City of Agoura Hills

Marriott Courtyard and TownePlace Suites Hotel Project

Final

Initial Study-Mitigated Negative Declaration

with Appendices A-L
Volume 1 of 2

July 2016

rincon

Environmental Scientists Planners Engineers

Marriott Courtyard and TownePlace Suites Hotel Project

Final
Initial Study – Mitigated Negative Declaration

Prepared by:

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July 2016

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INITIAL STUDY

1. Project Title

Marriott Courtyard and Towneplace Suites Hotel 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
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(818) 597 - 7328

4. Project Location

The 5.52-acre project site is located at 29505 and 29515 Agoura Road in the City of Agoura Hills, Los Angeles County. The site is approximately 200 feet west of Roadside Drive and immediately south of U.S. Highway 101 (U.S. 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

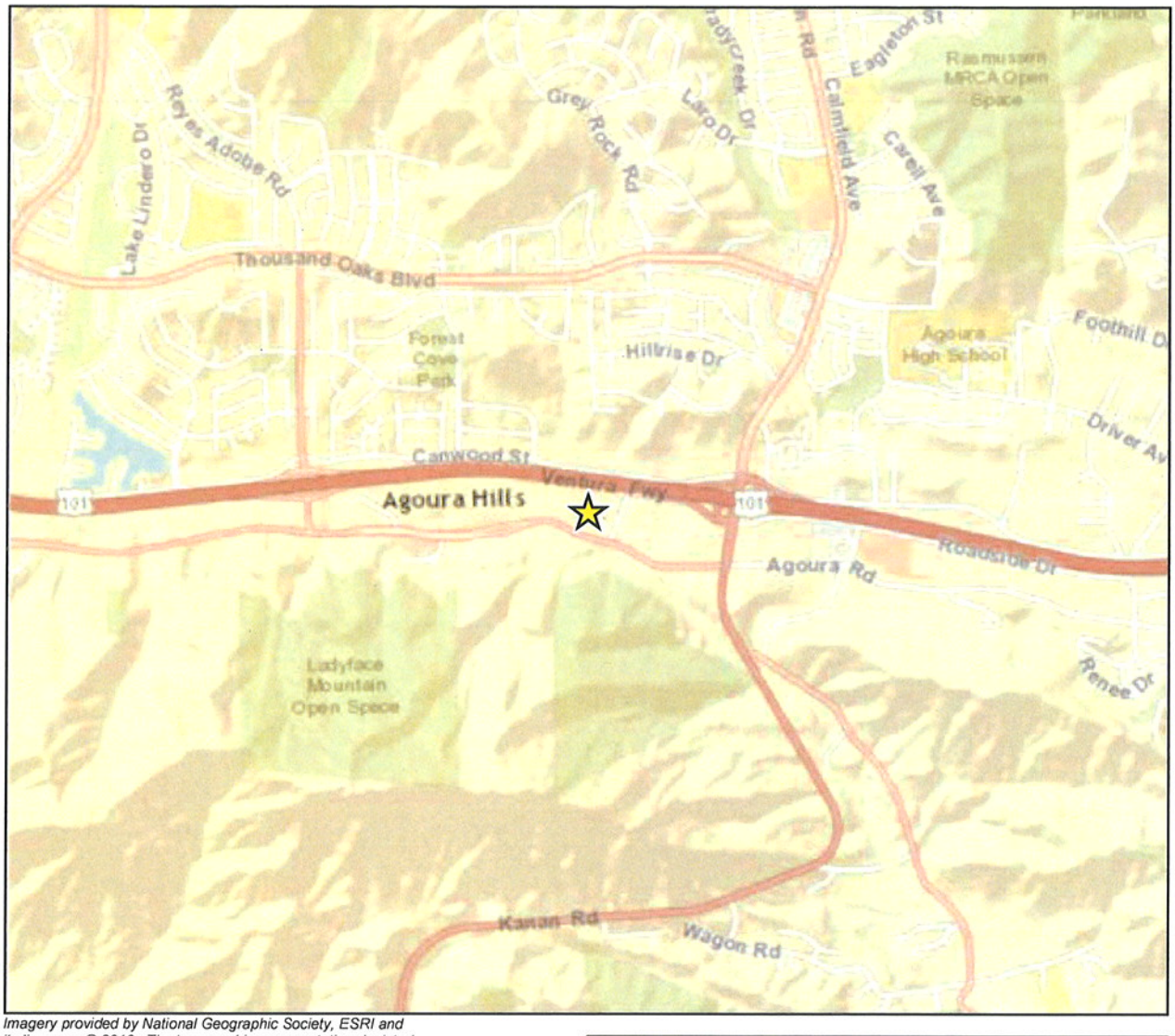
Planned Office Manufacturing (POM)

6. Zoning

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

7. Site Setting

The 5.52-acre project site is currently a vacant lot with mostly grass and trees. An approximately 1,100 square foot concrete pad is located near the northeast edge of the property. Current site conditions are shown on Figure 3.



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Project Location

0 1,250 2,500
Feet

N

Regional Location

Figure 1

Imagery provided by Google and its licensors © 2016.

Site Location

Figure 2

City of Agoura Hills

Ⓐ STREETVIEW: AGOURA ROAD. TOWARDS NORTH EAST

Ⓑ STREETVIEW: AGOURA ROAD. TOWARDS NORTH

Ⓒ STREETVIEW: AGOURA ROAD. TOWARDS NORTH WEST

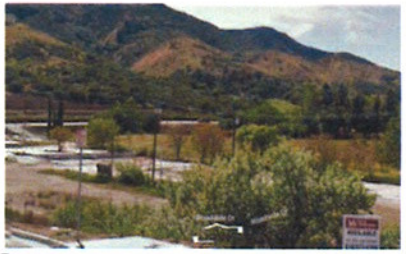
Ⓓ STREETVIEW: INTERSECTION AGOURA ROAD AND ROADSIDE DRIVE. TOWARDS NORTH WEST

N

AERIAL VIEW

NORTH

NTS



Ⓔ STREETVIEW: ROADSIDE DRIVE. TOWARDS SOUTH WEST

Ⓕ STREETVIEW: ROADSIDE DRIVE. TOWARDS SOUTH WEST

Ⓖ STREETVIEW: VENTURA FREEWAY. TOWARDS SOUTH

Ⓗ STREETVIEW: VENTURA FREEWAY. TOWARDS SOUTH EAST

VICINITY MAP LEGEND

PROJECT SITE LOCATION

Source: ACRM, 2015

Site Photos

Figure 3

8. Surrounding Land Uses and Setting

On February 10, 2016, the Agoura Hills City Council voted to approve the construction of a 45,000 square-foot (sf) fitness facility building and 4,000 sf retail and fast food restaurant building at 29431 and 29439 Agoura Road. This development would be located directly east of the project site on a currently vacant property. The property to the west of the project site is developed with the Los Angeles Department of Animal Care and Control Agoura Animal Care Center. U.S.101 is located to the north of the project site, beyond which are primarily office uses. Agoura Road borders the project to the south, beyond which is a vacant planned development area. The General Plan land use designations for the surrounding sites are as follows:

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

9. Description of Project

The project involves the construction of a new three-story, 225 room hotel, with an outdoor swimming pool, a bar and lounge, a roof deck, and a parking lot. The proposed 225 hotel units would include 44 studios, 87 double queen rooms, 80 king rooms, 8 one bedroom suites, and 6 two bedroom suites. Figure 4 shows the proposed site plan and Figure 5 shows the floor plans. The project would also include a fitness room, pool, outdoor patio, lounge, buffet, four meeting rooms, and a roof top function area. Both the Marriott Courtyard and Townplace Suites facilities would be housed in the same building. The building would be 39 feet tall with architectural projections reaching 42 feet in height. Figures 6a and 6b provide elevations of the proposed hotel. The building would be placed in the center of the site, which is 11 feet below the level of Agoura Road to the south and 12 feet below the level of U.S.-101 to the north. The project would require the review of a variance for the proposed building height to exceed the maximum-allowed height of 35 feet. The proposed roof line would exceed the maximum allowable height by four feet. Other features include a patio cover on the roof deck and tower elements to provide access to the roof. These features exceed the height but do not require a variance as they are considered architectural features and serve an aesthetic purpose. Another variance would be required for larger, building-mounted primary and secondary signs. Figure 7a and 7b provide photosimulations of the project.

The proposed building would wrap around a central courtyard area with the swimming pool. The parking lot would surround the building along the perimeter of the site. Table 1 summarizes the project characteristics.

The proposed setback along the Agoura Road street frontage would be a minimum of 207 feet. The front setback (facing Agoura Road) would be treated with a combination of trees, planters, and decorative hardscape. The rear setback (facing U.S.101) would be a minimum of 95 feet and would be improved with landscaping. See Figure 8 for the Landscape Plan.

The main vehicular access to the project would be provided via Agoura Road. Two vehicle driveways and pedestrian walkways are proposed that would connect to the property to the east. See Figure 4 for the Site Plan and Figure 9 for the Grading and Drainage Plan. These would be located in the northeast corner and along the eastern boundary of the site, approximately 60 feet north of Agoura Road on the site.

Lighting would incorporate LED heads and a lighting control system and would be consistent with Southern California Edison's "Savings by Design" program, a new non-residential construction energy efficiency program. A tree-well filter and stormwater detention facility would also be incorporated. Tree filters consist of one or multiple chambered pre-cast concrete boxes or hoops with a small tree or shrub planted in a filter bed filled with engineered media or other absorptive filtering media. As stormwater flows into the chamber, large particles settle out on the mulch layer, and then finer particles and other pollutants are removed as stormwater flows through the filtering media. The tree-well filter and stormwater detention facility would be sized to ensure adequate capacity to convey the runoff to the public storm drain system consisting of an underground concrete box channel maintained by the Los Angeles County Flood Control District. The runoff would then be transported to the Lindero Canyon Creek.

Table 1
Project Characteristics

Project Site Size	5.52 acres
Parking Provided	Accessible: 7 spaces Standard: 220 spaces **Total: 227 spaces**
Building Footprint	Ground Floor: 48,716 sf 2nd Floor: 48,198 sf 3rd Floor: 39,494 sf **Gross Floor Area: 136,408 sf**
Unit Summary	Courtyard: Ground Floor: 36 Units King: 22 Units Double Queen: 14 Units 2nd Floor: 46 Units King: 28 Units Double Queen: 18 Units 3rd Floor: 48 Units King: 30 Units Double Queen: 18 Unit Courtyard Total: 130 Units Towneplace: Ground Floor: 27 Units Studio: 14 Units Double Queen: 9 Units One Bedroom: 2 Units Two Bedrooms: 2 Units 2nd Floor: 34 Units Studio: 15 Units Double Queen: 14 Units One Bedroom: 3 Units Two Bedrooms: 2 Units

Table 1
Project Characteristics

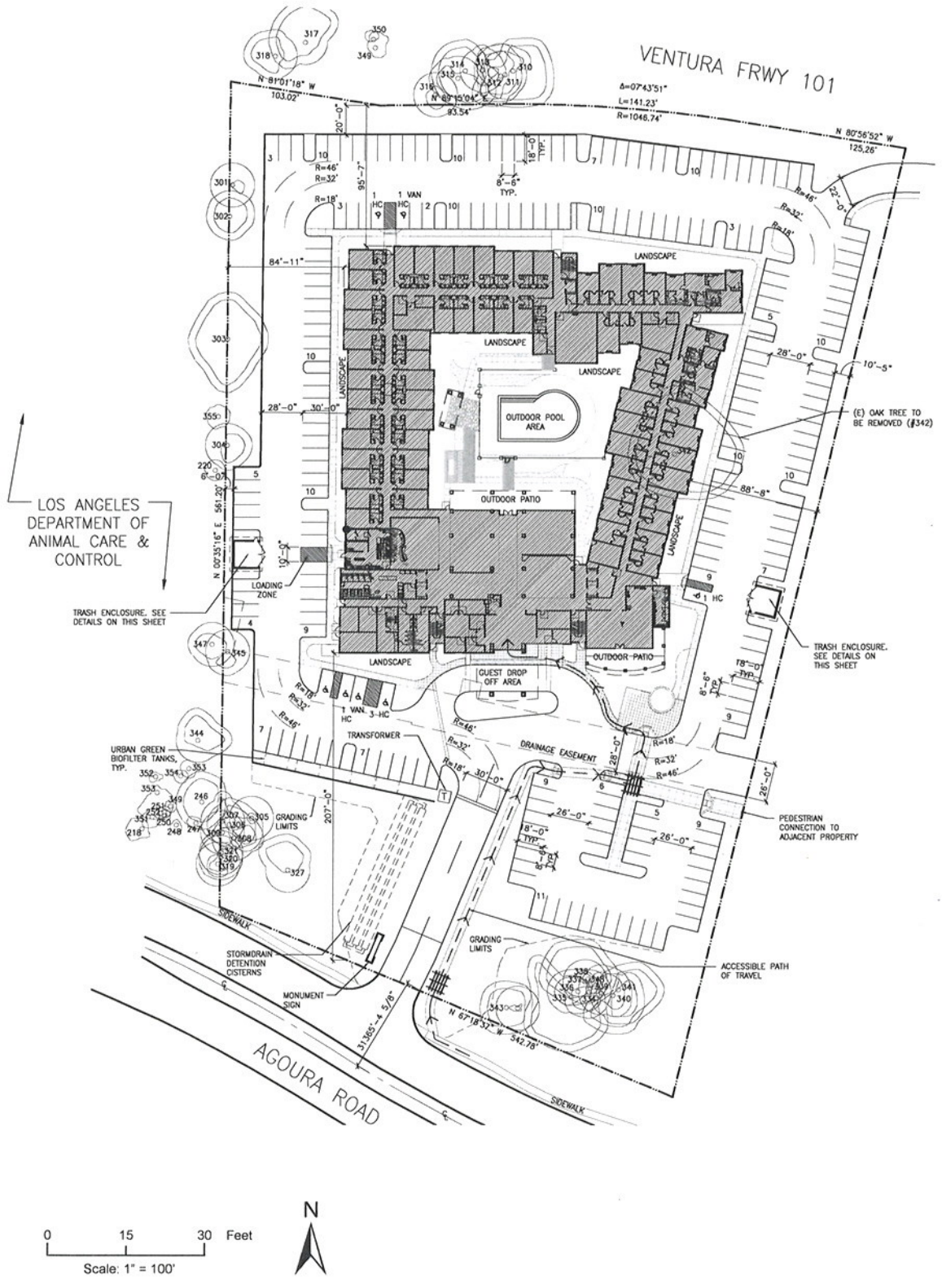
Project Site Size	5.52 acres
	3rd Floor: 34 Units Studio: 15 Units Double Queen: 14 Units One Bedroom: 3 Units Two Bedrooms: 2 Units Towneplace Total: 95 Units **Overall Total: 225 Units**
Building Height	39 feet 3 stories

10. City Entitlements

- Conditional Use Permit Case No. CUP-01150-2015
- Oak Tree Permit Case No. OAK-01153-2015
- Sign Permit Case No. SIGN-01152-2015
- Variance Request Case No. VAR-01151-2015 (A & B)
- Vesting Tentative Parcel Map No. VTPM-74192

11. Other Public Agencies Whose Approval is Required

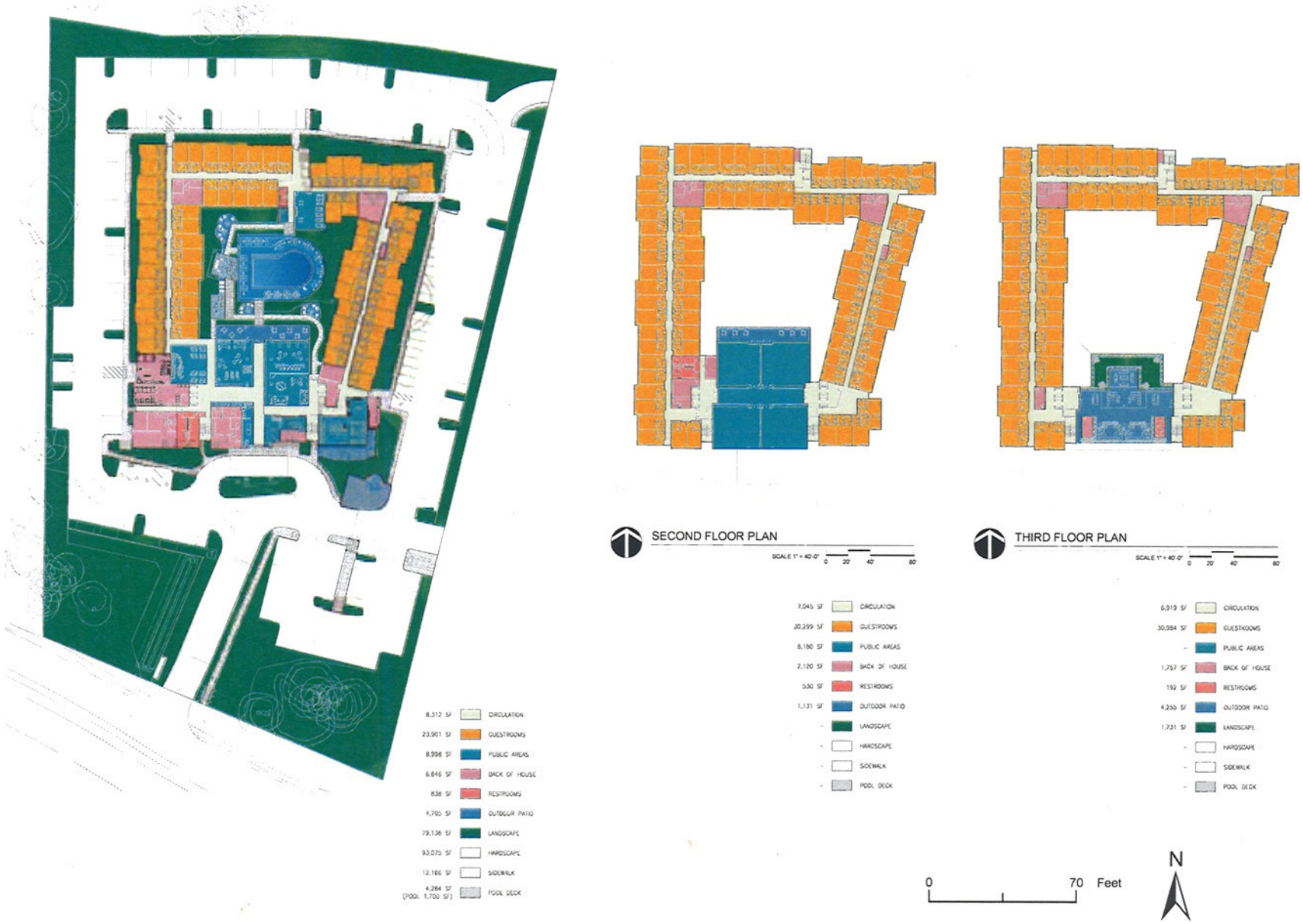
- The Regional Water Quality Control Board's approval is required for the acquisition of a National Pollutant Discharge Elimination System (NPDES) stormwater permit.
- The Los Angeles County Flood Control District's approval is required for compliance with the area-wide MS4 permit, which requires that the amount of runoff from the site must be the same before and after construction of a project.



Site Plan

Figure 4

Source: ACRM, 2015



Source: ACRM, 2015

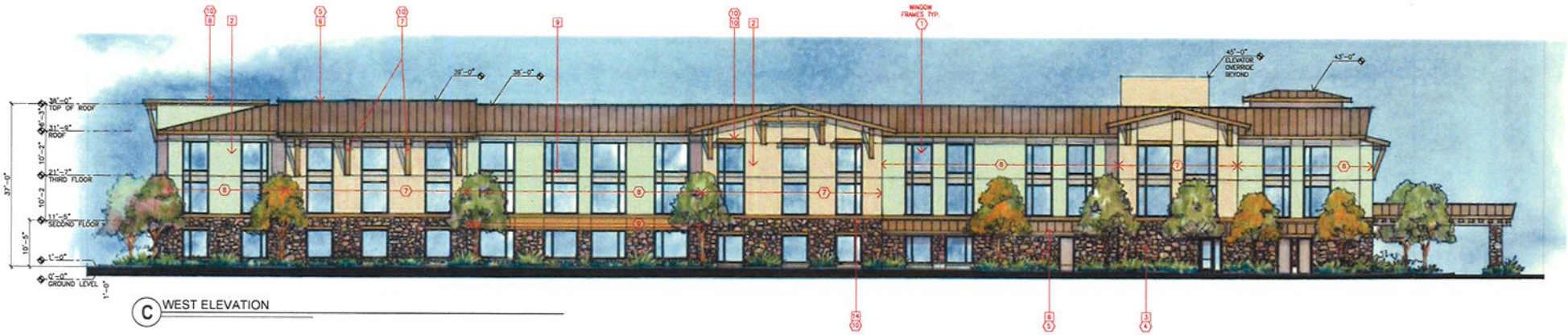
Floor Plan

Figure 5

Source: ACRM, 2015

Building Elevations

Figure 6a



C WEST ELEVATION

D EAST ELEVATION

PAINT LEGEND

7	BENJAMIN MOORE HC-81 MANCHESTER TAN
8	BENJAMIN MOORE HC-141 HOLLINGSWORTH GREEN
9	BENJAMIN MOORE HC-22 BLAIR GOLD
10	BENJAMIN MOORE HC-19 NORWICH BROWN

KEYNOTES

1. ANODIZED ALUMINUM STOREFRONT SYSTEM
2. PAINTED EIFS WITH REVEALS
3. MANUFACTURED ASHLAR PATTERN STONE
4. WOOD PAINTED TRELLIS
5. BUTT JOINT GLASS RAILING
6. STANDING SEAM METAL ROOF
7. WOOD PAINTED OUTRIGGER, SEE DETAIL 2/11
8. WOOD PAINTED FASCIA
9. SPANDREL GLASS PANEL
10. WOOD PAINTED EYEBROWS
11. 70 SF MAX. LED ILLUMINATED ALUMINUM CHANNEL LETTERS WITH ACRYLIC FACE
12. PORTE CHOCHERE
13. PRECAST CONCRETE BASE
14. HORIZONTAL EIFS TRIM

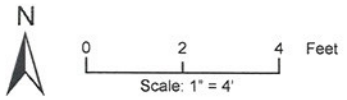
NOTE:
ALL WINDOWS WILL BE TEMPERED ON AT LEAST ONE SIDE OF THE DUAL PANE, OR A 20 MIN RATED WINDOW OR GLASS BLOCKS PER SECTION 704A.3.2.2 OF THE 2010 CALIFORNIA BUILDING CODE

FINISH SCHEDULE

1. ARCADIA AB-4, MEDIUM BRONZE
2. 1" CLEAR INSULATED GLAZING
3. DAVIS COLORS, GREEN SLATE #3685
4. CORONADO STONE, PAVILION STONE
5. ATAS STEEL, 03 MEDIUM BRONZE
6. ATAS STEEL, 06 SANDSTONE
7. BENJAMIN MOORE HC-81 MANCHESTER TAN
8. BENJAMIN MOORE HC-141 HOLLINGSWORTH GREEN
9. BENJAMIN MOORE HC-22 BLAIR GOLD
10. BENJAMIN MOORE HC-19 NORWICH BROWN

KEY MAP

NTS



Source: ACRM, 2015

Building Elevations

Figure 6b

Photosimulations

Figure 7a

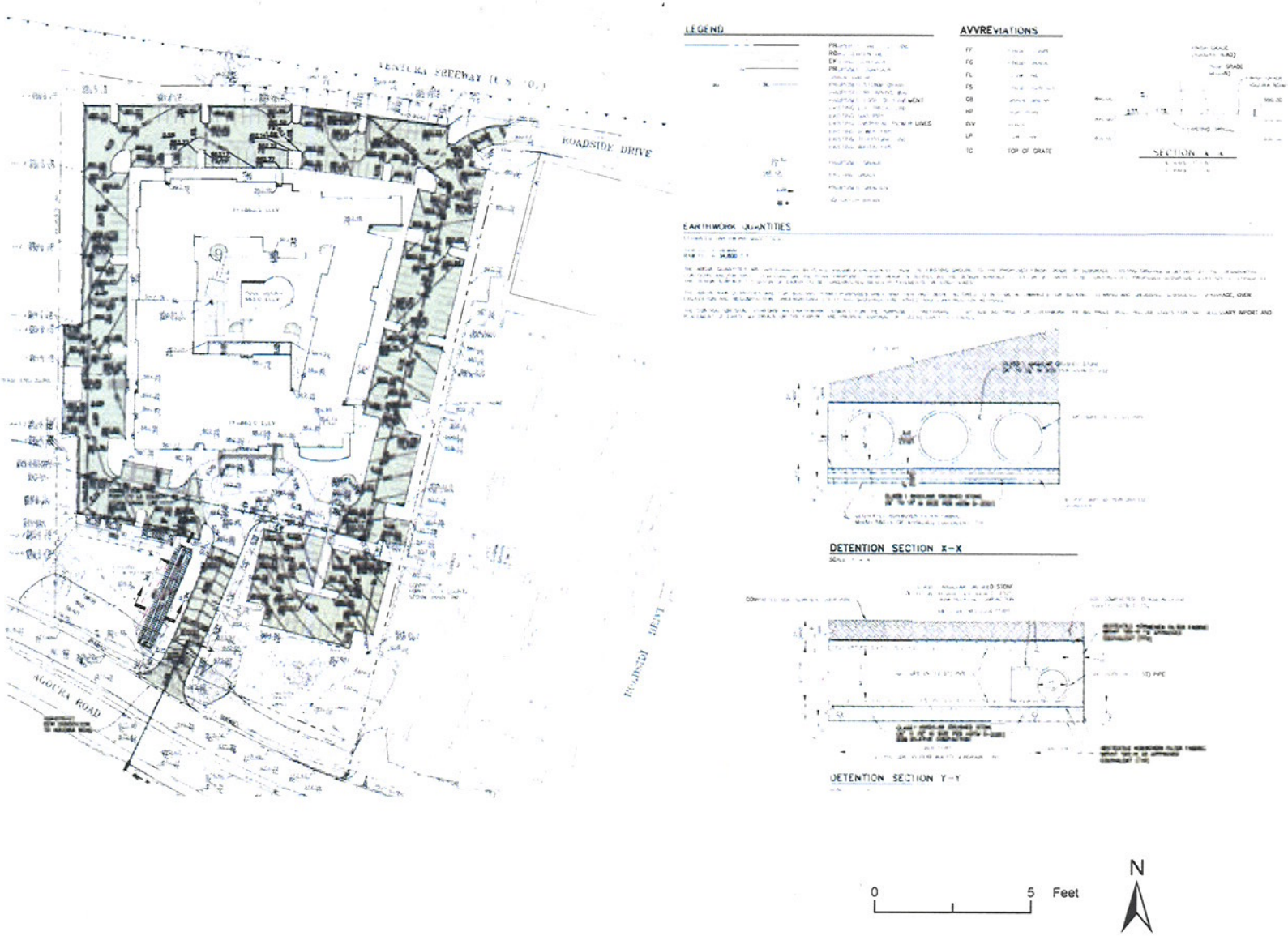
Photosimulations

Figure 7b

Source: CJM-LA, 2015

Landscape Plan

Figure 8



Source: ACRM, 2015

Grading and Drainage Plan

Figure 9

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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 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, c) The project site is currently a vacant lot, characterized by trees, non-native grassland, and a small paved area, as shown in the existing site photos in Figure 3. Although the project site is not located near a State-designated scenic highway, the site is located directly north of Agoura Road, which the City of Agoura Hills General Plan recognizes as a local "valuable scenic resource" that provides scenic views of Ladyface Mountain in the Santa Monica Mountains. The project is located approximately 100 feet south of U.S. 101, which is considered eligible for designation as a State scenic highway in western Los Angeles County (Caltrans, 2013), but has not been designated as such.

Views of natural open space on the northwestern slopes of Ladyface Mountain are available from U.S. 101, behind the project site, south of Agoura Road (Figure 3, Site Photos). The proposed 39-foot tall hotel with architectural projections reaching 42 feet would partially obstruct views from U.S.-101 toward the mountains to the south. As stated in the Project Description, the hotel would be placed in the center of the site, 11 feet below the level of Agoura Road to the south and 12 feet below the level of U.S. 101 to the north. As such, the building would be between 31 to 32 feet above the freeway grade. This would help retain views of the ridgeline over the top of the hotel. Consequently, the proposed building would not substantially obstruct views.

The Natural Resources Element, Visual Resources Chapter, 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 with protecting hillsides and scenic resources such as Agoura Road in the project area, the General Plan also calls for protecting and enhancing the views and developing appropriate landscaping.

Due to the placement of the building below adjacent rights-of-way, and the considerable height of the mountains to the south, the project would not adversely affect a scenic vista. The project would also not substantially degrade the existing visual character of the site. The hotel design incorporates earth-toned colors and natural materials, such as stone and wood. The architecture contains elements of the Craftsman style, such as gable roofs and outriggers, compatible with the aesthetics of the city. Most of the onsite oak trees would be retained and additional oaks would be planted onsite. Therefore, the site and building design would reflect the natural setting of Agoura Hills. Impacts would be **less than significant.**

b) Since the project is not in the vicinity of a State scenic highway, there would be no impacts to scenic resources on such a highway. In addition, there are no scenic trees, rock outcroppings, or historic buildings adjacent to the project site. There is however a heritage oak tree and the project would result in the permanent removal of that tree (#342). The project would also result in the minor encroachment on four other oak trees (#220, 303, 304, and 347). The loss of the heritage oak tree would be mitigated with the onsite planting of four 36-inch box Valley Oaks.

In contrast, the existing non-native and invasive vegetation (trees, shrubs, and other ruderal vegetation) would be removed as part of the proposed project. Although the vegetation is not considered a scenic resource, the project was designed to preserve a new large open space buffer along the Agoura Road frontage and the plant palette would introduce native and drought tolerant plant materials more in keeping with the hillsides south of Agoura Road. Landscape facing Agoura Road.

The northern side of the project site facing U.S. 101 would also be improved with landscaping. Impacts related to scenic resources along a State scenic highway would be **less than significant.**

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 near the site include the industrial uses to the east and the animal shelter to the west. These uses generate nighttime light from building-mounted lighting and daytime glare from the windows of parked vehicles.

The project's building materials would not be made of highly reflective materials and would not be a source of substantial glare. To some extent, the windows proposed on the exterior building elevations and on vehicles parked on the project site could increase the reflected sunlight or nighttime glare during certain times of the day. Given that proposed 39-foot tall hotel with architectural projections reaching 42 feet would be placed in the center of the site, 11 feet below the level of Agoura Road to the south and 12 feet below the level of U.S.-101 to the north, the overall hotel elevation from these roadways would be 31 to 32 feet, respectively. The placement of the hotel and parking lot at this lower elevation would minimize the amount of glare from the project on the roadways, since the parking lot area and the lower portion of the

hotel building would be screened by the height difference. Existing vegetation on the site to the west (animal shelter), and proposed landscaping, including trees, on the north, west, and south borders of the proposed site would further minimize the effects of glare through screening off-site views. Impacts from building and parking lot glare would be considered less than significant.

The hotel would include building mounted lights; pedestrian lighting, such as bollards; parking lot lighting; and other safety-related lighting. Parking lot lighting would consist of 51 individual fixtures. The parking lot standards have been designed to shield lighting, focus light downward, and overall minimize light overflow, consistent with Section 9393.15 of the City of Agoura Hills Municipal Code (AHMC), and the City Architectural Design Standards and Guidelines (Guidelines). Specifically, Section 9393.15 of AHMC requires lighting fixtures for various commercial uses to be positioned so that direct rays from adjoining properties are shielded. Furthermore, the City's Architectural Design Guidelines and Standards 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.

The building mounted lights and pedestrian lighting have not been finalized yet, so there is potential for such lighting to spillover and generate glare. The Code and Guideline standards noted above minimize the effects of light spillover and glare through downward focused lighting and shielding, and would be required elements for project design. Therefore, potential impacts would be less than significant.

Mitigation Measures:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. 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)?	☐	☐	■	☐

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

Discussion:

The project site is in 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 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. The nonattainment 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 in the South Coast Air Basin.

The air quality analysis in this report 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.

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 in Table 2, the SCAQMD has developed Localized Significance Thresholds (LST). 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 in 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 construction areas up to five acres in size. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The project site is approximately 5.52-acres and is located in Source Receptor Area 6 (SRA-6) (SCAQMD, 2008). LSTs for construction on a 5.52-acre site in SRA-6 are shown in Table 3. LSTs are provided for receptors at a distance of 82 to 1,640 feet (25 to 500 meters) from the project boundary. The sensitive receptor closest to the project site is multi-family residential development located approximately 570 feet to the northwest.

Table 3
SCAQMD LSTs for Construction

Pollutant	Allowable emissions[1] (lbs/day)
Gradual conversion of NO_X to NO_2	226
CO	2,438
PM_{10}	51
$PM_{2.5}$	13

[1] Allowable emissions from site involving at least 5 acres of grading in SRA-6 for a receptor 100 meters away.

Source: SCAQMD, Appendix C – Mass Rate LST Look-up Table. Accessed March 2016.

a) According to SCAQMD Guidelines, to be consistent with the Air Quality Management Plan (AQMP) adopted in 2012, a project must conform to the local General Plan and must not result in or contribute to an exceedance of the City's forecast for 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. As such, buildout of the site with a use similar to that proposed 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 and the project's impacts would be **less than significant.**

b, c) 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 (ROG) that would be released during the drying phase upon application of architectural coatings. For the project, construction would generally consist of 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 B 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 onsite 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 in 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 onsite 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 onsite 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. 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 nonattainment 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. For LSTs, allowable emissions from a site involving at least five acres of grading for a receptor at least 100 meters away were used. Onsite emissions would not exceed applicable LSTs. 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	53.1	51.9	40.5	11.1	7.1	0.1
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*55*	*150*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum On-site lbs/day	49.2	51.8	39.4	10.9	7.0	0.0
Localized Significance Thresholds (LSTs)[1]	*N/A*	*226*	*2,438*	*51*	*13*	*N/A*
Exceed LST?	**N/A**	**No**	**No**	**No**	**No**	**N/A**

[1] *See Table 3*
Source: CalEEMod v 2013.2.2. Please see Appendix B for complete modeling results.

Long-Term Emissions

Long-term emissions associated with project operation, 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 onsite development (area). Overall emissions for the project would not exceed SCAQMD thresholds for any criteria pollutant.

Table 5
Estimated Maximum Daily Operational Emissions

Sources	Estimated Emissions (lbs/day)					
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$	SO_x
Mobile	5.0	13.4	53.7	9.6	2.8	0.1
Energy	0.1	1.3	1.1	0.1	0.1	<0.1
Area	5.0	<0.1	<0.1	<0.1	<0.1	<0.1
Total Emissions (lbs/day)	**10.6**	**14.7**	**54.9**	**9.6**	**2.8**	**0.1**
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*55*	*150*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

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

As demonstrated in Table 4 and Table 5, no air quality threshold would be exceeded as a result of the proposed project. Based on forecast emissions, the proposed project is not expected to cause a violation of State or federal air quality standards or 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.**

d) As discussed above, the closest sensitive receptors to the project site are the multi-family residential uses approximately 570 feet (approximately 174 meters) northwest of the project site, beyond U.S. 101. As shown in both Table 4 and Table 5, during both construction and long-term operations, the proposed project would not generate emissions exceeding applicable thresholds of significance. It 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, as the proposed use is a hotel, it is unlikely to generate objectionable odors affecting a substantial number of people. The project site is located near an animal shelter which has the capacity to house horses and horse manure that may generate odor and attract flies. The animal shelter is not a source of regular odor complaints, as reported to the City. Not only are animal shelters not identified as land uses associated with odor complaints, it is expected that the animal shelter would continue to be is well maintained so that no adverse effects experienced by hotel patrons. Therefore, there would be **no impact** related to objectionable odors.

Mitigation Measures:

None required

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. 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:

RCA Associates, LLC (RCA) conducted a biological reconnaissance of the project site on September 28, 2015 and completed a Biological Constraints Analysis on September 30, 2015. An addendum report was completed by RCA on April 13, 2016 after biological surveys were conducted during the spring. Specifically, RCA surveyed the site for the presence of two special status species documented in the area, Lyon's pentachaeta (*Pentachaeta lyonii)* and Ojai navarretia (*Navarretia ojaiensis).* The site was also surveyed for the presence of any sensitive wildlife species. The Biological Constraints Analysis and addendum report are provided in Appendix C. The following analysis is based on the findings from the Biological Constraints Analysis and the addendum report.

a, d) The project site supports a disturbed, non-native grassland dominated by brome grasses (*Bromus* sp.), ricegrass (*Oryzopsis* sp.), erodium (*Erodium texanum*), fiddleneck (*Amisinckia tessellate*), and wild oats (*Avena fatua*). The Biological Constraints Analysis and addendum report completed for the site (Appendix C) identifies a compendium of plants and wildlife observed on the site and the surrounding area based on surveys completed in September 2015 and April 2016. No sensitive species were identified in either survey. The survey that took place April 2016 focused on surveying the site for the presence of two special status species documented in the area, Lyon's pentachaeta (*Pentachaeta lyonii)* Ojai navarretia (*Navarretia ojaiensis).* Consequently, the addendum report concluded that the project site does not support any populations of sensitive plant species and no further investigation is required.

Even though the initial study found that the site supports marginal habitat for burrowing owls, both surveys of the site did not identify any owls or burrows on the site. No other sensitive wildlife species or suitable habitat was observed on the site. However, several large trees are located on the site and these may serve as habitat for nesting birds. No bird nests were identified in any of the trees on the property, nor was any nesting activities observed. Project construction would remove one oak tree onsite and may require removal of other trees as part of project construction. Impacts related to movement of other native resident or migratory fish or wildlife species are not expected. Mitigation Measure BIO-1 is required to reduce impacts to nesting birds to a less than significant level.

The proposed project's impacts to sensitive plant and wildlife species would be **potentially significant unless mitigation is incorporated**.

*b, c)*The site currently consists of vacant land with a small paved area. The Biological Constraints Analysis completed for the project found that no jurisdictional waters, blueline channels, or drainage channels are present on the site. Therefore, no riparian habitat or federally protected wetland is present on the site and **no impact** would occur.

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 require 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 a total of 38 oak trees of ordinance size on or directly adjacent to the site.

These include one Landmark Designated valley oak, 29 coast live oaks, eight valley oaks, and one scrub oak.

The Tree Protection Zone (TPZ) is defined as the area within the dripline and extending a minimum of five feet outside the dripline or 15 feet from the trunk of the tree, whichever is greater. Impacts to protected trees are determined based on the type and amount of encroachment that would occur on the TPZ. The project would result in the removal of one Landmark tree (Tree #342) and encroachments on the TPZ of five trees, including four coast live oaks (Tree #s 220, 303, 304, and 347) and one scrub oak (Tree #345). The oak tree study concluded that the encroachment on the five trees listed above would not significantly affect the health or vigor of the trees.

The Landmark tree (Tree #342) was given a health rating of D in accordance with the oak tree rating system defined in the Oak Tree Preservation Guidelines. Trees given a D rating exhibit a greater degree of disease and/or pest infestation than normal and appear to be in a state of rapid decline. Mitigation Measure BIO-3 is required to mitigate for the loss of this oak tree. 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 Measure BIO-4. Impacts associated with conflicts with local policies or ordinances regarding oak tree protection would be **potentially significant unless mitigation is incorporated.**

f) The project site is located in an 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 **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 in the work areas from February 1 through September 1 to avoid impacts to breeding and/or nesting birds, as this is the recognized breeding, nesting, and fledging season for raptor and other 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 Planning Department, conduct a survey of all breeding and nesting habitats in the work areas and vicinity within one 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 Planning Department prior to any vegetation removal, site preparation, or construction activity. If active nests are found in the survey area, activities within a 300-foot radius (500-foot radius 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 in 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/or the USFWS, as 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. The biologist shall then provide the documentation to the City Planning Department upon completion of the work and prior to issuance of a Certificate of Occupancy.

BIO-2 **Oak Tree Replacement and Maintenance Program.** Prior to issuance of Grading Permits, a Final Landscape Plan shall be reviewed and approved by the Director of Planning to include four 36-inch box native oaks The mitigation is compensation for the loss of Oak Tree #342. The exact species and planting locations shall be reviewed and approved by the Director of Planning in consultation with the City Oak Tree Consultant.

The planting shall be completed in accordance with the Oak Tree Planting and Replacement Program outlines in the City's Oak Tree Preservation Guidelines (Section V.C.1.1).

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. The applicant shall submit a letter outlining the maintenance program and include a statement agreeing to maintain the health of the mitigation trees for a minimum of five years.

If mitigation on the project site is determined by the Director of Planning to be infeasible, an additional site as close as possible to the area of oak removal may be acceptable. If onsite or offsite planting locations are found infeasible, the Applicant may provide an in-lieu fee mitigation to the City's Oak Tree Mitigation Fund to be determined by the Planning Director in consultation with the City Oak Tree Consultant. A determination of infeasibility shall be made by the Director of Planning.

BIO-3 **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 comply with the City consultant's Conditions of Approval and 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:

- Maintain soil levels at natural grade in the TPZ of Tree Numbers 220, 303, 304, and 347.

- Procure a certified arborist shall to 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.
- Remove all concrete, trash, and debris located in the TPZ. The TPZs shall be kept free of construction materials.
- Install protective fencing at the edge of the TPZ around the protected oak trees to remain in place in the proximity of the proposed activities. Fencing can be taken down or moved to the edge of canopy or edge of grading only when approved work is carried out under the observation of the applicant's oak tree consultant. The location of the fencing may be adjusted on a day-to-day basis as agreed to by the City of Agoura Hills' oak tree consultant and the applicant's oak tree consultant.
- Move or remove fencing to the edge of canopy or edge of grading only when approved work is being carried out under the observation of the applicant's oak tree consultant. The location of the fencing may be adjusted on a day-to-day basis as agreed to by the City of Agoura Hills' oak tree consultant and the applicant's oak tree consultant. Signs with a minimum size of 2'x 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 AND COMMUNITY DEVELOPMENT DEPARTMENT.

- Utilize only hand tools for all work performed in the TPZ of any oak. This work must be monitored by the project arborist.
- Treat minor roots less than one inch in diameter exposed during project grading with an approved compound by the project arborist before the improvements are installed. Root pruning cuts shall be clean cut at a 45-degree angle with the cut surface facing downward.
- Cut roots over three inches in diameter exposed during project grading only with City approval, with clean cuts at a 45-degree angle with the cut surface facing downward. These cuts must be treated with an approved compound by the project arborist before the improvements are installed.
- Leave leaf-litter build-up under the canopy of the oak in place, without alteration, when possible as it is ideal for healthy tree growth and root development. A three inch layer of mulch may be advisable in settings where leaf-litter has been lost.
- Do not remove the tags numbering each oak on the site.
- Prohibit storing or discarding construction materials in the TPZ of any oak. Rinse water, concrete residue, liquid contaminates (e.g., paint, thinners, gasoline, oils) of any type shall not be deposited in any form at the base of an oak.
- Restrict parking of any vehicles in the TPZ of an oak.

- Maintain the project arborist's oversight of the care of mitigation oaks and existing oaks that remain onsite through the completion of the construction phase of the project.
- Ensure operations conform to the City of Agoura Hills Oak Tree Preservation Guidelines.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. 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, dated March 15, 2016 (Appendix E). 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, c)*As part of the Cultural Resources Investigation (Rincon, March 2015), the records search results indicated that there are no known archaeological or paleontological sites in the project area, but 11 previously recorded cultural resources were identified within 0.5 mile of the project site. Two isolates have been previously recorded at the current project site and one dense habitation site was recorded adjacent to the project site. The survey identified no previously unrecorded cultural resources at the project site, but surface visibility at the site was poor due to the presence of fill and vegetation. Therefore, it is possible that grading activities could encounter archaeological or paleontological resources and impacts could be potentially

significant. Mitigation Measure CR-1 involving construction monitoring is required. Impacts would be **potentially significant unless mitigation is incorporated.**

d) There is no evidence of human remains onsite. There is the potential for ground disturbing activities during project construction to encounter unknown burial sites and reveal previously undiscovered human remains due to the proximity to the previously recorded dense habitation site. Therefore, impacts would be considered potentially significant. Mitigation Measure CR-2 outlines the proper procedures if human remains are found, and would be required during construction activities. Impacts would be **potentially significant unless mitigation is 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.** 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 paleontologist, if applicable, and a Native American monitor qualified to identify Chumash and Gabrieleno resources, as approved by the City Planning Department. 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. Archaeological monitoring is required until excavation is complete or until a soil change to a culturally sterile formation is achieved, to be determined by the archaeologist. The archaeologist and/or paleontologist may reduce or stop monitoring depending on observed conditions. Paleontological monitoring is required until excavation is complete or until ground disturbance is no longer occurring within the Topanga or Monterey Formations, to be determined by the paleontologist. If archaeological/paleontological resources are encountered during ground-disturbing activities, the City Planning Department shall be notified immediately, and work shall stop within a 100-foot radius until the archaeologist and/or paleontologist has assessed the nature, extent, and potential significance of any remains pursuant to the California Environmental Quality Act (CEQA). In the event such resources are determined to be significant, appropriate actions are to be determined by a qualified archaeologist/paleontologist consistent with CEQA (PRC Section 21083.2) and the City General Plan, in consultation with the City Planning Department.

CR-2 **Unanticipated Discovery of Human Remains.** The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public

Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the City Planning Director and the Los Angeles County Coroner must be notified immediately. If the human remains are determined to be prehistoric or to be of Native American descent, the coroner will notify the Native American Heritage Commission (NAHC). NAHC will then identify the person(s) though to be the Most Likely Descendent (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains. The MLD shall complete the inspection of the site within 48 hours of notification and will then help determine what course of action should be taken in dealing with the remains. If an archaeologist and/or a Native American representative is needed to assessed the remains and determine a course of action, all such fees and expenses shall be the responsibility of the developer/contractor and not the City

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. Geology and Soils				
-- Would the project:				
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 investigation report was completed for the proposed project on May 20, 2015 by Geocon West, Inc. Additional response letters that addressed the City's geotechnical comments on the report were provided on October 9, 2015 and March 16, 2016. A memorandum from the City Geotechnical comments, GeoDynamics, Inc., was provided on March 25, 2016 (Appendix F). The following findings are based on these reports.

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 seven miles to the south. Since there are no known active or potentially active faults passing through the site, the potential of onsite 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. 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 AHMC, which adopts the 2013 California Building Code (CBC) by reference, the project 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, requires adequate concrete footing for support and seismic reinforcement, and would apply to the proposed buildings. The project would be required to comply with local and State standards for building. In addition, the project must also comply with all recommendations and requirements of the Geocon West, Inc. reports dated May 20, 2015, and memorandum from the City Geotechnical comments dated March 26, 2016 and so impacts would be **less than significant with mitigation incorporated.**

a.iii) Liquefaction describes the phenomenon in which ground shaking 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. Geocon West, Inc. completed a Geotechnical Investigation for the project site (Appendix F). The study found that the project site and its vicinity are not located in a "Zone of Required Investigation" for liquefaction and that the site is underlain by shallow bedrock. By its nature, bedrock is not subject to liquefaction. Therefore, the project site is not prone to liquefaction and its 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. The Geotechnical Investigation completed for the site (Appendix F) states that the site gently slopes to the south, and is not located in an area identified as having a potential for slope instability. 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 in a "Zone of Required Investigation" for earthquake-induced landslides. 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. 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 would 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.iii and *iv*, the 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 caused by a variety of activities, which include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction. Although subsidence generally occurs slowly enough that its effects are not dangerous to inhabitants, it can cause substantial building damage over time. As mentioned in item a.iii, the project sites are not in a liquefaction zone or potential liquefaction zone. Therefore, impacts associated with lateral spreading, subsidence, or collapse would be **less than significant.**

d) A project would normally have a significant geologic hazard impact if it were built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, under which circumstances it would pose a hazard to life and property. Expansive soils are generally clays, which increase in volume when saturated and shrink when dried. Expansive soils may be present on the project site. It would be required that proposed project be constructed in compliance with applicable provisions of the CBC requirements (Section 1610 for lateral soil loads and Section 1613 for earthquake loads).

Additionally, CBC Section 1808.6 requires special foundation design for buildings constructed on expansive soils. If the soil is not removed or stabilized, then foundations must be designed to prevent uplift of the supported structure or to resist forces exerted on the foundation due to soil volume changes or shall be isolated from the expansive soil. In addition, the project must also comply with all recommendations and requirements of the Geocon West, Inc. reports dated May 20, 2015, and memorandum from the City Geotechnical comments dated March 26, 2016. Applicant's compliance with CBC requirements would reduce impacts to a **less than significant level**.

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:

GEO-1 Geotechnical Requirements. The applicant must abide by the recommendations and requirements of the Geotechnical report prepared by Geocon West, Inc. dated May 20, 2015 and of the City's Geotechnical Consultant memorandum dated March 26, 2016. These recommendations and requirements shall be reflected on the final plans prior to issuance of a Grading Permit.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. 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 (GHG) 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 in 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 F for forecast assumptions and results).

Construction Emissions

Based on the CalEEMod results, construction activity for the proposed project would result in an estimated 596 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 20 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 (9^{th} Edition), consistent with the methodology of the traffic impact study for the proposed project, prepared by Associated Transportation Engineers in November 2015.

Based on the CalEEMod estimate, operational emissions resulting from on site development would be about 2,652 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 2,652metric 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	19.9 metric tons
Operation	
Energy	680.3 metric tons
Area Sources	<0.1 metric tons
Solid Waste	56.0 metric tons
Water	30.4 metric tons
Mobile	1,864.9 metric tons
Total	**2,651.5 metric tons**

See Appendix F for CalEEMod output.

b) In April 4 2012, the Southern California Association of Governments (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. The proposed project would be infill development on a vacant site. The project would also be required to comply with the energy efficiency measures contained in Title 24 of the California Administrative Code (the California Building Energy Efficiency Program). The proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be **less than significant.**

Mitigation Measures:

None required.

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. Hazards and Hazardous Materials				
-- Would the project:				
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:

Hillman Consulting prepared a Phase I Environmental Site Assessment (ESA) for the project site dated May 13, 2015 (Appendix G). Based on the findings and recommendations of the Phase I ESA, Hillman Consulting completed a Phase II ESA (December 18, 2015) (Appendix H). Additionally, Mearns Consulting, LLC completed a Human Health Risk Assessment for the project site (December 23, 2015) (Appendix I).The analysis contained in this section is partially based on these studies.

a,b) The proposed hotel 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 re-agents used for cleaning purposes like 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, disposal, or accidental release of hazardous materials 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 US 101, about 0.75 miles away from the project site. Therefore, the project would not generate hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school. There would be **no impact.**

d) A government records search was conducted by Environmental Data Resources (EDR) as part of the Phase I ESA. The records search was performed to aid in the identification of facilities located in 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. No listings were found for the project site. Review of database information indicated that Agoura Equipment Rental and Supply Company that previously existed adjacent to the project site at 29439 Agoura Road and the Hillside Rubbish Company that previously existed at the project site at 29431 Agoura Road were noted on a variety of database lists, including GeoTracker (which includes Leaking Underground Storage Tanks [LUST] and Historical Underground Storage Tanks [UST]), California Facility Inventory Database Underground Storage Tank (CA FID UST), Statewide Environmental Evaluation and Planning System (SWEEPS) UST, Historical Cortese, Haznet, and Los Angeles County HMS. Both facilities had been granted regulatory case closure for the LUST areas. Due to the unknown location and extent of the historic LUST cases, the adjoining property to the east was determined to have the potential to impact the project site. In order to determine whether there has been an impact to the project site, a Phase II ESA was completed.

The Phase II ESA was completed by Hillman Consulting (June 19, 2015, Appendix H). As part of the Phase II ESA, Hillman installed eight soil borings to depths ranging from 15 to 30 feet below grade (see Appendix H for a map of the boring locations). Soil samples were also taken for analysis. Results of the laboratory analysis indicated that none of the soil samples has detectable levels of carbon chain hydrocarbons or VOCs. The soils were also tested for heavy metals. The detected values were compared to EPA Region 9 Regional Screening Levels (RSL). RSLs are conservative screening levels based on human health risk factors for sites in residential and commercial settings. Results indicated two heavy metal concentrations, cadmium and arsenic, exceeded the conservative Residential RSL standards. Cadmium was detected in four of six samples in concentrations exceeding Residential RSLs. Five of six samples of arsenic also exceeded these guidelines.

Arsenic is a metal commonly found in moderate concentrations in naturally-occurring sediment in southern California. These natural concentrations commonly exceed the screening levels so determining the impact can be problematic. The Department of Toxic Substances Control (DTSC) has provided guidelines stating that the background concentration for arsenic in

southern California soil is 12 mg/Kg. This concentration can be used as a screening level of arsenic in soil regardless of sources. Using this criterion, the arsenic concentrations detected in the soil are below the acceptable background concentrations. Results of the soil gas testing indicated that none of the soil gas samples had detectable levels of VOC.

Based on the above findings, Mearns Consulting, LLC conducted a Human Health Risk Assessment (HHRA) for the project (December 2015, Appendix I). The HHRA assessed the potential risk and hazard attributable to exposure to 21 constituents including cadmium, benzene, and chromium. Arsenic was not quantitatively assessed in the HRA because based on a comparison to DTSC-accepted background concentrations in Southern California, the arsenic concentrations detected in the soil are below the acceptable background concentrations and therefore, not a chemical concern. The results of the HHRA indicate that the estimated individual hazard quotients of the non-carcinogenic constituents detected in the soil matrix is less than 1, the target hazard threshold. Additionally, the estimated individual and summed risks of the carcinogenic constituents detected in the soil matrix are less than $1x10^{-6,}$ the target risk threshold for all residential populations and less than $1x10^{-5}$ the target risk threshold for the commercial and construction worker populations. Consequently, the HHRA concluded that the site does not pose an unacceptable adverse impact to future extended-stay or short-term stay hotel guests, commercial workers, or construction workers. Additionally, the soil onsite is not hazardous and does not need to be removed from the site. Impacts would be **less than significant.**

e) The closest airport is the Van Nuys Airport, located about 19 miles away from the project site. There are no airports or airstrips located in the project vicinity, and the project site is not in 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 a three-story hotel with access via one new driveway to Agoura Road and two new driveways along the eastern border. 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 that address 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, 2010). Wildland fires are also a major concern due to the hilly, mountainous, and undeveloped character of much of the surrounding area. The project site is located in 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
VIII. 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?	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. Hydrology and Water Quality				
-- Would the project:				
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?	☐	☐	☐	■
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?	☐	☐	■	☐

Discussion:

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. Large amounts of bare soil may be 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 (debris that settles out of the air) 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) stormwater permit be obtained for projects that would disturb greater than one acre during construction. The applicant 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 Stormwater Pollution Prevention Plan (SWPPP) that addresses potential pollutants during construction, and a Standard Urban Stormwater 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.

The City of Agoura Hills has amended its Municipal Code to adopt the State Model Water Efficient Landscape ordinance, including an amendment to existing landscaping, planning, and irrigation requirements (Ordinance No. 15-420). The City has also adopted an ordinance to require Low Impact Development (LID) on new development (Section 5501). The LID standards for the proposed project include that a specific amount of stormwater runoff be retained onsite and that changes to natural drainage systems be minimized as defined in the NPDES Permit.

Stantec Consulting prepared a Hydrology Study for the proposed project in August 2015 (see Appendix J). The Hydrology Study found that although the project would increase impervious surfaces on the site and that this would generate a greater volume of stormwater runoff, best management practices (BMPs) such as a biofiltration system and an onsite detention facility would sufficiently detain and treat stormwater runoff before discharging to public storm drains. The Hydrology Study notes that, according to the Geotechnical Investigation (Appendix F), other BMPs such as infiltration and stormwater capture would not be feasible on the site due to the presence of bedrock underlying the site, which is impermeable in nature. The project would also not require sufficient irrigation water demand to store stormwater runoff due to limited landscaping and planting of low-water vegetation.

Therefore, due to the technical infeasibility of infiltration and stormwater capture, the project would implement alternative compliance measures, such as an onsite biofiltration system sized at of 1.5 times the volume of the Stormwater Quality Design Volume assigned to the project site to treat stormwater runoff prior to discharging offsite through the flood control channel. The project site would also provide an onsite detention facility to restrict the discharge into the Lindero Canyon conduit to the allowable discharge specified by the County. Flows in excess of the allowable discharge will be detained onsite for storms up to the 50-year event.

Compliance with the required NPDES permit and implementation of the biofiltration system and onsite detention facility (as identified in the Hydrology Study), and compliance with the City-required LID standards 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. The proposed project would not use groundwater.

Groundwater recharge depends 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 Geotechnical Investigation completed for the project found that, because bedrock underlies the site, infiltration is not feasible. For those reasons, the project would not affect groundwater at the site either through use of groundwater or through inability to recharge due to construction. 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 pass through a tree-well filter to an underground stormwater detention facility prior to entering the County's storm drain line at the Lindero Canyon concrete box channel. 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 project would add impervious surfaces (e.g., buildings, driveways, parking areas) to the site, which is currently primarily impervious.

As discussed above in item a), the proposed permanent BMPs would ensure that offsite flows would not exceed current conditions. The tree-well filter and stormwater detention facility would be sized to ensure adequate capacity to convey the runoff to the public storm drain system (i.e. underground box culvert), which would then be transported to Lindero Canyon Creek box channel. Therefore, because the increased peak flow of runoff as a result of the proposed project would be detained on-site and would not exceed the existing runoff flow, the impact would be **less than significant.**

e) As described above, the project would include a sufficiently sized drainage system that would treat and detain water onsite before conveying it to the County's storm drain system. This treatment onsite would reduce impacts related to stormwater pollution and water quality to a less than significant level because the proposed biofiltration system would treat stormwater runoff prior to discharging off-site. Additionally, the 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. Impacts would be **less than significant.**

f) Compliance with the required NPDES permit and implementation of the permanent BMPs, 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. Consequently, there is **no impact** related to placing housing or other structures in a 100-year flood hazard area that would impede or redirect flood flows.

i) The project site would not be in any dam inundation area, and therefore would not be impacted by flooding as a result of dam failure. Consequently, there is **no impact** related to flooding, including flooding as a result of dam failure.

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, a small (less than 1,500 feet across) inland body of water 1.2 miles northwest of the project site. Due to the size and distance of the lake to project site, a seiche would not impact 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
IX. 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?	☐	☐	☐	■

Discussion:

a) The proposed project would be constructed on a vacant lot. The lot immediately east is currently vacant, but the Agoura Hills City Council approved the development of a fitness center and restaurant/retail use on this site. The Los Angeles Department of Animal Care and Control - Agoura Animal Care Center, is located directly west of the site. Undeveloped vacant land is located in the area to the south across Agoura Road, and US 101 to the north. The project involves 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 related 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 in the North Agoura Road Planning Area. The project site is located on Agoura Road, west of Roadside Road. 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 permitted land uses, as hotels are a permittable use with the review of a Conditional Use Permit in the POM district, with regard to site design, and pedestrian and vehicular circulation as driveways, on-site separated pedestrian paths and connections with adjacent properties are provided. Additionally, the project complies with the development standards specified in the Zoning Ordinance with the exception of the Variance requests for building height and sign size. Upon City approval of the Variance requests, 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
X. 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?	☐	☐	☐	■

Discussion:

a, b) According to the California Division of Mines and Geology (CDMG), no significant mineral deposits are present in 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 project is not located in or near 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**.**

Mitigation Measures:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. 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 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 project area to excessive noise?	☐	☐	☐	■

Discussion:

Christopher Jean & Associates, Inc. prepared a Noise Study and response to comments for the project (November 2015). The study and responses are included as Appendix K.

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. The General Plan identifies sensitive receptors such as schools and hospitals, where these uses have more stringent noise-level allowances than most commercial or agricultural uses, which are not subject to impacts such as sleep disturbance. Sensitive receptors near the site include residences located 570 feet north of U.S. 101, and while the animal care and control facility adjacent to the site is not commonly considered a noise sensitive use, it was considered in the Noise Study.

According to the Noise Study, analyses have shown that new sounds may startle or alert an animal, but that these animals come to ignore sounds that become common and do not equate to any danger. The animals in the shelter adjacent to the project site are already subject to a high noise environment caused by the proximity to the freeway. However, animals residing in the animal shelter, such as dogs, roosters, and horses, have the potential to generate noise which may impact hotel guests.

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

Existing Setting

A noise measurement was taken in August 2015 as part of the Noise Study completed for the project. The noise measurement, taken at a point 130 feet from the centerline of the US 101, was 70.2 dBA Leq. The study notes that while the adjacent animal shelter does contribute intermittent noise to the area, it made no significant contribution to the total noise environment.

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 in the category of "Commercial - Regional, District" in the matrix, which includes hotels. Uses in this category are considered "Normally Compatible" in a CNEL of 65-70. Figure N-1 NOISE CONTOURS – EXISTING of the General Plan indicates that the project site is in an area of 65 and 70 CNEL. Therefore, the project's use is compatible with the noise contour in which it proposed.

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. The interior noise standard for a hotel is 45 CNEL (Table N-2, General Plan). Building interior noise can be reduced with building insulation techniques, such as insulating doors and double paned windows.

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 7:00 p.m. and 7:00 a.m. 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 570 feet northwest. 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 that would create noise. Sound levels associated with the combination of existing traffic and project related traffic along Agoura Road were calculated using the Federal Highway Administration's Traffic Noise Model (TNM), version 2.5 Look-Up Tables. TNM models the average noise level at specific locations based on traffic volumes and average speeds. The model distribution was assumed to be 95 percent passenger vehicles, 2.5 percent medium trucks, and 2.5 percent heavy trucks. Vehicle speeds were based on the speed limit for the modeled roadway (40 mph).

The traffic data used in the model was provided in the Traffic and Circulation Study prepared for the proposed project (Associated Transportation Engineers, November 2015). Traffic volumes for peak hours (7:00 a.m. - 9:00 a.m. and 4:00 p.m. - 6:00 p.m.) were derived from turn volumes at the intersection of Agoura Road and Roadside Drive, as presented in the Traffic and Circulation Study.

No roadway segment in the vicinity of the project site is near sensitive receptors. As discussed above, noise-sensitive land uses ("sensitive receptors") are generally considered any residence, hospital, school, hotel, library, or similar facility where quiet is an important attribute of the environment. The nearest sensitive receptors are residential uses 570 feet northwest of the project site, across U.S. 101. Due to the distance from the project to these receptors, and the fact that U.S. 101 is in between, these receptors were not used for determining the significance of noise impacts. Instead, noise was calculated for receptors approximately 50 feet from Agoura Road. In order for a difference in noise level to be detectable, it needs to be at least 3 dBA different than the ambient condition. A 3 dBA increase is caused by doubling the source of the noise. In the case of a roadway, traffic would have to double in order to cause a 3 dBA increase. Because project traffic (1,838 daily trips) would constitute a small fraction of overall traffic on

U.S. 101, project traffic would not cause an audible difference in traffic noise along U.S. 101. Traffic noise impacts would be significant if noise associated with project traffic would generate increases at or exceeding the levels shown in Table 7. For roadways in the 65-75 dBA range, such as Agoura Road, noise level increases over 1 dBA would be significant.

Table 7
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

Table 8 shows the noise modeling results for Agoura Road. Traffic associated with the proposed project would increase noise levels by an estimated 0.4 dBA, which would be less than significant.

Table 8
Noise Modeling Results

Receptor Location	Existing Modeled Noise Level (dBA)	Existing Plus Project Modeled Noise Level (dBA)	Difference (dBA)	Significant?
50 feet from Agoura Road	66.0	66.4	0.4	No

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 hotel. 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 generally significant sources of noise, as the shielding and location of these units typically reduces noise levels to no greater than 55 dBA at 50 feet from the source. Generally, noise generated from delivery trucks for the hotel would occur during typical daytime business hours. The nearest sensitive receptors are 570 feet away and also separated by the U.S.-101. Therefore, noise generated from non-traffic operations of the proposed project would not significantly impact any adjacent or nearby sensitive noise receptors.

As discussed above, while not commonly considered a noise-sensitive use, the animal care and control facility adjacent to the site was considered in the Noise Study. The animals in the shelter adjacent to the project site are already subject to a high-noise environment caused by the

proximity to the freeway. Intermittent construction impact noise might exceed the background average noise levels but it is unlikely that such sounds would adversely affect the animals. Regardless, the noise study includes mitigation that can be taken to minimize potential for adverse construction phase noise impacts. Impacts to sensitive receptors and the animal shelter would be **less than significant with mitigation incorporated.**

b) Operation of the project would not perceptibly increase groundborne vibration or groundborne noise on the project site above existing conditions because the proposed hotel 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 9, loaded trucks traveling on the project site could cause vibration levels of up to about 84VdB at the nearest structure (the adjacent animal shelter), which is located approximately 30 feet west from the project boundary.

Table 9
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB					
	25 Feet	30 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Loaded Trucks	86	84	80	78	76	74
Jackhammer	79	77	73	71	69	67
Small Bulldozer	58	56	52	50	48	46

Source: Federal Railroad Administration, 1998

As discussed above, the FTA indicates that 100 VdB is the general threshold where minor damage can occur in fragile buildings. Therefore, vibration levels would not approach levels at which building damage could occur. The nearest residences are approximately 570 feet northwest of the project site across U.S. 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 Sundays and holidays, and between 7:00 p.m. and 7:00 a.m. on all other days. Therefore, vibration-related impacts would be **less than significant.**

c) The project falls within the category of "Commercial -Regional, District" in the General Plan Noise/Land Use Compatibility Matrix. Uses in this category are considered "Normally Compatible" in a CNEL of 65-70. Figure N-1 NOISE CONTOURS – EXISTING of the General Plan indicates that the project area is within an area of 70 CNEL. Although construction of the proposed project will cause temporary noise sources, no construction work within the hours between 7:00 p.m. and 7:00 a.m. weekdays and Saturdays is proposed. Commercial related noise such as landscape maintenance and deliveries would be acceptable in the noise contour zone. Additionally, although the hotel will be open 24 hours a day, minimal activities will occur at night.

Operation of the proposed project may result in noise generated from delivery trucks, HVAC equipment, or typical noise associated with hotel use that would occur during typical daytime

business hours but would not be substantial increases in noise levels. Therefore, the project would not generate a permanent significant increase in noise in the project area. Impacts would be **less than significant.**

d) The General Plan identifies sensitive receptors such as schools, hospitals, and other noise sensitive uses. 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 sensitive receptors closest to the project site are the residences approximately 570 feet northwest of the project site across U.S. 101. Table 10 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). Peak noise levels relating to construction can range from 64 dBA to 68 dBA at a distance of 570 feet. Such levels would be less than noise generated by US 101, which is between the project site and residences.

Table 10
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
570 feet	**68**	**64**
600 feet	68	63
700 feet	66	62

Source: FHWA, 2006

There are no residences or other sensitive receptors immediately adjacent to the project site that would be disturbed by grading and construction activity. 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 a.m. and 7:00 p.m., Monday through Saturday. No construction activity is permitted between 7:00 p.m. and 7:00 a.m. 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 to sensitive receptors would be less than significant.

Concerning impacts to the hotel guests, as discussed above the project falls in the category of "Commercial -Regional, District" in the General Plan Noise/Land Use Compatibility Matrix. Uses in this category are considered "Normally Compatible" in a CNEL of 65-70. Figure N-1

NOISE CONTOURS – EXISTING of the General Plan indicates that the project area is in an area of 70 CNEL. Implementation of construction standards as mitigation would ensure that potential noise impacts to hotel guests due to traffic ~~generated~~ along the U.S. 101 and generated by animals in the nearby animal shelter would be **less than significant with mitigation incorporated**.

e) The project site is not located near an airport, as the closest airport is the Van Nuys Airport, about 19 miles east of the site. Therefore there would be **no impact** related to noise from an airport.

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

Mitigation Measures:

NOISE-1 **Animal Shelter Construction Noise Mitigation.** The following noise mitigation shall be incorporated to reduce the potential for noise impacts upon the adjacent animal shelter.

1. Erect a temporary sound barrier along the common property line between the project site and the adjacent animal shelter. See Noise Study, Appendix K for details.
2. Locate all stationary noise sources as far from the animal shelter property as practically possible for each construction activity.
3. Prohibit the use of radios or other music reproduction devices within 50 feet of the common property line.
4. Maintain all construction equipment, especially engine exhaust mufflers, in like-new condition for the duration of the construction phase.

NOISE-2 **Interior Noise Control.** The building shall be constructed, as a minimum, in accordance with the following characteristics below (*Table 7, from page 12 of the Noise Study, Appendix K*). These construction minimums will provide around 20 dBA of interior noise reduction which is acceptable for exterior noise levels as high as 65 dBA CNEL.

Panel	Construction
Exterior Wall	Siding or stucco, 2 inch X 4 inch studs, R-13 fiberglass insulation, 0.5 inch drywall
Windows	Double Pane
Sliding Glass Door	Double Pane
Roof	Shingle over 0.5 inch plywood, fiberglass insulation, 0.625 inch drywall, vented
Floor	Carpeted except kitchen and bathrooms

This will be adequate for all units with the following exceptions:

- Add STC 36 glazing to all guest rooms facing U.S. 101
- Add STC 32 glazing to all guest rooms facing east or west
- Add STC 26 glazing to all guest rooms facing south or into the ventral courtyard
- Add resilient channels to the exterior was assemblies of all studio and one bedroom guest units facing north, east, or west
- All through-wall HVAC units shall be sound rated at least STC 36

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. 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 hotel and does not include any residences. The employees needed to staff the proposed hotel would likely come from the surrounding area, and not generate the need for additional housing units. The 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 expansion of a hotel with a gross floor area of approximately 136,408 square feet could cause an indirect increase in the City's population. SCAG's Employee Density Study (2001) states that, in Los Angeles County, hotels generate approximately one employee per 1,179 square feet. Based on this factor, the project would generate an estimated 115 employees. The City population is approximately 21,211, according to the most recent (2016) California Department of Finance estimate. Therefore, although most employees are expected to be drawn from the local workforce, the proposed project could result in a citywide population of approximately 21,326 persons if all the employees moved into the city from elsewhere.

Therefore, development of the proposed project would not add population beyond that anticipated in the 2035 General Plan projection, which is consistent with SCAG's 2030 growth forecast (2035 General Plan EIR, 2010). Impacts related to population growth would be **less than significant**.

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

Mitigation Measures:

None required.

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

Discussion:

a.i) The City of Agoura Hills is within the jurisdiction of and is part of the Consolidated Fire Protection District of the Los Angeles County, also known as ~~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 and #89. 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. 101. This station is staffed with a three-person engine company (one Fire Caption, one Fire Fighter Specialist, and one Fire Fighter/Paramedic) and a two-person paramedic squad (two fire fighter/paramedics).

Development of the proposed project would incrementally increase demand for fire protection services compared to existing conditions. 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 (Bagwell, 2016). Therefore, impacts would 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. The project site is located in an urbanized area that is already served by the LASD Department. Furthermore, the 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 to a level that would require expansion of existing facilities or construction of new facilities (Woodard, 2016). Impacts would be **less than significant.**

a.iii) The project site is located in the Las Virgenes Unified School District (LVUSD), a K-12 school district. The project does not include residences that would directly generate new students for 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 incremental impacts to City public services and facilities such as storm drain usage (discussed in Section IX, *Hydrology and Water Quality*), solid

waste disposal (discussed in Section XVII, *Utilities and Service Systems*), and water usage and wastewater disposal (discussed 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, and other public services, as well as by the project-specific features described in the individual resource section analyses described in this Initial Study. The project's contribution to these public services, 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
XIV. 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, b) The proposed hotel would not result in an increase in permanent residents who would place additional demand upon public recreation facilities. Hotel patrons may periodically use local recreational facilities, but the hotel includes onsite recreational amenities (pool, fitness room, outdoor patio, roof top area), to serve patrons. Therefore, the 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 or necessitating the construction or expansion of recreational facilities. Therefore, **no impact** to recreation would result**.**

Mitigation Measures:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. 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 performance or safety of such facilities?	☐	☐	■	☐

Discussion:

Associated Transportation Engineers prepared a Traffic and Circulation Study for the proposed project, dated November 30, 2015(see full report in Appendix L). The following analysis is based on the Study's findings and the comments from the City Traffic Engineer.

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 "Hotel" land uses. Based on these rates, the project is anticipated to generate 1,838 daily trips, including119 trips during the a.m. peak hour and 135 trips during the p.m. peak hour. Table 11 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 11
Project-Generated Trips

		ADT		AM Peak Hour		PM Peak Hour	
Land Use	**Size**	**Rate**	**Trips**	**Rate**	**Trips**	**Rate**	**Trips**
Hotel	225 Rooms	8.17	1,838	0.53	119	0.60	135

Source: ATE, Traffic and Circulation Study, 2015 (Appendix L)

Thresholds of Significance

According to the City of Agoura Hills Traffic Impact Analysis Guidelines, a proposed project would result in a significant impact if, prior to mitigation, if it would do one or more of the following:

i. Degrades operations at a signalized intersection as follows:

Study Intersections		
Pre-Project		
LOS	**v/c**	**Increase in 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

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

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

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

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 assuming an annual ambient growth factor of 0.75 percent over a 20-year period.

a) As shown in Table 11, the proposed project would generate 1,838 new average daily trips. Access to the site would be provided by a full access driveway on Agoura Road. Secondary access would be provided via a driveway connection to Roadside Drive and a second driveway through the neighboring property. The Traffic and Circulation Study (Appendix L) performed by ATE analyzed the project in existing, opening year, and cumulative (2035) conditions. Table 12 shows the results of these scenarios. Based on the City's Performance criteria, the project would not result in any significant impacts to study area intersections under any scenario.

A signal warrant analysis for the intersection of Agoura Road/Roadside Road was completed based on criteria listed in the California Manual on Uniform Traffic Control Device (Appendix L). The project is estimated to generate 208 trips at the Agoura Road/Roadside intersection in the peak hour. The cumulative trips generated by all development projects at this intersection total 1,133. Therefore, the project accounts for 18.4 percent of the cumulative project trips at this intersection and the warrants have been met. Consequently, the project would have to contribute to a fair-share cost toward the construction of a signal at the intersection. Therefore, the project is considered to have a **less than significant impact 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 requires evaluation of all mainline freeway monitoring locations where the project adds 150 or more peak hour trips. The proposed project would generate 1,838 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 to US 101 would be **less than significant.**

Table 12
Intersection Levels of Service

Intersection	Existing				Existing Plus Project				Cumulative				Cumulative Plus Project				Sig Impact?
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		
	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	
Reyes Adobe Rd/ Canwood St	0.70	B	0.60	A	0.70	B	0.60	A	0.83	D	0.70	B	0.83	D	0.71	C	No
US 101 NB Ramp/ Reyes Adobe Rd	0.67	B	0.56	A	0.67	B	0.57	A	0.77	C	0.66	B	0.77	C	0.67	B	No
US 101 SB Ramp/ Reyes Adobe Rd	0.62	B	0.59	A	0.62	B	0.60	A	0.80	C	0.69	B	0.82	C	0.70	B	No
Agoura Rd/ Reyes Adobe Rd	0.52	A	0.63	B	0.53	A	0.64	B	0.62	B	0.76	C	0.63	B	0.78	C	No
Agoura Rd/ Ladyface Cir	0.18	A	0.27	A	0.20	A	0.28	A	0.23	A	0.32	A	0.24	A	0.32	A	No
Agoura Rd/ Roadside Dr	10.4 sec.	B	11.8 sec.	B	10.2 sec.	B	11.1 sec.	B	11.5 sec.	B	12.7 sec.	B	12.6 sec.	B	16.9 sec.	C	No
Kanan Rd/ Canwood St	0.59	A	0.69	B	0.59	A	0.69	B	0.69	B	0.83	D	0.69	B	0.83	D	No
US 101 NB Ramp/ Canwood St/ Kanan Rd	0.6	B	0.61	B	0.66	B	0.61	B	0.78	C	0.73	C	0.79	C	0.74	C	No
US 101 SB Ramp/ Roadside Dr/ Kanan Rd	0.58	A	0.70	B	0.59	A	0.70	B	0.69	B	0.79	C	0.70	B	0.80	C	No
Agoura Rd/ Kanan Rd	0.87	D	0.98	E	0.87	D	0.98	E	0.58	A	0.75	C	0.62	A	0.75	C	No
Agoura Rd/ Cornell Rd	8.1 sec.	A	20.7 sec.	C	8.1 sec.	A	21.0 sec.	C	9.9 sec.	A	107.8 sec.	F	9.9 sec.	A	109.5 sec.	F	No

Source: ATE, Traffic and Circulation Study, 2015 (Appendix L)

c) Given that the project site is located approximately 19 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. Primary access to the site would be provided via a driveway connection on Agoura Road approximately 450 feet west of the Roadside Drive intersection. Secondary access would be provided via a drive connection to Roadside Drive and a second driveway through the adjacent parcel to the east. Agoura Road has a raised center median that would limit access at the project driveway to right turns both in and out. The Traffic and Circulation Study completed for the project included LOS calculations in order to assess operations at the project driveway connection to Agoura Road and the connection to Roadside Drive. The results of this analysis show that there would be sufficient gaps for traffic to enter and exit the proposed driveways under the cumulative plus project conditions. 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. Pedestrian paths would be provided onsite and in the parking lot, connecting to the building, and also connecting to adjacent properties, consistent with the POM district requirements in the Zoning Code and in the Architectural Design Standards and Guidelines. A sidewalk along the frontage of the project property is being constructed by the City. 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:

TRA-1 **Fair Share Cost for the Signal Warrant**. The applicant shall pay a fair share of the cost of a signal for the intersection of Agoura Road and Roadside Road to be constructed at a future date to be determined by the City Public Works Department. Out of the estimated total cost for the future signal ($350,000), the fair share fee allocated to this Project is $62,254 (18.4 percent of $350,000). The fair share fee shall be paid to the City of Agoura Hills prior to issuance of a Building permit.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. 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 stormwater 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 treats an average of 9.5 mgd (LVMWD, 2013). Therefore, there is 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 fora hotel (130 gallons per day per room). Based on these factors, the 225-room hotel would generate approximately 29,250 gallon per day (gpd) of wastewater. The 29,250 gallons per day of wastewater generated by the proposed

project would represent about 0.5 percent of the TWRF's 6.5 mgd available capacity. Because projected generation is within the projected future surplus capacity, impacts to wastewater treatment systems would be **less than significant.**

b, d, e) 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 five 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 April 1, 2016). 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 a.m. and 5 p.m.
- 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 13, 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 13
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 existing water supplies, when managed according to its water resource plans, will be sufficient to meet projected demand through 2035 (MWD, 2010).

The water demand from operation of the hotel was estimated based on water demand rates used in the City's General Plan Final EIR of 165 gpd per room. Therefore, the project would generate a demand of 37,125 gpd or 41.4 acre feet per year (afy). This water demand would represent approximately 20 percent of the surplus 2017 regional water supply. This is a conservative calculation of water demand since it does not take into account compliance with applicable water conservation measures. The anticipated demand of 41.4 afy would not exceed available water supplies shown in Table 13.

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 the proposed project would increase the amount of impervious surfaces on the site. The City of Agoura Hills has amended their Municipal Code to adopt the State Model Water Efficient Landscape ordinance which included an amendment to existing landscaping, planning and irrigation requirements (Ordinance No. 15-420). The City has also adopted an ordinance to require Low Impact Development (LID) on new development (Section 5501). The LID standards for the proposed project include specific amount stormwater runoff be retained onsite and minimization of changes in hydrology to natural drainage systems as defined in the NPDES Permit. The offsite stormwater runoff flows would not exceed current levels. Thus, the project would not exceed the capacity of the 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.**

f) There are two landfills at which waste from the proposed project would 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, 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 of Agoura Hills' General Plan Final EIR (2010), hotels generate approximately four pounds of waste per room per day. Based on these rates, the proposed hotel would generate an estimated 900 pounds or 0.45 tons of solid waste per day during the operational phase of the project. This is approximately 0.01 percent of the daily capacity (3,500 tons) permitted at the Calabasas Sanitary Landfill and 0.008 percent of the daily capacity (6,000 tons) at the Simi Valley Landfill. Based on a diversion rate of approximately 58% percent (recycling of waste not including construction and demolition debris), which the City achieved for the year 2014 (the latest year for which data is available) through various programs and policies, the solid waste would equate to 0.005 percent of the allowed tonnage per day at the Calabasas Landfill, and 0.003 percent of the allowed daily tonnage at the Simi Valley Landfill. Furthermore, although the construction phase of the proposed project would 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 facilities 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
XVII. 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?	☐	■	☐	☐
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?	☐	☐	■	☐

Discussion:

a) As discussed in Section IV, Biological Resources, the proposed project could potentially impact oak trees and bird nesting. Mitigation Measure BIO-1 would reduce impacts related to nesting birds. Implementation of mitigation measures BIO-2 and BIO-3 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. Potential impacts to unanticipated cultural resources require implementation of mitigation measures CR-1 and CR-2, which provide requirements pertaining to the discovery of any unanticipated cultural resources and human remains during construction activity. 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, Geology and Soils, Greenhouse Gases, Noise, and Traffic (See CEQA Guidelines Section 15064(h)(3)). 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-3 cumulative impacts to biological resources would be reduced to a less than significant level. With implementation of mitigation measures NOISE-1 and NOISE-2 impacts regarding noise levels on hotel residents and construction noise on the local animal shelter would be less than significant. With implementation of mitigation measures of GEO-1 impacts regarding the geotechnical hazards would be less than significant. Implementation of mitigation measure TRA-1 would mitigate the impact on the Agoura Road/Roadside Road to be less than significant. Some of the other resource areas (e.g., mineral resources) were determined to have no impact and therefore would not contribute to cumulative impacts and did not warrant further analysis. 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, geological hazards, hazards/hazardous materials, hydrology/water quality, and noise were found to be less than significant or less than significant with mitigation. 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.**

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Persons Contacted

Bagwell, Loretta. 2016. Planning Analyst, Los Angeles County Fire Department. Email correspondence, April 12, 2016.

Woodard, Mike. 2016. Deputy Malibu/Lost Hills Station, County of Los Angeles Sheriff's Department. Phone conversation, April 12, 2016.

RESPONSES TO COMMENTS ON THE DRAFT IS-MND

COMMENTS AND RESPONSES

This section includes comments received during the circulation of the Draft Initial Study and Mitigated Negative Declaration (IS-MND) for Marriot Courtyard and TownePlace Suites Hotel Project; responses to the comments on the Draft IS-MND; and corrections and information added to the Final IS-MND, where appropriate, in response to comments related to the proposed project's environmental effects. Corrections or additional text discussed in the responses to comments are also shown in the text of the Final IS-MND in strikeout (for deleted text) and underline (for added text) format. Other minor clarifications are also shown as corrected in this format, including corrections not based on responses to comments. Corrections to typographical errors are not denoted in underline or strikeout text. None of the changes introduce new information or otherwise affect the analysis or conclusions of the IS-MND and thus do not require recirculation under State CEQA Guidelines § 15088.5.

The Draft IS-MND was circulated for a 30-day public review period that began on June 6, 2016 and concluded on July 5, 2016. The City of Agoura Hills received 3 comment letters on the Draft IS-MND. Commenters and the page number on which each commenter's letter can be found are listed below.

Comments Received for the Draft EIR

Number	Name	Affiliation	Date	Page
1	Dianna Watson	Department of Transportation: District 7-Office of Transportation Planning	06/30/16	77
2	Denise Rosen	County of Los Angeles: Department of Animal Care and Control	07/02/16	81
3	Kevin T. Johnson	County of Los Angeles: Fire Department	06/22/16	86
4	Scott Morgan	State Clearinghouse, Governor's Office of Planning and Research	07/06/16	94

The comment letters and the City's responses follow. Each comment letter has been numbered sequentially and each separate issue raised by the commenter, if more than one, has also 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 2.1, for example, indicates that the response is for the first issue raised in Comment Letter 2).

Letter 1

COMMENTER: Dianna Watson, Department of Transportation: District 7, Office of Transportation Planning

DATE: June 30, 2016

RESPONSE:

Response 1.1

The commenter states the project trip distribution for the U.S. 101 freeway on and off ramps in the vicinity of the project was not included in the document and requests that the information be provided.

Table 12, *Intersection Levels of Service,* in Section XV, *Transportation/Traffic,* compares AM and PM Peak Levels of Service for the existing conditions, existing plus project, cumulative, and cumulative plus project and identifies project-specific impacts based on City thresholds. The table is based on the *Courtyard & Towne Place Suites Hotel Project Traffic and Circulation Study* (Associated Transportation Engineers, 2015), included in Appendix L of this document. The project trip distribution for the U.S. 101 freeway on and off ramps is provided in the *Courtyard & Towne Place Suites Hotel Project Traffic and Circulation Study* (Traffic and Circulation Study) on Figure 5, and more specifically, in the "Traffic Count Data" section of the Technical Appendix. Table 12 of Section XV, *Transportation/Traffic* of the IS-MND shows that the project would not result in a significant impact to the U.S. 101 southbound and northbound ramp intersections at Reyes Adobe Road and Kanan Road under either the existing or cumulative scenarios.

Response 1.2

The commenter requests that the traffic study provide the traffic volumes used for the mainline Level of Service (LOS) calculations.

The *Caltrans Guidelines for Preparation of Traffic Impact Studies* (2002) states that a traffic analysis would be required if a project adds: (1) over 100 peak hour trips to a State Highway Facility, or 50 to 100 peak hour trips to a State Highway Facility operating at LOS C or D; or, 1 to 49 trips to State Highway Facility operating at LOS E or F.

As discussed in Section XV, *Transportation/Traffic*, the closest State highway to the project site is U.S. 101. The ramp terminal intersections at Reyes Adobe Road and at Kanan Road operate at LOS A or B during the AM and PM peak periods under existing conditions. Therefore, the threshold of over 100 peak hour trips to a State Highway Facility would apply. Based on the anticipated project trip generation (see Figure 5 in the Traffic and Circulation Study included as Appendix L), the project is expected to add about 35 trips to U.S. 101 during the AM and PM peak hours, with the rest of the peak trips added to the local street network. Thus, the projected number of project-added trips to U.S. 101 does not meet the criteria for an analysis of impacts to U.S. 101 per Caltrans Guidelines (2002).

Response 1.3

The commenter requests a citation for the source used to determine ambient growth for this area.

As discussed in the Traffic and Circulation Study (see Appendix L), the City of Agoura Hills requires that intersections be analyzed with an ambient growth factor of 0.75% per year to account for future cumulative traffic. This is based on growth projections from the Southern California Association of Governments (SCAG) regional transportation demand forecasting model (TDFM), which shows that the average annual growth rate in the Agoura Hills sub-area over the duration of this analysis is estimated to be approximately 0.75% per year.

Response 1.4

The commenter requests that a queuing analysis for the U.S. 101 freeway off-ramps at Kanan Road be conducted and the results of the analysis be included in the document.

As discussed in Section XV, *Transportation/Traffic*, the U.S. 101 intersections with Kanan Road currently operate at LOS A or B during the AM and PM peak hours. Since the project is not expected to significantly impact these intersections, a queuing analysis is not required. The operation of the U.S. 101 will continue to be monitored in the future.

Response 1.5

The commenter reminds the City that a Caltrans transportation permit is required for oversized-transport vehicles on State highways that will be involved in the transportation of heavy construction equipment and/or materials.

The project applicant will obtain all required permits from Caltrans, as needed.

Response 1.6

The commenter states that the project needs to be designed to discharge clean run-off water as storm water run-off is a sensitive issue for Los Angeles and Ventura counties.

As discussed in Section VIII, *Hydrology and Water Quality (*pgs. 45-48), the project would have a less then significant impact to storm water runoff since storm water runoff would be treated using a proposed biofilitration system prior to discharge. Furthermore, compliance with the NPDES permit required for the project, required Low Impact Development (LID) standards, and implementation of permanent Best Management Practices (BMPs), including the biofiltration system and on-site detention facility, would reduce remaining impacts related to degradation of water quality to less than a significant level.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov

Serious Drought.
Serious drought.
Help save water!

June 30, 2016

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

RE: Marriott Courtyard and Towne Place Suites Hotel
SCH # 2016051087
IGR/CEQA No. 160602DW
Vic. LA-101/PM 3.5

Dear Ms Darbouze:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Marriott Courtyard and Towne Place Suites Hotel Project, located in the City of Agoura Hills.

The proposed project involves the construction of a new three-story, 225 room hotel, with an outdoor swimming pool, a bar and lounge, a roof deck, and a parking lot. The main vehicular access to the project would be provided via Agoura Road. Two driveways and pedestrian walkways are proposed that would connect to the east property.

Based on review of the information provided, Caltrans has the following comments.

1. The project trip distribution for the US-101 freeway on and off ramps in the vicinity of the project was not included in the document. Please provide this information.

2. Provide the traffic volumes used for the mainline Level of Service (LOS) calculations.

3. Cite the source used to determine ambient growth for this area.

4. A Queuing analysis for the US-101 freeway off-ramps at Kanan Road should be conducted and the results of the analysis should be included in the document.

As a reminder, transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that project needs to be designed to discharge clean run-off water.

If you have any questions regarding these comments, please feel free to contact Melanie Bradford, the project coordinator at (213) 897-9446 and refer to IGR/CEQA No. 160602DW.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Letter 2

COMMENTER: Denise Rosen, County of Los Angeles: Department of Animal Care and Control

DATE: July 02, 2016

RESPONSE:

Response 2.1

The commenter states that the proposed hotel site is adjacent to an Animal Care Center facility that can house well over 100 dogs. These dogs are housed overnight in the kennels and are let outside at 5AM, at which time they can begin barking.

As discussed in Section XI, *Noise,* Mitigation Measure NOISE-2 would be implemented to reduce interior noise levels in the hotel building. In compliance with Mitigation Measure NOISE-2, at a minimum the building would be constructed in accordance with the characteristics discussed on page 69 of the IS-MND and in *Table 7* on page 12 of Appendix K, *Revised Acoustical Analysis* prepared by Christopher Jean & Associates, Inc. and dated November 19, 2015 (Noise Study). One of these construction minimums includes double pane windows and sliding glass doors. These construction minimums will provide around 20 dBA of interior noise reduction, which is acceptable for exterior noise levels as high as 65 dBA CNEL. The amount of noise reduction provided by the mitigation measure would not only mitigate for the noise for the main noise source in the area, traffic along U.S. 101, but also noise that may be generated by the animals at the shelter site.

In response to this comment, the following changes to Section XI, *Noise*, of the Initial Study have been made:

> *p. 52*
>
> *According to the Noise Study, analyses have shown that new sounds may startle or alert an animal, but that these animals come to ignore sounds that become common and do not equate to any danger. The animals in the shelter adjacent to the project site are already subject to a high noise environment caused by the proximity to the freeway. However, animals residing in the animal shelter, such as dogs, roosters, and horses, have the potential to generate noise which may impact hotel guests.*
>
> *p. 57*
>
> *Concerning impacts to the hotel guests, as discussed above the project falls in the category of "Commercial -Regional, District" in the General Plan Noise/Land Use Compatibility Matrix. Uses in this category are considered "Normally Compatible" in a CNEL of 65-70. Figure N-1 NOISE CONTOURS – EXISTING of the General Plan indicates that the project area is in an area of 70 CNEL. Implementation of construction standards as mitigation would ensure that potential noise impacts to hotel guests due to traffic ~~generated~~ along the U.S. 101 and generated by animals in the nearby animal shelter would be* ***less than significant with mitigation incorporated****.*

Response 2.2

The commenter notes that the Animal Care Center also houses roosters that crow early in the mornings and throughout the day.

See Response 2.1.

Response 2.3

The commenter requests that the City of Agoura Hills take into consideration the close proximity of the hotel to the Animal Care Center and the corresponding animal noises before approving the project.

See Response 2.1.

Response 2.4

The commenter notes that the Animal Care Center is able to house 35 horses when needed and when they do, horse manure is generated bringing in flies.

The lodging of 35 horses could generate odor and attract flies to the animal shelter adjacent to the project site. However, according to the 1993 SCAQMD CEQA Air Quality Handbook, an animal shelter is not a land use associated with odor complaints. It is also expected that the animal shelter would be well maintained and, therefore, no adverse effects would be experienced by hotel patrons.

In response to this comment, the following changes to Section II, *Air Quality*, of the Initial Study have been made:

> *p. 26*
>
> *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, as the proposed use is a hotel, it is unlikely to generate objectionable odors affecting a substantial number of people. The project site is located near an animal shelter which has the capacity to house horses and horse manure that may generate odor and attracts flies. The animal shelter is not a source of regular odor complaints, as reported to the City. Not only are animal shelters not identified as land uses associated with odor complaints, it is expected that the animal shelter would continue to be well maintained so that no adverse effects would be experienced by hotel patrons. Therefore, there would be* ***no impact*** *related to objectionable odors.*

Response 2.5

The commenter states that it would like to know how the Department of Animal Care & Control would handle animal noise and/or horse manure complaints.

As discussed in Responses 2.1 and 2.4, noise and/or odors due to the adjacent animal shelter would not cause considerable impacts to the proposed project. In any case, complaints received would be forwarded to the hotel operations staff and the hotel would be responsible for the well-being of its patrons.

Response 2.6

The commenter states that the property line between the Agoura Animal Care Center and the proposed hotel is at the lowest point on the U.S. 101 between Reyes Adobe and Kanan Road. When it rains, the water from the freeway overflows and runs along the fence line toward Agoura Road. The commenter is concerned about diversion of runoff onto the Agoura Animal Care Center property.

Please refer to Response 1.6. The proposed project would not be permitted to divert storm water flows off-site and is proposing to accommodate storm water runoff on-site, including incorporating a subsurface detention basin, which would be designed to divert run-off away from the Agoura Animal Care Center.

From: Denise Rosen
To: Valerie Darbouze
Subject: Marriott Courtyard and Towneplace Suites Hotel project Agoura Hills
Date: Saturday, July 02, 2016 2:04:52 PM

Valerie,

The Department of Animal Care & Control would like to point out that the proposed hotel site is directly next to an Animal Care Center facility that can house well over 100 dogs. The dogs are closed in their kennels each night around 10pm and are let out at 5am each morning so that the inside of the dog kennels can be cleaned. The dogs start barking early in the morning when they are let outside.

The Animal Care Center also houses roosters which crow early in the mornings and throughout the day.

Hotel guest will hear animal noise from the dogs barking and roosters crowing since it will be in such close proximity to the Animal Care Center. The Department of Animal Care & Control would like the City of Agoura Hills to take this into consideration before approving the project.

The Agoura Animal Care Center is able to house 35 horses when needed. When the shelter has horses we then have horse manure generated and horse manure brings in flies.The Department of Animal Care & Control would like the City of Agoura Hills to take this into consideration before approving the project.

How would the Department of Animal Care & Control be expected to handle animal noise complaints or complaints about the horse manure from the hotel property?

I would also like to point out that on the 101 freeway where the property line between Agoura Animal Care Center and the proposed hotel meet is the lowest point on the freeway between Reyes Adobe and Kanan Rd. When it rains the water naturally overflows from the freeway and runs along the fence line towards Agoura Rd. If the project were to proceed we would like to ensure that the runoff is not all directed onto the Animal Care Center's property since this is where the horses are kept and we don't want this area to get flooded.

Denise Rosen
Manager, County of Los Angeles
Department of Animal Care and Control

29525 Agoura Road
Agoura Hills, CA 91301

Letter 3

COMMENTER: Kevin Johnson, County of Los Angeles: Fire Department

DATE: June 22, 2016

RESPONSE:

Response 3.1

The commenter states that under Public Services, Fire Protection (a), the first paragraph should be changed to state that the City of Agoura Hills is within the jurisdiction of, and is part of, the Consolidated Fire Protection District of the Los Angeles County, also known as the LACoFD. The commenter also notes that the City of Agoura Hills and LACoFD are not under contract.

In response to this comment, the following changes to Section XIII, *Public Services*, on page 59, of the IS-MND have been made:

> *The City of Agoura Hills is within the jurisdiction of and is part of the Consolidated Fire Protection District of the Los Angeles County, also known as ~~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 and #89. 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. 101. This station is staffed with a three-person engine company (one Fire Caption, one Fire Fighter Specialist, and one Fire Fighter/Paramedic) and a two-person paramedic squad (two fire fighter/paramedics).*

Response 3.2

The commenter states that the proposed development may necessitate multiple ingress/egress access for the circulation of traffic and emergency response issues.

As discussed in the Project Description on page 6 of the IS-MND, the main vehicular access to the project would be provided via Agoura Road. Two vehicle driveways and pedestrian walkways are proposed that would connect to the property to the east. These would be located in the northeast corner and along the eastern boundary of the site, approximately 60 feet north of Agoura Road on the site. See Figure 4 for the Site Plan and Figure 9 for the Grading and Drainage Plan.

Response 3.3

The commenter states that the project must comply with all applicable code and ordinance requirements for construction access, water mains, fire flows, and fire hydrants and goes into specific detail of each requirement.

The proposed project would comply with all applicable code requirements.

Response 3.4

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

The comment is noted. The commenter's involvement in the process is appreciated.

Response 3.5

The commenter states that 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. The commenter states that potential impacts in these areas should be addressed.

The comment is noted. These potential impacts to 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 are addressed in Section III, *Biological Resources,* Section IV, *Cultural Resources,* and Section VII *Hazards and Hazardous Materials.* Since the project site is within the City's jurisdiction, the City Oak Tree Ordinance applies, not the County Oak Tree Ordinance. Oak trees are discussed in Section III, *Biological Resources*.

Response 3.6

The commenter states the Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department has no comment regarding the project at this time.

The comment is noted.

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

Letter 3

June 22, 2016

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 NOS. CUP-01150-2015, OAK-01153-2015, CONSISTS OF A REQUEST FOR APPROVAL OF A CONDITIONAL USE PERMIT TO BUILD A THREE-STORY, 225-ROOM, 134,000 SQUARE-FOOT HOTEL ON TWO TIED LOTS, A REQUEST FOR AN OAK TREE PERMIT TO REMOVE ONE OAK TREE AND ENCROACH INTO THE PROTECTED ZONE OF FIVE OTHER OAK TREES DURING THE CONSTRUCTION, AGOURA HILLS (FFER 201600085)

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. Under PUBLIC SERVICES, Fire Protection (a), we have the following corrections:

   The first paragraph should be changed to state that the City of Agoura Hills is within the jurisdiction and is part of the Consolidated Fire Protection District of the Los Angeles County, also known as the LACoFD. The City of Agoura Hills and the LACoFD are not under contract.

3.1

LAND DEVELOPMENT UNIT:

1. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic and emergency response issues. 3.2

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. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.

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. The maximum allowable grade shall not exceed 15% except where topography makes it impractical to keep within such grade. In such cases, an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topographical difficulties, shall be no more than 17%. Grade breaks shall not exceed 10% in ten feet. 3.3

6. 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.

7. Fire Department's requirements for access, fire flows, and hydrants are addressed during the building permit stage.

8. Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.

9. The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire

flows will be based on the size of buildings, its relationship to other structures, property lines, and types of construction used.

10. 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.

11. Fire hydrant spacing shall be 300 feet and shall meet the following requirements: 3.3 Cont.

    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.

12. 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.

13. All on-site driveways/roadways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure.

14. Driveway width for non-residential developments shall be increased when any of the following conditions will exist:

    a) Provide 34 feet in-width when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.

    b) Provide 42 feet in-width when parallel parking is allowed on each side of the access roadway/driveway.

    c) Any access way less than 34 feet in-width shall be labeled "Fire Lane" on the final recording map and final building plans.

    d) For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.

3.3 Cont.

15. All access devices and gates shall comply with California Code of Regulations, Title 19, Articles 3.05 and 3.16.

16. All access devices and gates shall meet the following requirements:

    a) Any single gated opening used for ingress and egress shall be a minimum of 26 feet in-width, clear-to-sky.

    b) Any divided gate opening (when each gate is used for a single direction of travel i.e., ingress or egress) shall be a minimum width of 20 feet clear-to-sky.

    c) Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way, and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the

50 feet shall be measured from the right-of-way to the intercom control device.

d) All limited access devices shall be of a type approved by the Fire Department.

e) Gate plans shall be submitted to the Fire Department prior to installation. These plans shall show all locations, widths, and details of the proposed gates.

17. 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. 3.3 Cont.

18. Provide three sets of alternate route (detour) plans with a tentative schedule of planned closures prior to the beginning of construction. Complete architectural/ structural plans are not necessary.

19. 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.

20. The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project. 3.4

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

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. Potential impacts in these areas should be addressed. 3.5

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department has no comment regarding the project at this time. 3.6

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

Very truly yours,

Michael Y. Takeuchi for

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

KTJ:ad

Letter 4

COMMENTER: Scott Morgan, Director, State Clearinghouse, Governor's Office of Planning and Research

DATE: July 6, 2016

RESPONSE:

Response 4.1

In this letter the commenter provides information that the State agencies selected to review the Draft IS-MND did not submit comments during the review period. The commenter goes on to note that the City has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

This comment is noted.

Letter 4

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

July 6, 2016

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

Subject: Marriott Courtyard and Towneplace Suites Hotel
SCH#: 2016051087

Dear Valerie Darbouze:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on July 5, 2016, 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.

4.1

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# 2016051087
Project Title Marriott Courtyard and Towneplace Suites Hotel
Lead Agency Agoura Hills, City of

Type MND Mitigated Negative Declaration

Description Note: Review Per Lead

A request for approval of a CUP to build a 134,000 sf, three-story hotel with surface parking on two parcels to be merged into one. The request includes the review of an Oak Tree Permit for the removal of one oak tree and the encroachment into the protected zone of 5 others. The project requires a Variance to exceed the max allowable height of a commercial building, a Sign Permit to install new signage along with a Variance to exceed the max allowable size of building-mounted signage on both the primary and secondary elevations.

Lead Agency Contact

Name Valerie Darbouze
Agency City of Agoura Hills
Phone (818) 597-7328 **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' 47.9" N / 118° 46' 4.64" W
Cross Streets Agoura Rd/Kanan Rd
Parcel No. 2061-004-030
Township **Range** **Section** **Base**

Proximity to:

Highways US 101
Airports
Railways
Waterways Lindero Canyon Creek
Schools Agoura HS
Land Use Planned Office and Manufacturing and Freeway Corridor Overlay District; Planned Office and Manufacturing

Project Issues Air Quality; Aesthetic/Visual; Biological Resources; Archaeologic-Historic; 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; Wetland/Riparian; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 7; State Water Resources Control Board, Division of Drinking Water, District 15; Regional Water Quality Control Board, Region 4; Native American Heritage Commission

Date Received 05/31/2016 **Start of Review** 05/31/2016 **End of Review** 07/05/2016

MITIGATION MONITORING AND REPORTING PROGRAM

CEQA requires adoption of a reporting or monitoring program for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The Mitigation Monitoring and Reporting Program (MMRP) is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Initial Study-Mitigated Negative Declaration (IS-MND), specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the MMRP.

The IS-MND included nine mitigation measures to address potential impacts related to biological resources, cultural resources, geology/soils, noise, and transportation/traffic. The following table will be used as the checklist to determine compliance with this measure.

Mitigation Measure/Condition of Approval	Monitoring Action Required	When Monitoring to Occur	Monitoring Frequency	Agency or Party Responsible For Monitoring	Compliance Verification		
					Initial	Date	Comments
BIOLOGICAL RESOURCES							
BIO-1 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 in the work areas from February 1 through September 1 to avoid impacts to breeding and/or nesting birds, as this is the recognized breeding, nesting, and fledging season for raptor and other 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 Planning Department, conduct a survey of all breeding and nesting habitats in the work areas and vicinity within one 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 Planning Department prior to any vegetation removal, site preparation, or construction activity. If active nests are found in the survey area, activities within a 300-foot radius (500-foot radius 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 in 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/or the USFWS, as applicable, shall be	Verification that birds during breeding and nesting are not disturbed; if work during breeding and nesting season cannot be avoided, confirm that a biological survey has been conducted and required measures have been implemented.	Prior to start of construction (if during nesting season)	Once	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	Monitoring Action Required	When Monitoring to Occur	Monitoring Frequency	Agency or Party Responsible For Monitoring	Compliance Verification		
					Initial	Date	Comments
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. The biologist shall then provide the documentation to the City Planning Department upon completion of the work and prior to issuance of a Certificate of Occupancy.							
BIO-2 Oak Tree Replacement and Maintenance Program. Prior to issuance of Grading Permits, a Final Landscape Plan shall be reviewed and approved by the Director of Planning to include four 36-inch box native oaks. The mitigation is compensation for the loss of Oak Tree #342. The exact species and planting locations shall be reviewed and approved by the Director of Planning in consultation with the City Oak Tree Consultant. The planting shall be completed in accordance with the Oak Tree Planting and Replacement Program outlines in the City's Oak Tree Preservation Guidelines (Section V.C.1.1). 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. The applicant shall submit a letter outlining the maintenance program and include a statement agreeing to maintain the health of the mitigation trees for a minimum of five years.	Verification of Final Landscape Plan; must include four 36-inch box native oaks.	Prior to issuance of grading permits	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	Monitoring Action Required	When Monitoring to Occur	Monitoring Frequency	Agency or Party Responsible For Monitoring	Compliance Verification		
					Initial	Date	Comments
If mitigation on the project site is determined by the Director of Planning to be infeasible, an additional site as close as possible to the area of oak removal may be acceptable. If onsite or offsite planting locations are found infeasible, the Applicant may provide an in-lieu fee mitigation to the City's Oak Tree Mitigation Fund to be determined by the Planning Director in consultation with the City Oak Tree Consultant. A determination of infeasibility shall be made by the Director of Planning.							
BIO-3 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 comply with the City Consultant's Conditions of Approval and 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: • Maintain soil levels at natural grade in the TPZ of Tree Numbers 220, 303, 304, and 347. • Procure a certified arborist to 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.	Verification of preparation of approved Oak Tree Preservation Program Verification of implementation of Oak Tree Preservation Program	Prior to issuance of grading or building permits, whichever occurs first Throughout construction activities	Once Periodically	AHPCD, City Oak Tree Consultant AHPCD, OCM			

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• Remove all concrete, trash, and debris located in the TPZ. The TPZs shall be kept free of construction materials. • Install protective fencing at the edge of the TPZ around the protected oak trees to remain in place in the proximity of the proposed activities. Fencing can be taken down or moved to the edge of canopy or edge of grading only when approved work is carried out under the observation of the applicant's oak tree consultant. The location of the fencing may be adjusted on a day-to-day basis as agreed to by the City of Agoura Hills' oak tree consultant and the applicant's oak tree consultant. • Move or remove fencing to the edge of canopy or edge of grading only when approved work is being carried out under the observation of the applicant's oak tree consultant. The location of the fencing may be adjusted on a day-to-day basis as agreed to by the City of Agoura Hills' oak tree consultant and the applicant's oak tree consultant. Signs with a minimum size of 2'x 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 AND COMMUNITY DEVELOPMENT DEPARTMENT. • Utilize only hand tools for all work performed in the TPZ of any oak. This							

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work must be monitored by the project arborist. • Treat minor roots less than one inch in diameter exposed during project grading with an approved compound by the project arborist before the improvements are installed. Root pruning cuts shall be clean cut at a 45-degree angle with the cut surface facing downward. • Cut roots over three inches in diameter exposed during project grading only with City approval, with clean cuts at a 45-degree angle with the cut surface facing downward. These cuts must be treated with an approved compound by the project arborist before the improvements are installed. • Leave leaf-litter build-up under the canopy of the oak in place, without alteration, when possible as it is ideal for healthy tree growth and root development. A three inch layer of mulch may be advisable in settings where leaf-litter has been lost. • Do not remove the tags numbering each oak on the site. • Prohibit storing or discarding construction materials in the TPZ of any oak. Rinse water, concrete residue, liquid contaminates (e.g., paint, thinners, gasoline, oils) of any type shall not be deposited in any form at the base of an oak. • Restrict parking of any vehicles in the TPZ of an oak. • Maintain the project arborist's oversight of the care of mitigation oaks and existing oaks that remain onsite through the							

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completion of the construction phase of the project. • Ensure operations conform to the City of Agoura Hills Oak Tree Preservation Guidelines.							
CULTURAL RESOURCES							
CR-1 Archaeological/Paleontological Monitoring. 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 paleontologist, if applicable, and a Native American monitor qualified to identify Chumash and Gabrieleno resources, as approved by the City Planning Department. 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. Archaeological monitoring is required until excavation is complete or until a soil change to a culturally sterile formation is achieved, to be determined by the archaeologist. The archaeologist and/or paleontologist may reduce or stop monitoring depending on observed conditions. Paleontological monitoring is required until excavation is complete or until ground disturbance is no longer occurring within the Topanga or Monterey Formations, to be determined by the paleontologist. If archaeological/paleontological resources are encountered during ground-	Verification that a qualified archaeologist and/or paleontologist has been retained for individual project components involving excavation of native sediments Field verification of monitoring	Prior to issuance of grading permits During ground disturbing activities of native sediments	Once for verification that a monitor has been retained Periodically throughout construction for field verification	AHPCD, OCM			

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disturbing activities, the City Planning Department shall be notified immediately, and work shall stop within a 100-foot radius until the archaeologist and/or paleontologist has assessed the nature, extent, and potential significance of any remains pursuant to the California Environmental Quality Act (CEQA). In the event such resources are determined to be significant, appropriate actions are to be determined by a qualified archaeologist/paleontologist consistent with CEQA (PRC Section 21083.2) and the City General Plan, in consultation with the City Planning Department.							
CR-2 Unanticipated Discovery of Human Remains. The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the City Planning Director and the Los Angeles County Coroner must be notified immediately. If the human remains are determined to be prehistoric or to be of Native American descent, the coroner will notify the Native American Heritage Commission (NAHC). NAHC will then identify the person(s) though to be the Most Likely Descendent (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains. The MLD shall complete the inspection of the site within 48 hours of notification and will then help determine what course of action should be taken in dealing with the remains. If an	Verification that County Coroner and/or NAHC consultation has occurred (if human remains unearthed)	As needed during construction	As needed	AHPCD, OCM			

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archaeologist and/or a Native American representative is needed to assessed the remains and determine a course of action, all such fees and expenses shall be the responsibility of the developer/contractor and not the City.							
GEOLOGY/SOILS							
GEO-1 Geotechnical Requirements. The applicant must abide by the recommendations and requirements of the Geotechnical report prepared by Geocon West, Inc. dated May 20, 2015 and of the City's Geotechnical Consultant memorandum dated March 26, 2016. These recommendations and requirements shall be reflected on the final plans prior to issuance of a Grading Permit.	Verification of compliance with all recommendations in the Geotechnical Engineering Update Study	Prior to issuance of grading permit	Once	AHPCD			
NOISE							
NOISE-1 Animal Shelter Construction Noise Mitigation. The following noise mitigation shall be incorporated to reduce the potential for noise impacts upon the adjacent animal shelter. 1. Erect a temporary sound barrier along the common property line between the project site and the adjacent animal shelter. See Noise Study, Appendix K for details. 2. Locate all stationary noise sources as far from the animal shelter property as practically possible for each construction activity. 3. Prohibit the use of radios or other music reproduction devices within 50 feet of the common property line. 4. Maintain all construction equipment, especially engine exhaust mufflers, in like-new condition for the duration of the construction phase.	Review construction plans to ensure compliance with mitigation measure Field verification of compliance	Prior to issuance of grading or building permits, whichever occurs first Throughout construction activities	Once Periodically	OCM/AHPCD			

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NOISE-2 Interior Noise Control. The building shall be constructed, as a minimum, in accordance with the following characteristics below (*Table 7, from page 12 of the Noise Study, Appendix K*). These construction minimums will provide around 20 dBA of interior noise reduction which is acceptable for exterior noise levels as high as 65 dBA CNEL. Panel — Construction Exterior — WallSiding or stucco, 2 inch X 4 inch studs, R-13 fiberglass insulation, 0.5 inch drywall Windows — Double Pane Sliding Glass — Door Double Pane Roof — Shingle over 0.5 inch plywood, fiberglass insulation, 0.625 inch drywall, vented Floor — Carpeted except kitchen and bathrooms This will be adequate for all units with the following exceptions: • Add STC 36 glazing to all guest rooms facing U.S. 101 • Add STC 32 glazing to all guest rooms facing east or west • Add STC 26 glazing to all guest rooms facing south or into the ventral courtyard • Add resilient channels to the exterior was assemblies of all studio and one bedroom guest units facing north, east, or west • All through-wall HVAC units shall be sound rated at least STC 36	Review construction plans to ensure compliance with mitigation measure	Prior to issuance of a building permit	Once	Agoura Hills Building Official			

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TRANSPORTATION/TRAFFIC							
TRA-1 Fair Share Cost for the Signal Warrant. The applicant shall pay a fair share of the cost of a signal for the intersection of Agoura Road and Roadside Road to be constructed at a future date to be determined by the City Public Works Department. Out of the estimated total cost for the future signal ($350,000), the fair share fee allocated to this Project is $62,254 (18.4 percent of $350,000). The fair share fee shall be paid to the City of Agoura Hills prior to issuance of a Building permit.	Verification of "fair share" fee payment	Prior to issuance of building permits	Once	AHPWE			

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