/Roadside Drive, a half-mile away. The proposed project would be accessible by existing bicycle and pedestrian paths as well as include pedestrian walkways adjacent to the project and nearby roadways. The project's pedestrian paths would connect with those of adjacent parcels to create an integrated POM district, encouraging walking. Therefore, it would be consistent with the SB 375 goal of alternative transportation options. Another goal of the RTP/SCS is to "create more compact neighborhoods and place everyday destinations closer to homes and closer to one another." The proposed project would place retail/restaurant uses within the vicinity of future residences (since the parcel across Roadside Road is zoned POM-MXD which accommodates residential units, and the project site is located across Agoura Road from the Agoura Village Specific Plan area, which allows residential use), thereby meeting this RTP/SCS goal.

In April 2015, the Governor issued Executive Order (EO) B-30-15, setting a GHG emission reduction target of 40 percent below 1990 levels by 2030. Similarly, Assembly Bill 32, the "California Global Warming Solutions Act of 2006," requires achievement of a statewide GHG emissions limit equivalent to 1990 emissions by 2020 (essentially a 25% reduction below 2005 emission levels). Both the California Environmental Protection Agency (CalEPA) and California Attorney General have published documents identifying methods and strategies to reduce GHG emissions at the state and local levels in response to these targets (CalEPA 2006; Office of

the California Attorney General 2008). Tables 7 and 8 illustrate the GHG reduction strategies set forth by CalEPA that the proposed project would be consistent with.

Table 7
Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission Reduction Strategies

Strategy	*Project Consistency*
California Air Resources Board	
Vehicle Climate Change Standards AB 1493 (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 in 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 The ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling in July 2004.	**Consistent** Current State law 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.
Hydrofluorocarbon Reduction 1) Ban retail sale of HFC in small cans. 2) Require that only low GWP refrigerants be used in new vehicular systems. 3) Adopt specifications for new commercial refrigeration. 4) Add refrigerant leak-tightness to the pass criteria for vehicular inspection and maintenance programs. 5) Enforce federal ban on releasing HFCs.	**Consistent** This strategy applies to consumer products. All applicable products would be required to comply with the regulations that are in effect at the time of manufacture.
Alternative Fuels: Biodiesel Blends ARB would develop regulations to require the use of 1 to 4% biodiesel displacement of California diesel fuel.	**Consistent** The diesel vehicles such as construction vehicles that travel to and from the project site on public roadways could utilize this fuel once it is commercially available.
Alternative Fuels: Ethanol Increased use of E-85 fuel.	**Consistent** Employees and visitors at the project site could choose to purchase flex-fuel vehicles and utilize this fuel once it is commercially available regionally and locally.
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 for construction activities 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.
Achieve 50% Statewide Recycling Goal Achieving the State's 50% waste diversion 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	**Consistent** Businesses in the City of Agoura Hills are serviced by several refuse and recycling collectors for their business refuse needs. The City of Agoura Hills has instituted a mandatory commercial sector recycling program in conformance with California Assembly Bill 939.

Table 7
Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission Reduction Strategies

Strategy	*Project Consistency*
rate of 48% has been achieved on a statewide basis. Therefore, a 2% additional reduction is needed.	
Department of Forestry	
Urban Forestry A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.	**Consistent** Landscaping for the project would result in additional planted trees compared to existing conditions.
Department of Water Resources	
Water Use Efficiency Approximately 19% of all electricity, 30% 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 may serve to increase rainwater infiltration and lower strain on wastewater infrastructure during storm events through use of catch basins, detention chambers, and underground cisterns.
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 additions to and alterations to existing buildings).	**Consistent** The proposed project would be required to comply with the standards of Title 24 that are in effect at the time of development.
Fuel-Efficient Replacement Tires & Inflation Programs State legislation established a statewide program to encourage the production and use of more efficient tires.	**Consistent** Visitors of the project site could purchase tires for their vehicles that comply with state programs for increased fuel efficiency.
Alternative Fuels: Non-Petroleum Fuels Increasing the use of non-petroleum fuels in California's transportation sector, as recommended as recommended in the CEC's 2003 and 2005 Integrated Energy Policy Reports.	**Consistent** Visitors of the project site could purchase alternative fuel vehicles and utilize these fuels once they are commercially available regionally and locally.
Business, Transportation and Housing	
Smart Land Use and Intelligent Transportation Systems (ITS) Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors. ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services.	**Consistent** Extending the available park and recreation resources near existing residential areas may reduce the number of vehicle trips residents take to access outdoor recreation opportunities. The project is infill and is proposed within the vicinity of future development including residential uses. The Los Angeles County Metropolitan Transportation Authority (Metro) bus line 161 provides service in Westlake Village, Thousand Oaks, Agoura Hills, Calabasas, and Woodland Hills. The nearest stop to the project is at the corner of Kanan Road/Roadside

Table 7
Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission Reduction Strategies

Strategy	*Project Consistency*
The Governor is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies that provide for a prosperous economy, social equity and a quality environment. Smart land use, demand management, ITS, and value pricing are critical elements in this plan for improving mobility and transportation efficiency. Specific strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridor; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.	Drive, a half-mile away. The proposed project would be accessible by existing bicycle and pedestrian paths as well as include pedestrian walkways adjacent to the project and nearby roadways. The project's pedestrian paths would connect with those of adjacent parcels to create an integrated POM district, encouraging walking.

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.
Solid Waste and Energy Emissions	
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** As described above, the proposed project may serve to increase rainwater infiltration and lower strain on wastewater infrastructure during storm events through use of catch basins, detention chambers, and underground cisterns.

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

Strategy	*Project Consistency*
Land Use Measures, Smart Growth Strategies and Carbon Offsets	
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** Extending the available park and recreation resources near existing residential areas may reduce the number of vehicle trips residents take to access outdoor recreation opportunities. The project is infill and is proposed within the vicinity of future development including residential uses. The Los Angeles County Metropolitan Transportation Authority (Metro) bus line 161 provides service in Westlake Village, Thousand Oaks, Agoura Hills, Calabasas, and Woodland Hills. The nearest stop to the project is at the corner of Kanan Road/Roadside Drive, a half-mile away. The proposed project would be accessible by existing bicycle and pedestrian paths as well as include pedestrian walkways adjacent to the project and nearby roadways. The project's pedestrian paths would connect with those of adjacent parcels to create an integrated POM district, encouraging walking.
NR-10.1 Climate Change Comply with all state requirements regarding climate change and greenhouse gas reduction and review the progress toward meeting the emission reductions targets.	**Consistent** As demonstrated in Tables 5 and 6, the project would be consistent with state requirements regarding climate change.
NR-10.2 Regional Coordination Ensure that that any plans prepared by the City, including the General Plan, are aligned with, and support any regional plans to help achieve reductions in greenhouse gas emissions.	**Consistent** The proposed project is consistent with the emissions reduction goals included in the SCAG 2012 RTP/SCS, as discussed previously.

As indicated in Tables 7 and 8, the proposed project would be consistent with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs and would be consistent with the objectives of AB 32, SB 97, SB 375, the SCAG RTP/SCS,.

The City of Agoura Hills General Plan (March 2010) identifies goals and policies generally related to reduction of GHG emissions. The project would be consistent with these items, including Policy LU-1.2, Development Locations (prioritize future growth as infill or existing developed areas re-using and, where appropriate, increasing the intensity of development on vacant and underutilized properties) and Policy LU-24.5, Connectivity (new buildings, pedestrian walkways, and open spaces located and designed to promote connectivity internally and with adjoining land uses, including Agoura Village).

As demonstrated above, the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and would be consistent with the objectives of the RTP/SCS, AB 32, SB 97, SB 375, and the City of Agoura Hills General Plan. **Impacts would be less than significant.**

Mitigation Measures:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. Hazards and Hazardous Materials				
-- Would the project:				
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 ¼ mile of an existing or proposed school?	☐	☐	☐	■
d) Be located on a site which is included on a list of hazardous material 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?	☐	☐	■	☐
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?	☐	☐	■	☐

Discussion:

A Phase I Environmental Site Assessment (ESA) was prepared by Batchelor Environmental Services, Inc. (BESI) on February 1st, 2012. Based on the findings and recommendations of the Phase I ESA, BESI performed a Soil Gas Survey and Analysis on February 24, 2012. The analysis contained in this section is partially based on the BESI Phase I ESA dated February 1t, 2012, and Soil Gas Survey and Analysis dated February 24, 2012. The Phase I ESA and Soil Gas Survey and Analysis are both available in Appendix G.

a) The proposed project would involve the construction of an approximately 45,000 square foot fitness facility and 4,000 square foot retail/restaurant building. The proposed facility would not involve the transport, use, or disposal of hazardous materials other than for routine maintenance. The proposed facility may involve the use of small amounts of hazardous materials, such as solvents and reagents used for cleaning purposes, such as pool chlorination. However, proper handling, transportation, and disposal of the limited quantities of hazardous materials to be used onsite in accordance with federal, state, and local laws and regulations would avoid significant exposure and hazards to people and the environment from potential hazardous materials contamination. Therefore, project impacts related to transport, use, or disposal of hazardous materials would be **less than significant.**

b) As discussed above, only small amounts of hazardous materials would be used on the project facility, the use and handling of which would be subject to federal, state, and local laws and regulations. Therefore, impacts related to accidental release of hazardous materials into the environment would be **less than significant.**

c) There are no schools, or proposed schools, within 0.25 miles of the project site; the nearest school is Tutor Time, located north of U.S. Highway 101, about 0.75 miles away from the project site. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school. There would be **no impact.**

d) A government records search was conducted by Environmental Data Resources (EDR) by BESI as part of the Phase I ESA. The records search was performed to aid in the identification of facilities located within a one-mile radius of the project site that were potential threats of hazardous waste. The facilities were identified for their potential impact to surface, subsurface or air quality contamination. Review of database information indicated that the former Agoura Equipment Rental and Supply Company that previously existed on the project site at 29439 Agoura Road and the former Hillside Rubbish Company that previously existed at the project site at 29431 Agoura Road were noted on a variety of database lists including Leaking Underground Storage Tank (LUST), Historical Underground Storage Tank (UST), California Facility Inventory Database Underground Storage Tank (CA FID UST), Statewide Environmental Evaluation and Planning System (SWEEPS) UST, Historical Cortese, Haznet, LA County HMS. Both facilities had been granted regulatory case closure on the LUST areas.

As part of the Phase I ESA performed for the project site, Batchelor Environmental Services, Inc. (February 1, 2012) included a Vapor Encroachment/Intrusion Survey, which consisted of a report on facilities located adjacent to, up gradient from and generally within a 300-500 foot radius of the subject site which could pose a vapor encroachment/intrusion health risk to the subject site. Based on the survey, no immediately adjacent and/or up gradient facilities would

pose a vapor intrusion/health risk at the subject site. However, based upon reported shallow (1-2' to 8' seasonal depth) to groundwater and reported residual concentrations of total petroleum hydrocarbons and volatile organic compounds (VOCs) in both the soil and groundwater at the eastern portion (former Hillside Rubbish) of the project site, Batchelor Environmental Services concluded that there may be a health risk to the proposed project from the vapor intrusion of VOCs remaining at the project site, and conducted a soil vapor gas survey/health risk assessment (See Appendix G). Based upon laboratory analytical results for twenty-seven soil gas samples collected at the property site on February 15 and 16 of 2012, there are no VOCs in the soil gas that exceed the California Human Health Screening Levels (CHHSLs) for soil gas in residential land use sites, which are the most conservative thresholds for VOC levels (and thus more stringent than thresholds for commercial or retail sites). Therefore, impacts related to hazardous sites would be **less than significant.** No mitigation measures are required.

e) The closest airport is the Van Nuys Airport, located about 19.3 miles away from the project site. There are no airports or airstrips located within the project vicinity. The project site is not within an area covered by an airport land use plan. There would be **no impact** related to airports.

f) The project site is not located in the vicinity of a private air strip. There would be **no impacts** related to airports**.**

g) The proposed project would involve the construction of an approximately 45,000 square foot fitness facility and a 4,000 square foot retail/restaurant building with access that would be provided via two new driveways. The proposed Agoura Road driveway is positioned in the southwest corner of the project site and would permit right-in and right-out turns. The proposed driveway along Roadside Road would allow for full access of right and left turns into and out of the project site. Implementation of the project would not interfere with existing emergency evacuation plans, or emergency response plans in the area as there are no such plans. Moreover, the project would be required to comply with the State Fire Code, City Municipal Code, and Los Angeles County Fire Department (LACFD) standards, including particular construction specifications, access design, location of fire hydrants, and other design requirements. Therefore, impacts would be **less than significant.**

h) The City of Agoura Hills is susceptible to the hazard of wildland fires from the native vegetation that surrounds the developed portion of Agoura Hills (Agoura Hills, February 2010). Wildland fires are also a major concern due to the hilly, mountainous, and undeveloped character of much of the surrounding area. As shown in Figure 8, the project site is located within a Very High Fire Hazard Severity Zone, as determined by the California Department of Forestry and Fire Protection (CAL FIRE). Section 8200(a) of the Municipal Code designates the entire City of Agoura Hills as subject to very high fire hazard (Agoura Hills, October 2014). However, the proposed project would be subject to design standards in the 2013 CBC to prevent loss during a wildland fire (as modified in Section 8200 of the Municipal Code) and the design requirements of the Los Angeles County Fire Department. Compliance with the required provisions and building standards of the City of Agoura Hills, Los Angeles County Fire Code, and the 2013 CBC would reduce potential impacts to a **less than significant level.**

Mitigation Measures:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. Hydrology and Water Quality				
-- Would the project:				
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 or 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 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) Otherwise substantially degrade water quality?	☐	☐	■	☐
g) 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?	☐	☐	■	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. Hydrology and Water Quality				
-- Would the project:				
i) 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?	☐	☐	■	☐
j) Result in inundation by seiche, tsunami, or mudflow?	☐	☐	■	☐

a) The proposed project would introduce impervious surfaces to the project site and would reduce the amount of water that percolates into the ground and potentially increase the amount of stormwater runoff. In addition, construction activities and operation of the project could result in an increase in pollutants in runoff during storm events. 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 that could potentially erode from the site during temporary construction activities would be greater than under existing conditions due to the loss of vegetation and movement of soils. Further, replacing natural vegetated cover with pavement would increase pollutant loads. Natural vegetated ground cover 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 the proposed driveways and surface parking areas from auto operation and/or fall out of airborne contaminants could be transported during storm events into drainage systems by surface runoff. In addition to motor vehicle-related contaminants, the project would introduce landscaping and associated maintenance chemicals such as fertilizers, pesticides, and herbicides. Irrigation and storms could wash some of these landscape chemicals into and through local drainage systems and into the watershed.

Regulations under the federal Clean Water Act require that a National Pollutant Discharge Elimination System (NPDES) storm water permit be obtained for projects that would disturb greater than one acre during construction. The developer would be required to obtain a NPDES General Permit for Stormwater Discharges associated with Construction and Disturbance Activities (Order No. 2009-0009-DWQ) (State Water Resources Control Board) (City of Agoura Hills Ordinance No. 97-272), which requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that addresses potential pollutants during construction, and a Standard Urban Storm Water Mitigation Plan (SUSMP) to address pollutants during the life of the project. The SWPPP and SUSMP are required to be provided to the City Public Works Department prior to the issuance of a Grading Permit or start of construction.

Hardy Engineering prepared a Hydrology Study for the proposed project on August 14, 2015 (see Appendix H). The Hydrology Study estimates that the impervious surface on-site after

construction of the proposed fitness facility and restaurant would increase from approximately 50% of the site to approximately 70% of the site. Although this increase in impervious surfaces would generate a greater volume of stormwater runoff from the project site, best management practices (BMPs) identified in the Hydrology Report would detain and treat stormwater runoff before discharge to public storm drains.

The BMPs identified in the Hydrology Report include: a runoff detention chamber, two continuous deflective separation (CDS) units to treat stormwater, two Contech underground cisterns to store stormwater, and six catch basins. The runoff from the proposed fitness facility and the north and north-west area of the project site, which makes up subarea 1, would be conveyed to a detention chamber would be located at the northwest corner of the site. The detention chamber is covered by a bioswale that would filter runoff into the chamber for gradual controlled release into the drainage system. The detention chamber dimensions would be 30-feet x 50-feet x 2.5-feet. The runoff from the rest of subarea 1, together with the flow from the west portion of subarea 4 would drain along grades into catch basin #1. The runoff of subarea 2, together with the mid-portion of subarea 4, would follow street grades and drains into catch basin #2. The south portion of subarea 3 and the east portion of subarea 4 would drain into catch basin #3. The flow from these three catch basins, combined with the flow from the detention chamber, would be conveyed via proposed storm drains through CDS unit #1, where the water would be pretreated and discharged to underground cistern #1 (by CONTECH, Inc.) for rainfall harvest. The dimensions for cistern #1 would be 23' x 43' x 13'.The excessive overflow would bypass the cistern and discharge via an overflow pipe into the public storm drain box via an inlet connector on the north side of the drain. The runoff of subarea 5 would drain northeast into catch basin #4. The runoff of subareas 6 and 7 would drain overland through streets into catch basins #5 and #6, respectively. The combined flow from these three catch basins would flow through CDS unit #2, and discharge to underground cistern #2 for rainfall harvest. The dimensions for cistern #2 would be 23-feet x 19-feet x 18-feet.The excessive overflow would bypass the cistern and discharge via an overflow pipe into the public storm drain box via an inlet connector on the south side of the drain.

According to the Hardy Hydrology Study (See Appendix H), the pre- and post-construction conditions have peak runoff of 12.97 cubic feet per second (cfs) and 14.67 cfs, respectively. The increased flow of 1.70 cfs would need to be detained to prevent post-construction runoff from exceeding the existing runoff to meet the Los Angeles County Low Impact Development (LID) requirement of no increase in existing runoff. Release of the runoff would be moderated by the detention chamber. The detention chamber would be designed to store the runoff from the fitness facility, and the north and northwest portion of Subarea 1. An outflow pipe would be installed at the bottom of the basin and the downstream end would be directed to Cistern #1. The resulting peak outflow would be moderated from 4.13 cfs to 2.06 cfs with a reduction of 2.07 cfs, which would exceed the required 1.70 cfs reduction in flow and ensure that post-construction peak runoff would be less than under existing conditions. The catch basins and storm drain pipes would be sized to ensure adequate capacity to convey the runoff to the public storm drain system, which would then be transported to Lindero Canyon Creek just south of Agoura Road via the underground concrete flood control channel that crosses the project site.

Compliance with the required NPDES permit and implementation of the permanent best management practices (BMPs) as identified in the Hydrology Study, including installation of

the proposed catch basins, CDS units, storage cisterns, and detention chamber would reduce impacts related to water quality standards and waste discharge requirements to a less than significant level. No water quality standards or waste discharge requirements would be violated as a result of the proposed project. Impacts would be **less than significant.**

b) The proposed project would receive water from the Las Virgenes Municipal Water District (LVMWD). LVMWD's potable water is provided almost entirely through wholesale purchases from Metropolitan Water District of Southern California (MWDSC), which imports water from the State Water Project (SWP) and the Colorado River. Although the geotechnical engineering study performed for the proposed project found that groundwater can be found at depths ranging from 6 to 10 feet below the existing ground surface, groundwater underlying LVMWD's service area is of poor quality and is not currently used for the potable water supply system (Batchelor Environmental Services, Inc., February 2012). The proposed project would not use groundwater.

Groundwater recharge is dependent on the amount of area and water available for infiltration. As discussed above, development of the proposed project would introduce impervious surfaces. However, as discussed above under Item *a)*, the detention of stormwater runoff in underground cisterns would ensure infiltration on the project site. The proposed project would include installation of a detention chamber, CDS units, and underground cisterns to treat, store, and reuse stormwater and rainfall. Therefore, development of the proposed project would not affect groundwater supplies or groundwater recharge. Impacts related to groundwater would be **less than significant.**

c) The project would not alter the course of any stream. The project would alter the site drainage pattern by reducing infiltration during storm events and altering existing flow paths. Any increases in runoff over existing conditions could result in increased channel erosion, and sediment transport downstream, which could result in greater siltation in downstream catchments. However, as discussed above, adherence to the NPDES permit requirements and requirements for implementation of design features to capture and treat stormwater runoff would reduce the quantity and level of pollutants (including sediment) within runoff leaving the site. Based on design features for stormwater, runoff from the site would enter the storm drain system through six catch basins and a detention chamber, treated in one of two CDS units, and would then be conveyed into one of two underground cisterns. Excessive overflow not detained in the cisterns would discharge via an overflow pipe into the public storm drain and then be transported to Lindero Canyon Creek just south of Agoura Road via the underground concrete flood control channel that crosses the project site. Therefore, impacts related to erosion and siltation would be **less than significant.**

d) The project would not alter the course of any stream, as discussed above under Item *c)*. However, the proposed project would alter the drainage pattern of the project site by reducing infiltration during storm events and altering flow paths. Any increases in runoff over existing conditions could result in increased flows downstream, which could result in greater surface runoff which could result in flooding downstream. The site would replace the existing pervious surfaces (approximately 2.73 acres) and impervious surfaces (remnant concrete areas - approximately 1 acre) with impervious surfaces (including the two proposed buildings and

pavement for driveways and parking areas) and some pervious surfaces for landscaping (see Figure 8, Landscaping Plan).

As discussed above in item *a)*, The increased flow of 1.70 cfs would need to be detained to prevent post-construction runoff from exceeding the existing runoff to meet the Los Angeles County Low Impact Development (LID) requirement of no increase in existing runoff. The resulting peak outflow from implementation of the BMPS would be moderated from 4.13 cfs to 2.06 cfs with a reduction of 2.07 cfs, which would exceed the required 1.70 cfs reduction in flow and ensure that post-construction peak runoff would be less than under existing conditions. The catch basins and storm drain pipes would be sized to ensure adequate capacity to convey the runoff to the public storm drain system, which would then be transported to Lindero Canyon Creek just south of Agoura Road via the underground concrete flood control channel that crosses the project site. Therefore, because the increased peak flow of runoff as a result of the proposed project would be detained on-site, would not exceed the existing runoff flow, and would be conveyed via catch basins and storm drain pipes with adequate capacity, the impact would be **less than significant.**

e) As described above, the proposed drainage system would include six catch basins that would initially direct runoff toward the central area of the site to be pre-treated through two inserted CDS units This treatment onsite would reduce impacts related to stormwater pollution and water quality to a less than significant level. However, as discussed above in Item *f)*, the peak runoff volume onsite would increase from an estimated 12.97 cfs (cubic feet per second) to approximately 14.67 cfs once fully operational under the proposed project (Hardy 2015, see Appendix H). The detention chamber, catch basins and storm drain pipes would detain the increase in runoff flow, ensuring that stormwater runoff peak flows would be the same as pre development conditions and thus would not increase stormwater runoff to the offsite stormwater drainage facilities. Furthermore, runoff would also be conveyed offsite via an underground flood control channel 26-feet wide that crosses the project site. Impacts would be **less than significant.**

f) Compliance with the required NPDES permit and implementation of the permanent BMPs, including installation of the proposed grated catch basins, as discussed above, would reduce any remaining impacts related to degradation of water quality to a less than significant level. Therefore, impacts would be **less than significant**.

g, h) The Flood Insurance Rate Map (FIRM) issued by the Federal Emergency Management Agency (FEMA) for the Agoura Hills area (FIRM Map ID # 06037C1244F, published in September 2008) indicates that the entire project site is outside of a 100-year flood zone. Furthermore, the proposed project does not include residential uses. Therefore, impacts related to placing housing or other structures in a 100-year flood hazard area that would impede or redirect flood flows would be **less than significant.**

i) As discussed above, the Flood Insurance Rate Map (FIRM) issued by the Federal Emergency Management Agency (FEMA) for the Agoura Hills area (FIRM Map ID # 06037C1244F, published in September2008) indicates that the entire project site is outside of a 100-year flood zone. The proposed project site would not be within any dam inundation area, and therefore would not be impacted by flooding as a result of dam failure. Therefore, impacts related to flooding, including flooding as a result of dam failure would be **less than significant.**

j) Seismic events can induce oscillations, called seiches, of the surface of an inland body of water that varies in period from a few minutes to several hours. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. The nearest body of water is Lake Lindero, an inland body of water 1.2 miles to the northwest of the project site. The project site is located about 8.3 miles from the Pacific Ocean and is at an elevation sufficiently above sea level to be outside the zone of a tsunami. Therefore, impacts related to seiches and tsunamis would be **less than significant.**

Mitigation Measures:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. Land Use and Planning				
-- Would the project:				
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 an applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

a) The proposed project would be constructed on a vacant lot adjacent to another vacant lot to the west, light industrial uses across Roadside Road to the east, undeveloped open space within the Agoura Village Specific Plan area to the south, and U.S. Highway 101 to the north. The project is considered infill development and would be consistent with the Planned Office and Manufacturing District (POM) in terms of land uses, site design and pedestrian vehicular access. It does not involve any new roadways or structures that would divide existing neighborhoods but would allow for vehicle and pedestrian connection to adjacent parcels as called for in the POM zone. Therefore, impacts with regard to physically dividing an established community would be **less than significant.**

b) The project site has a land use designation of Planned Office and Manufacturing (POM) under the City's General Plan and is located within the North Agoura Road Planning Area. The

project site is located at the northwest corner of Agoura Road and Roadside Road. The northern boundary of the project site is located adjacent to an unimproved portion of Roadside Drive, which parallels the U.S. Highway 101. The applicant is seeking vacation of Roadside Drive adjacent to the project site's northerly property line. Additionally, the applicant is seeking a parcel map to merge two lots. The project would be consistent with all applicable goals and policies of the General Plan, particularly Goal LU-24 and Policies LU-24.1 through LU-24.6 that specifically address the POM district area of which this site is a part. These include Policy LU-24.3 (Internal Street Network), LU-24.4 (Site Development), and LU-24.5 (Connectivity).

The project would be consistent with the POM-FC zoning district with regard to allowed land uses, site design, and pedestrian and vehicular circulation as well development standards except as noted below. The project would need variances for building height (38 feet instead of 35), rear yard setback (36 feet instead of 76 feet), signage size (147 square feet instead of 70 in the front and 200 instead of 25 square feet in the rear), and smaller landscape planter (0 feet instead of 20 feet) along the frontages.

With City approval of variances for the building height increase, for the reduced rear yard setback, for increased site signage, and reduced landscape planters as discussed in Section I, Aesthetics, and an Oak Tree Permit for removal of one protected oak tree (#194) and impacts to two other oak tress (#193 and #195) as discussed in Section IV, Biological Resources, the proposed project would be consistent with applicable land use plans and policies. Impacts relating to plan, policy or regulation consistency would be **less than significant.**

c) The project site is located within an urban 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. Therefore, there would be **no impact.**

Mitigation Measures:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. Mineral Resources				
-- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
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) According to the California Division of Mines and Geology, (CDMG) no significant mineral deposits are present within the City of Agoura Hills. The City was surveyed by CDMG as part of a regional study to determine the existence of aggregate construction materials such as sand, gravel, and crushed rock. The survey identified Agoura Hills as being part of the "Simi Production-Consumption Region," and delineated Mineral Resource Zone (MRZ) boundaries within the City. Most of the City north of Agoura Road is classified as MRZ-1 in the CDMG report *Mineral Land Classification of Ventura County* (1981). This classification defines areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. The remaining areas of the City, including Ladyface Mountain, a small portion of Palo Comado Canyon, and the Liberty Canyon area, are classified as MRZ-3. This classification includes areas containing mineral deposits, the significance of which cannot be evaluated from available data. (City of Agoura Hills, General Plan 2035, March 2010).

The proposed project is not located within or in proximity to an area classed as MRZ-1 and there has been no known mining in the area of the project site. Therefore, the proposed project would not affect the availability of mineral resources and **no impact** would occur**.**

b) As discussed above, no significant mineral deposits are present or known within the City of Agoura Hills. Therefore, there would be **no impacts** related to loss of availability of a locally important mineral resource recovery site.

Mitigation Measures:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. Noise				
-- Would the project result in:				
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 above levels existing without the project?	☐	☐	■	☐
d) A substantial temporary or periodic	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. Noise				
-- Would the project result in:				
increase in ambient noise levels in the project vicinity 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 the project area to excessive noise?	☐	☐	☐	■

Discussion:

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). For the most sensitive uses, such as single family residential, a 60 dBA Day-Night average level (Ldn) is the maximum normally acceptable exterior level. Ldn is the time average of all A-weighted levels for a 24-hour period, with a 10 dB upward adjustment added to those noise levels occurring between 10:00 p.m. and 7:00 a.m. to account for the general increased sensitivity of people to nighttime noise levels. The Community Noise Equivalent Level (CNEL) is similar to the Ldn except that it adds five 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.

Noise level allowances for various types of land uses reflect the varying noise sensitivities associated with those uses. In general, noise-sensitive land uses ("sensitive receptors") are any residence, hospital, school, hotel, library, office, or similar facility where quiet is an important attribute of the environment. Such uses have more stringent noise level allowances than most commercial or agricultural uses that are not subject to impacts such as sleep disturbance. Sensitive receptors in proximity of the site included the adjacent single-family residences at the eastern boundary of the site and the multi-family residences located approximately 250 feet south of the site.

The existing ambient noise environment in the project area is primarily defined by roadway noise along US Highway 101 and Agoura Road. Figure N-1 NOISE CONTOURS of the General Plan 2035 shows that the project area is within a portion of the City that experiences up to 70 CNEL along the northern project site boundary adjacent to U.S. Highway 101 and up to 65 CNEL along the southern project site boundary along Agoura Road.

Existing Setting

Three 15-minute ambient noise measurements were taken on the project site during a weekday afternoon on March 5, 2015, using an ANSI Type II integrating sound level meter in accordance with standard protocols. Noise measurements were taken at locations on the project site facing Agoura Road, Roadside Road, and U.S. Highway 101. Table 9 shows the results of the noise measurements.

Table 9
Noise Measurement Results

Measurement Number	Measurement Location	Primary Noise Source	Leq (dBA)
1	Northern boundary of project site	Vehicles on US 101	73.4
2	Along Roadside Road	Vehicles on Agoura Road, US 101	63.6
3	Along Agoura Road	Vehicles on Agoura Road	70.5

The project site is currently undeveloped. As shown in Table 9, the existing noise levels in the vicinity of the project site range from about 63.6 to 73.4 dBA Leq.

Noise Standards

The General Plan 2035 includes a recommended noise/land use compatibility matrix that is designed to minimize noise/land use conflicts (Table N-1, General Plan). The matrix indicates whether specified land uses (e.g., commercial retail, commercial recreation, institutional, residential) are compatible in being located within areas of varying ambient levels of noise (e.g., CNEL 55-60, 60-65, 65-70, 70-75 and 75-80). The project falls within the category of "Commercial -Regional, Village District, Special" in the matrix. Uses in this category are considered "Normally compatible" in a CNEL of 70-75. Figure N-1 NOISE CONTOURS – EXISTING of the General Plan indicates that the project area is within an area of 70 CNEL. Therefore, the project's operational noise impact would be considered significant if the project would result in noise volumes that are inconsistent with the General Plan.

For construction noise, AHMC Section 9656.4 states that activities associated with construction, repair, remodeling, and grading are exempt from the Noise Ordinance provided activities do not take place between the hours of 8:00 PM and 7:00 AM on weekdays and Saturday, or any time on Sunday or a legal holiday. Therefore, construction-related noise would be considered significant if construction-related activities occurred outside these hours.

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. The vibration thresholds established by the Federal Transit Administration (FTA) are 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB during normal sleep hours for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools). The thresholds for the proposed project include 72 VdB during normal sleep hours for residences and hotels, as these are the only sensitive receptors in the vicinity of the site, approximately 1,000 feet northwest along Canwood Street. In terms of ground-borne vibration impacts on structures, the FTA states that ground-borne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings. According to Section 9305.E of the AHMC,"*No operation or activity is permitted which will cause vibration noticeable without instruments at the perimeter of the subject property*".

a) The project would generate vehicle trips to and from the site, which would generate noise. No roadway segment in the vicinity of the project site is near sensitive receptors. As discussed above, noise-sensitive land uses ("sensitive receptors") are any residence, hospital, school, hotel, library, office, or similar facility where quiet is an important attribute of the environment. The nearest sensitive receptors are residential uses 1,000 feet northwest of the project site along Canwood Street.

Table 10 shows noise levels on Agoura Road, Roadside Road, and Canwood Street with and without project-related traffic. Noise levels in Table 10 were based upon the project specific and cumulative scenarios in the project traffic study (See Appendix F) prepared by LSA Associates, Inc. Noise levels were calculated using the Federal Highway Administration's Traffic Noise Model (TNM). Traffic volumes were based upon turn counts provided in the traffic study performed by LSA Associates, Inc. The traffic volume for U.S. Highway 101was used from the 2013 Traffic Volumes on California State Highways report from Caltrans.

Traffic noise impacts would be significant if noise associated with project traffic would generate increases at or exceeding the levels shown in Table 11.

Table 10
Operational Roadway Noise Exposure

Roadway	Projected Noise Level (dBA Leq)				Change In Noise Level (dBA Leq)	
	Existing	Existing + Project	Cumulative Future	Cumulative Future + Project	Change under Existing Conditions	Project's cumulative contribution
Agoura Road	68.0	68.2	68.5	68.6	0.2	0.1
Roadside Road	67.1	67.3	67.1	67.4	0.2	0.3
Canwood Street	73.1	73.1	73.1	73.4	0.0	0.3

Estimates of noise generated by traffic from roadway centerline at 32.8 feet in the PM peak hour (the peak hour with the highest project-related traffic).
Refer to Appendix E for full noise model output. Noise levels presented do not account for attenuation provided by existing barriers or future barriers; therefore, actual noise levels at sensitive receptor locations influenced by study area roadways may in many cases be lower than presented herein.
Source: Federal Highway Administration Traffic Noise Model Version 2.5 Look-Up Tables; ATE, 2014.

Table 11
Significance of Changes in Operational Roadway Noise Exposure

Ldn or Leq in dBA	
Existing Noise Exposure	Significant Noise Exposure Increase
45-50	7
50-55	5
55-60	3
60-65	2
65-75	1
75+	0

Source: Federal Transit Administration (FTA), May 2006

For roadways in the 65-75 dBA range, noise level increases over 1 dBA would be significant. Traffic associated with the proposed project would increase noise levels by an estimated 0.2 dBA in existing conditions and by 0.3 dBA in cumulative conditions (see Table 10), which would be considered less than significant.

Operation of the proposed project could also result in non-traffic associated noise impacts, including loading and unloading or idling of delivery trucks, HVAC equipment, or other general activities associated with the proposed fitness facility and retail/restaurant uses. Noise levels from commercial ventilation and air conditioning equipment can reach 100 dBA at a distance of three feet (USEPA, 1971). These units usually have noise shielding cabinets, placed on the roof or mechanical equipment rooms and are not usually significant sources of noise

impacts. Typically, the shielding and location of these units reduces noise levels to no greater than 55 dBA at 50 feet from the source. Generally, noise generated from delivery trucks for a fitness facility and retail/restaurant uses would occur during typical daytime business hours. The nearest sensitive receptors are 1,000 feet away and also separated by the U.S. 101 Freeway. Therefore, noise generated from non-traffic operations of the proposed project would not be anticipated to significantly impact any adjacent or nearby sensitive noise receptors.

As discussed above, the project falls within the category of "Commercial -Regional, Village District, Special" in the General Plan Noise/Land Use Compatibility Matrix. Uses in this category are considered "Normally compatible" in a CNEL of 70-75. Figure N-1 NOISE CONTOURS – EXISTING of the General Plan indicates that the project area is within an area of 70 CNEL. Therefore, the project would be consistent with the area CNEL. No work within the hours between 7:00 PM and 7:00 AM weekdays and Saturdays is proposed. Consequently, the project impacts with regarding to consistency with the General Plan and the Municipal Code would be **less than significant.**

b) Operation of the proposed project would not perceptibly increase groundborne vibration or groundborne noise on the project site above existing conditions because the proposed fitness facility and retail/restaurant building would not involve vibration creating activities.

Construction of the proposed project could potentially increase groundborne vibration or noise on the project site, but construction effects would be temporary. Based on the information shown in Table 12, loaded trucks traveling on the project site could cause vibration levels no more than 74 VdB at the light industrial buildings over 100 feet east of the project site.

As discussed above, the FTA indicates that 100 VdB is the general threshold where minor damage can occur in fragile buildings. The vibration levels at the light industrial use buildings east of the project site would be no more than 74 VdB. Therefore, vibration levels would not approach levels at which building damage could occur. Vibration would also not exceed the groundborne velocity threshold level of 75 VdB established by the FTA for institutional uses. The nearest residences are 1,000 feet northwest of the project site across U.S. Highway 101 and would not be adversely affected by construction-related vibration. Additionally, in accordance with Section 4100 of the AHMC, construction activity is prohibited on any Sundays or holidays, and between 7:00 PM and 7:00 AM on all other days. Therefore, vibration-related impacts would be **less than significant.**

Table 12
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

Source: Federal Railroad Administration, 1998

c) As discussed above, traffic associated with the proposed project would increase noise levels by an estimated 0.2 dBA in existing conditions and by 0.3 dBA in cumulative conditions (see Table 10). These traffic noise increases would not be significant. Operation of the proposed project may result in noise generated from delivery trucks, HVAC equipment, or typical noise associated with fitness facilities and retail/restaurant uses that would occur during typical daytime business hours but would not be considered substantial increases in noise levels. Therefore, the project would not generate a permanent significant increase in noise within the project area. Impacts would be **less than significant.**

d) Sensitive noise receptors include residential units, child care centers, libraries, hospitals, and nursing homes. Grading and construction of the project would generate a temporary increase in noise that would be audible to sensitive receptors in the site vicinity. The closest sensitive receptors to the project site are the residential uses approximately 1,000 feet northwest of the project site across U.S. Highway 101. As shown in Table 13, peak noise levels relating to construction can range from 59 (dB) to 63 (dB) at a distance of 1,000 feet, which corresponds to the closest distance between grading activities on the project site and the nearest residences approximately 1,000 feet northwest of the project site.

Table 13 shows noise levels at various distances from construction activity, based on a standard noise attenuation rate of 6 dBA per doubling of distance from the highest-volume individual pieces of equipment, which can reach up to 89 dBA (FHWA, 2006)

Table 13
Construction Noise Levels at Various Distances from Project Construction

Distance from Construction	Peak Noise Level from Mobile Construction Equipment at Receptor (dBA)	Peak Noise Level from Stationary Construction Equipment at Receptor (dBA)
50 feet	89	85
100 feet	83	79
150 feet	80	76
200 feet	77	73
250 feet	75	71
600 feet	68	65
700 feet	66	62
1,000 feet	**63**	**59**

Source: FHWA, 2006

There are no residences or other sensitive receptors adjacent to the project site that would be disturbed by grading and construction activity. As discussed above, the nearest residences are approximately 1,000 feet northwest of the project site, and peak noise levels related to construction activity can range from 59 db to 63 db 1,000 feet away. Nevertheless, grading and construction would be required to comply with Article IV, Chapter 1, of the AHMC, which

limits the use of construction equipment that generates noise in excess of 60 dBA to between the hours of 7:00 AM and 7:00 PM, Monday through Saturday. No construction activity is permitted between 7:00 PM and 7:00 AM that generates noise in excess of the 50 dBA nighttime standard, and no construction activity is permitted on Sundays or legal holidays. With conformance to Article IV, Chapter 1, the AHMC's temporary construction noise impacts would be **less than significant.**

e) The project site is not located within the vicinity of an airport. The closest airport is the Van Nuys Airport, about 19.3 miles east of the site. Therefore there would be **no impact** related to noise from an airport.

f) The project site is not located within the vicinity of a private airstrip. Therefore, there would be **no impact** related to noise from a private airstrip.

Mitigation Measures:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. Population and Housing				
-- Would the project:				
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?	☐	☐	☐	■

DISCUSSION:

a) The proposed project involves construction of a fitness facility and retail/restaurant building and does not include any residences. The limited number of long term employees to serve the proposed development would likely come from the surrounding area, and not generate the need for additional housing units. The project site would be considered infill development. No road extensions are necessary to serve the project, and the infrastructure is available in the adjacent roadways to serve the project. The proposed project would not induce population growth in the area. Thus, **no impact** related to population and housing would occur.

b) The project site is a vacant lot and no residences are present on the project site that would be affected. Construction of the proposed project would not displace any housing. **No impacts** would occur.

c) The project site is a vacant lot and no residences are present on the project site that would be affected. Construction of the proposed project would not displace any residents. **No impacts** would occur.

Mitigation Measures:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. Public Services				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	■	☐
ii) Police protection?	☐	☐	■	☐
iii) Schools?	☐	☐	■	☐
iv) Parks?	☐	☐	■	☐
v) Other public facilities?	☐	☐	■	☐

a.i) Agoura Hills has secured fire protection and emergency services for residents through a contract with the Los Angeles County Fire Department (LACoFD). Agoura Hills is served by the LACoFD Fire Stations #65, #89, and 125. Fire Station #89 is the fire station closest to the project site. Station #89 is located at 29575 Canwood Street, about 500 feet northwest of the project site and across U.S. Highway 101. This station is staffed with a three-person engine company (one Fire Caption, one Fire Fighter Specialist, and 1 Fire Fighter/Paramedic) and a two-person paramedic squad (2 fire fighter/paramedics).

Development of the proposed project would incrementally increase demand for fire protection services compared to existing conditions due to the development of an existing vacant lot with a 45,000 square foot fitness facility and 4,000 square foot retail/restaurant building. The Fire Department would review site plans, site construction, and the actual structure prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. Development with modern materials and in accordance with current standards, inclusive of fire resistant materials, fire alarms and detection systems, and automatic fire sprinklers, would enhance safety from fire and would support fire protection services (Title 24, Cal. Code Regs. Part 9). The project site is located in an urbanized area that is already served by the LACoFD. No new or expanded fire stations would be required.

The proposed project would have to comply with requirements pertaining to building construction, site access, adequacy of flows, and fire hydrants, as dictated by the LACoFD Prevention Bureau. To ensure adequate fire flow, LACoFD Regulation No. 8 requires that the fire district have a fire flow of 5,000 gallons per minute for five hours. Currently, infrastructure is adequate to service the project. Furthermore, the Las Virgenes Municipal Water District (LVMWD) is constructing a five million-gallon tank in Westlake Village, which would provide further water storage to meet fire flow requirements in Agoura Hills. Construction is estimated to be completed in the summer of 2015 (LVMWD, 2014. Impacts are expected to be **less than significant**.

a.ii) The City provides law enforcement and protection services to residents of Agoura Hills through a contract with the Los Angeles County Sheriff's Department (LASD). The proposed project would be served by the LASD's Malibu/Lost Hills Station, which is located at 27050 Agoura Road in Calabasas. The station patrols the cities of Agoura Hills, Calabasas, Hidden Hills, Westlake Village, and Malibu, as well as the adjacent unincorporated area. The Malibu/Lost Hills Station participates in a reciprocal aid agreement with the nearby communities of Westlake and Calabasas, which enables these stations be called upon for assistance, if necessary. The project would incrementally increase the demand for police protection services compared to existing conditions due to the development of an existing vacant lot with a 45,000 square foot fitness facility and 4,000 square foot retail/restaurant building. The project site is located in an urbanized area that is already served by the LASD Department. Furthermore, the proposed project does not include development of residences that would directly induce population growth. Therefore, the proposed project would not significantly increase demand of police protection services or additional police staff, and therefore would not require expansion of existing facilities or construction of new facilities Impacts would be **less than significant.**

a.iii) The project site is located within the Las Virgenes Unified School District (LVUSD), a K-12 school district. The proposed project does not include residences that would directly generate new students within the LVUSD. Therefore, no direct increase in students or impacts related to school capacity would occur. Nevertheless, the applicant would be required to pay state-mandated school impact fees, as per Section 65995.1(a) of the California Government Code (Senate Bill 50, chaptered August 27, 1998). Pursuant to Section 65995 (3)(h) of the California Government Code, 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**.

a.iv) The proposed project would involve the addition of new jobs, but would not add residents to the City. See discussion under Section XIV. Public Services, Item *a (i)*. Thus, it would not directly increase demand for parks or cause a decrease in the level of service provided by the City. Impacts would be **less than significant**.

a.v) The proposed project would contribute incrementally toward impact to City public services and facilities such as storm drain usage (discussed in Section IX, *Hydrology and Water Quality*), public parks (discussed above in this section), solid waste disposal (discussed in Section XVII, *Utilities and Service Systems*), and water usage and wastewater disposal (discussed in more detail in Section XVII, *Utilities and Service Systems*). The project's contribution would be offset through payment of fees that are used to fund storm drain improvements, school facility expansions, etc., as well as by the project-specific features described in the individual resource section analyses described in this Initial Study. The project's contribution, taking into account existing capacities and assuming compliance with existing ordinances, would be less than significant. Therefore, impacts to other public services would be **less than significant**.

Mitigation Measures:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. Recreation				
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?	☐	☐	☐	■

DISCUSSION:

a) The proposed project would involve construction of a private 45,000 square foot fitness facility, which would help meet demand for recreational facilities. The project would not result in an increase in residents that would place additional demand upon public recreational facilities, and he project would not increase the use of existing parks or recreational facilities, as discussed above in Section XIV. Public Services, Item *a) iv*), causing substantial deterioration of facilities. Therefore, there would be **no impacts.**

b) See discussion of Item *a)* above. The proposed project would involve construction of a 45,000 square foot private fitness facility. The proposed project would not require the construction or expansion of any existing or other new recreational facilities which could have an adverse physical effect on the environment. Therefore, there would be **no impacts**. Impacts from development of the proposed private fitness facility are addressed throughout this document.

Mitigation Measures:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. Transportation/Traffic				
-- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	☐	■	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	■	☐
c) 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?	☐	☐	☐	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
e) Result in inadequate emergency access?	☐	☐	■	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. Transportation/Traffic				
-- Would the project:				
performance or safety of such facilities?				

Discussion:

A traffic impact analysis dated November 7, 2014 was prepared by LSA Associates, Inc. for the proposed project (see full report in Appendix F). The analysis contained in this section is partially based on the traffic impact analysis.

Methodology

To determine the peak-hour operations at signalized intersections within the study area, the intersection capacity utilization (ICU) methodology was used. The ICU methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The resulting ICU is expressed in terms of levels of service (LOS), where LOS A represents free-flow activity and LOS F represents overcapacity operation. Parameters set by the City for ICU calculations, including Peak Hour Factor and Saturation Flow Rate, are included in the analysis. In addition to the ICU methodology of calculating intersection LOS, the 2010 Highway Capacity Manual (HCM 2010) methodology was used to determine the LOS at unsignalized intersections and Caltrans facilities within the study area. The HCM 2010 signalized and unsignalized intersection methodology presents LOS in terms of total intersection delay and approach delay of the major and minor streets (in seconds per vehicle). The resulting delay is expressed in terms of LOS, as in the ICU methodology.

A peak hour signal warrant was prepared for all unsignalized study area intersections for the "With Project" condition. The signal warrant analysis utilized the criteria from Section 4C.04 of the *California Manual on Uniform Traffic Control Devices*. The peak hour warrant is satisfied if all of the following conditions exist for the same 1 hour of an average day:

1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a stop sign equals or exceeds 4 vehicle-hours for a one-lane approach or 5 vehicles-hours for a two-lane approach; and

2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; and

3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

Project Trip Generation

The total vehicle trip generation for the proposed project was developed using rates from the Institute of Transportation Engineers (ITE) Trip Generation (9th Edition) for "Health/Fitness Club" and "Fast Food Restaurant without Drive-Through" land uses. Based on these rates, the project is anticipated to generate 239 trips during the AM peak hour, 263 trips during the PM peak hour, and 4,346 daily trips.

Some of the trips generated by the anticipated quick-serve restaurant use are not new trips, but are trips that are already traveling past the project and stop briefly at the quick-serve restaurant portion of the project. These trips are referred to as pass-by trips and are reduced from the project trip generation as they are already present on the roadway network.

When pass-by trips are accounted for, the project would generate 195 trips during the AM peak hour, 237 trips during the PM peak hour, and 3,630 daily trips. The analysis does not take pass-by credits for intersections adjacent to the project site. Instead, pass-by trips are added to the inbound and outbound movements at the project driveways. Pass-by trips are subtracted from the through traffic on Agoura Road as, by definition, pass-by trips would already be on the roadway and would instead turn into and then out of the driveway. If pass-by trips are not subtracted from the through movements at the driveway, then the trips are double-counted. Table 14 summarizes the project trip generation.

Project trips were distributed to the surrounding roadway network based on the location of the project in relation to surrounding land uses.

Table 14
Project-Generated Trips

Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Health/Fitness Club	45 TSF	32.93 trips/unit	1,482	1.41 trips/unit	63	3.53 trips/unit	159
Fast Food without Drive-Through	4 TSF	716.00 trips/unit	2,864	43.87 trips/unit	175	26.15 trips/unit	105
Pass-by Trips for Fast Food (25%)			*-716*		*-44*		*-26*
Total Net New Project Trips			**3,630**		**195**		**238**

TSF = Thousand Square Feet

Thresholds of Significance

According to the City of Agoura Hills Traffic Impact Analysis Guidelines, a proposed project is considered to result in a significant impact if, prior to mitigation, the proposed project:

i. Degrades operations at a signalized intersection as follows:

Study Intersections		
Pre-Project		Increase in v/c
LOS	v/c	
C	0.71-0.80	0.04 or more
D	0.81-0.90	0.02 or more
E/F	0.91 or more	0.01 or more

or

ii. Degrades the Level of Service (LOS) at an unsignalized intersection to an unacceptable level of LOS D or worse; or

iii. Increases delay at an unsignalized intersection operating at an unacceptable level by five or more seconds; or

iv. Results in satisfying the most recent California Manual on Uniform Traffic Control Devices (CAMUTCD) peak-hour volume warrant or other warrants for traffic signal installation at the intersection; or

v. Increases the volume-to-capacity (v/c) ratio on a roadway segment operating at an unacceptable level (LOS D, E or F) by 0.05 or more

Cumulative Conditions

Cumulative traffic volumes were developed by adding trips from cumulative projects (approved but not yet constructed projects) to the project opening year without project traffic volumes. A list of cumulative projects was provided by the City of Agoura Hills. Figure 14 of the traffic impact analysis shows the location of each cumulative project and trip distribution.

a) As shown in Table 14, the proposed project would generate 3,630 new average daily trips. Access to the site would be provided by a full access driveway on Roadside Road and a right turn in/right turn out driveway on Agoura Road. Also as part of the project, a private driveway would be constructed along the northern portion of the site to eventually provide access from Roadside Road through to the vacant lot to the west of the subject parcel. The project would also install a southbound right turn only lane at the intersection of Agoura Road/Roadside Road, for cars travelling westbound on Agoura Road.

The Traffic Impact Analysis (TIA) performed by LSA Associates analyzed the project in existing, opening year, and cumulative conditions. According to the TIA:

- Table D of the TIA shows that Existing without Project and Existing with Project levels of service at all study area intersections would operate at LOS C or better during the a.m. and p.m. peak hours;
- Table E of the TIA shows that Opening Year without Project and Opening Year with Project levels of service at all study area intersections would operate at LOS C or better during the a.m. and p.m. peak hours; and
- Table G of the TIA shows that Cumulative without Project levels of service at all study area intersections would operate at LOS C or better during the a.m. and p.m. peak hours

Based on the City's Performance criteria, the project would not result in any significant impacts to study area intersections in the conditions discussed above. However, according to Table G of the Traffic Impact Analysis, under Cumulative plus Project levels of service, all intersections would operate at satisfactory LOS C or better except at the intersection of Roadside Road/Agoura Road in the p.m. peak hour where it would operate at LOS D. Based on the City's performance criteria, the project would cause a significant impact at this location.

The improvement required at this intersection is a southbound left-turn lane at the Roadside Road/Agoura Road intersection such that traffic leaving the project site on Roadside Road and turning left (east) onto Agoura Road has a designated left turn lane onto Agoura Road. Mitigation Measure T-1 is required in which the applicant shall pay the "fair share" of the cost of this improvement, which would be implemented at a future date, as determined by the volume of trips in this intersection. Impacts would be **less than significant with mitigation incorporated.**

b) The Los Angeles County Congestion Management Program (CMP) requires an analysis of all arterial segments and arterial monitoring intersections on the CMP roadway network where the project adds 50 or more peak hour trips. Additionally, the CMP would require that all mainline freeway monitoring locations be evaluated where the project adds 150 or more peak hour trips. The proposed project would generate 3,630 new average daily trips. According to the project traffic impact analysis, the project would not add 150 or more peak hour trips to any freeway segment; therefore, a CMP freeway analysis is not required. The nearest CMP arterial to the project is Topanga Canyon Road (State Route 27). The project would not add 50 trips to Topanga Canyon Road. Therefore, a CMP analysis is not required, and **impacts would be less than significant.**

c) Given the fact that the project site is located approximately 19.3 miles from the nearest airport (Van Nuys Airport in the City of Los Angeles), the project would not present any impediments to air traffic, and would not affect air traffic patterns. There would be **no impact**.

d) The proposed project would not introduce any design features such as sharp curves or incompatible uses to the project site that would substantially increase hazards at the site. The project site plan provides vehicular access via a full-access driveway on Roadside Road approximately 255 feet north of Agoura Road as well as right-in/right-out driveway on Agoura Road approximately 200 feet west of Roadside Road. According to the TIA, driveway spacing and throat length have been evaluated using the criteria in the Transportation Research Board's, *Access Management Manual, 2003*.

On local roadways, the Access Management Manual (2003)recommends a minimum access spacing of 100 feet. The main project driveway on Roadside Road is located approximately 255 feet north of Agoura Road and would therefore meet this minimum spacing. The Access Management Manual recommends a throat length of at least 50 feet from the sidewalk to the edge of the first parking stall. The throat shown on the project site plan at the main driveway is approximately 38 feet; however, it should be noted that there are no parking stalls located along the main ingress drive. Rather, the main driveway would provide 38 feet of throat length prior to the first intersecting drive aisle. At that point, an 8-foot wide island separates the main ingress driveway and the parking spaces. Furthermore, on-street angled parking provides an additional buffer of approximately 7 feet from the traveled way. As a result, more than 50 feet between the roadway and the first parking space are provided.

The Access Management Manual recommends a spacing of 660 feet between a right-in/right-out driveway and the nearest intersection on a minor arterial. Although the project only provides 200 feet of spacing between Roadside Road and the right-in/right-out driveway on Agoura Road, it should be noted that additional spacing is not feasible, as the driveway is located at the western boundary of the project site. It should also be noted that a throat length of

approximately 130 feet is provided at this driveway. The provision of a 130-foot driveway throat would allow vehicles to exit Agoura Road fully prior to stopping and minimizes the possibility of queuing onto Agoura Road minimizing any adverse interaction between the driveway and adjacent intersection. Therefore, impacts related to hazardous design features are **less than significant.**

e) The project would not result in inadequate emergency access because it would be subject to Los Angeles County Fire Department review and acceptance of site plans, and structures prior to occupancy to ensure that required fire protection safety features, including adequate driveway access to buildings and adequate emergency access, are implemented. Therefore, impacts would be **less than significant.**

f) The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities. Alternatives to driving to the site exist. Currently, a Class II bicycle lane is provided along Agoura Road and would provide bicycle access to the site. The project includes the installation of bike racks near the fitness facility. In addition, sidewalks will be provided adjacent to the project with handicap ramps at the corner of Roadside Road/Agoura Road. Pedestrian paths would be provided onsite and within the parking lot, connecting to the buildings, and also connecting to adjacent properties, consistent with the POM district requirements in the Zoning Code and in the Architectural Design Standards and Guidelines. The Los Angeles County Metropolitan Transportation Authority (Metro) bus line 161 provides service in Westlake Village, Thousand Oaks, Agoura Hills, Calabasas, and Woodland Hills. The nearest stop to the project is approximately 0.5 miles east of the project site. Refer to the discussion in Item *d)* above for design safety issues regarding the project. The project would not result in any adverse impacts to pedestrians, bicyclists or transit users from a design or access standpoint, and the project would accommodate each type of alternative transportation user. Therefore, impacts would be **less than significant.**

Mitigation Measures:

The following measure is required to be implemented to reduce impacts in the Cumulative with Project scenario to a less than significant level.

T-1 **Roadside Road/Agoura Road.** The applicant shall pay a "fair share" fee toward adding a southbound left-turn lane at the Roadside Road/Agoura Road intersection such that traffic leaving the project site on Roadside Road and turning left (east) onto Agoura Road has a designated left turn lane onto Agoura Road. The "fair share" fee shall be paid to the City and reviewed and approved by the Public Works Director/City Engineer prior to issuance of a Building Permit. As demonstrated in the Traffic Impact Analysis (Appendix F), the addition of a southbound left-turn lane at the Roadside Road/Agoura Road intersection would reduce traffic levels to operate at LOS C, resulting in less than significant impacts.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. Utilities and Service Systems				
-- Would the project:				
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?	☐	☐	■	☐

Discussion:

a) Wastewater generated in the Agoura Hills area is treated at the Tapia Water Reclamation Facility (TWRF), operated by the Las Virgenes Municipal Water District (LVMWD). The TWRF has a capacity of 16 million gallons per day (mgd) and currently treats an average of 9.5 mgd (LVMWD, 2013). Therefore, there is currently a surplus capacity of 6.5 mgd. The project's wastewater generation was calculated from wastewater generation factors cited in the City of Los Angeles CEQA Thresholds Guide, using sewage generation factors of a health club/spa to represent the proposed fitness center and a take-out restaurant to represent the anticipated restaurant use at the proposed retail/restaurant building. As shown in Table 15, the proposed project would generate an estimated total 37,200 gallons per day (gpd) of wastewater.

Table 15
Project Wastewater Generation

Land Use	Size	Generation Factor (gpd)	Flow
Health Club/Spa	45,000 sq. ft.	800/1,000 Gr. Sq. ft.	36,000 gpd[a]
Restaurant: Take-out	4,000 sq. ft.	300/1,000 Gr. Sq. ft.	1,200 gpd[a]

gpd = gallons per day
Source: LA CEQA Thresholds Guide, 2006.

The 37,200 gallons per day of wastewater generated by the proposed project would represent about 0.57% of the TWRF's current 6.5 mgd excess capacity. Because projected generation is within the projected future surplus capacity, impacts to wastewater treatment systems would be **less than significant.**

b) As discussed above, the project is within projected future surplus capacity for wastewater treatment and as described below in Item *d)*, compliance with LVWMD policies on water conservation would ensure the proposed project would not exceed existing water supplies. Furthermore, as discussed above in Section IX, *Hydrology and Water Quality*, underground cisterns would store treated stormwater before being reused onsite for landscaping irrigation. Because existing water supplies are adequate to service the proposed project, existing water and wastewater facilities are adequate to accommodate for the proposed project, and that the proposed project would comply with LVWMD policies on water conservation, the proposed project would not 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. Impacts would be **less than significant.**

c) As discussed in Section IX, *Hydrology and Water Quality,* the project site is currently vacant and covered with permeable and impermeable surfaces, but the proposed project would increase the amount of impervious surfaces with the proposed fitness facility, retail/restaurant building, and associated surface parking and driveways. The peak runoff volume onsite would increase from an estimated 12.97 cfs (cubic feet per second) to approximately 14.67 cfs once fully operational under the proposed project (Hardy, 2015 see Appendix G).The increased flow of 1.70 cfs would need to be detained to satisfy that the developed runoff does not exceed the existing runoff. Since retention is not applicable for this site, release of the runoff is moderated by the detention chamber. The detention chamber is designed to store the runoff from Building A, and the north and northwest portion of Subarea 1. An outflow pipe is installed at the bottom of the basin and the downstream end is directed to Cistern #1. The resulting peak outflow is moderated from 4.13 cfs to 2.06 cfs with a reduction of 2.07 cfs, which exceeds the required 1.70 cfs. The catch basins and storm drain pipes are sized to ensure adequate capacity to convey the runoff to the public storm drain system. Furthermore, an existing underground flood control channel that crosses the project site at the center would also convey runoff offsite. . Thus, because runoff as a result of the proposed project does not exceed existing runoff, the project would not exceed the capacity of an existing stormwater drainage system and would not require the construction of new stormwater drainage systems. Impacts related to the increase in peak stormwater flows would be **less than significant.**

d) The Las Virgenes Municipal Water District (LVMWD) supplies potable water in the City of Agoura Hills. The LVMWD obtains potable water from four sources: treated, potable water imported from Metropolitan Water District of Southern California (MWD), which in turn receives water from the State Water Project; recycled water from the TWRF; groundwater from the Russell Valley Basin (which is only used to supplement the TWRF); and surface runoff into Las Virgenes Reservoir (LVWMD, 2011).

On January 15, 2014, California Governor Jerry Brown declared a State of Emergency related to the California drought. In July, 2014 and in response to recent drought conditions, the State Water Resources Control Board (SWRCB) adopted new water conservation regulations (Resolution 2014-0038), including select prohibitions for all water users and required actions for all water agencies. In February, 2015, the Metropolitan Water District of Southern California (Metropolitan) reevaluated its water supplies and outlined scenarios that could require the agency to limit water deliveries by 5 to 10 percent by July 1, 2015 and prompt mandatory rationing during summer months. More recently, the California Department of Water Resources (DWR) announced that Metropolitan's 15 percent State Water Project allocation would be increased to 20 percent in 2015. Despite this anticipated increase, Metropolitan reiterated its commitment in March 2015 to carefully managing water supplies in case drought conditions continue to persist.

To increase water conservation, Metropolitan has implemented rebate programs to incentivize the use of water efficient fixtures and equipment for residences, businesses, industry, institutions, and large landscapes in southern California (Metropolitan, website, accessed March 9, 2015). Metropolitan's rebate programs include SoCalWater$mart, which assists customers with installing high-efficiency toilets, clothes washers, plumbing fixtures, HVAC, sprinkler controllers, soil moisture sensors and more (Additional information at www.socalwatersmart.com). Metropolitan's Water Savings Incentive Program assists large water volume users in implementing large scale water saving projects, such as projects to overhaul industrial processes to increase water reuse or install valves and pumps to improve agricultural irrigation efficiency (Additional information at http://bewaterwise.com/Water_Saving_Incentive_Program_Brochure_WEB.pdf).

The LVMWD Board has adopted the following policies and water conservation measures that would apply to the proposed project:

- Outdoor Irrigation Restriction to two days a week.
    - Even-numbered addresses may water Mondays and Fridays.
    - Odd-numbered addresses may water Tuesdays and Saturdays (this would apply to the project site)
    - Recycled water users may still irrigate on a three times per week schedule.
- Irrigation is prohibited between the hours of 10 AM and 5 PM
- No more than 15 minutes of irrigation per station is allowed.
- Irrigation may not occur during periods of rain or in the 48 hours following measurable rainfall.
- Irrigation may not run off the property into streets, gutters or onto adjacent properties.

- Using potable water to wash down sidewalks, parking areas and driveways is not permitted.
- A trigger nozzle is required on hoses used for home car washing.
- Fountains or water features must use a recirculating system.
- Restaurants may only serve water upon request.

The LVMWD's 2010 Urban Water Management Plan (UWMP) provides scenarios for water supply in the District. These scenarios include a "multiple dry year" scenario in which drought conditions exist for consecutive years and water supply is diminished. As shown in Table 16, LVMWD's total surplus water supply is anticipated to be 147 acre-feet per year (AFY) in 2017 during the multiple dry year scenario, and is anticipated to increase to 2,755 AFY in 2022 and increase to 2,823 AFY in 2027, followed by smaller surpluses in 2032 and 2037.

Table 16
LVMWD Water Supply and Demand – Multiple Dry Year

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

AFY = Acre feet per year
Source: 2010 Urban Water Management Plan, LVMWD, 2011.

In its 2010 Regional UWMP, MWD has found that its existing water supplies, when managed according to its water resource plans, will be sufficient to meet projected demand through 2035 (MWD, 2010).

Table 17 shows the estimated water demand from operation of the proposed fitness facility and retail/restaurant, based on water demand rates used in the City's General Plan Final EIR.

Table 17
Projected Potable Water Demand

Land Use	Size	Generation Factor *	Flow	Demand
Commercial/Recreation	45,000 sq. ft.	20 gpd/1,000 sq. ft.	900 gpd	1.01 AFY
Retail/Service	4,000 sq. ft.	20 gpd/1,000 sq. ft.	80 gpd	0.09 AFY

Notes: gpd = gallons per day
AFY = Acre feet per year
** Based on water demand rates cited in Table 4.14-3 of the City's General Plan EIR.*

Water demand anticipated from the proposed fitness facility and retail/restaurant building would total about 1.1 AFY, which would represent approximately 0.7 percent of the total 2017 regional surplus water supply. The anticipated demand of 1.1 AFY from the proposed fitness facility and retail/restaurant building would not exceed available water supplies shown in Table 16. Furthermore, the proposed project would be subject to water conservation measures imposed by the LVWMD as discussed above. Compliance with LVWMD policies on water conservation would ensure the proposed project would not exceed existing water supplies. Therefore, impacts would be **less than significant.**

e) As discussed above in Items *a)* and *b)*, estimated project wastewater generation is within the projected future surplus capacity; therefore impacts to wastewater treatment systems would be **less than significant.**

f) There are two landfills at which waste from the proposed project and the potential future fifteen residences could be disposed. The Calabasas Sanitary Landfill, operated by the Los Angeles County Sanitation Districts, is located at 5300 Lost Hills Road in Calabasas. The Simi Valley Landfill, privately operated, is located at 2801 Madera Road in Simi Valley. Both landfills serve the City of Agoura Hills, as well as other communities. The total remaining capacity of the Calabasas Sanitary Landfill is 15.6 million cubic yards, or 7 million tons. The facility is permitted to accept up to 3,500 tons per day. The average daily tonnage of waste received during 2013 was 741 tons (CalRecycle, 2013 Landfill Summary Tonnage Report, 2014). The expected remaining life of the landfill is to 2048. The Simi Valley Landfill is permitted to accept up to 6,000 tons per day of refuse. It received about 1,834 tons per day during 2013. The landfill has a remaining capacity of 120 million cubic yards, and a remaining life of an estimated 50 years.

According to Table 4.14-5 of the City's General Plan Final EIR (2010), both commercial/ recreational uses and retail/service uses generate approximately 0.005 pounds per square foot per day. Based on these rates, the proposed fitness facility and retail/restaurant building would generate an estimated 0.12 tons of solid waste per day during the operational phase of the project. This is approximately 0.0034 percent of the daily capacity (3,500 tons) permitted at the Calabasas Sanitary Landfill and 0.002 percent of the daily capacity (6,000 tons) at the Simi Valley Landfill. Based on a diversion rate of approximately 61% percent (recycling of waste not including construction and demolition debris), which the City achieved for the year 2013 (the latest year for which data is available) through various programs and policies, the solid waste would equate to 0.0020 percent of the allowed tonnage per day at the Calabasas Landfill, and 0.0011 percent of the allowed daily tonnage at the Simi Valley Landfill. Furthermore, although

the construction phase of the proposed project could generate waste, compliance with the requirements of the City's Construction and Demolition Debris Recycling Program would reduce the amount of waste entering the landfills from this phase of the project. Because both landfills have sufficient capacity for the next 35-50 years, solid waste generated by the project would have a less than significant impact on the permitted remaining capacity of either landfill. Impacts related to solid waste disposal needs would be **less than significant.**

g) The proposed project would comply with federal, state, and local statutes and regulations related to solid waste. During construction, some debris would be generated by the demolition of existing pavement and other materials. This material would either be recycled or disposed of. However, the amount of waste generated would not be expected to exceed the available capacity of local landfills. It is City policy that construction wastes are recycled wherever possible, and the project would be subject to the requirements of the City's Construction and Demolition Debris Re-Use and Recycling Program to reduce the amount of waste entering landfills. Solid waste generated by operation of the proposed project would be subject to the mandatory commercial sector recycling program instituted by the City in conformance with California Assembly Bill 939, which establishes a statewide 50% recycling goal. With adherence to the federal, state, and local statutes and regulations related to solid waste, impacts would be **less than significant.**

Mitigation Measures:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. Mandatory Findings of Significance				
a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, 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?	☐	■	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. Mandatory Findings of Significance				
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*, the proposed project would not adversely impact rare or endangered species. Implementation of BIO-1 would ensure impacts to jurisdictional drainage facilities would be less than significant. Mitigation Measure BIO-2 would reduce impacts related to nesting birds. Implementation of mitigation measures BIO-3 and BIO-4 would protect and replace oak trees on the project site.

Furthermore, as discussed in Section V, *Cultural Resources*, the proposed project would not impair or eliminate any known prehistoric or historic resources. Impacts on unanticipated cultural resources would be less than significant with implementation of mitigation measures CR-1 and CR-2, which provide requirements pertaining to the discovery of any unanticipated cultural resources during construction activity. Therefore, impacts would be **potentially significant unless mitigation is incorporated.**

b) All environmental issues considered in this Initial Study were found to have either no impact, a less than significant impact, or a less than significant impact with mitigation incorporated. Cumulative impacts in the following resource areas have been addressed in the individual resource sections above: Air Quality, Biological Resources, Greenhouse Gases, and Traffic. As discussed in Section III, *Air Quality*, and Section VII, *Greenhouse Gas Emissions*, the project would not exceed state or regional thresholds for the emission of criteria air pollutants or greenhouse gases. With implementation of mitigation measures BIO-1 through BIO-4, and T-1, cumulative impacts to biological resources and traffic would be reduced to a less than significant level. Some of the other resource areas were determined to have no impact and therefore would not contribute to cumulative impacts and did not warrant further analysis, such as Mineral Resources and Agricultural Resources. Therefore, in connection with the effects of any past projects, current projects, and probable future projects, the proposed project would have **less than significant cumulative impacts (i.e., impacts would not be cumulatively considerable).**

c) In general, impacts to human beings are associated with air quality, geology/soils, hazards and hazardous materials, hydrology and water quality, and noise impacts. Impacts related to air quality, hazards/hazardous materials, and noise were found to be less than significant and impacts related to geological hazards and hydrology/water quality (stormwater drainage and flooding) would be reduced to less than significant with mitigation measures GEO-1 as discussed in Section VI, *Geology and Soils*. Thus the project would not result in environmental effects which will cause substantial adverse effects on human beings, and impacts would be **less than significant with mitigation incorporated.**

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3.0 RESPONSES to COMMENTS on the DRAFT IS-MND

This section includes comments received during the circulation of the Draft Initial Study and Mitigated Negative Declaration (IS-MND) prepared for the Agoura Park Project.

The Draft IS-MND was circulated for a 30-day public review period that began on September 17, 2015 and ended on October 19, 2015. The City of Agoura Hills received 3 comment letters on the Draft IS-MND. The commenter and the page number on which each commenter's letter appear are listed below.

[

The comment letters and responses follow. The comment letters have been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates that the response is for the first issue raised in comment Letter 1).

Letter 1

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

CITY OF AGOURA HILLS
2015 OCT -5 PM 2:55
CITY CLERK

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

October 1, 2015

Valerie Darbouze, Associate Planner
City of Agoura Hills
Planning Department
30001 Ladyface Court
Agoura Hills, CA 91301

Dear Ms. Darbouze:

NOTICE OF AVAILABILITY AND INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION, CASE NO. 14-SPR-003, 14-OTP-016, 14-VAR-003, 14-SP-040, AND VTPM 73266, CONSISTS OF A REQUEST FOR APPROVAL OF A SITE PLAN/ARCHITECTURAL REVIEW TO ALLOW THE CONSTRUCTION OF A NEW 45,000 SQUARE-FOOT, TWO STORY FITNESS FACILITY BUILDING AND A 4,000 SQUARE-FOOT, ONE-STORY RETAIL/FAST SERVICE RESTURANT BUILDING, 29431 AND 29439 AGOURA ROAD, AGOURA HILLS (FFER 201500164)

The Notice of Availability and Intent to Adopt a Mitigated Negative Declaration has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. We have no comments at this time

LAND DEVELOPMENT UNIT:

1. The statutory responsibilities of the County of Los Angeles Fire Department's Land Development Unit are to review and comment on all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the

1.1

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER
BRADBURY
CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA
CUDAHY
DIAMOND BAR
DUARTE
EL MONTE
GARDENA
GLENDORA
HAWAIIAN GARDENS
HAWTHORNE
HIDDEN HILLS
HUNTINGTON PARK
INDUSTRY
INGLEWOOD
IRWINDALE
LA CANADA FLINTRIDGE
LA HABRA
LA MIRADA
LA PUENTE
LAKEWOOD
LANCASTER
LAWNDALE
LOMITA
LYNWOOD
MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES
PARAMOUNT
PICO RIVERA
POMONA
RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
ROSEMEAD
SAN DIMAS
SANTA CLARITA
SIGNAL HILL
SOUTH EL MONTE
SOUTH GATE
TEMPLE CITY
WALNUT
WEST HOLLYWOOI
WESTLAKE VILLAG
WHITTIER

availability of sufficient water supplies for firefighting operations and local/regional access issues. However, we review all projects for issues that may have a significant impact on the County of Los Angeles Fire Department. We are responsible for the review of all projects within contract cities (cities that contract with the County of Los Angeles Fire Department for fire protection services). We are responsible for all County facilities located within non-contract cities. The County of Los Angeles Fire Department's Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division, which may create a potentially significant impact to the environment.

1.1 cont.

2. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.

3. This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance, and fuel modification plans, must be met.

4. Every building constructed shall be accessible to Fire Department's apparatus by way of access roadways with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

5. When involved with subdivision in a city contracting fire protection with the County of Los Angeles Fire Department, Fire Department's requirements for access, fire flows, and hydrants are addressed during the subdivision tentative map stage.

6. The development may require fire flows up to 8,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Provide the construction type and square footage, per floor, of all proposed structures on the site plan or project data sheet. Fire flow requirements shall be determined utilizing the County of Los Angeles Fire Code Appendix B Table B105.1.

7. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

    a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.

b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.

c) Additional hydrants will be required if hydrant spacing exceeds specified distances.

d) When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and midblock.

e) A cul-de-sac shall not be more than 500 feet in length when serving land zoned for commercial use.

1.1 cont.

8. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in-length and at the end of all cul-de-sacs.

1.2

9. Provide a minimum unobstructed width of 28 feet exclusive of shoulders except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance "clear to sky" Fire Department's vehicular access to within 150 feet of all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building when the height of the building above the lowest level of the Fire Department's vehicular access road is more than 30 feet high or the building is more than three stories. The access roadway shall be located a minimum of 15 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official. Fire Code 503.1.1 and 503.2.2 Cross hatch the Fire Department vehicular's access on the site plan and clearly depict the required width.

10. Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions.

1.3

11. The County of Los Angeles Fire Department's Land Development Unit's comments are general requirements. Specific fire and life safety requirements and conditions set during the environmental review process will be addressed and conditions set at the building and fire plan check phase. Once the official plans are submitted for review there may be additional requirements.

12. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department's Land Development Unit's, Inspector Nancy Rodeheffer at (323) 890-4243.

13. The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project.

14. All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review prior to implementation.

1.3 cont.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance.

1.4

HEALTH HAZARDOUS MATERIALS DIVISION:

1. The Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department has no objection to the project. The Los Angeles Regional Water Quality Control Board (LARWQCB) has cleaned-up three leaking underground petroleum storage tank (LUST) sites at the Project Site as referenced on the State Water Resource Control Board's GeoTracker Internet site. Any questions pertaining to past LUST environmental cleanups at the Project Site should be directed to the LARWQCB

1.5

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

KEVIN T. JOHNSON, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

KTJ:ad

Letter 1

COMMENTER: Daryl L. Osby, Fire Chief, Forester & Fire Warden, County of Los Angeles Fire Department

DATE: October 1, 2015

Response 1.1

The commenter describes Los Angeles County project design requirements, such as for construction, access, water mains, fire flows, brush clearance, fuel modification parts, fire hydrant spacing and suggests the project would need to be in compliance with these requirements. According to Section VIII, *Hazards and Hazardous Materials*, and Section XIV, *Public Services*, the project would be required to comply with State Fire Code, City Municipal Code, and Los Angeles County Fire Department (LACFD) standards, which would be addressed and enforced during the building permit phase of the project, and met prior to issuance of a building permit.

Response 1.2

The commenter specifies requirements for emergency vehicle site access, such as for turning radii and minimum unobstructed shoulder width. According to Section XVI, *Transportation and Traffic*, the project site plan would be subject to Los Angeles County Fire Department review and approval for adequate site access, and so these requirements would be addressed and enforced during the building permit phase of the project, and met prior to issuance of a building permit.

Response 1.3

The commenter describes general requirements that would be subject to County of Los Angeles Fire Department review and provides contact information and procedures. As described in Responses 1.1 and 1.2, the project would be subject to Fire Department review and approval prior to issuance of building permits for the proposed project.

Response 1.4

The commenter describes the role of the County of Los Angeles Fire Department Forestry Division. No further response is necessary.

Response 1.5

The commenter states that the Health Hazardous Materials Division of the Los Angeles County Fire Department has no objection to the project. As noted in the comment and in Section VIII, *Hazards and Hazardous Materials*, leaking underground petroleum storage tanks have been noted to previously exist on the project site. However, as stated on page 53 of the Draft IS-MND, the former facilities that were responsible for these LUSTs have been granted regulatory case closure on the LUST areas and thus impacts related to hazardous materials from these units are considered less than significant.

Letter 2

County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169

Jim McDonnell, Sheriff

October 20, 2015

Ms. Valerie Darbouze
Associate Planner
City of Agoura Hills
30001 Ladyface Court
Agoura Hills, California 91301

Dear Ms. Darbouze:

REVIEW COMMENTS
INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
AGOURA PARK PROJECT
CASE NOS. 14-SPR-003, 14-OTP-016, 14-VAR-003, 14-SP-040, VTPM 73266

Thank you for inviting the Los Angeles County Sheriff's Department (Department) to review and comment on the Initial Study and Mitigated Negative Declaration (IS/MND), dated September 2015, for the Agoura Park Project (Project). The proposed Project is located on a partially-developed, 3.73-acre site located at 29431 and 29439 Agoura Road in the City of Agoura Hills. The proposed Project will construct a 49,000-square foot, two-story fitness facility building, a 4,000-square foot, single-story retail/fast service restaurant building, a surface parking lot, and various other site amenities.

The proposed Project is located within the service area of the Department's Malibu/Lost Hills Station (Station). Accordingly, the Station reviewed the IS/MND and authored the attached review comments (see correspondence, dated October 13, 2015, from Captain Patrick S. Davoren). 2.1

Also, for future reference, the Department provides the following updated contact information for all requests for review comments, law enforcement service information, California Environmental Quality Act documents, and other related correspondence:

Tracey Jue, Director
Facilities Planning Bureau
Los Angeles County Sheriff's Department
4700 Ramona Boulevard, Fourth Floor
Monterey Park, California 91754

Attention: Lester Miyoshi, Departmental Facilities Planner

Should you have any questions regarding this matter, please contact me at (323) 526-5657, or your staff may contact Lester Miyoshi, of my staff, at (323) 526-5664.

Sincerely,

JIM McDONNELL, SHERIFF

Tracey Jue, Director
Facilities Planning Bureau

2.1 cont.

COUNTY OF LOS ANGELES
SHERIFF'S DEPARTMENT
"A Tradition of Service"

RECEIVED
#347
OCT 15 2015
Orig Lester, CC: Subj File
DATE: October 13, 2015
FACILITIES PLANNING BUREAU
ADMINISTRATIVE SERVICES DIVISION

OFFICE CORRESPONDENCE

FROM: PATRICK S. DAVOREN, CAPTAIN
MALIBU/LOST HILLS STATION

TO: TRACEY JUE, DIRECTOR
FACILITIES PLANNING BUREAU

SUBJECT: REVIEW COMMENTS ON THE INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION FOR THE AGOURA PARK PROJECT

The Traffic Bureau of the Malibu/Lost Hills Sheriff's Station (Station) reviewed the Initial Study and Mitigated Negative Declaration (IS/MND), dated September 2015, for the Agoura Park Project (Project). The proposed Project is located on a partially developed 3.73-acre site located at 29431 and 29439 Agoura Road in the City of Agoura Hills. The proposed Project will construct a 49,000 square foot, two-story fitness facility building, a 4,000 square foot, single-story retail/fast service restaurant building, a surface parking lot, and various other site amenities. The proposed Project site is located within the Station's service area.

According to Section XIV.a.ii of the IS/MND, the proposed Project is expected to have a less than significant impact on law enforcement services provided by LASD and the Station (see pages 70-71). Based on our review of the IS/MND, the Station generally concurs with this assessment, because the proposed Project site is already within the Station's service area, and, although the proposed Project will increase the local population of our service area, and will result in commensurate increases in daily vehicle trips on local roadways, such increases are expected to be generally manageable.

2.1 cont.

However, although the Station is not overly concerned with the proposed Project itself, we remain concerned that continued growth and intensification of land uses within our service area will ultimately contribute to significant cumulative impacts on our resources and operations. It is reasonable to expect that continued development will ultimately result in increased demands for law enforcement services. Meeting such increased demand will require additional resources, including patrol deputies, other sworn deputies, support personnel, and attendant assets (patrol vehicles, support vehicles, communications equipment, weaponry, office furniture/equipment, etc.). In order to accommodate such additional staff and assets, the Station itself will require substantial modernization and/or expansion.

Thank you for including the Station in the environmental review process for the proposed Project. Should you have any questions regarding this matter, please feel free to contact Sergeant Brad L. Johnson (B1Johnso@lasd.org), (818) 878-1808.

2.1 cont.

PSD:bj

Letter 2

COMMENTER: Patrick S. Davoren, Captain, Malibu/Lost Hills Station

DATE: October 15, 2015

Response 2.1

The commenter reviewed the IS-MND and concurs with the findings of Section XIV.a.ii, Public Services that the proposed project is expected to have a less than significant impact on law enforcement services. The project would incrementally increase the demand for police protection services compared to existing conditions due to the development of an existing vacant lot with a 45,000 square foot fitness facility and 4,000 square foot retail/restaurant building. As discussed in Section XIV.a.ii, Public Services, the proposed project site is located in an urbanized area that is already served by the LASD Department. Furthermore, the proposed project does not include development of residences that would directly induce population growth. Therefore, the proposed project would not significantly increase demand of police protection services or additional police staff, and therefore would not require expansion of existing facilities or construction of new facilities. The commenter states the Malibu/Lost Hills Station is not overly concerned with the proposed project itself.

Letter 3

Letter 3

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

October 13, 2015

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

Subject: Agoura Park
SCH#: 2015091028

Dear Valerie Darbouze:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on October 12, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

3.1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2015091028
Project Title Agoura Park
Lead Agency Agoura Hills, City of

Type MND Mitigated Negative Declaration

Description A request to build a 45,000 sf two story fitness facility and a 4,000 sf one story retail/restaurant building on a previously developed property including merging two parcels into one. The request includes removing 2 oak trees and impacting one other. The fitness facility design requires a variance for setback, height, and encroachment into the landscape planter on one of the street frontages. A sign permit is required for the signage on the property along with a variance to increase the maximum allowable size of the primary and secondary signs on one of the buildings.

Lead Agency Contact

Name Valerie Darbouze
Agency City of Agoura Hills
Phone (818) 597-7300 **Fax**
email
Address 30001 Ladyface Court
City Agoura Hills **State** CA **Zip** 91301

Project Location

County Los Angeles
City Agoura Hills
Region
Lat / Long 34° 8' 7.6" N / 118° 46' 11" W
Cross Streets Roadside Road and Agoura Road
Parcel No. 2061-004-015, 035, 036
Township **Range** **Section** **Base**

Proximity to:

Highways US 101
Airports
Railways
Waterways Lindero Canyon Creek
Schools Agoura HS
Land Use Various

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Air Resources Board; Regional Water Quality Control Board, Region 4; Native American Heritage Commission

Date Received 09/11/2015 **Start of Review** 09/11/2015 **End of Review** 10/12/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.

COMMENTER: Scott Morgan, Director, State Clearinghouse

DATE: October 13, 2015

Response 3.1

The commenter states that the State Clearinghouse submitted the IS-MIND to selected state agencies for review. The review period closed on October 12, 2015, and that no state agencies had submitted comments.

CITY OF AGOURA HILLS
AGOURA PARK PROJECT

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

CEQA requires adoption of a monitoring and reporting program (MMRP) for the mitigation measures necessary to mitigate or avoid significant effects on the environment. The MMRP is designed to ensure compliance with adopted mitigation measures during project implementation.

This MMRP includes applicable mitigation measures from the Agoura Park Initial Study-Mitigated Negative Declaration (IS-MND). For each measure, specifications are made herein that identify the action required and the monitoring that must occur. In addition, the party for verifying compliance with individual mitigation measures is identified.

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
BIOLOGICAL RESOURCES							
Mitigation Measure BIO-1 Habitat Restoration or In-Lieu Fee. To compensate for impacts to 0.02 acres of herbaceous wetland habitat in the channel, the applicant shall follow all requirements, including permits/approvals and identified mitigation, of the appropriate regulatory agencies, including the California Department of Fish and Wildlife (CDFW), the U.S. Army Corps of Engineers (ACOE), and the Regional Water Quality Control Board (RWQCB). At a minimum, the applicant shall compensate for the loss of habitat at a 1:1 ratio (compensation area: impact area), or as required by the RWQCB, ACOE, and CDFW, as applicable. The same or similar habitat shall be restored as close to the impact area as possible. If a location in the general area of the project is not feasible as determined by the City, then the applicant shall restore another appropriate area within the City limits as close to the impacted area as possible. If a location in the City is determined infeasible by the City, mitigation shall occur elsewhere in the watershed but as close to the project site as possible, or an in-lieu fee to compensate for the loss of habitat may be provided to a qualified agency or other entity acceptable to the City and the regulatory agencies, as applicable. The appropriate in-lieu fee would be determined by the applicant and receiving entity/agency, as approved by the City Environmental Analyst. Mitigation shall be completed within two (2) years of the completion of the project construction. A mitigation plan and monitoring program shall be prepared and submitted to the City Environmental Analyst and other regulatory agencies, as necessary, for acceptance prior to issuance of a Grading Permit or Building Permit, whichever occurs first, or the start of construction of the project, whichever is sooner. The mitigation and monitoring plan shall outline methods of mitigation; planting sizes, quantities, and receiver sites; performance standards, including maintenance and monitoring (with periodic status reports and documentation).	Verification of permits/approvals and identified mitigation measures	Prior to issuance of grading permits	Once per individual project component	AHPCD			

Key: **AHPWE – City of Agoura Hills Public Work/Engineering**
AHPCD – City of Agoura Hills Planning & Community Development
OCM – Onsite Construction Manager

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
Mitigation Measure BIO-2 Nesting Birds. To the extent feasible, the applicant shall not remove or otherwise disturb vegetation, prepare the site, or conduct any other construction related activities within the work areas to avoid impacts to breeding and/or nesting birds from February 1 through September 1, the recognized breeding, nesting and fledging season for raptor and bird species. If such activities in the work areas during the breeding and nesting season cannot be avoided, then prior to any ground or vegetation disturbing activities, the applicant shall have a qualified biologist/ornithologist acceptable to the City Environmental Analyst conduct a survey of all breeding and nesting habitats within the work areas and vicinity within one (1) week of construction or vegetation clearing activities. The extent of the survey buffer area surrounding the site shall be established by the biologist to ensure that direct and indirect effects to nesting/breeding birds are avoided. A report discussing the results of the bird survey shall be submitted for review by the City Environmental Analyst prior to any vegetation removal, site preparation or construction activity. If active nests are found within the survey area, activities within a 300-foot radius (500 feet for raptors) shall not be allowed until an appropriate buffer can be established. Limits of construction to avoid a nest site shall be established in the field with flagging and stakes or construction fencing. Activities within the buffer area shall be postponed or halted at the discretion of a biological monitor until the nest is vacated and juveniles have fledged, and there is no evidence of a second attempt at nesting. If a state or federally listed species is found, the CDFW, and the USFWS, when applicable, shall be notified within 24 hours of the sighting, and construction work shall not occur until concurrence has been received that operations may proceed. The biologist shall record the results of the recommended protective measures described above to document compliance with applicable state and federal laws pertaining to the protection of native birds, and provide the documentation to the City's Environmental Analyst.	Verification that birds during breeding and nesting are not disturbed; if work during breeding and nesting season cannot be avoided, a biological survey must be conducted	Prior to issuance of grading permits	Once per individual project component	AHPCD			

Key: **AHPWE – City of Agoura Hills Public Work/Engineering**
AHPCD – City of Agoura Hills Planning & Community Development
OCM – Onsite Construction Manager

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
Mitigation Measure BIO-3 Oak Tree Replacement. All excavation within the protected zone of Oak Trees Number 193 and 195 shall be performed using only hand tools under the direct observation of the applicant's oak tree consultant. Light construction equipment may be utilized with prior approval of the City Oak Tree Consultant. Prior to the start of any mobilization or construction activities on the site, Oak Trees Number 193 and 195 shall be fenced at the edge of the approved limits of work in strict accordance with Article IX, Appendix A, Section V.C.1.1 of the City of Agoura Hills Oak Tree Preservation and Protection Guidelines. The City Oak Tree Consultant shall approve the fencing location subsequent to installation and prior to the start of any mobilization or work on the site. To mitigate the removal of the Tree 194 and the likely decline and early death of Tree 193, the project plans shall include at least eight inches of trunk diameter of new oak trees within the landscape. The exact species, planting sizes and planting locations shall be subject to review and approval by the City Oak Tree Consultant. The applicant shall plant at least eight oak trees within the site, to include the following six trees: two 36-inch box size trees and four 24-inch box size trees. Should the Planning Director and the City Oak Tree Consultant determine that the required number of oak trees cannot be planted on the subject site in a practical fashion, equivalent alternative mitigation shall be established through the establishment of an equivalent in-lieu fee which the applicant shall pay into the City Oak Tree Mitigation Fund for the deficit. The amount of the in-lieu fee shall be based upon tree appraisal standards contained in the 9th Edition of the Guide for Plant Appraisal in consultation with the City's Oak Tree Consultant and approved by the Planning Director. The planting locations, species and quality of all mitigation oak trees are subject to the approval of the City	Verification of fencing of Oak Trees Number 193 and 195; planting of new oak trees	Prior to issuance of grading permits	Once per individual project component	AHPCD, City Oak Tree Consultant			

Key: **AHPWE – City of Agoura Hills Public Work/Engineering**
AHPCD – City of Agoura Hills Planning & Community Development
OCM – Onsite Construction Manager

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
Oak Tree Consultant. The mitigation oak trees shall be maintained in perpetuity. Should any of the mitigation oak trees decline or die, they shall be replaced in accordance with the provisions of the Oak Tree Preservation and Protection Guidelines.							
Mitigation Measure BIO-4 Oak Tree Preservation Program. The project applicant shall submit an Oak Tree Preservation Program prepared by a qualified Oak Tree specialist for review and approval by the City Planning Department and City Oak Tree Consultant prior to the granting of a Grading Permit or Building Permit, whichever occurs first. The Oak Tree Preservation Program shall establish measures to further protect oak trees on and near the site that are not identified for removal during project construction. The program shall include but not be limited to the following components: **Tree Protection** • An "Oak Tree Protection Zone" shall be delineated for each oak tree present within 50 feet of the construction zone, including but not limited to Oak Tree #195. • All construction activities shall follow the established "Oak Tree Preservation Program." • Before any any site construction commences, all on-site trees shall be protected with a minimum 5' high chain link fence. To minimize damage that might occur due to equipment storage, debris dumping, parking, etc. within oak tree protection zones. This fence shall remain during all phases of construction and shall not be moved or removed without the approval of the City of Agoura Hills Planning Department. • Fence posts shall be no closer than 15' from any oak tree trunk as well and no closer than 15' on-center within any dripline. Postholes being dug shall not impact any oak tree roots longer than 2 inches. • Signs of a minimum size of 2'4' shall be installed on the fence equidistant from each other around each tree.	Verification of an approved Oak Tree Preservation Program	Prior to issuance of grading or building permits, whichever occurs first	Once	AHPCD, City Oak Tree Consultant			

Key: **AHPWE – City of Agoura Hills Public Work/Engineering**
AHPCD – City of Agoura Hills Planning & Community Development
OCM – Onsite Construction Manager

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
Signs shall be posted 50' apart on a grove of trees, where fencing cannot be placed around a single tree. The sign must read: **WARNING**-THIS FENCE SHALL NOT BE REMOVED OR RELOCATED WITHOUT WRITTEN AUTHORIZATION FROM THE CITY OF AGOURA HILLS PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT. • Any brush clearance within the dripline of the tree areas shall be completed by hand only. **Pruning and Dead Wood Removal** • A certified arborist shall perform all pruning cuts according to the International Society of Arborists' Best Management Practices: Tree Pruning and according to American National Standards Institute (ANSI) A300 pruning standard. Work shall be performed in accordance with the ANSI Z133.1 safety standard. Water & Fertilization • Watering should not be done during the months of June, July, and August unless the root system has been compromised by damage done to some of the roots. If recommended by an arborist, water should be applied no more than once or twice a week and allowed to drain thoroughly before more water is applied. • Fertilization of these native oak trees is not ordinarily recommended and should not be done unless approved by the City arborist. **Diseases and Pests** • Prior to construction, the vigor of the saved trees shall be assessed. Any trees in a weakened condition shall be treated, as deemed necessary by the City arborist to invigorate them. • During all phases of construction, the health of the trees shall be monitored for signs of disease. These problems, if determined to exist, shall be addressed in order to remedy them. **Grading Within the Protected Zone**							

Key: **AHPWE – City of Agoura Hills Public Work/Engineering**
AHPCD – City of Agoura Hills Planning & Community Development
OCM – Onsite Construction Manager

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
• Exploratory trenching shall be done by hand or with great care by digging equipment under the observation of the consulting arborist for all trees proposed to be encroached by this project. This shall be done in order to minimize the damage to the root system by digging and to allow the proper pruning of the roots that are found. If any roots 2 inches or larger are encountered, they shall be saved (except in a grading cut situation) and covered with a layer of plastic cloth until backfilled. **Other Considerations** • Grade stakes should not be nailed to trees; nothing that causes damages to the tree should be attached the trees. • No planting, irrigation, or utilities should be installed within 15' of any native oak tree trunk unless approved by the City Planning Department. • Chemicals or herbicides should not be applied within 100' of the dripline of any native oak tree. • Dust accumulation onto the tree's foliage from construction shall be hosed off periodically during construction under the recommendation on the consulting arborist. • Copies of the oak tree report and the oak tree permit and the City approved site plan, as well as landscape and irrigation plans, shall be kept on-site during all site construction for reference. • A certification letter shall be submitted to the City Planning Department. upon completion of all work to the oak trees. This letter shall be submitted within five (5) working days of project completion.							
CULTURAL RESOURCES							
Mitigation Measure CR-1 Archaeological/Paleontological Monitoring. Archaeological/Paleontological monitoring of all project related ground disturbing activities of sediments that appear to be in a primary context shall be conducted by a qualified archaeologist and/or paleontologist approved by the City Environmental Analyst. A Native	Verification that a qualified archaeologist and/or paleontologist has been retained for individual project components involving	Prior to issuance of grading permits	Once for verification that a monitor has been retained; periodically throughout	AHPCD, OCM			

Key: **AHPWE – City of Agoura Hills Public Work/Engineering**
AHPCD – City of Agoura Hills Planning & Community Development
OCM – Onsite Construction Manager

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
American representative shall monitor any archaeological field work associated with Native American materials. Archaeological monitoring is required until excavation is complete or until a soil change to a culturally sterile formation is achieved. Paleontological monitoring is required until excavation is complete or until ground disturbance is no longer occurring within the Topanga or Monterey Formations. Determination of these conditions shall be at the discretion of a qualified archaeologist and/or paleontologist. Archaeological monitoring shall be performed under the direction of an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (NPS 1983). Paleontological monitoring shall be performed by a paleontologist meeting the Society of Vertebrate Paleontology's Paleontological Resource Monitor (SVP 2010). A cross-trained monitor meeting both of these requirements may also be used. The qualified archaeologist/paleontologist may reduce or stop monitoring dependent upon observed conditions. If archaeological/paleontological resources are encountered during ground-disturbing activities, the City Environmental Analyst shall be notified immediately, and work shall stop within a 100-foot radius until a qualified archaeologist or paleontologist (as applicable) has assessed the nature, extent, and potential significance of any remains under CEQA. In the event such resources are determined to be significant, appropriate actions to mitigate impacts shall be implemented. Depending on the nature of the find, mitigation could involve avoidance, documentation, or other appropriate actions to be determined by a qualified archaeologist/paleontologist consistent with CEQA (PRC Section 21083.2), in consultation with the City's Environmental Analyst.	excavation of native sediments; field verification of monitoring		construction for field verification				
Mitigation Measure CR-2 Human Remains. In accordance with California HSC Section 7050.5, PRC Section 5097.98, and the City's General Plan Policy HR-3.3, if human remains are uncovered during construction, the County Coroner shall be notified of the find immediately, and no further disturbance shall occur until the County Coroner has made a determination of origin	Verification that County Coroner and/or NAHC consultation has occurred (if human remains unearthed)	Prior to issuance of grading permits	As needed throughout construction	AHPCD, OCM			

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
and disposition. The location and nature of the find will be kept confidential on a need-to-know basis. The City's Environmental Analyst shall also be notified. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify the Most Likely Descendent (MLD) or MLDs. The MLD or MLDs shall complete inspection and make recommendations within 48 hours of notification by the NAHC. In-situ preservation of human remains is preferred.							
GEOLOGY AND SEISMICITY							
Mitigation Measure GEO-1 Geotechnical Recommendations. The applicant shall comply with all recommendations included in the Geotechnical Engineering Update Study (AGS, July 2014) regarding site preparation, grading, fill materials, excavation, drainage, foundation design and retaining walls, among others, for the project to reduce the risk of expansive soils and unstable soils.	Verification of compliance with all recommendations in the Geotechnical Engineering Update Study	Prior to issuance of building permits	Once per individual project component	AHPCD, OCM			
Transportation/Traffic							
Mitigation Measure T-1 Roadside Road/Agoura Road. The applicant shall pay a "fair share" fee toward adding a southbound left-turn lane at the Roadside Road/Agoura Road intersection such that traffic leaving the project site on Roadside Road and turning left (east) onto Agoura Road has a designated left turn lane onto Agoura Road. The "fair share" fee shall be paid to the City and reviewed and approved by the Public Works Director/City Engineer prior to issuance of a Building Permit. As demonstrated in the Traffic Impact Analysis (Appendix F), the addition of a southbound left-turn lane at the Roadside Road/Agoura Road intersection would reduce traffic levels to operate at LOS C, resulting in less than significant impacts.	Verification of "fair share" fee payment	Prior to issuance of building permits	Once per individual project component	AHPWE			

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