VOLUME 1 OF 2

Agoura Landmark
Light Industrial Project

Public Draft Initial Study and Mitigated Negative Declaration

City of Agoura Hills

Lead Agency:

City of Agoura Hills

Planning Department

30001 Ladyface Court

Agoura Hills, California 91301-2583

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July 2016

AGOURA LANDMARK LIGHT INDUSTRIAL PROJECT

Public Draft
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

CITY OF AGOURA HILLS PLANNING CASE NUMBERS:

Site Plan Review No. SPR-01048-2015
Oak Tree Permit No. OAK-01049-2015
Sign Program No. SIGN-01169-2015
Tentative Tract Map No. VTTM-73890

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1.0 INTRODUCTION

This Initial Study and Mitigated Negative Declaration (IS/MND) addresses the potential environmental effects resulting from the proposed Agoura Landmark Light Industrial Project (project). The project consists of the construction of six light industrial buildings totaling 69,867 square feet for office and warehouse uses arranged into four clusters, and 149 surface parking spaces. The site is at 29621 Agoura Road, located between Kanan Road and Reyes Adobe Road within the City of Agoura Hills, California.

LEGAL AUTHORITY

This IS/MND has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code 21000–21189) and relevant provisions of the *CEQA Guidelines* (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387), as amended.

Initial Study. Section 15063(c) of the CEQA Guidelines defines an Initial Study as the proper preliminary method of analyzing the potential environmental consequences of a project. To paraphrase from this Section, the relevant purposes of an Initial Study are:

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

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

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

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

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

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

1. Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and
2. There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

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

IMPACT ANALYSIS AND SIGNIFICANCE CLASSIFICATION

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

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

Following the evaluation of each environmental effect determined to be potentially significant is a list of mitigation measures and the residual effects or level of significance remaining after the implementation of the measures.

USE OF ENVIRONMENTAL DOCUMENTS IN THIS ANALYSIS

The following environmental analyses and technical studies were used as a basis for this document. Each study is available upon request from the City of Agoura Hills Planning Department.

- Agoura Landmark Architectural Plans, Lanet-Shaw Architects Inc., December 10, 2015.
- Agoura Landmark Site Lighting Photometric Plan, May 26, 2016.
- Photo Simulations, Lanet-Shaw Architects Inc., December 10, 2015.
- Air Quality/Greenhouse Gas Output Data from CalEEMod.
- Biological Resources Inventory and Impact Analysis, Envicom Corporation, April 1, 2016.
- Revised Oak Tree Report, Envicom Corporation, Revised May 23, 2016, and City Oak Tree Consultant's Memorandum dated July 13, 2016.
- A Phase 1 Archaeological Study For Proposed Improvements to 29621 Agoura Road, Historical, Environmental, Archaeological, Research, Team (H.E.A.R.T.), September 2015.
- Site Evaluation, Earth Systems Southern California, November 10, 2004.
- Geotechnical Site Evaluation Update and Responses to the City of Agoura Hills Geotechnical Review of October 30, 2008, Gorian and Associates, Inc, December 12, 2014, and
- City Geotechnical Consultant's Review Memo dated February 5, 2015.
- Preliminary Drainage and Best Management Practices Report for Agoura Landmark, Delane Engineering, December 11, 2014.
- Noise Impact Analysis Technical Data, compiled by Envicom Corporation, April 2016.
- Agoura Landmark Development Final Report, Traffic Impact Analysis, Kimley-Horn and Associates, Inc., January 2016.

2.0 PROJECT DESCRIPTION

1.1 Project History

The 5.17-acre project site for the proposed Agoura Landmark Light Industrial project (project) analyzed in this document has been subject to previous development efforts, the most recent being a proposed development of five two and three-story office buildings totaling 100,634 square feet with surface and underground parking also called Agoura Landmark. Prior to this, a two-story commercial office building was proposed called Agoura Oaks Plaza for which an MND was certified. That previous MND analyzed impacts regarding development of a 95,010 square foot office building and 308 parking spaces at 29621 Agoura Road.[1] Although the Agoura Oaks Plaza project did receive approval, the applicant did not pursue construction of the project and ownership of the property has since transferred to Agoura Landmark LP. The proposed Agoura Landmark Light Industrial Project would develop the vacant site with a reduced intensity compared to the previously approved project for the purpose of providing a light industrial development for the community.

1.2 Proposed Project

Project Site

The project site (site) is located in western Los Angeles County, within the City of Agoura Hills (City), California, as shown in **Figure 1, Regional Map**. The property is located at 29621 Agoura Road on the north side of Agoura Road immediately south of the U.S. 101 Freeway (also referred to as the Ventura Freeway) between Kanan Road and Reyes Adobe Road, as shown in **Figure 2, Vicinity Map**. The site consists of one rectangular 5.17-acre parcel identified with Assessor Parcel Number 2061-003-027 shown in **Figure 3, Aerial Photograph of the Project Site**. The site is mostly vacant, contains no existing buildings, and has been previously disturbed by grading for an inactive and dilapidated baseball field with backstop fence, bleachers, brick BBQ and cargo container located in the southwest corner of the site. Routine discing for fuel modification purposes has also disturbed the project site. The General Plan land use designation and zoning for the site is Business Park-Manufacturing (BP-M) and the site is located adjacent to two developed land uses in a row of business park uses north of Agoura Road and south of the Ventura Freeway. The site is not within a community district or subarea of the City although the northeastern corner of the Ladyface Mountain Specific Plan lies south of the site across Agoura Road.[2] The project's surroundings consist of the U.S. 101 Freeway to the north, the Los Angeles County Animal Care Center to the east, Agoura Road and Gateway Foursquare Church to the south, and a Bank of America office building to the west.

Proposed Project

The proposed project consists of six light industrial buildings totaling 69,867 gross square feet with 149 surface parking spaces. The proposed site area including area of landscaping, pavement, and the total building footprint is provided in **Table 2-1, Proposed Site Area**. The arrangement of the proposed six buildings into four clusters is shown in **Figure 4, Site Plan**. As shown, the proposed buildings would be arranged around a common driveway with a roundabout towards the northerly side of the site. The median area within the roundabout would preserve a large existing oak tree onsite and serve as a focal point for the site plan. Parking is primarily provided around the exterior-facing building perimeter.

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[1] Agoura Oaks Plaza, Initial Study and Mitigated Negative Declaration, Rincon Consultants, 2006.
[2] City of Agoura Hills General Plan March 2010, Community Districts and Subareas, Figure LU-3.

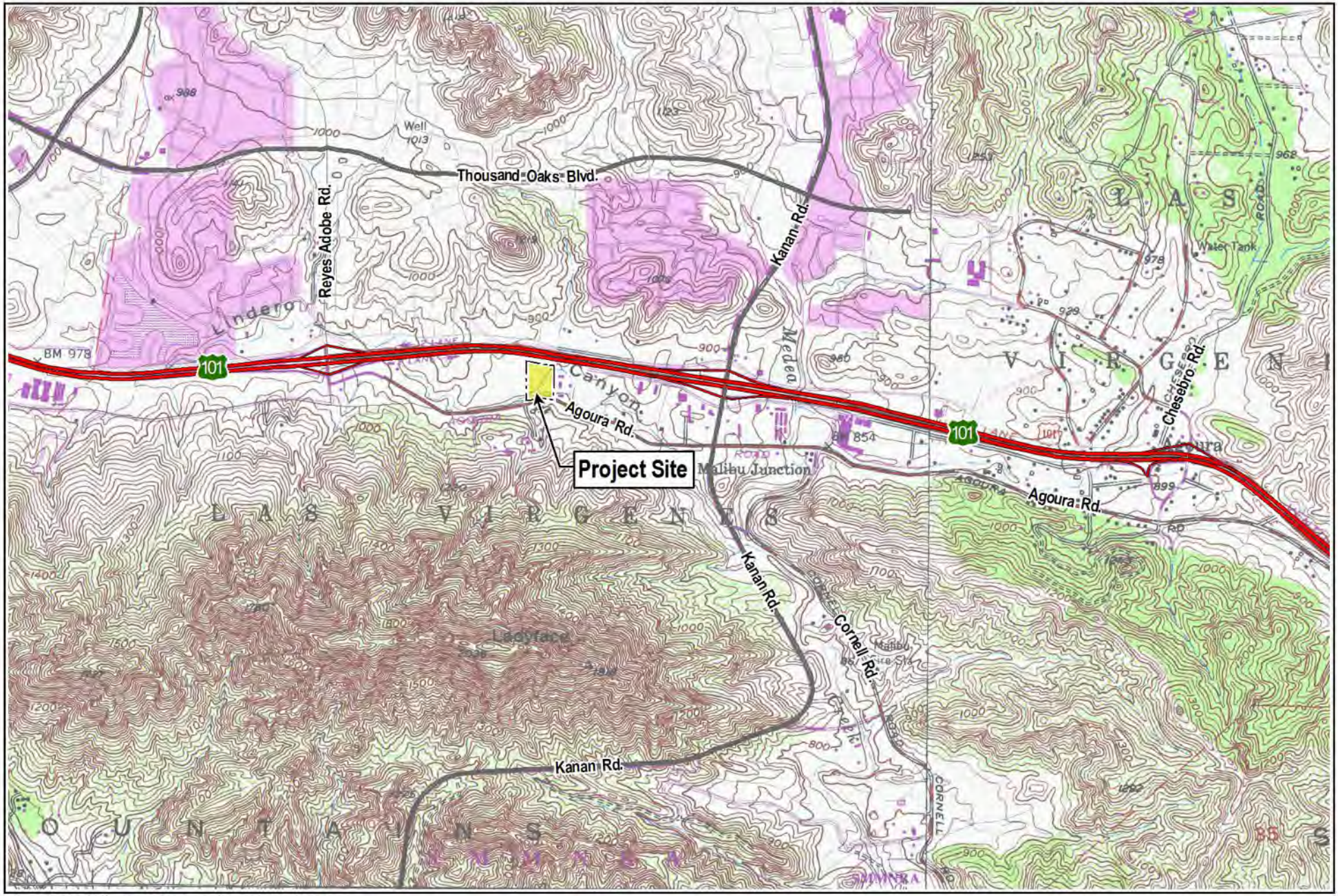
AGOURA LANDMARK MND

envicom

Regional Map

MILES 0 4 8

FIGURE 1



Source: USGS 7.5' Topographic Quadrangle, Thousand Oaks & Calabasas.

AGOURA LANDMARK MND

envicom

Vicinity Map

0 1,000 2,000 Feet

FIGURE 2

Source: GoogleEarth Pro, May 1, 2015.

AGOURA LANDMARK MND

envicom

Aerial Photograph of the Project Site

0 250 500 Feet

FIGURE 3

Source: L. Newman Design Group, Dec. 4, 2015.

Site Plan

FEET 0 40 80

FIGURE 4

The preliminary landscaping plan proposes trees and plantings around the perimeter of the development, including the frontage on Agoura Road (on either side of the proposed project driveway), and around the buildings. The project includes a site lighting plan that proposes the installation of 29 pole-mounted light fixtures and 17 wall-mounted light fixtures that would use energy-efficient light-emitting diode (LED) technology and downward directed fixtures.

Table 2-1
Proposed Site Area

Land Use	Approximate Site Area (sq. ft.)
Planters/Landscaping	49,840
Pavement	110,670
Building Footprint	64,827
Total	**225,337**
Source: Lanet/Shaw Architects, Title Sheet, 12/10/2015	

As shown in Table 2-1, the approximate site area totals 225,337 sq ft. (5.17 acres). The anticipated building footprint of each individual building is provided in **Table 2-2, Proposed Light Industrial Building Footprint Summary**. Buildings would also feature mezzanines above the ground floor with space for offices and restroom facilities.

Table 2-2
Proposed Light Industrial Building Footprint Summary

Building	Approximate Size (sq. ft.)
A	7,090
B	11,088
C	8,403
D	8,754
E	7,963
F	20,098
Building Footprint	**63,396**
Mezzanines	6,471
Gross Floor Area	**69,867**
Source: Lanet/Shaw Architects, Site Plan, 12/10/2015	

As shown in Table 2-2, when the square footage associated with the mezzanines is added to the net square footage, the gross building floor area comes to 69,867 square feet. Of this total building floor area, approximately 48,532 square feet would be for warehouse space and approximately 21,320 square feet would be for supporting offices. The warehouse component of the light industrial buildings would facilitate shipping and receiving activity. As shown in Figure 4, Site Plan, 149 parking spaces would be provided around the site perimeter in front of the proposed buildings. The back of buildings B through F would face a circular loop area around an existing oak tree with loading and unloading areas. The back of building A, facing away from Agoura Road, would feature similar loading areas.

The proposed buildings would reach a height of 29 feet nine inches including the parapet, a low protective wall along the edge of the roof as shown in the project architectural plans provided in **Appendix A**. The parapet would conceal roof top-mounted heating ventilation and air conditioning units from ground level view. The exterior walls of the buildings would consist of painted concrete panels with the first floor elevation painted in a linear pattern distinct from the mezzanine level birchwood portion with a distinct but complementary color palette for the trim identified as cocoa, courtyard green, and bison beige in the architectural plans. Glass windows would be provided in both the first floor and mezzanine level walls. Painted trellis details, steel awnings, and decorative recesses would be provided above windows on the building exteriors, giving walls a two-story appearance consistent with adjacent business park uses. Sample renderings of the exterior appearance of buildings A, F, and E, are provided in **Figure 5, Sample Building Renderings**.

In terms of existing site topography, the majority of the property consists of relatively flat ground at an elevation of approximately 875 feet above mean sea level. Fill soils have been placed on the site to produce the noted grade. The north end of the site slopes up approximately eight (8) feet at an approximately 14-degree gradient. Development of the project will require 12,412 cubic yards of cut, 7,214 cubic yards of fill, and 5,198 cubic yards of export. In addition to required remedial grading for artificial fill soils previously placed on the site, site grading will consist of minor cuts and fills with slopes at a 2(horizontal):1(vertical) gradient. Although Lindero Canyon Creek previously ran through the site, the course of the creek has since been channelized below grade in a reinforced concrete box within the southern portion of the site. The project would also require an oak tree permit for the removal of seven oak trees and encroachment into the root protection zone of 16 trees. The applicant is also seeking approval for a sign program.

Project Approvals

This MND may be used to support the project's discretionary approvals. Discretionary approvals may include, but not be limited to, the following:

- City of Agoura Hills Planning Commission – Approval of Project Site Plan/Architectural Review Application, Oak Tree Permit, Sign Program, and Tentative Tract Map No. 73890, Grading and Building Permit(s)
- U.S. Army Corps of Engineers – Section 404 Nationwide Permit
- California Department of Fish and Wildlife – Administrative Approval of 1602 Streambed Alteration Agreement
- Los Angeles Regional Water Quality Control Board – Section 401 Water Quality Certification
- County of Los Angeles Department of Public Works, Flood Control Construction Division – Permits and Subdivision Section – Permit to overbuild at the existing daylight portion of the box culvert
- Las Virgenes Municipal Water District – On-site water and sewer easements

Building A

Building F

Source: Lanet / Shaw Architects Inc., 2015.

Building E

Sample Building Renderings

3.0 ENVIRONMENTAL CHECKLIST FORM AND EVALUATION

1. Project title:

Agoura Landmark Light Industrial Project

2. Lead agency name and address:

City of Agoura Hills
Planning Department
30001 Ladyface Court
Agoura Hills, California 91301-2583

3. Lead Agency contact person and phone number:

Ms. Valerie Darbouze, Associate Planner, (818) 597-7328

4. Project location:

29621 Agoura Road – south of Ventura Freeway between Kanan Road and Reyes Adobe Road

5. Project sponsor's name and address:

Mr. Martin Teitelbaum
Agoura Landmark, LTD
569 Constitution Avenue, Suite H
Camarillo, CA 93012

6. General plan designation:

Business Park-Manufacturing (BP-M)

7. Zoning:

BP-M-FC – Business Park-Manufacturing – Freeway Corridor Overlay

8. Description of project:

The project proposes six light industrial buildings arranged in four clusters totaling 69,867 square feet of office and warehouse uses and 149 surface parking spaces, as discussed above and shown in Figure 4, Site Plan. Development of the project will require approval of a grading permit (currently calculated at 12,412 cubic yards of cut, 7,214 cubic yards of fill, and 5,198 cubic yards of export, all numbers are approximate). The project would also require an oak tree permit for the removal of seven oak trees and encroachment into the root protection zone of 16 other oak trees. The applicant is also seeking approval for a sign program.

9. Surrounding land uses and setting:

The project is located immediately south of the U.S. 101 Freeway on the north side of Agoura Road adjacent to existing BP-M-allowable land uses, including an office park and light industrial businesses. The project's surroundings consist of the following: to the north, the U.S. 101 Freeway; to the east, the existing Los Angeles County Animal Care Center; to the south, Agoura Road and Gateway Foursquare Church; and to the west, an existing commercial office building.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

- U.S. Army Corps of Engineers – Section 404 Nationwide Permit
- California Department of Fish and Wildlife – Administrative Approval
- Los Angeles Regional Water Quality Control Board – Section 401 Water Quality Certification
- County of Los Angeles Department of Public Works, Flood Control Construction Division – Permits and Subdivision Section – Permit to overbuild at the existing daylight portion of the box culvert

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" 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: (To be completed by the Lead Agency)

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 potentially 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. Therefore, an EIR Addendum will be prepared.

Name: Valerie Darbouze

Title: Associate Planner

Signature: Valerie Darbouze Date: July 20, 2016

4.0 INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS.** Would the project:				
a.	Would the project have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b.	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state designated scenic highway?	☐	☐	☐	☒
c.	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d.	Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Impact Analysis

The following impact analysis is based on the Agoura Landmark Architectural Plans prepared by Lanet-Shaw Architects Inc., December 10, 2015, and the Site Lighting Photometric Plan dated May 26, 2016, provided in Appendix A and **Appendix B**, respectively.

a. Less than Significant Impact. The project may have a potentially significant impact if the project would have a substantial adverse effect on a scenic vista. The project is located approximately 70 feet south of U.S. Highway 101, which is considered eligible for state designation as a scenic highway in western Los Angeles County, but has not been designated as such.[3] Similarly, the Los Angeles County General Plan identifies the same portion of the Ventura Freeway that passes along the site's northern boundary as eligible for Los Angeles County and state scenic highway designation but does not designate it as such.[4] Although the project site is not located in proximity to a state-designated scenic highway, the City of Agoura Hills General Plan recognizes Agoura Road as a local "valuable scenic resource" that provides scenic views of Ladyface Mountain in the Santa Monica Mountains.[5] Views of natural open space on the northwestern slopes of Ladyface Mountain are available in the background behind the

[3] California Department of Transportation, California Scenic Highway Mapping System, Los Angeles County, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/ (accessed March 31, 2016).
[4] Los Angeles County Department of Regional Planning, General Plan 2035, Figure 9.7, Scenic Highways, http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-7_scenic_highways.pdf (accessed Feb. 8, 2016).
[5] City of Agoura Hills General Plan, Visual Resources, Pg. 4-7.

project site, south of Agoura Road. The project involves development that would be visible to travelers on both Agoura Road and the Ventura Freeway as discussed below.

Views from the Ventura Freeway

Relative to the elevation of the Ventura Freeway, the project sits at a slightly lower level that would reduce the visual prominence of the proposed buildings to freeway travelers. The project architectural plans show the building height, including the parapet, a low protective wall along the edge of the roof, would reach less that 27 feet in height, conforming to the 35-foot building height limitation specified in section 9383.3 of the City's Municipal Code for buildings in the BP-M zoning district. Given the eight-foot difference in elevation between the Ventura Freeway and the project site, the first approximately 12 feet of the buildings would not be visible to travelers as shown in **Figure 6, View of Proposed Project from Ventura Freeway**. The finished elevation of the project would be lower than the existing office building on the adjacent parcel to the west of the project site, also shown in Figure 5, such that the project would not obstruct background views of Ladyface Mountain from the Ventura Freeway. Although the project would alter the foreground views of travelers on the Ventura Freeway, project landscaping and architectural features would enhance the appearance of the building and complement surrounding land uses, topography, trees, and views. In terms of landscape design, the project features buffers from the northern and southern property lines with trees to intersperse views of the buildings for travelers on the Ventura Freeway. In terms of building design, the project features architectural elements such as varied rooflines and textured exteriors with a color palette that complements the background and surroundings. Considering these project design features, the project impact on foreground views from the Ventura Freeway would be less than significant, and **the project would have a less than significant impact on scenic vistas from the Ventura Freeway**.

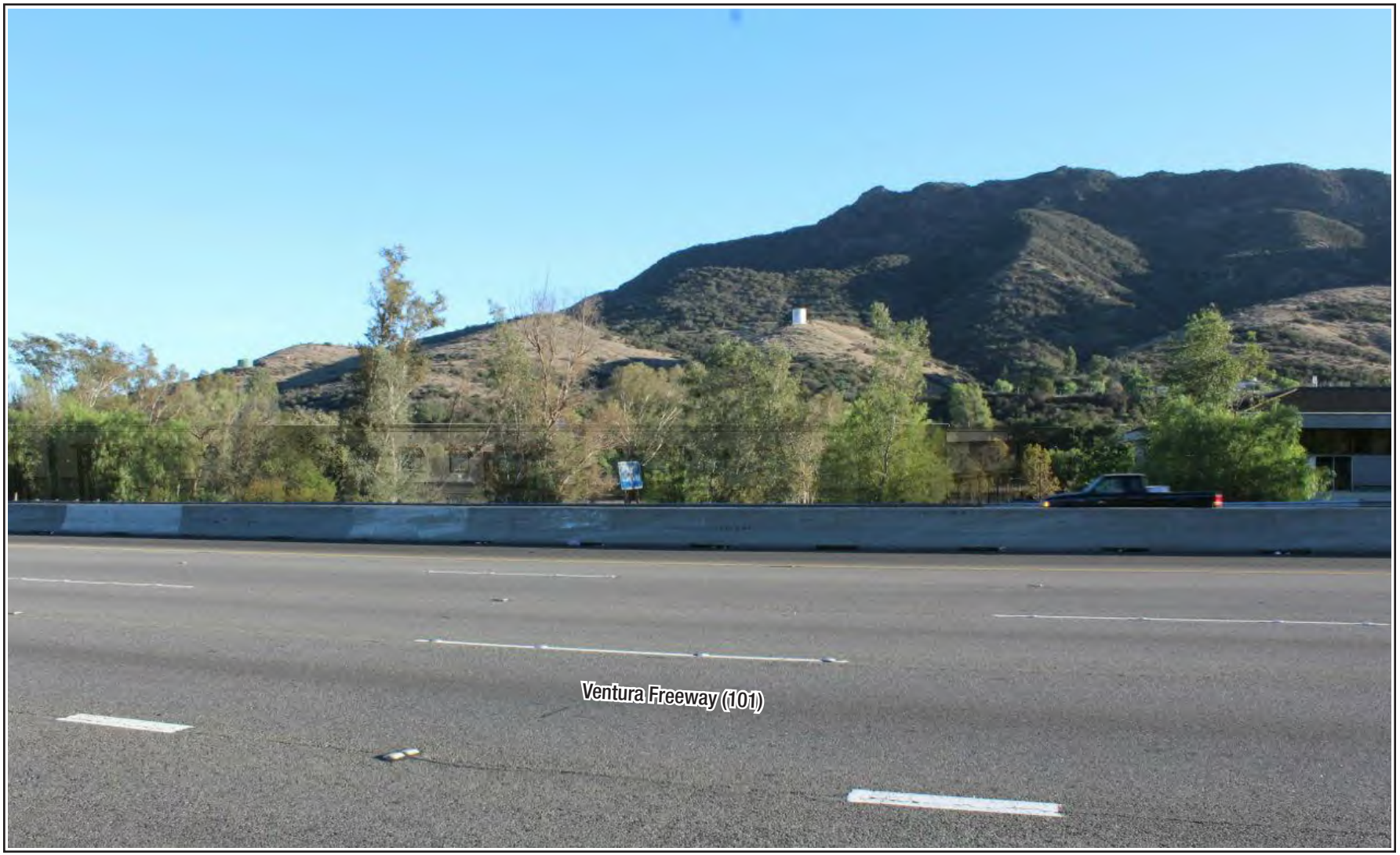
Views from Agoura Road

Implementation of the project would alter existing northerly views from Agoura Road as shown in **Figure 7, View of Proposed Project from Agoura Road**. The City's General Plan identifies Agoura Road as a valuable scenic resource that provides scenic views of the Santa Monica Mountains.[6] Given that the project would be located north of Agoura Road, the project would not interfere with southerly views of the Santa Monica Mountains from Agoura Road. Therefore, **the project would have a less than significant impact on scenic vistas from Agoura Road**.

Given that the project would not obstruct background views of Ladyface Mountain from the Ventura Freeway, the local visual context of existing development on either side of the project, the similarity of the project to the scale of surrounding uses, and that the project would feature grading, landscaping, and building setbacks sensitive to the existing visual landscape, **the project would have a less than significant impact on scenic vistas**.

b. No impact. The project may have a potentially significant impact if the project would substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural features within a state-designated scenic highway. As discussed in response to "a" above, there is no state-designated scenic highway in the City. Therefore, **the project would have no impact on scenic resources within a state-designated scenic highway**.

[6] City of Agoura Hills General Plan, Visual Resources, Pg. 4-7.



Source: Lanet / Shaw Architects Inc., 2015.

View of Proposed Agoura Landmark from Ventura Freeway

Source: Lanet / Shaw Architects Inc., 2015.

View of Proposed Agoura Landmark from Agoura Road

c. Less than Significant Impact. The project may have a potentially significant impact if the project would substantially degrade the existing visual character or quality of the site and its surroundings. Previous grading for an inactive baseball field and ancillary facilities has degraded the existing natural character of the site. Furthermore, property maintenance for fire prevention measures have diminished the natural and native character of the parcel and caused the introduction of ruderal and non-native plants. The project is expected to reestablish the native character of the parcel by proposing a plant palette that is consistent with the open space land south of Agoura Road and eliminating the invasive plant materials.

During construction, the project would comply with existing City requirements for sites to be temporarily fenced and screened on all sides for the duration of construction. The height of fencing must be six (6) feet and the fence material must be overlaid on the exterior with a dark, opaque vinyl screen, or other equivalent fencing and screening material approved by the Planning Director. Temporary construction fencing and gates must be maintained in good order at all times. This required temporary fencing would reduce the impact to public views during site grading and equipment usage. The screening provided by this fencing would also block visibility of the site to animals at the Los Angeles County Department of Animal Care and Control Animal Care Center adjacent to the eastern boundary of the project site, thereby minimizing temporary disturbance and disruption to the animals that could result during construction.

Project architecture attempts to balance the natural and urban character of the development. Although new construction is introduced to the parcel, the project's buildings were designed not to exceed the height of the neighboring buildings and not be visually distracting to the natural hillside. The height is lower than the maximum allowable height of the Zoning Ordinance. The buildings would not exceed the development height currently located on the south side of Agoura Road and on the north side of Canwood Street. The buildings were designed around a heritage oak tree, which is preserved, and the architecture of the outer elevations is similar to an office development rather than an industrial park.

Lastly, the project architectural plans show that the first 12 feet of exterior material would feature a different coloration and texture from the second 12 feet of material, thereby giving the building a two story appearance more consistent with the adjacent office building to the west.[1] The color palette proposes an earth tone color scheme is in keeping with the natural setting south of Agoura Road at the base of the Santa Monica Mountain Conservancy parcels. Therefore, the project would not substantially degrade the existing visual character of the site and its surroundings **and impacts would be less than significant.**

d. Less than Significant Impact. The project may have a potentially significant impact if the project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The project site is currently undeveloped and does not contain any existing structures. There are no existing sources of light or glare on the project site. Other sources of light and glare in the vicinity of the site include the office uses to the west and the Animal Care Center to the east. These uses generate nighttime lighting via building mounted lighting and daytime glare from windows on 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 the buildings would be placed in the center of the site, which is approximately seven feet below the level of Agoura Road to the south, and eight feet below the level of U.S. 101 to the north, the overall building elevation from these roadways would be approximately 20 feet

and 19 feet, respectively. The placement of the buildings and parking lot at this lower elevation would serve to minimize the amount of glare from the project on the roadways because the parking lot area and the lower portion of the buildings would be screened by the height difference. Moreover, existing vegetation on the Animal Care Center site to the east, and proposed landscaping, including trees, on the north, east 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 industrial buildings would include building mounted lights; pedestrian lighting, such as parking lot lighting; and other safety-related lighting, such as 17 wall-mounted light fixtures. Parking lot lighting would consist of approximately 26 pole-mounted light fixtures. The parking lot standards have been designed to shield lighting, focus lighting downward, and overall minimize light overflow, consistent with Section 9393.15 of the Agoura Hills Municipal Code, and the City Architectural Design Standards and Guidelines (Guidelines).

Building mounted and pedestrian safety lighting has the potential to create light spillover and glare. Although the building mounted lights and pedestrian safety lighting design have not yet been finalized, a preliminary photometric plan, provided in Appendix B, shows the proposed lighting would not exceed one foot candle at the property lines. Outdoor project lighting would be required to comply with City Code standards to minimize the effects of light spillover and glare through locating lighting fixtures to shield direct rays from adjoining properties and being directed down and away from adjacent property. **Therefore, potential impacts would be less than significant.**

Mitigation Measures

No mitigation measures are required.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	**AIR QUALITY.** Would the project result in:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Impact Analysis

The following air quality impact analysis is based on technical data from the California Emissions Estimator Model (CalEEMod) output data provided in **Appendix C**.

The proposed project lies within the South Coast Air Basin (SCAB); a 10,743 square mile coastal plain bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. The local air quality management agency is the South Coast Air Quality Management District (SCAQMD), which has the responsibility to monitor air pollutant levels for attainment of state and federal standards and develop strategies to meet standards if the air basin is in non-attainment. The topography and climate of this region produce generally poor air quality in the Air Basin. There are a number of regional factors that collectively hinder the dispersion of air pollutants, especially in the basin's inland valleys: low temperature inversion heights; meteorological conditions (e.g. light winds, extensive sunlight, limited turbulent mixing); adjacent mountain ranges and other topographical features. The technical data relating to this analysis may be found in Appendix C.

a. Less than Significant Impact. A significant air quality impact could occur if the proposed project is not consistent with the applicable Air Quality Management Plan (AQMP) prepared by SCAQMD, or if it would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The most recent version of the AQMP was adopted on December 7, 2012. Planning strategies for reducing emissions and achieving ambient air quality standards are developed using demographic growth projections (regional population, housing, and employment) generated by the Southern California Association of Governments (SCAG). SCAG also prepared the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS) and

the growth projections are utilized in the preparation of air quality forecasts and consistency analysis included in the AQMP. The local adopted General Plan also provides data to supplement the research.

The proposed project would construct six buildings with a total of 69,867 square feet for office and warehouse uses within a 5.17-acre site that is partially undeveloped with a baseball field that has been abandoned. The project would also incorporate associated infrastructure improvements for utilities, access and parking, and lighting. Per the City adopted General Plan, the site's land use designation is Business Park – Manufacturing, which is consistent with the proposed project.

The project would cause a limited degree of regional growth due to increased employment and light industrial activity; however, the project would not generate regional growth that would substantially affect conformance with the AQMP because the project is consistent with the General Plan land use, regional growth projections, and as shown in the following project-specific air quality impact analysis, during both construction and operations, the project would not present a significant air quality impact. Therefore, the project would not obstruct implementation of the applicable air quality plan **and the impact would be less than significant.**

b. Less than Significant Impact. A project may have a significant impact if project-related emissions exceed any federal, state, or regional standards or thresholds of significance, or if project-related emissions substantially contribute to an existing or projected air quality violation. Emissions analysis was performed using the California Emissions Estimator Model (CalEEMod, version 2013.2.2), a model developed by the SCAQMD to calculate construction and operational emissions. The model calculates both the daily maximum and annual average emissions for criteria pollutants.

Construction Emissions

The project's proposed construction activities would include vegetation clearance of the 5.17-acre site, grading (approximately 12,412 cubic yards of cut, 7,214 cubic yards of fill), construction of 69,867 square feet of floor space for office and warehouse uses, and 149 surface parking spaces. Project grading would include export of an estimated 5,198 cubic yards of soil.

The project would be required to implement applicable best available control measures to minimize fugitive dust emissions during each phase of construction as required by SCAQMD Rule 403 - Fugitive Dust. SCAQMD Rule 403, Table 1, provides measures for construction activities to reduce fugitive dust. The measures, listed below, including the application of water or stabilizing agents to prevent generation of dust plumes, pre-watering materials prior to use, use of tarps to enclose haul trucks, stabilizing sloping surfaces using soil binders until vegetation or ground cover effectively stabilize slopes, hydroseed prior to rain, and washing mud and soils from equipment at the conclusion of trenching activities would be required for all construction activities. Therefore, consistent with SCAQMD Rule 403, the modeling of air pollutants associated with construction assumed the following measures:

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

2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil

stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.

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

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

5. **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

For purposes of analyzing the construction-related air quality emissions, the analysis of daily construction emissions for each pollutant was prepared utilizing CalEEMod. The construction-related air quality emissions are summarized in **Table II-1, Construction Activity Maximum Daily Emissions**. Construction activities associated with the proposed project would be undertaken in the following steps: (1) site clearing, (2) grading and site preparation, (3) building construction, and (4) architectural coating. The building construction phase includes the construction of the proposed buildings, connection of utilities to the buildings, paving, irrigation installation, and landscaping. The estimated maximum daily emissions from peak construction activities for each respective criteria pollutant are shown in Table II-1.

Table II-1
Construction Activity Maximum Daily Emissions

Construction Year	Maximum Construction Emissions (lbs/day)					
	ROG	NOx	CO	SO_2	PM-10	PM-2.5
2017						
Unmitigated	4.9	51.8	40.5	0.1	21.0	12.5
Mitigated	4.9	51.8	40.5	0.1	21.0	12.5
2018						
Unmitigated	55.8	25.1	22.4	0.1	2.3	1.6
Mitigated	55.8	25.1	22.4	0.1	2.3	1.6
SCAQMD Thresholds	75	100	550	150	150	55
Source: CalEEMod 2013.2.2 Output in Appendix C.						

As shown in Table II-1, peak daily construction activity emissions associated with the proposed project would be below regional SCAQMD significance thresholds[7] for criteria pollutants during the construction phases. The project would be required to comply with SCAQMD regulations, such as Rule 403 for controlling fugitive dust emission and Rule 1113 pertaining to the use of low volatile organic content materials for architectural coatings. Through compliance with existing regulatory requirements, **construction air quality impacts would be reduced to less than significant**.

Operational Emissions

The main project-related air quality concern during the operations period would occur from mobile source emissions generated during travel to and from the site. The project's operational emissions were modeled based on the net increase of 409 daily trips,[8] as well as the proposed development of office and warehouse floor space. CalEEMod was used to estimate operational emissions at project build-out and full occupancy. The project's emissions of criteria pollutants are provided in **Table II-2**, **Daily Operational Emissions**.

Table II-2
Daily Operational Emissions

Source	Operational Emissions (lbs/day)					
	ROG	**NOx**	**CO**	**SO_2**	**PM-10**	**PM-2.5**
Area	3.1	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.1	0.1	0.0	0.0	0.0
Mobile	1.4	4.3	17.1	0.1	3.3	0.9
Total	**4.5**	**4.4**	**17.2**	**0.1**	**3.3**	**0.9**
AQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: CalEEMod2013.2.2 Output in Appendix C.						

As shown in Table II-2, project emissions of criteria pollutants would not exceed the regional thresholds of significance set by the SCAQMD. **Therefore, impacts associated with operational emissions from the proposed project would be less than significant.**

c. Less than Significant Impact. A significant impact may occur if a project adds a considerable cumulative contribution to federal or state nonattainment pollutants. As the South Coast Air Basin is currently in State nonattainment for ozone, PM10 and PM2.5[9], related projects could exceed an air quality standard or contribute to an existing or projected air quality deterioration. To determine the significance of the proposed project's incremental contribution to cumulative air quality emissions, the SCAQMD does not recommend quantified analyses of construction and operation emissions from multiple projects, nor does it provide methodologies or thresholds of significance for assessing cumulative emissions from multiple projects. Instead, the recommendation is to assess a project's potential contribution to cumulative impacts using the same significance criteria as is used for project-specific impacts. As such, if an individual project's construction or operational emissions would be less than significant, then the

[7] South Coast Air Quality Management District, CEQA Air Quality Handbook, May 1993.
[8] Kimley-Horn, Traffic Impact Analysis, January 2016, Table 5: Summary of Project Trip Generation, Pg. 17.
[9] http://www3.epa.gov/region9/air/actions/southcoast/

project would not generate a cumulatively considerable increase in emissions for those pollutants for which SCAB is in nonattainment.

The project's construction-related emissions and net increase in operational emissions would be less than significant as shown in section II b.; **therefore the project's contribution to basin-wide emissions of criteria air pollutants would not be cumulatively considerable for pollutants for which SCAB is in nonattainment, potential impacts would be less than significant.**

d. Less than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are generally more susceptible to the effects of air pollution than the population at large. Land uses considered sensitive receptors include residences, long-term care facilities, schools, playgrounds, parks, hospitals, and outdoor athletic facilities.

Localized Significance Thresholds (LSTs) were developed in response to the Governing Board's Environmental Justice Enhancement Initiative 1-4, using a methodology formally approved by SCAQMD's Mobile Source Committee in February 2005. LSTs are only applicable for certain criteria pollutants: oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5) and are applicable for sensitive receptor land uses where it is possible an individual could remain for 24 hours such, as a residence, hospital, or convalescent facility. For the proposed project, the primary source of a possible LST impact would be construction activities.

The closest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the proposed project would be a multi-family residential development located across the U.S. 101 freeway, at a distance of approximately 350 feet from the project's northern boundary. Therefore, LST impacts were evaluated based on a 100-meter source-receptor distance at the nearest existing residences (sensitive receptors). As shown in **Table II-3, LST and Project Emissions**, construction emissions would not exceed LST thresholds and **impacts would be less than significant.**

Table II-3
LST and Project Emissions

LST 5.0 acre/100 meters West San Fernando Valley	**Project LST Emissions (pounds/day)**			
	CO	**NOx**	**PM-10**	**PM-2.5**
LST Threshold	2,438	226	51	13
Max On-Site Emissions				
Unmitigated	40.5	51.8	21.0	12.5
Mitigated	40.5	51.8	21.0	12.5
Source: CalEEMod Output in Appendix C.				

e. Less than Significant Impact. A significant impact may occur if objectionable odors would be emitted from the project site, which could impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling materials used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed project involves the development of office and light industrial uses where activities would consist primarily of shipping, receiving, and warehouse inventorying rather than heavier industrial

manufacturing processes that may generate objectionable odors. Furthermore, the nearest receptors consist of an Animal Care Center and a commercial office facility, which would not be considered sensitive receptors regarding odors.

Good housekeeping practices would be sufficient to prevent nuisance odors associated with operations of the proposed office and warehouse facilities. In addition, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the proposed project's long-term operations. Therefore, potential operational odor impacts would be less than significant. During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to adjacent uses. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on mandatory compliance with SCAQMD Rules, construction activities would not generate substantial objectionable odor impacts. **Therefore, impacts associated with objectionable odors would be less than significant.**

Mitigation Measures

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

This analysis relies on a Biological Resources Inventory and Impacts Analysis (June 24, 2016) and Revised Oak Tree Report (Revised May 23, 2016) for the project site prepared by Envicom Corporation, and the City's Oak Tree Consultant Memorandum dated December 16, 2015, provided as **Appendix E**.

As discussed in the Biological Resources Inventory and Impacts Analysis (Biology Report), a literature review was performed that included information available in standard biological references and relevant lists and databases pertaining to the status and known occurrences of sensitive and special-status biological resources, including but not limited to:

- California Natural Diversity Database (CNDDB) Rarefind 5 report for the 7.5' United States Geological Survey (USGS) Thousand Oaks quadrangle and eight surrounding quadrangles, California Department of Fish and Wildlife (CDFW), data as of March 17, 2016;
- California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California report for the 7.5' USGS Thousand Oaks quadrangle and eight surrounding quadrangles, CNPS, data as of March 17, 2016;
- FWS Critical Habitat Mapper for Threatened and Endangered Species, U.S. Fish and Wildlife Service (USFWS), data as of March 17, 2016;
- List of Vegetation Alliances and Associations (Natural Communities List), CDFW, September 2010;
- List of Special Vascular Plants, Bryophytes, and Lichens, CDFW, January 2016; and,
- Special Animals, CDFW, January 2016.

A biological survey to inventory the resources at the site was conducted by Envicom Corporation on February 25, 2016. Also, a jurisdictional delineation to determine the presence and the extent of United States Army Corps of Engineers (USACE) "wetland" and "non-wetland" Waters of the United States and CDFW jurisdictional streambed and riparian habitat at the project site was conducted by Envicom Corporation on March 10, 2016. The survey extent included the subject property and the entire property was accessible.

The vegetation at the project site consists predominately of non-native grass/forb habitats and stands of non-native trees. The non-native grass/forb habitats are subject to routine fuel modification and consist of invasive grasses such as rip-gut brome (*Bromus diandrus*), red brome (*Bromus madritensis* ssp. *rubens*), and foxtail barley (*Hordeum murinum*), and invasive forbs such as black mustard (*Brassica nigra*), Italian thistle (*Carduus pycnocephalus*), red-stemmed filaree (*Erodium cicutarium*), and bur-clover (*Medicago polymorpha*). Representative native herbs found in the grass/forb habitats include fiddleneck (*Amsinckia intermedia*), succulent lupine (*Lupinus succulentus*), and red-maids (*Calandrinia ciliata*). The non-native tree stands, which consist primarily of introduced eucalyptus (*Eucalyptus* spp.) and Peruvian pepper trees (*Schinus molle*), also contain a few coast live oaks (*Quercus agrifolia*), some of which meet size requirements for protection under the City of Agoura Hills' oak tree ordinance, and sparse native shrubs such as coffee berry (*Fragula californica*), coyote brush (*Baccharis pilularis*), toyon (*Heteromeles arbutifolia*), and chaparral honeysuckle (*Lonicera subspicata* var. *denudata*). There are four patches of native Mexican rush (*Juncus mexicanus*) growing in sunlit openings as well as in partial shade beneath the non-native pepper trees. The canopies of at least two large red willows (*Salix laevigata*) and a large Fremont cottonwood (*Populus fremontii*), which are rooted off-site, extend into the northeastern corner of the property. These trees are part of a patch of riparian woodland habitat located to the east of the northeastern corner of the project site. The riparian habitat is associated with an unnamed tributary to Lindero Creek that flows through the northern portion of the adjacent Los Angeles County Animal Care Center property. There are a few narrowleaf willows (*Salix exigua*) along the property's northern fence line, which appear to be supported by erosional runoff from the side-slope of U.S. 101, and possibly irrigation. There is a large fenced-off area in the center of the property that encompasses a very large "heritage" valley oak tree (*Quercus lobata*) as well as several valley oak seedlings, coast live oaks, and other native and non-native trees and shrubs, such as European olive (*Olea europaea*) and native laurel sumac (*Malosma laurina*).

Although Lindero Creek previously ran through the site, it is now buried in a 20' open and closed reinforced concrete box culvert that traverses the southern portion of the site from west to east. The

culvert flow continues off-site to the east. There is a wetland near the northeastern corner of the site where the off-site unnamed tributary to Lindero Creek widens and pools. The western margin and western bank of this stream wetland extend into the project site.

The plant communities at the project site are provided in **Table III-1** and on **Figure 8, Vegetation Map**.

Table III-1
Plant Communities at Project Site

Habitat Class	Plant Community*	Conservation Status Rank	On-Site Acreage
Native Oak Tree Stands	Valley Oak and Coast Live Oak Trees (*Quercus lobata, Q. agrifolia*)	Not ranked	0.19
Non-Native Tree Stands	Eucalyptus Semi-Natural Woodland Stands (*Eucalyptus* spp.) [79.100.00]	Not ranked	1.67
	Pepper Tree Semi-Natural Woodland Stands (*Schinus molle*) [79.200.02]		
Riparian Woodland	**Red Willow Woodland Alliance (*Salix laevigata*) [61.205.00]**	G3S3	0.06
Native Herbaceous	Mexican Rush Herbaceous Alliance (*Juncus mexicanus*) [45.562.02]	G5S4	0.12
Non-Native Herbaceous	Non-Native Grasses and Forbs	Not ranked	3.19
Other land cover	Asphalt	n/a	0.06
		Total Acreage	**5.29**

* Numbers in brackets are unique codes for each plant community, as provided in *List of Vegetation Alliances and Associations* (*Natural Communities List*) (CDFW, September 2010). Plant communities in bold type are CDFW Natural Communities of Special Concern (Rare or Sensitive Plant Communities).

GLOBAL RANKING
The global rank (G-rank) is a reflection of the overall status of a natural community throughout its global range. Both Global and State ranks represent a letter+number score that reflects a combination of Rarity, Threat and Trend factors, with weighting being heavier on Rarity than the other two. "?"- Denotes an inexact numeric rank due to insufficient samples over the full, expected range of the vegetation type, but existing information points to the rank given.

G1 - Critically Imperiled—At very high risk of extinction due to extreme rarity (often 5 or fewer occurrences), very steep declines, or other factors.
G2 - Imperiled—At high risk of extinction due to very restricted range, very few occurrences (often 20 or fewer), steep declines, or other factors.
G3 - Vulnerable—At moderate risk of extinction due to a restricted range, relatively few occurrences (often 80 or fewer), recent and widespread declines, or other factors.
G4 - Apparently Secure—Uncommon but not rare; some cause for long-term concern due to declines or other factors.
G5 - Secure—Common; widespread and abundant.

STATE RANKING
The state rank (S-rank) is assigned much the same way as the global rank, but state ranks refer to the imperilment status only within California's state boundaries.

S1 - Critically Imperiled—Critically imperiled in the state because of extreme rarity (often 5 or fewer occurrences) or because of factor(s) such as very steep declines making it especially vulnerable to extirpation from the state.
S2 - Imperiled—Imperiled in the state because of rarity due to very restricted range, very few occurrences (often 20 or fewer), steep declines, or other factors making it very vulnerable to extirpation from the state.
S3 - Vulnerable—Vulnerable in the state due to a restricted range, relatively few occurrences (often 80 or fewer), recent and widespread declines, or other factors making it vulnerable to extirpation from the state.
S4 - Apparently Secure—Uncommon but not rare in the state; some cause for long-term concern due to declines or other factors.
S5 - Secure—Common, widespread, and abundant in the state.

Legend

Property Boundary (APN #206-1003-027) and Fuel Modification Limits

Limits of Grading

Vegetation

- OT — Native Oak Tree Stands
  Valley Oak, Coast Live Oak
- NT — Non-Native Tree Stands [1]
  Peruvian pepper, Eucalyptus, Tree-of-Heaven, & others
- MR — Native Mexican Rush Meadow
  Juncus mexicanus
- NG — Non-Native Grasses and Forbs
  Foxtail Barley, Rip-Gut Brome, Black Mustard, Italian Thistle, & others
- RW — Red Willow Woodland *
  Red Willow, Fremont Cottonwood, Arroyo Willow
- Narrow-leaf Willow Shrubs [2]
  Salix exigua

Other Landcover

- A — Asphalt

* CDFW Sensitive Plant Community

1 The Non-Native Tree Stands also contain a few scattered native oak trees, some of which are protected by the City of Agoura Hills Oak Tree Ordinance. See the project's oak tree report for a comprehensive study of the oak trees at the site.

2 The number in parenthesis represents the number of individual narrow-leaf willows at that location.

Natural Communities of Special Concern

Natural Communities of Special Concern are communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental effects of projects. They are also referred to as rare or sensitive plant communities. The most current version of CDFW's List of Vegetation Alliances and Associations (Natural Communities List) (CDFW, September 2010) indicates which natural communities are considered to be Natural Communities of Special Concern. This list is based on A Manual of California Vegetation, 2nd Edition, which is the California expression of the National Vegetation Classification. Natural communities are assigned a conservation status rank (also known as "rarity rank"), and natural communities with global or state conservation status ranks of G1 through G3, or S1 through S3, respectively, are rare or sensitive. Natural Communities of Special Concern require special consideration and protection pursuant to the California Environmental Quality Act, specifically based on CEQA Thresholds Guidelines Appendix G Section 1V.b.

The natural communities at the site were mapped in the field and then correlated with CDFW's Natural Communities List (see Figure 8). Natural communities are classified based on plant species composition and abundance, as well as underlying abiotic conditions, such as slope, aspect, or soil type. The acreages and conservation status ranks of the naturally occurring native plant communities at the project site are shown in Table III-1, above. The other mapped communities are not ranked, but are clearly not rare or sensitive due to their non-native condition.

The only sensitive plant community at the project site is the Red Willow Woodland Alliance (*Salix laevigata*), which as stated extends into the northeastern corner of the project site (see Figure 8). The Red Willow Woodland Alliance receives a G3S3 rank, indicating it is at moderate risk of extinction globally and vulnerable in the state due to a restricted range, relatively few populations, recent and widespread declines, or other factors.

Impact Analysis

a. Potentially Significant Unless Mitigation Incorporated. The project would have a potentially significant impact if the project would have a substantial adverse effect, either directly or through habitat modification, on any plant or wildlife species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Special-Status Plant Species

A list of plant species observed during field surveys of the site conducted on February 25, 2016 and on March 10, 2016 by Envicom Corporation as well as an analysis of the potential for occurrence of special-status plant species at the site are provided in the *Biological Resources Inventory and Impacts Analysis* (June 24, 2016) in **Appendix D**.

This evaluation of impacts to special-status plants considers those species that require mandatory special consideration and/or protection pursuant to the Federal Endangered Species Act, the State Endangered Species Act, and/or CEQA. CRPR 4 species are also considered if protected by local policy or if they meet criteria to be locally significant. No candidate, sensitive, special-status, or CRPR 4 plant species has been found during surveys of the site, or has been reported as occurring on-site. Also, all of the special-status plant species known to occur in the region are precluded from occurring at the site due to its highly disturbed and modified condition, lack of suitable habitat, or because the site is outside the known range and distribution of the species. **Therefore, impacts to special-status plant species would be less than significant.**

Special-Status Wildlife Species

A list of wildlife species observed during field surveys conducted on February 25, 2016 and on March 10, 2016 by Envicom Corporation as well as an analysis of the potential for occurrence of special-status wildlife species at the site are provided in the Biological Resources Inventory and Impacts Analysis (June 24, 2016) in Appendix D.

This assessment of impacts to special-status wildlife considers those species that are listed, proposed for listing, or that meet the criteria for listing as Endangered or Threatened under the FESA or CESA; and those with a designation of SSC (California Species of Special Concern) or CFP (California Fully Protected), as mandatory special consideration and/or protection of these species is required pursuant to the Federal Endangered Species Act, the State Endangered Species Act, and/or CEQA. No wildlife species that are designated or are candidates for listing as Threatened or Endangered under State or Federal law, or species that are designated as California Fully Protected or Species of Special Concern under State law or regulations have been observed during surveys of the site. A few special-status wildlife species that were not observed during the surveys including five (5) birds, and four (4) mammals, were determined to have at least some potential to occur at the project site, including Loggerhead shrike (*Lanius ludovicianus*) [SSC], Northern harrier (*Circus cyaneus*) [SSC], Vaux's swift (*Chaetura vauxi*) [SSC], White-tailed kite (*Elanus leucurus*) [CFP], Yellow warbler (*Setophaga petechia brewsteri*) [SSC], Big free-tailed bat (*Nyctinomops macrotis*) [SSC], Pallid bat (*Antrozous pallidus*) [SSC], Western mastiff bat (*Eumops perotis californicus*) [SSC], and Western red bat (*Lasiurus blossevillii*) [SSC].

Most of these species would occur only rarely or occasionally, and would have low probability to use the site due to its predominately non-native condition and urban location. However, mitigation measure **BIO-1** requires pre-construction surveys for special-status wildlife species prior to ground or vegetation disturbing activities to avoid potential impacts to special-status species that may be present on the project site. Also, with the one possible exception of the loggerhead shrike, all of these species would occur while foraging overhead, or while foraging or roosting on a temporary basis at the site, but they would not permanently inhabit the site or reproduce at the site. Most of these species would be capable of escaping harm during project development, including grading and fuel modification, while a few would be vulnerable to direct impacts, including injury and mortality. In this case, the special-status species that could be directly impacted include tree roosting bats, such as the western red bat, which roosts in tree canopies, and the loggerhead shrike, which has the potential to nest at the site. The presence of roosting special-status bats is unlikely, but cannot be ruled out. The potential for occurrence of resident loggerhead shrikes is also unlikely, and furthermore this species would be protected if nesting at the site by mitigation measure **BIO-2**, which requires surveys and monitoring to avoid loss or injury to nesting birds. Direct loss or injury to individuals of a special-status wildlife species would be a significant, but mitigable impact. Although individuals of these species could be impacted, if present, the loss of what is predominately non-native habitat associated with the project would not significantly impact a population of any of these species. **Impacts would be less than significant with incorporation of MM BIO-1**.

Nesting Birds

The site contains suitable trees, shrubs, and dense herbaceous vegetation that could be used for nesting by native bird species, especially those adapted to urban environments. Ground and vegetation disturbing activities if conducted during the nesting bird season (February 1 to August 31) would have the potential to result in removal or disturbance to trees and shrubs that could contain active bird nests. In addition, these activities would also affect herbaceous vegetation that could support and conceal ground-nesting species. Birds nesting in the vicinity of project activities may potentially be disturbed by noise, lighting, dust, and human activities associated with the project, which could result in nesting failure and the loss of eggs or nestlings. Project activities that result in the loss of bird nests, eggs, and young, would be in

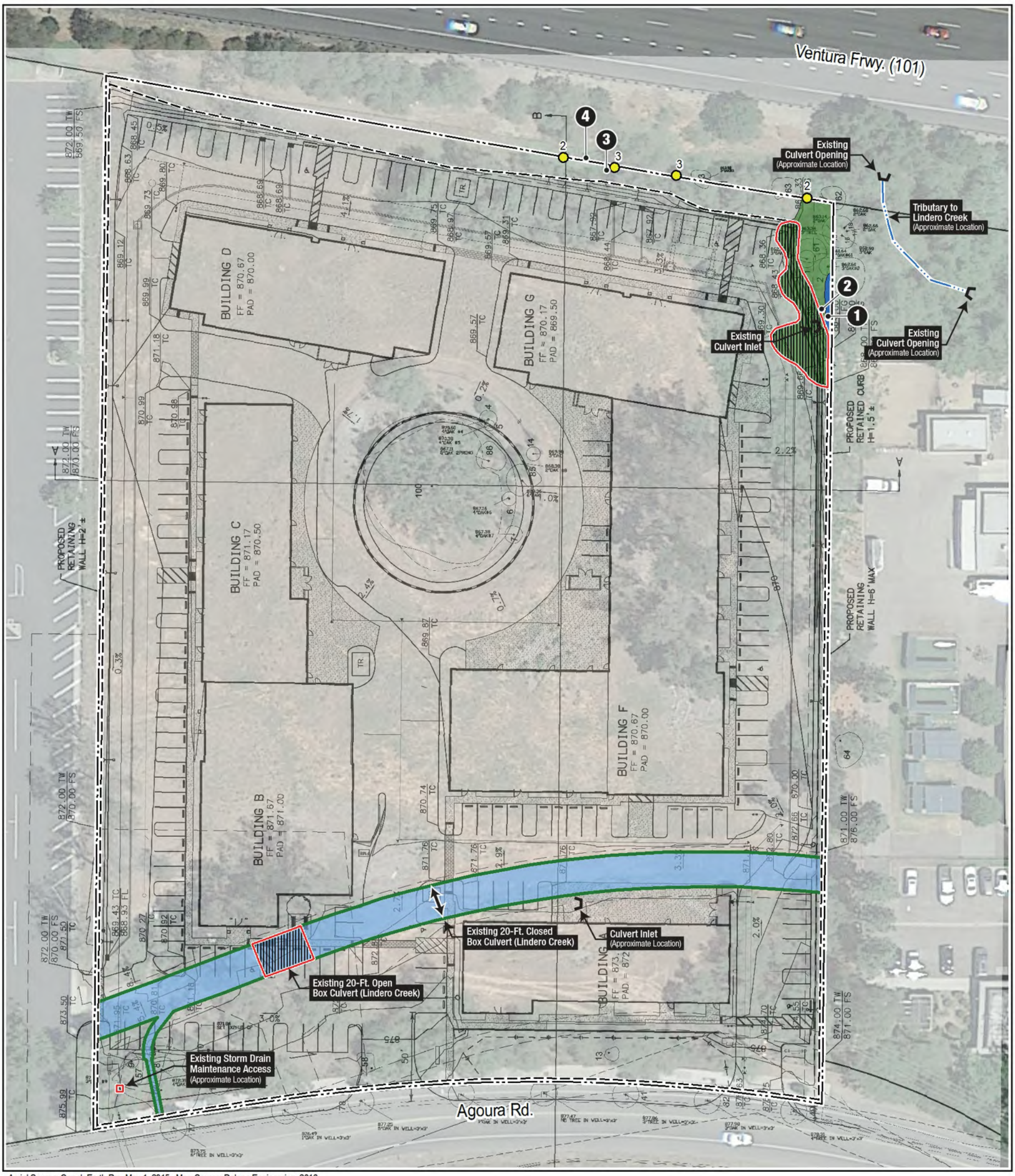
violation of one (1) or more of California Fish and Game Code sections 3503 (any bird nest), 3503.5 (birds-of-prey), or 3511 (Fully Protected birds). In addition, removal or destruction of one or more active nests of any other birds listed by the federal Migratory Bird Treaty Act of 1918 (MBTA), whether nest damage was due to vegetation removal or to other construction activities, would be considered a violation of the MBTA and California Fish and Game Code Section 3511. The loss of protected bird nests, eggs, or young due to project activities would be a significant, but mitigable impact. **Impacts would be less than significant with incorporation of MM BIO-2.**

b. Potentially Significant Unless Mitigation Incorporated. The project may have a potentially significant impact if the project would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified by the City or in regional plans, policies, regulations by the CDFW or U.S. Fish and Wildlife Service.

The project would permanently impact 0.036 acres (97 linear feet) of riparian habitat under the jurisdiction of CDFW in the northeastern corner of the site, which is associated with a jurisdictional tributary to Lindero Creek. The extent of the riparian habitat that would be impacted by the project is shown on **Figure 9, Jurisdictional Delineation Map**. The riparian habitat is comprised of the Red Willow Woodland Alliance natural community, which in addition to being jurisdictional habitat, is also a CDFW Natural Community of Special Concern. Permanent impacts to the jurisdictional riparian habitat and the Red Willow Woodland Alliance would consist of trimming the canopies of a small number of large mature native willow and cottonwood trees. The trees would not be removed, as the canopies of the trees extend into the property, but the main trunks are located off-site. The trees would be trimmed and then maintained such that the canopies would not extend into the developed portion of the project site. **Impacts to 0.036 acres to CDFW jurisdictional riparian habitat and the Red Willow Woodland Alliance natural community would be a significant but mitigable with implementation of Mitigation Measure BIO-3 requiring a Habitat Mitigation and Monitoring Program**.

The canopies of these trees also extend into the potential fuel modification zone in the northeastern corner of the property, i.e., the area between the grading limits and the property boundary. It is anticipated that the Los Angeles County Fire Department (LACFD) will limit fuel modification within CDFW jurisdictional habitat to the removal of deadwood, and that fuel modification will not be required off-site. Therefore, potential impacts of fuel modification on CDFW jurisdictional habitat and Red Willow Woodland Alliance would be less than significant. However, the fuel modification necessary to protect structures is determined on a case-by-case basis.

Prior to issuance of the Grading Permit, the applicant/developer will need to prepare and submit a Streambed Alteration Notification package to the CDFW for alterations to CDFW jurisdictional habitat pursuant to Section 1602 of the California Fish and Game Code. The Streambed Alteration Agreement will also need to be entered into with the CDFW and the applicant will be required to comply with the associated conditions.



Aerial Source: GoogleEarth Pro, May 1, 2015. Map Source: Delane Engineering, 2016.

Legend

- Property Boundary (APN #206-1003-027) and Fuel Modification Limits
- Limits of Grading
- Test Pits
- Narrow-leaf Willow Shrubs (*Salix exigua*) [1]

Jurisdictional Delineation		On-Site (Acres / LnFt.)	Impacted (Acres / LnFt.)
CDFW Jurisdiction	CDFW Jurisdiction	0.059 / 110'	0.036 / 97'
	Wetland Waters of the U.S.	0.003 / 33'	0.000 / 0'
	Non-Wetland Waters of the U.S.	0.203 / 491'	0.014 / 30'

1 The number in parenthesis represents the number of individual narrow-leaf willows at that location.

AGOURA LANDMARK MND

envicom

Jurisdictional Delineation Map

FEET 0 30 60

FIGURE 9

c. Potentially Significant Unless Mitigation Incorporated. The project may have a potentially significant impact if the project would 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.

Project grading would avoid the 0.003 acres of wetland habitat located along the northeastern boundary of the property, which is under the jurisdiction of the USACE as "wetland" waters of the United States. The jurisdictional wetland that would be avoided by the project is shown on Figure 9, Jurisdictional Delineation Map. The wetlands could be inadvertently disturbed during nearby construction, which could result in significant impacts. **Therefore, impacts to federally protected wetlands would be less than significant with protective fencing to ensure construction work avoids the area as required by Mitigation Measure BIO-4.**

The project would permanently impact 0.014 acres (30 linear feet) of USACE "non-wetland" waters of the U.S., which is coincident with 0.014 acres (30 linear feet) under CDFW jurisdiction, by covering the open section of the Lindero Creek concrete box culvert with a concrete deck. The section of the box culvert that would be impacted is shown on Figure 9, Jurisdictional Delineation Map. As this impact would consist of modification of a concrete-lined box culvert with no wetlands or habitat, this would be a less than significant impact, and no mitigation would be required.

Prior to issuance of a Grading Permit, the applicant/developer will need to consult with USACE and the RWQCB to determine if the project will need to obtain a Clean Water Act Section 404 permit or a Clean Water Act Section 401 Water Quality Certification. If deemed necessary, the applicant would be required to obtain the appropriate Section 404 and 401 permits and abide by the conditions specified therein.

d. Less than Significant Impact. The project may have a potentially significant impact if the project would 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.

The project site is not within an area that has been previously identified as important to wildlife movement, such as an established regional-scale habitat linkage or a wildlife movement corridor. The project site, although undeveloped, is surrounded by commercial development, highways, and major roads, and is situated along the developed corridor between Agoura Road and the U.S. 101 Highway. Also, it consists predominately of non-native grass/forb habitat and stands of non-native trees. As such, development of the site would not fragment natural habitats.

The off-site tributary to Lindero Creek that runs near the northeastern corner of the site flows through two small pipe culverts beneath U.S. 101. Some animals may pass through the project site to access the tributary, as a source of water. Also, small or medium-sized animals may be able to pass through the pipe culverts beneath U.S. 101 when flows are absent, or minimal. Therefore, these culverts may facilitate the movement of some species between remnant undeveloped habitats north of the highway and the natural habitats of Ladyface Mountain (via the project site and other nearby undeveloped properties along Agoura Road). Although the culverts are off-site and would not be modified by the project, development of the project would reduce the available undeveloped habitat in the vicinity of the culverts to the south of the highway, which would be used by wildlife moving to and from the natural habitats of Ladyface Mountain. These culverts, however, are not anticipated to be an important wildlife crossing, due to anticipated permanent or nearly permanent flows that would be an impediment to many wildlife species (no special-status fish or amphibians are potentially occurring within this tributary), and because the

connection would not be between large areas of natural habitat or open space, but rather only to a remnant area of habitat north of the highway, which is surrounded by dense urban development. **Therefore, impacts to wildlife movement would be potentially adverse, but less than significant.**

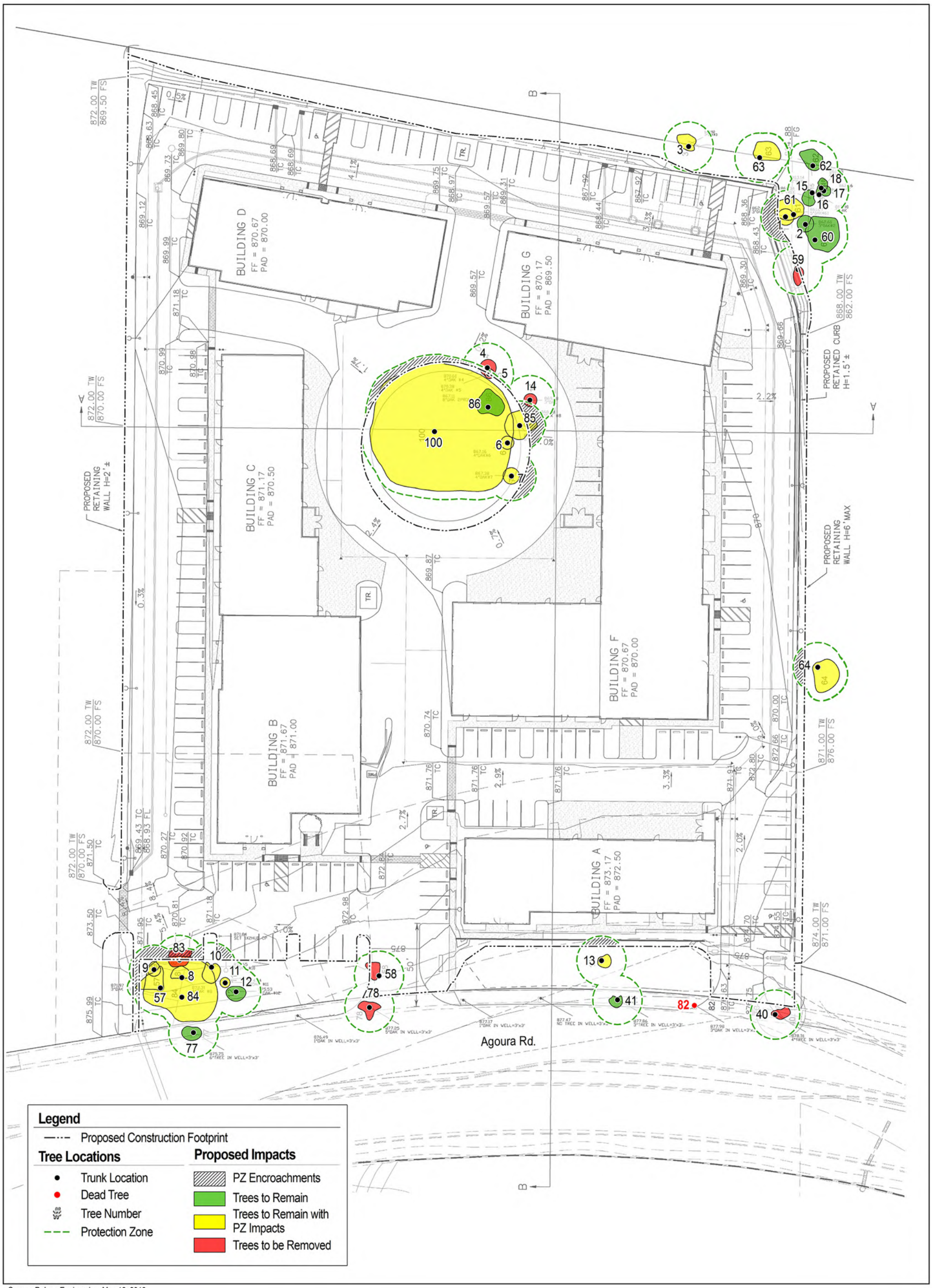
e. Potentially Significant Unless Mitigation Incorporated. The project may have a potentially significant impact if the project would result in the removal and/or the encroachment into the protected zone of oak trees (species in the genus *Quercus*) that are larger than two inches in diameter at a point three and five-tenths (3.5) feet above the tree's natural grade. Oak trees within the City of Agoura Hills are protected by the City's Oak Tree Preservation Guidelines and Ordinance No. 9657. A permit is required to cut, prune, relocate, or remove qualified oak trees. A permit is also required for encroachment within an oak tree's protective zone, defined as the area within the dripline and extending a minimum of five feet outside the dripline or 15 feet from the trunk of a tree; whichever is greater.

As discussed in the Revised Oak Tree Report (May 23, 2016), there are 33 protected oak trees located within the property and right-of-way, including one Landmark valley oak (*Quercus lobata*) and one (non-Landmark) valley oak, 31 coast live oaks (*Q. agrifolia*). Three (3) holly oaks (*Q. ilex*) are located on the property; however, these oak trees are not native to Agoura Hills and are not included in the native oak trees that would be removed or encroached by the proposed project, and mitigation is not required for project–related impacts to these trees. The trees to be removed and trees to remain in place with protective zone encroachments, including their respective impacts, are listed in Tables 3 and 4 of the Revised Oak Tree Report Appendix D and shown in **Figure 10, Oak Tree Location and Project Impacts Map**.

Excavation and grading activities associated with the construction of the parking lots, retaining walls, and the two (2) driveways will require the permanent removal of seven (7) protected oak trees (Tree Numbers 4, 5, 14, 58, 59, 78, and 83). **These removals are considered a significant impact but can be mitigated to a level of less than significant by the implementation of Mitigation Measure BIO-5, which requires the planting of at least two (2) 24-inch box specimens, one (1) 36-inch box specimen, and one (1) 15-gallon or larger specimen of the same species for each removed oak.**

Proposed activities would encroach into the protected zone of sixteen (16) protected oak trees, including one Landmark designated oak tree. Impacts anticipated to occur within the protected zone of Tree #85 include the construction of a 3-foot retaining wall, and grading and paving activities associated with the central portion of the parking lot. To allow for the construction of the wall and to provide adequate clearance for the adjacent parking lot, the eastern half of the canopy will be raised to 12-feet. Based on these assumptions and the placement of the impermeable surface of the parking lot, these encroachments are anticipated to significantly affect the health of Tree # 85 such that it would be considered a loss and shall be mitigated accordingly. The remaining fifteen (15) coast live and valley oaks would experience encroachment into their protected zones during construction, particularly from grading and paving near the trees. If permeable paving cannot be used in these areas, so that the impact from the encroachment would not impair the long-term health of the trees, and thus result in a less than significant impact, **the impacts from encroachment would be considered significant, but mitigable to a less than significant level with incorporation of Mitigation Measure BIO-5.**

A total of 12 protected trees would remain in place and would not be impacted by project activities. **To reduce potentially significant impacts to the oak trees to remain preserved on-site with no encroachment, Mitigation Measure MM BIO-6 is required.**



Source: Delane Engineering, May 12, 2016.

AGOURA LANDMARK MND

Oak Tree Location and Project Impacts Map

0 20 40 Feet

FIGURE 10

f. No Impact. The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan, as there are none in the area. **Therefore, there would be no impact**.

Mitigation Measures

Implementation of the following mitigation measures would reduce impacts to a less than significant level.

BIO-1 Pre-Construction Surveys for Special-Status Wildlife Species

Prior to the commencement of ground or vegetation disturbing activities a qualified biologist(s) acceptable to the City Planning Department shall conduct two (2) pre-construction surveys for special-status wildlife species. The first survey shall be conducted within fourteen (14) days and the second survey shall be conducted within three (3) days of commencement of ground or vegetation disturbing activities. The pre-construction surveys shall incorporate appropriate methods and timing to detect potentially occurring special-status species. If a special-status species is found, avoidance of the species until it vacates the site is the preferred mitigation option. If special-status bats are found, and avoidance is not feasible, appropriate exclusionary devices shall be used, if applicable, that allow bats to exit but not enter the roost site. If special-status bats are found roosting in tree foliage of a tree that is to be removed, the tree shall be removed using a method approved by CDFW that will allow bats to escape. Bat maternity roosts shall be left in place until the biologist determines the bats are no longer raising young. If avoidance of a special-status species is not feasible, the species may be captured and transferred to an appropriate habitat and location where it would not be harmed by project activities, preferably to open space habitats in the vicinity of the project site. The City of Agoura Hills Planning Department and CDFW, if applicable, shall be consulted regarding the presence of a special-status species at the site. If a federally listed species is found, the USFWS shall also be notified. Capture and relocation shall be subject to approval by the City of Agoura Hills Planning Department and CDFW. A letter report summarizing the methods and results of the surveys and exclusion, capture, and relocation activities, if applicable, shall be submitted to the City of Agoura Hills Planning Department and CDFW prior to commencement of project activities.

BIO-2 Nesting Bird Surveys

To the extent feasible, the applicant shall not remove or otherwise disturb vegetation, prepare the site, or conduct any other construction related activities within the work areas to avoid impacts to breeding and/or nesting birds from February 1 through September 1, the recognized breeding, nesting and fledging season for raptor and bird species. If such activities in the work areas during the breeding and nesting season cannot be avoided, then prior to any ground or vegetation disturbing activities, the applicant shall have a qualified biologist/ornithologist acceptable to the City Planning Department conduct a survey of all breeding and nesting habitats within the work areas and vicinity within one (1) week of construction or vegetation clearing activities. The extent of the survey buffer area surrounding the site shall be established by the biologist to ensure that direct and indirect effects to nesting/breeding birds are avoided. A report discussing the results of the bird survey shall be submitted for review by the City Planning Department prior to any vegetation removal, site preparation or construction activity. If active nests are found within the survey area, activities within a 300-foot radius (500 feet for raptors) shall not be

allowed until an appropriate buffer can be established. Limits of construction to avoid a nest site shall be established in the field with flagging and stakes or construction fencing. Activities within the buffer area shall be postponed or halted at the discretion of a biological monitor until the nest is vacated and juveniles have fledged, and there is no evidence of a second attempt at nesting. If a state or federally listed species is found, the CDFW and/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, and provide the documentation to the City Planning Department upon completion of the work and prior to issuance of a Certificate of Occupancy.

BIO-3 Habitat Mitigation and Monitoring Program

The project shall implement the requirements of the final approved Habitat Mitigation and Monitoring Program, which shall mitigate for permanent impacts to 0.036 acres (97 linear feet) of CDFW jurisdictional habitat consisting of the sensitive Red Willow Woodland Alliance on at least 1:1 ratio or a ratio acceptable to CDFW and any other applicable regulatory agencies.

The Habitat Mitigation and Monitoring Program shall mitigate for permanent impacts to riparian habitat via an acceptable mitigation approach that involves one or a combination of restoration or enhancement of degraded in-kind habitats, preservation of in-kind habitats, or by a contribution to an in-lieu fee program approved by the City of Agoura Hills Planning Department and the CDFW.

The Habitat Mitigation and Monitoring Program shall be developed by a qualified biologist, restoration ecologist or resource specialist and submitted to and approved by the City of Agoura Hills Planning Department in compliance with California Fish and Game Code 1602, prior to issuance of a Grading Permit for the project. In broad terms, this program shall at a minimum include:

- Description of the project/impact and mitigation sites;
- Specific objectives;
- Success criteria;
- Plant palette identifying species, quantity, and size;
- Planting methods;
- Implementation plan;
- Maintenance activities;
- Monitoring plan;
- Contingency measures; and
- Detailed location map and photos of the mitigation site.

Success criteria shall at a minimum be evaluated based on appropriate survival rates and percent cover of planted native species, as well as eradication and control of invasive species within the restoration area.

The target species and native plant palette, as well as the specific methods for evaluating whether the project has been successful at meeting the above-mentioned success criteria shall be determined by the qualified biologist, restoration ecologist, or resource specialist and included in the mitigation program. The Habitat Mitigation and Monitoring Program shall be prepared by the applicant's biologist and submitted to the City Planning Department and CDFW for review and approval prior to issuance of a grading permit or commencement of construction, whichever occurs sooner.

The mitigation project shall ideally be located on-site. If no feasible on-site mitigation location is available, as confirmed by the City Planning Director, an off-site location as close to the impact area as feasible (at lease in the Malibu watershed) may be utilized, as approved by the City Planning Director. If there is no feasible off-site location, then the applicant shall contribute an in-lieu fee. The in-lieu fee shall be paid to an entity acceptable to the City Planning Department and the CDFW for use to restore or enhance habitat of the same or similar types as close to the impact area as possible, but at least within the watershed. The amount of the in-lieu fee shall be calculated by the applicant's biologist and approved by the receiving entity, CDFW, and the City Planning Department. The in-lieu fee shall be paid, and evidence of payment provided in writing, prior to issuance of a grading permit or initiation of project construction, whichever occurs sooner.

The mitigation project shall be implemented over a five-year period and shall incorporate an iterative process of annual monitoring and evaluation of progress and allow for adjustments to the program, as necessary, to achieve desired outcomes and meet success criteria. Annual reports discussing the implementation, monitoring, and management of the mitigation project shall be submitted to the City of Agoura Hills Planning Department and the CDFW. Five years after project start, a final report shall be submitted to the City of Agoura Hills Planning Department and CDFW, which shall at a minimum discuss the implementation, monitoring and management of the mitigation project over the five-year period, and indicate whether the mitigation project has been successful based on established success criteria. Restoration will be considered successful after the success criteria have been met for a period of at least two years without any maintenance or remediation activities other than invasive species control. The project shall be extended if success criteria have not been met at the end of the five-year period to the satisfaction of the City of Agoura Hills Planning Department and the CDFW.

BIO-4 Construction Fencing for Wetland

Prior to the commencement of site preparation activities, sturdy temporary fencing shall be installed at the limits of grading to prevent inadvertent impacts to the wetland at the northeastern corner of the site. The fencing shall be monitored routinely throughout grading and construction to ensure that it remains in proper functioning condition.

BIO-5 Oak Tree Replacement Plantings and Maintenance Program

To compensate for the loss of seven (7) coast live oaks (Oak Tree Nos. 4, 5, 14, 58, 59, 78 and 83) due to their removal, and the significant encroachment into the protected zone of one coast live oak (Oak Tree No. 85) which is expected to result in a loss, the applicant shall plant the following for each such tree removed: at least two (2) 24-inch box specimens, one (1) 36-inch box specimen, and one (1) 15-gallon or larger specimen of the same species, consistent with the City's Oak Tree Ordinance and Oak Tree Preservation

Guidelines. The sixteen (16) 24-inch box, eight (8) 36-inch box, and eight (8) 15-gallon or larger trees (a total of 32 trees) shall be planted in a suitable on-site location and incorporated into the project Final Landscape Plan. The Final Landscape Plan shall depict the species, planting size, and planting locations, and shall be subject to review and approval of the Planning Director, in consultation with the City Oak Tree Consultant, prior to issuance of a Grading Permit or commencement of construction activities, whichever occurs sooner. The planting shall be completed in accordance with the Oak Tree Planting and Replacement Program outlined in the City's Oak Tree Preservation Guidelines, and the oak trees shall remain in perpetuity. If it is determined that there is insufficient land available on-site to plant the full number of trees, the applicant may pay an in-lieu fee for the remainder of the mitigation requirement. The exact amount of the fee is to be determined by the City Oak Tree Consultant, based on the average appraised value of the trees to be removed, as determined by the International Society of *Arboriculture Guide for Plant Appraisal (9th edition)*, and approved by the Planning Director. The in-lieu fee shall be paid to the City's Oak Tree Mitigation Fund prior to issuance of a grading permit or commencement of project construction, whichever occurs sooner. The City Oak Tree Mitigation Fund is used to purchase open space land and plant trees.

To compensate for potential impacts to thirteen (13) coast live oaks (Oak Tree Nos. 1, 3, 6-11, 13, 57, 61, 63, and 84) and two (2) valley oaks (Oak Tree Nos. 64 and 100) due to permanent encroachment into the protected zone resulting from project construction of impermeable surfaces, one (1) 24-inch box oak tree of the same species shall be planted at a suitable location on-site for each tree encroachment, and shown on the project Final Landscape Plan. Therefore, a total of fifteen (15) 24-inch box trees (13 coast live oak and 2 valley oak) shall be planted to mitigate for the encroachment impacts. The Final Landscape Plan shall depict the species, planting size, and planting locations, and shall be subject to review and approval of the Planning Director, in consultation with the City Oak Tree Consultant, prior to issuance of a Grading Permit or commencement of construction activities, whichever occurs sooner. The planted oak trees shall remain in perpetuity. The planting shall be completed in accordance with the Oak Tree Planting and Replacement Program outlined in the City's Oak Tree Preservation Guidelines. If it is determined that there is insufficient land available on-site to plant the full number of trees, the applicant may pay an in-lieu fee to the City Oak Tree Mitigation Fund for the remainder of the mitigation requirement. The exact amount of the in-lieu fee per tree encroached shall be calculated by the City Oak Tree Consultant and approved by the City Planning Director based on the cost to purchase the 24-inch box tree plus the cost to plant and maintain the tree for one (1)-year period. The City Oak Tree Mitigation Fund is used to purchase open space land and plant trees. If the applicant is able to incorporate permeable pavers rather than impermeable surfaces in the protected zone of the trees to the extent that a permanent encroachment is eliminated and the tree is considered preserved and protected, as confirmed by the Planning Director in consultation with the City Oak Tree Consultant, then mitigation for the tree encroachment may not be required.

BIO-6 Oak Tree Preservation Program

For oak trees on the site not proposed for removal as a part of the project, 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 commencement of construction, whichever occurs first. The Oak Tree Preservation Program shall establish measures to

prevent the loss of oak trees to remain preserved on-site. The program shall include but not be limited to the following components:

- All oak trees located on the property that are not proposed for removal as part of the project, including those that would be planted as shown on the landscape plan, shall be preserved in perpetuity.
- All new subsurface ground disturbance that will occur within the Protective Zone of an oak tree shall be performed using only hand tools under the direct observation of the applicant's oak tree consultant. If vegetation clearing or grading is not feasible within the Protective Zone with the use of hand tools, mechanical equipment may be allowed so long as a certified arborist is present to ensure that no impacts occur to the oak tree.
- Prior to the start of any work or mobilization at the site, protective fencing shall be installed at the Protective Zone of preserved oak trees. The applicant or their consulting arborist shall consult the City's Oak Tree Consultant to determine the exact fencing configuration and appropriate fencing material, and submit a fencing plan subject to approval by the City's Oak Tree Consultant.
- The applicant shall provide a minimum of 48 hours notice to the City Oak Tree Consultant prior to the start of approved work within the protected zone of any oak tree.
- No grading, scarifying or other soil disturbance shall be permitted within the portion of a protected zone of any oak tree except as specifically required to complete the approved scope of work and in accordance with this oak tree permit.
- No vehicles, equipment, materials, spoil or other items shall be used or placed within the protected zone of any oak tree at any time, except as specifically required to complete the approved work.
- No irrigation or ground cover shall be installed within the Protective Zone of any existing oak tree unless specifically approved by the City Oak Tree Consultant and the Planning Director.
- Prior to removal of the protective fencing, the applicant shall contact the City Oak Tree Consultant to perform a final inspection. The applicant shall proceed with any remedial measures the City Oak Tree Consultant deems necessary to protect or preserve the health of the subject oak tree at that time.
- No pruning of live wood of an oak tree (including branches and roots) shall be permitted unless specifically authorized by the City Oak Tree Consultant and/or following an approved oak tree permit. Any authorized pruning shall be performed by a qualified arborist under the direct observation of the applicant's oak tree consultant. All pruning operations shall be consistent with ANSI A300 Standards – Part 1 Pruning and the most recent edition of the International Society of Arboriculture Best Management Practices for Tree Pruning.
- No herbicides shall be used within 100 feet of the dripline of any oak tree unless the program is first reviewed and endorsed by the City Oak Tree Consultant.
- The applicant's consulting arborist shall submit certification letters for all work completed within the protected zone of an oak tree within five working days of the completion of said work. The letter(s) shall describe all work performed, methods utilized, monitoring performed and shall state whether such work was completed in accordance with the above conditions of approval.

		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 significance of a historical resource as defined in CEQA Section 15064.5?	☐	☐	☐	☒
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Section 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?	☐	☒	☐	☐

Impact Analysis

The following impact analysis is based on the analysis and findings of the Phase I Archaeological Study For Proposed Improvements to 29621 Agoura Road (Phase I Archeological Report) prepared by the Historical, Environmental, Archaeological, Research, Team (H.E.A.R.T.) in September 2015 included herein as **Appendix F**.

a. No Impact. The project may have a potentially significant impact if the project would cause a substantial adverse change in significance of a historical resource as defined in CEQA Section 15064.5. As indicated in the Phase I Archeological Report, Register of Professional Archeologist-certified archaeologist Wayne Bronner conducted a record search on September 22, 2015, at the South Central Coastal Information Center at California State University, Fullerton. The results of the record search indicated that that no National Register of Historic Places were identified, no California Register of Historic Resources exists, no California Historical Landmarks are listed, no California Points of Historical Interest are noted, no California State Historic Resources Commission issues are noted, no listed properties in the Office of Historic Preservation Historic Property data file were identified, and no Archaeological Determinations of Eligibility were identified on the property and within a ½ -mile radius (H.E.A.R.T., 2015). Given the results of the record search and that the project site is vacant with the exception of an inactive baseball field with backstop fence, bleachers, brick BBQ and cargo container near the southwestern portion of the property that are less than 50 years in age, **the project would not result in impacts to historical resources.**

b. Potentially Significant Unless Mitigation Incorporated. The project may have a potentially significant impact if the project would cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Section 15064.5. As indicated in the Phase I Archeological Report, no previously recorded prehistoric or historic archaeological sites or isolates exist on the property. The record search did however identify fourteen prehistoric archaeological resources that are recorded within a ½-mile radius of the subject property. Two sites in the area indicated evidence of Native American activity and cultural resources. H.E.A.R.T conducted a Phase I Archaeological Study, including a pedestrian survey of the property on September 23, 2015 to determine if potential resources

could be found on-site. The study yielded no indications of prehistoric or historic archaeological resources within the surveyed area. The Phase I archaeological study concluded that any proposed improvements within the parcel will have no adverse impacts on known cultural resources. However, because a pedestrian walkover survey can confidently assess the potential for encountering surface cultural and archaeological resources but not subsurface resources, the potential remains that unknown subsurface resources may be encountered during site grading and preparation. The likelihood of encountering unknown subsurface resources is reduced by the presence of up to 14 feet of artificial fill soils on some portions of the project site. However, as a precaution, Mitigation Measure **CUL-1** is provided should unanticipated archeological resources be encountered during land modification activities. In the event unanticipated archeological resources are encountered during land modification, **implementation of CUL-1 would reduce impacts to a less than significant level**.

c. Potentially Significant Unless Mitigation Incorporated. The project may have a potentially significant impact if the project would directly or indirectly destroy a unique paleontological resource or unique geologic feature. As discussed above, the results of the Phase 1 Archaeological Study yielded no indications of prehistoric or historic archaeological resources within the surveyed area. Furthermore, the project's Geotechnical Site Evaluation Update,[10] which included review of a geotechnical study of the project site for a previous project,[11] concluded the site topography, including the presence of the oak tree within a depression, shows that fill was placed on the site to build up the ground level at some time in the past. This Geotechnical Site Evaluation Update also referenced older topographic mapping prior to fill placement suggesting 10 feet or more of fill especially in the central and easterly parts of the site (Gorian and Associates, 2014). As discussed in response to "b" above, the likelihood of encountering unanticipated paleontological and unique geologic features during site preparation is low given the presence of artificial fill material onsite. However, as a precaution, mitigation measure **CUL-1** is provided, which calls for construction to be halted should paleontological resources be unexpectedly uncovered during land modification activities. **Implementation of CUL-1 would reduce this impact to a less than significant level**.

d. Potentially Significant Unless Mitigation Incorporated. The project may have a potentially significant impact if the project would disturb any human remains, including those interred outside of formal cemeteries. The results of the Phase 1 archaeological study yielded no indications of prehistoric or historic archaeological resources within the surveyed area. However, because a pedestrian walkover survey can reasonably assess the potential for encountering surface remains but not subsurface, there is potential that unknown subsurface human remains may be encountered during site grading and preparation. Therefore, Mitigation Measure **CUL-2** is provided to address this potential, **reducing impacts to a less than significant level**.

Mitigation Measures

Upon implementation of these mitigation measures, impacts would be reduced to a less than significant level.

CUL-1 Archaeological and Paleontological Resources

[10] Geotechnical Site Evaluation Update (Geotechnical Report) prepared by Gorian and Associates, Inc. on December 12, 2014.
[11] Preliminary Geotechnical Engineering Report, Earth Systems Southern California, November 10, 2004, referenced in Gorian and Associates Geotechnical Site Evaluation Update.

Monitoring of all project related ground disturbing activities of sediments that appear to be in a primary context shall be conducted by a qualified archaeologist and/or paleontologist and Native American monitor qualified to identify Chumash and Gabrielino 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.

CUL-2 If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbances shall occur until the County Coroner has made the necessary findings regarding origin and disposition pursuant to the Public Resources Code Section 5097.98. If human remains are unearthed, the developer/contractor shall contact the City Planning Department and County Coroner immediately. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The 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. 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. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☒	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☒	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Impact Analysis

a. The following impact analysis is based on the analysis and findings of the Geotechnical Site Evaluation Update (Geotechnical Report) prepared by Gorian and Associates, Inc. on December 12, 2014 and the City of Agoura Hills Geotechnical Review Memorandum dated February 5, 2015, included herein as **Appendix G**.

a.i. No Impact. The project may have a potentially significant impact if the project would exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving 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. The Geotechnical Site Analysis found that no active or potentially active faults are known to traverse the site and that the project area is not currently within an Alquist-Priolo Earthquake Fault Zone as defined by the State Geologist (Gorian and Associates, 2014). **Therefore, the project would have no impact with regard to this issue.**

a.ii. Potentially Significant Unless Mitigation Incorporated. The project may have a potentially significant impact if the project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking. As described in the project geotechnical report, the site is along the northern margin of the Santa Monica Mountains, part of the Transverse Ranges geomorphic province. Composed of parallel, east-west trending mountain ranges and sediment-filled valleys the Transverse Ranges is one of the most active tectonic/seismic areas of the United States. The distinctive geologic structure of the Transverse Ranges is dominated by the effects of north-south compressive deformation that result in thrust faulting, strike-slip faulting and bedrock folding. These active geologic features are attributable to convergence between the "Big Bend" of the San Andreas Fault and northwestern motion of the Pacific Plate and have caused thrust fault related earthquakes such as the 1994 Northridge, the 1971 San Fernando, and the 1987 Whittier Narrows earthquakes.

Geologic units at the site consist of clayey artificial fill, thin clayey alluvial soils, and Tertiary Topanga formation (Tt) clay shale bedrock. Outcrops of volcanic bedrock (Tertiary Conejo Volcanics, Tcvb) are present within the site vicinity. The project geotechnical report found that no active or potentially active faults are known to traverse the site and the project area is not currently within an Alquist-Priolo Earthquake Fault Zone as defined by the State Geologist (Hart, et al; 2007). The potential for ground rupture on site due to faulting during the lifetime of the project is considered remote. The design and construction of the buildings must adhere to the most current code requirements specified in California Building Code and City of Agoura Hills Municipal Code, which address potential ground shaking. In addition, the Geotechnical Site Investigation Update provides design considerations and recommendations for structural safety from seismic ground shaking (Gorian and Associates Inc., 2014). Compliance with building code requirements and incorporation of the Geotechnical Site Investigation recommendations would reduce impacts related to seismic ground shaking. To ensure with project-specific geotechnical recommendations, Mitigation Measure **GEO-1** requires the applicant/developer to incorporate the design and construction recommendations in the geotechnical reports prepared for the project as well as those of the City Geotechnical/Geological Consultants stated in their memorandum dated February 5, 2015. Compliance with building code requirements and **implementation of GEO-1 would reduce impacts to a less than significant level.**

a.iii. No Impact. The project may have a potentially significant impact if the project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction. The Geotechnical Site Investigation Update found that the project site is not located within a liquefaction hazard zone as currently identified by the California Division of Mines and Geology on the Seismic Hazard Zones Thousand Oaks Quadrangle map dated November 17, 2000 (Gorian and Associates Inc., 2014). **Therefore, there would be no impact with regard to this issue.**

a.iv. No Impact. The project may have a potentially significant impact if the project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving landslides. The project site is not located within a slope hazard zone as currently identified by the California Division of Mines and Geology on the Seismic Hazard Zones Thousand

Oaks Quadrangle map dated November 17, 2000 (Gorian and Associates Inc., 2014). **Therefore, there would be no impact with regard to this issue.**

b. Less than Significant Impact. The project may have a potentially significant impact if the project would result in substantial soil erosion or the loss of topsoil. The project consists of the construction of light industrial buildings, pavement, and landscaping covering most of the currently vacant site. After the completion of construction, there would be less exposed soil on site than under existing conditions. Given there is potential for soil erosion during construction due to wind and stormwater runoff, during construction, the project would be required to comply with dust control measures pursuant to Air Quality Management District Rule 403 detailed in Section II, Air Quality, and a Stormwater Pollution Prevention Plan (SWPPP) that are standard requirements for project development. Compliance with these regulatory requirements would reduce the potential for soil erosion or the loss of topsoil within the project site to less than significant.

c. Potentially Significant Unless Mitigation Incorporated. The project may have a potentially significant impact if the project would be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The project site is not located in an area subject to landslides or liquefaction hazard (Gorian and Associates Inc., 2014). Liquefaction potential at the site is deemed low mostly due to the dense and stiff nature of underlying alluvium, relatively shallow depth to bedrock, clayey nature of most of underlying materials, and deep (>50 ft) groundwater conditions encountered (although historically-high groundwater is at about 10 ft below existing grade). The project site is not located in an area mapped by the State as a liquefaction hazard area. Lateral spreading is a potential hazard associated with liquefaction so the low potential for liquefaction implies a low potential for lateral spreading as well. Based a review of the project file and files, the City Geotechnical Consultant found no indication to suggest the site could have hazards due to subsidence or collapse.[12] The project geotechnical report found that the composition of the artificial fill soils on the site reaches a depth of up to 14 feet in some locations. Due to the potential for differential settlement that could result in structural damage of structures placed on improperly compacted fill, the project geotechnical report contains recommendations regarding the removal, processing, and proper replacement and compaction of fill soils. Compliance with these recommendations would reduce the risks associated with soil stability. Therefore, Mitigation Measure **GEO-1** requires incorporation of the recommendations in the geotechnical investigations prepared for this project, the Geotechnical Site Evaluation Update prepared by Gorian and Associates, Inc. dated December 12, 2014, and the City of Agoura Hills Geotechnical Review Memorandum dated February 5, 2015. **With implementation of GEO-1, impacts related to soil stability would be less than significant**.

d. Potentially Significant Unless Mitigation Incorporated. A potentially significant impact may occur if the project would be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property. As discussed in response to "c." above artificial fill soils on the site reaches a depth of up to 14 feet. To evaluate subsurface conditions, the Geotechnical Report referred to prior evaluations by Earth Systems Southern California which found that, based on the results of the Expansion Index (EI) tests, on-site fill soils have a medium or a high to very high expansion potential. Soil expansiveness would be corrected through the implementation of a grading plan that incorporates the recommendations of the project geotechnical report, as required by Mitigation Measure GEO-1. Below the site's artificial fill soils, the native quaternary alluvial soils were

[12] Email from GeoDynamics to City of Agoura Hills, Geotechnical Consultant, April 12, 2016.

found to consist of predominately dense to very dense clayey sands and stiff to hard sandy clay, with EI tests conducted on these alluvial soils indicating very low expansion potential. Below the native quaternary alluvial soils, the bedrock of the Upper Topanga Formation was encountered in four of the eight borings conducted for the Earth Systems Southern California report at depths ranging from 13 to 15 feet. To reduce impacts resulting from the potential expansiveness of the artificial fill soils present on the site, Mitigation Measure GEO-1 requires the incorporation of geotechnical recommendations. With incorporation of these recommendations, particularly those found in Section 9.4 of the Geotechnical Report on soil expansiveness, **impacts related to expansive soil would be reduced to less than significant.**

e. No Impact. The project may have a potentially significant impact if the project would 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. The project would be served by the existing sewer system for the disposal of wastewater. Therefore, the project would not use septic tanks or alternative wastewater disposal systems and **there would be no impact with regard to this issue.**

Mitigation Measure

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

GEO-1 Prior to the issuance of a grading permit, the Applicant shall demonstrate that there is no need for additional excavation of potentially expansive soils to the satisfaction of the City Geotechnical/Geological Consultant and the City Building Official. This may involve extending the depth of overexcavation or performing additional subsurface explorations to obtain samples of uncertified fill soil to verify they exhibit acceptable engineering characteristics. The applicant/developer shall incorporate the design and construction recommendations in the final geotechnical reports prepared for the project. These recommendations include those found in Section 9 of the Geotechnical Site Evaluation Update (Gorian and Associates, Inc., 2014) pertaining to seismic design parameters, site preparation and grading, soil expansiveness, foundation recommendations, slabs-on-grade, concrete placement and cracking, soil corrosivity, retaining walls, preliminary pavement design, site drainage, and gutters and downspouts. The recommendations of the most recent report shall supersede if recommendations for the same project or feature are provided in updated reports.

		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 an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Impact Analysis

The following greenhouse gas emissions (GHG) impact analysis is based on the CalEEMod output results provided in Appendix C.

a. Less than Significant Impact. A significant impact would occur if the project would generate GHG, either directly or indirectly, that might have a significant impact on the environment. GHG emissions that have the potential to trap heat in the atmosphere and consequently affect global climate conditions. California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gas emissions.[13] State Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, established broad and wide-ranging mandatory provisions and dramatic GHG reduction targets within specified time frames, including a requirement that California's GHG emissions be reduced to 1990 levels by 2020. State Senate Bill (SB) 97 required the addition of GHG emissions into the CEQA Guidelines, which then resulted in an update of the Appendix G Checklist to include the above questions on GHG.

Section 15364.5 of the California Code of Regulations defines GHG to include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because the warming potential of various identified GHGs differs, GHG emissions are commonly expressed in terms of carbon dioxide equivalents (CO_2e) that account for the volume and warming potential of each GHG generated by a particular emitter. The total GHG emissions from individual sources are then generally reported in metric tons (MT) and expressed as metric tons of carbon dioxide equivalents ($MTCO_2e$). Fossil fuel use in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for half globally. Energy use associated with industrial and commercial land uses contribute approximately one quarter of global GHG emissions. Project GHG emissions estimates were derived using CalEEMod Version 2013.2.2;[14] data and results are provided in Appendix C of this IS/MND.[15]

[13] GHG statues and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07.
[14] CalEEMod was developed by the SCAQMD to provide a model that calculates both construction emissions and operational emissions from a variety of land use projects, providing estimates of the daily maximum and annual average emissions for criteria pollutants and GHG emissions.
[15] CalEEMod data reports for this project are dated 3/17/2016.

Construction Activity GHG

Construction would result in the short-term generation of GHG emissions from construction equipment, the use of various construction materials (paint, asphalt, etc.) and disposal of construction waste. Project construction-related GHG emissions were modeled using CalEEMod with the results provided in **Table VI-1, Project Construction-Related Greenhouse Gas Emissions**.

Table VI-1
Project Construction-Related Greenhouse Gas

Year	Emissions (Metric Tons CO_2e)
2016	423.7
2017	60.5
Total	**484.2**
30 Year Annual Amortized Rate	16.1
Significance Threshold [(a)]	3,000

Source: CalEEMod Version 2013.2.2, an SCAQMD model; data and results are provided in Appendix C of this IS/MND.
[(a)]On December 5, 2008, the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency of 10,000 Metric Tons (MT) CO_2 equivalent/year. In September 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released revisions that recommended a threshold of 3,000 MT CO_2e for any land use project.

As shown in Table VI-1, the total construction-related GHG emissions generated over the course of the construction period would be approximately 484.2 MT CO_2e. The SCAQMD GHG emissions analysis policy for construction activities is to amortize emissions over a 30-year lifetime. There are no locally adopted significance thresholds for GHG emissions. The SCAQMD CEQA Significance Thresholds GHG Working Group recommends a threshold of 3,000 MT CO_2e for land use projects. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of this recommended threshold are presumed to trigger a requirement for enhanced GHG reduction at the project level. The project's 30-year annual amortized GHG emission rate would be 16.1 MT CO_2e, well below the threshold of 3,000 MT. **Therefore, construction GHG emissions would be less than significant**.

Project Operational GHG Emissions

Operation of the proposed project would result in GHG emissions from mobile sources such as employee and goods transportation as well as onsite use of electricity, natural gas, water, landscaping equipment, and the generation of solid waste and wastewater. The generation of operational GHG emissions were calculated using CalEEMod as recommended by the SCAQMD. Operational GHG emissions are provided in **Table VII-2, Proposed Project Operational-Related Greenhouse Gas Emissions**.

Table VI-2
Project Operational-Related Greenhouse Gas Emissions

Consumption Source	Emissions (MT CO_2e tons/year)
Area Sources [(a)]	0.0
Energy Utilization	208.5
Mobile Source	530.2
Solid Waste Generation	29.8
Water Consumption	82.2
Annualized Construction	16.1
Total	**866.8**
Significance Threshold [(b)]	3,000

Source: CalEEMod Version 2013.2.2, an SCAQMD model; data and results are provided in Appendix C of this IS/MND.
[(a)] CO_2e emission levels from area sources (e.g., off-site electricity generation) due to the project are very small and round to zero.
[(b)] On December 5, 2008, the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency of 10,000 Metric Tons (MT) CO_2 equivalent/year. In September 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released revisions that recommended a threshold of 3,000 MT CO_2e for any land use project.

As shown in Table VI-2, at full buildout, the project would emit approximately 866.8 MT CO_2e annually.[16] There are no locally adopted significance thresholds for GHG emissions. The SCAQMD CEQA Significance Thresholds GHG Working Group recommends a threshold of 3,000 MT CO_2e for land use projects. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of this recommended threshold are presumed to trigger a requirement for enhanced GHG reduction at the project level. As shown in Table VI-2, the project's combined annual operational GHG emissions and annual amortized construction-related GHG emissions would be well below 3,000 MT CO_2e per year. **Thus, operational GHG emissions would be less than significant.**

b. Less than Significant Impact. The project may have a potentially significant impact if the project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The goal of AB 32 is to reduce Statewide GHG emissions to 1990 levels by 2020. In 2014, the California Air Resources Board (CARB) updated the Scoping Plan, which details strategies to meet that goal. Executive Order S-3-05 aims to reduce Statewide GHG emissions to 80 percent below 1990 levels by 2050.

The project would construct office and light industrial warehouse uses. New construction will be required to comply with the California Green Building Standards Code (CALGreen), California Code of Regulations, Title 24, Part 11, which will result in buildings that are more energy efficient than existing structures in the State built to previous building codes. In addition, mobile source emissions and total GHG emissions shown in Table VI-2 would be well below significance thresholds. As such, the

[16] Including construction emissions annualized over a 30-year period.

proposed project would be consistent with statewide goals and policies for energy efficiency aimed at reducing the generation of GHG emissions and would therefore avoid conflicting with GHG reduction plans or policies. **The project would not interfere with implementation of local or regional plans for achieving GHG reduction targets and impacts would be less than significant.**

Mitigation Measures

No mitigation measures are 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?	☐	☐	☒	☐
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the 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?	☐	☐	☐	☒

Impact Analysis

a. Less than Significant Impact. The project may have a potentially significant impact if the project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The project consists of the construction of light industrial buildings. Expected building operations would consist of shipping and receiving related to warehousing

and light industrial office uses. Relatively small amounts of hazardous substances, such as fossil fuels, lubricants, paints, solvents, commercial chemicals and cleaners would be used onsite during construction and operations of the project; however, these materials are required to be transported, handled, and disposed in accordance with applicable federal, state, and local regulations for their use. The proper use of these materials for their intended purpose would not pose a significant risk to the public or environment, and impacts would be less than significant. Hazardous substances used in accordance with federal, state, and local laws in construction and operation of the project would not create a significant hazard to the public or the environment. **Therefore, the project would have a less than significant impact with regard to this issue**.

b. Less than Significant Impact. The project may have a potentially significant impact if the project would 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. The project consists of the construction of light industrial buildings. As discussed above, hazardous substances used in accordance with federal, state, and local regulations in construction and operation of the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. **The project would have a less than significant impact with regard to this issue**.

c. No Impact. The project may have a potentially significant impact if the project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. There are no existing or proposed schools within one-quarter mile of the project. The closest school is Agoura High School located approximately 1 mile away. **The project would have no impact with regard to this issue.**

d. No Impact. The project may have a potentially significant impact if the project would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment. The project site is vacant, does not contain hazardous materials, has not contained hazardous materials in the past, and is not on the "list." **The project would have no impact with regard to this issue.**

e. No Impact. 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, the project may have a potentially significant impact if the project would the project result in a safety hazard for people residing or working in the project area. The project site is not located within an airport land use plan or within two miles of a public airport. The closest airport is Van Nuys Airport, located approximately 16 miles away. **Therefore, the project would have no impact with regard to this issue.**

f. No Impact. For a project within the vicinity of a private airstrip, the project may have a potentially significant impact if the project would result in a safety hazard for the people residing or working in the area. The project is not located within the vicinity of a private airstrip. **Therefore, the project would have no impact with regard to this issue.**

g. Less than Significant Impact. The project may have a potentially significant impact if the project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Los Angeles County Operational Area is divided into Disaster Management Areas and the City of Agoura Hills is located in Area "B." Disaster Management Areas contain disaster routes that are freeway, highway or arterial routes pre-identified for use during times of crisis. Disaster routes are utilized to bring in emergency personnel, equipment, and supplies to impacted

areas in order to save lives, protect property and minimize impact to the environment. During a disaster, these routes have priority for clearing, repairing and restoration over all other roads. The County of Los Angeles Department of Public Works identifies the Ventura Freeway as a Freeway Disaster Route and Kanan Road as a Disaster Route within the City of Agoura Hills.[17] The project would construct light industrial buildings on a vacant lot adjacent to the Ventura Freeway and Agoura Road. As discussed in "XV. Transportation/Circulation," the project would add 409 new daily trips on the surrounding street system, resulting in a less than significant impact. Agoura Road could provide an alternative route for disaster response or evacuation purposes. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **The project would have a less than significant impact with regard to this issue.**

h. No Impact. The project may have a potentially significant impact if the project would 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. The project would construct light industrial buildings on a vacant lot surrounded by existing development to the north, south, east, and west. The project site and surrounding area will be served by the County Fire Department and by fire hydrants (see Section XIII, Public Services). Given that the City is located in a Very High Fire Hazard Severity Zone, the project would be required to comply with applicable Building and Safety Codes and Los Angeles County Fuel Modification requirements. Through compliance with these building code requirements and the proximity of the site to nearby existing Fire Stations, the project would not expose people or structures to a significant wildland fire hazards. **The project would have no impact with regard to this issue.**

Mitigation Measures

No mitigation measures are required.

[17] County of Los Angeles Department of Public Works, "Disaster Routes By City," https://dpw.lacounty.gov/dsg/DisasterRoutes/ (accessed April 4, 2016).

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IIV.	**HYDROLOGY AND WATER QUALITY.** Would the proposal result in:				
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☒	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off site?	☐	☐	☒	☐
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f.	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g.	Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h.	Place within a 100-year flood plain structures, which would impede or redirect flood flows?	☐	☐	☒	☐
i.	Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j.	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

The analysis in this section is based upon The Preliminary Drainage and Best Management Practices Report[18] (Drainage Report) prepared by Delane Engineering and dated December 11, 2014, provided in **Appendix H**.

Impact Analysis

a. Less than Significant Impact. The project may have a potentially significant impact if the project would violate any water quality standards or waste discharge requirements. The City recently adopted a new ordinance amending portions of the Municipal Code to include Low Impact Development (LID) requirements and additional revisions pursuant to the National Pollutant Discharge Elimination System (NPDES) Permit Requirements for the Municipal Separate Storm Sewer System.[19] The Ordinance sets forth requirements for the construction and operation of certain commercial development, new development, and redevelopment and other projects which are intended to ensure compliance with the storm water mitigation measures prescribed in the current version of the Municipal NPDES Permit approved by the Regional Water Quality Control Board, Los Angeles Region. The project would be required to comply with the water quality standards and waste discharge requirements of this new ordinance, including LID practices and standards for storm water pollution mitigation through means of infiltration, evapotranspiration, biofiltration, and rainfall harvest and use.

Construction

The project consists of the construction and operation of light industrial office and warehouse buildings, landscaping and surrounding parking areas on a vacant lot. During site grading, fine-grained soils could be entrained and eroded from the site if grading activity leaves large areas of loose soil exposed during the rainy season. The removal of existing vegetation and exposure of soils during site grading increases the potential for erosion over existing conditions. The discharge of untreated runoff from the project site during storms could negatively impact the existing water quality in Lindero Canyon Creek and the storm drain system. Therefore, the project could have a potentially significant impact on surface water quality during grading and construction that may violate water quality standards.

Existing regulations of the federal Clean Water Act require a National Pollutant Discharge Elimination System (NPDES) permit for projects that would disturb more than one acre. Therefore, the applicant will need to be file a Notice of Intent with the Los Angeles Regional Water Quality Control Board (LARWQCB) and prepare a Storm Water Pollution Prevention Plan (SWPPP) that would be retained onsite and implemented prior to storm events of sufficient intensity to potentially transport sediments. **Compliance with these regulations requiring the preparation and implementation of a SWPPP would reduce construction-phase impacts to a less than significant level**.

Operations

Once the construction-phase is complete, much of the site's surface would be used for buildings and vehicle parking and circulation. These paved and built impervious surfaces would replace existing permeable vegetated areas that absorb stormwater and filter pollutants. The presence of metals distributed on streets and parking areas from the operation of automobiles and the gradual accumulation of airborne contaminants are also common pollutants in surface water due to urban runoff. During operations, these

[18] Preliminary Drainage and Best Management Practices Report for Agoura Landmark, Agoura Hills, California. Delane Engineering, December 11, 2014.

[19] City of Agoura Hills Ordinance No. 15-416.

paved surfaces may accumulate pollutants such as deposits of oils, grease, vehicle fluids, and petroleum derived hydrocarbons. Major storm events could carry pollutants from impervious surfaces into storm drains and eventually into watercourses in the regional watershed such as Lindero Canyon Creek. Therefore, once operational, urban runoff flowing on the project site may introduce pollutants into nearby watercourses, potentially violating water quality standards.

The project site is within the City and therefore covered by the Los Angeles County Municipal Storm Water NPDES Permit No. CAS004001 (NPDES Permit) issued by the RWQCB. The objective of this NPDES Permit is to protect the beneficial uses of receiving waters in Los Angeles County. Both the City and the County are listed as permittees on the NPDES Permit for the Malibu Creek Watershed that ultimately drains into Santa Monica Bay. The Permit also includes implementation of a Los Angeles Countywide Stormwater Quality Management Program (SWQMP). To protect the beneficial uses of receiving waters in Los Angeles County, this Permit requires that the SWQMP specify Best Management Practices (BMPs) that will be implemented to reduce the discharge of pollutants in storm water to the maximum extent practicable. BMPs are means methods, measures, or practices designed and selected to reduce or eliminate the discharge of pollutants to surface waters from point and nonpoint source discharges including stormwater.

As explained in the Drainage Report, the City requires all new development to be consistent with design guidelines of the City's Urban Runoff requirements and the Los Angeles County Public Works Department requirements for a Standard Urban Stormwater Mitigation Plan (SUSMP). Upon site development, these regulations require that the water quality leaving the site be treated to remove pollutants of concern to sufficiently mitigate for trash, debris, and sediment that would potentially wash off the site as runoff. As stated in the Drainage Report, the BMP devices for the proposed project have been designed per the Los Angeles County Department of Public Works 2002 SUSMP.

The Drainage Report also provides a description of those drainage and stormwater management features to be included as part of the proposed project. The overall design concept is to allow stormwater to be treated through a combination of point source and treatment train methods. The treatment train process begins with routine maintenance of the grounds. For areas draining into inlets, the project would provide filter inserts to prevent large items from entering the storm drain that would be visible and accessible for and easy removal by maintenance crews. Proposed onsite stormwater treatment features include an underground detention basin and a Continuous Deflective Separation (CDS) unit to serve the dual purpose of treating peak-level stormwater flows and as a pretreatment for the underground detention basin to extend its service life. Upon reviewing the proposed drainage control facilities, the Drainage Report concluded that drainage from the site would be controlled in a manner without conflicting with applicable State, County, or City regulations and without adversely affecting other properties or the project itself. **Therefore, through the provision of onsite BMPs, the project would not violate water quality standards or waste discharge requirements and impacts would be less than significant**.

b. Less than Significant Impact. The project may have a potentially significant impact if the project would substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted). The project consists of the construction and operation of light industrial buildings with supporting parking and circulation. The Las Virgenes Municipal Water District (Water District) would supply water to the project. The Water District does not use local groundwater for water supplies. The Water District relies upon imported water supplies from the Metropolitan Water District. Therefore, the project would not substantially deplete groundwater

supplies. Given the project would increase the amount of impermeable surface area on the site, the project may incrementally reduce groundwater recharge. However, the incremental reduction in groundwater recharge would not result in a net deficit in aquifer volume or a lowering of the local groundwater table level to a level that would not support existing or planned land uses because the Water District does not use local groundwater for water supplies. **Therefore, impacts to groundwater would be less than significant**.

c. Less than Significant Impact. The project may have a potentially significant impact if the project would 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 that would result in substantial erosion or siltation on or off site. The channelization of Lindero Canyon Creek through the project occurred prior to this proposal and is an existing condition. Development of the project will require 12,412 cubic yards of cut, 7,214 cubic yards of fill, and 5,198 cubic yards of export that would alter the existing drainage pattern of the site but not in a manner that would result in substantial erosion or siltation on- or off-site because of the implementation of a SWPPP during construction when soils are exposed and the provision of drainage control facilities and site landscaping to minimize erosion and siltation during operations. Once operational, storm water discharges to the municipal storm sewer system would be required to comply with the LID measures of City Ordinance 15-514. Project features to protect water quality would allow stormwater to be treated through a combination of point source and treatment train methods including filter inserts for storm drains, an underground detention basin, and a CDS unit to serve the dual purpose of treating peak-level stormwater flows and as a pretreatment for the underground detention basin. The project would also fill a man-made drainage along the northern portion of the project site. This existing drainage conveys runoff from the Ventura Freeway culvert located in the drainage. Although the project would modify the existing drainage pattern of the site, this modification would no result in substantial erosion or siltation on- or off-site. **Therefore, impacts would be less than significant**.

d. Less than Significant Impact. The project may have a potentially significant impact if the project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off site. The alteration of the course of Lindero Canyon Creek through the project site with a closed channel occurred prior to this proposal and is an existing condition. This existing box culvert flood control channel that traverses the project site from west to east and would be capped by the project similar to adjacent uses. The Los Angeles County Flood Control District ("Flood Control District") maintains this existing storm drain. Therefore, the applicant would be required to obtain a permit from the Flood Control District to cap the drain subject to the specifications of the Flood Control District in Guidelines for Overbuilding and Air Rights (LACFDC, 1999). The area surrounding the open portion of this channel would be used for parking and circulation only so that if storm events exceed the capacity of the storm drain, temporary overflow would be provided. Although the project would alter the existing drainage pattern of the site, the project provides onsite stormwater drainage and treatment facilities, as discussed above, that would limit the flow of runoff leaving the site such that on or offsite flooding would not result. **Therefore, impacts would be less than significant.**

e. Less than Significant Impact. The project may have a potentially significant impact if the project would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The project would increase the amount of imperious surface area on the site, thereby reducing the amount of percolation into the ground and increasing the amount of water discharged into the storm drain system.

However, the Flood Control District requires that no increase in peak flows in receiving waters should occur after development. Therefore, new development must meet or exceed pre-project levels of stormwater discharge. The proposed project would detain stormwater on the site and limit peak discharge rates with an orifice plate to 10.4 cfs (Delane Engineering, 2014). Therefore, the project would not contribute runoff water that would exceed the capacity of the existing stormwater drainage system. The project would provide stormwater drainage and treatment facilities such that the project site would not provide substantial additional sources of polluted runoff. **Therefore, stormwater runoff impacts would be less than significant.**

f. Less than Significant Impact. The project may have a potentially significant impact if the project would otherwise substantially degrade water quality. The project is subject to existing water quality regulations that require the preparation and implementation of a SWPPP during construction and BMPs during operations to protect water quality. Therefore, implementation would not substantially degrade water quality. **Impacts would be less than significant.**

g. No Impact. The project may have a potentially significant impact if the project would place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. The project would provide light industrial buildings and supporting parking, no housing is proposed. Therefore, the project would not place housing within a 100-year flood plain **and would have no impact with regard to this issue.**

h. Less than Significant Impact. The project may have a potentially significant impact if the project would place structures within a 100-year flood plain in a way that would impede or redirect flood flows. As shown in General Plan Figure S-1, Hazards, the project site is not located in a Special Flood Hazard Area. According to the Federal Emergency Management Agency Flood Insurance Rate Map, the project is located in Zone X, an area determined to be outside the 0.2% annual chance floodplain.[20] As noted in the project drainage report, as a back up to the proposed drainage infrastructure, secondary overland escape has been provided at the rear of the site that mimics existing conditions in the event that the primary drainage pathways are blocked or fail to ensure that the proposed onsite structures are protected from flooding during a 100-year storm event. Therefore, **impacts would be less than significant**.

i. Less than Significant Impact. The project may have a potentially significant impact if the project would expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam. The project geotechnical report found that flooding from dam failure is not a hazard inherent to the site. The project site is not located in a Special Flood Hazard Area as depicted in S-1, Hazards, of the City's General Plan. **Therefore, impacts would be less than significant.**

j. No Impact. The project may have a potentially significant impact if the project would expose people or structures to a significant risk of loss, inquiry or death involving inundation by seiche, tsunami, or mudflow. The Geotechnical Site Evaluation found that given the inland project location, tsunami and seiche are not hazards inherent to the site (Gorian and Associates, 2014). The General Plan EIR found potential risks associated with inundation by tsunami to be minimal due to the City's elevation and distance from the Pacific Ocean. In addition the EIR found that there are no water bodies of significance

[20] Federal Emergency Management Agency, Flood Insurance Rate Map, Los Angeles County, California, Panel 1244 of 2350. Map No. 06037C1244F, effective: September 26, 2008.

size or elevation that could cause loss due to seiche. Potential risks from mudflow, debris flow that occurs where large portions of slopes fail due to excessive water and are carried downstream, are possible, as slopes of 10 percent or more exist throughout the City. According to Figure 4.6-1, Hazards, the southernmost extent of the project site abutting Agoura Road contains slopes greater than 10 percent. Prolonged rainfall during major storm events could saturate and eventually loosen soil, resulting in slope failure. As discussed in Geology, the project site would be graded including the frontage along Agoura Road and the resulting slopes would be subject to review and approval by the City Engineer for adequate stability. **Therefore, the project would have no impact with regard to this issue.**

Mitigation Measures

No mitigation measures are 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 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, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Impact Analysis

a. No Impact. The project may have a potentially significant impact if the project would physically divide an established community. The project would provide infill development of an existing vacant site consistent with the planned land use. Therefore, the project would not physically divide an established community and **the project would have no impact**.

b. No Impact. The project may have a potentially significant impact if the project would conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. The General Plan land use designation and zoning for the site is Business Park-Manufacturing (BP-M), which allows for larger-scale businesses involved in research and development, light manufacturing, and distribution. Ancillary commercial businesses servicing employees of primary manufacturing and office uses are also accommodated, such as financial institutions, restaurants, health clubs, personal services, and business supply uses. The proposed project land uses are permitted within this general plan designation and zoning classification of the Business Park Manufacturing zone as well as the Freeway Corridor Overlay District. The project proposes the construction of six light industrial buildings arranged in four clusters totaling 69,867 square feet of office and warehouse uses. The project also complies with the 35-foot height limitations by proposing 26-foot tall buildings and with the building coverage requirements by proposing a footprint ratio of 28%, which is less than the 30% maximum allowed with the BP-M zone.

Given the land use designation and zoning of the project site, City Code requires minimum front and rear yard setbacks of double the building height. By doubling the proposed building height (including the parapet) of 26'9", the required front and rear yard setbacks would be 25 feet each for the BP-M and twice the building height for the adjacent the Freeway Corridor Overlay. The site plan includes approximately 70 foot rear yard setbacks from the Ventura Freeway and front yard setbacks from Agoura Road. The eastern property line setback of 38 feet and the western property line setback of 38 feet combined total 76 feet, exceeding the required minimum combined 70 feet. Given the proposed project would be consistent

with applicable land use plans, policies and regulations over the project site, **the project would result in no impact with regard to this issue**.

c. No Impact. The project may have a potentially significant impact if the project would conflict with any applicable habitat conservation plan or natural community conservation plan. Existing development surrounds the project site. Given that there are no adopted habitat conservation plans or natural community conservation plans covering the project site, **the project would have in no impact with regard to this issue**.

Mitigation Measures

No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES. Would the project:				
a. Would the project result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	☐	☐	☐	☒
b. Would the project 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?	☐	☐	☐	☒

Impact Analysis

a. No Impact. The project may have a potentially significant impact if the project would result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State. Chapter 4, Natural Resources, of the City's General Plan states that according to the California Division of Mines and Geology (DMG), no significant mineral deposits are known to exist within the City (City of Agoura Hills, 2010). DMG has mapped areas north of Agoura Road within the City, including the project site, as Mineral Resource Zone (MRZ) 1, indicating "Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exits for their presence."[21] Therefore, the project would not result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State and **there would be no impact**.

b. No Impact. The project may have a potentially significant impact if the project would 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. The City's General Plan and DMG mapping indicate that no significant mineral deposits are present on the project site or that little likelihood exits for their presence. Therefore, the project would not result in the loss of availability of a locally important mineral resource recovery site delineated in the local general plan, specific plan, or other land use plan and **there would be no impact**.

Mitigation Measures

No mitigation measures are required.

[21] California Department of Conservation, Division of Mines and Geology, Mineral Land Classification Map, Special Report 145, Plate 1.18. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_145/SR_145_Plate1-18.pdf (accessed February 11, 2016).

		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 in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b.	Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The analysis in this section is based on the technical data and noise impact assessment guidance documents compiled in **Appendix I**. The City's General Plan provides the following general introduction to the basic methods used in the regulation and evaluation of noise impacts:

> Sound is created when objects vibrate and produce pressure variations that move rapidly outward into the surrounding air. The main characteristics of these air pressure waves are amplitude, which we experience as a sound's "loudness," and frequency, which we experience as a sound's "pitch." The standard unit of sound amplitude is the decibel (dB), which is a measure of the physical magnitude of the pressure variations relative to the human threshold of perception. The human ear's sensitivity to sound amplitude is frequency-dependent, and thus a modification is usually made to the decibel to account for this; A-weighted decibels (dBA) incorporate human sensitivity to a sound's frequency as well as its amplitude.
>
> Noise environments and consequences of human activities are usually well represented by median noise levels during the day, during the night, or over a 24-hour period, called the Community

Noise Equivalent Level (CNEL). Environmental noise levels are generally considered low when the CNEL is below 55 dBA, moderate in the 55 to 70 dBA range, and high above 70 dBA.

The following analysis considers the impact of the existing noise environment on the project site as well as the noise impacts of the project on the surrounding land uses. The project site is adjacent to the Ventura Freeway, which the General Plan recognizes as the most significant noise source within the City due to the high volume of traffic using this roadway on a daily basis. The City's General Plan contains noise contours illustrating the noise levels associated with existing and expected future development conditions in 2035. Based on the future condition noise contour map, General Plan Figure N-1, the northern half of the project site lies within the 70 CNEL contour and the southerly half of the site lies within the 65 CNEL contour.

According to the Noise/Land Use Compatibility Matrix, provided in Table N-1 of the General Plan, industrial warehouse areas are considered "clearly compatible" (Zone A) in a noise environment up to 70 CNEL and "normally compatible (Zone B) in a noise environment up to 80 CNEL. However, the proposed project would involve office uses within the light industrial buildings, so for a conservative ("worst case") analysis, the industrial office buildings would be considered "clearly compatible" (Zone A) in a noise environment up to 65 CNEL and "normally compatible" (Zone B) in a noise environment up to 75 CNEL. The General Plan notes that in Zone B conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice to bring noise exposure to an acceptable level. Therefore, the location of the industrial and office uses of the project would be compatible with the identified existing CNELs.

Impact Analysis

a. Potentially Significant Unless Mitigation Incorporated. The project may have a potentially significant impact if the project would expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. General Plan Table N-1 indicates the proposed use is compatible with noise levels up to 70 CNEL. General Plan Table N-2, Interior and Exterior Noise Standards, provides the appropriate interior and exterior CNEL values for different land use categories. The project would involve both office and warehouse areas within the industrial buildings. The interior noise standard for the warehouse areas of proposed industrial buildings is 65 CNEL and the interior noise standard for the office areas within the industrial buildings would be 50 CNEL. Table N-2 does not specify an appropriate exterior noise standard for commercial and industrial uses. Given that the northern half of the site is within the future 70 CNEL noise contour of the Ventura Freeway, noise attenuation features would be needed to provide an acceptable interior noise environment and this impact would be considered potentially significant. Mitigation measure **NOI-1** therefore requires the installation of noise-reducing windows to ensure an acceptable interior noise environment.

Implementation of Mitigation Measure NOI-1 would provide an interior noise level reduction of at least 25 db, based upon the noise reduction level provided by the prior analysis for the Agoura Oaks Plaza. Therefore, mitigation measure NOI-1 would reduce the interior noise levels of buildings on the northern half of the project site within the 70 CNEL noise contour to at least 45 CNEL, exceeding the interior noise requirements for office buildings. The interior noise levels of buildings "A," "B," "C," and "F" are expected to be within acceptable levels because the windows of buildings "F" and "C" would not face the Ventura Freeway, buildings "A," "B," "C," and "F" would be located behind buildings "D" and "E," and these buildings would be constructed of materials and resources that conform to current building codes to provide noise attenuation. Implementation of mitigation measure NOI-1 and conformance with current building codes, would reduce noise exposure **impacts to less than significant with mitigation**.

b. Less than Significant Impact. The project may have a potentially significant impact if the project would result in exposure of people to or generation of excessive groundborne vibration or groundborne noise levels. The project consists of the construction of six light industrial buildings with associated parking and circulation features. The project is not located in an area with excessive groundborne vibration. Building operations would consist of those typical of office and warehouse uses and would not generate groundborne vibration. The use of heavy equipment during grading and construction activity can be expected to produce a minimal degree of groundborne vibration depending on the soil type and distance. Ground-borne vibration related to human annoyance is generally related to velocity levels expressed in decibel notation (VdB), the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. Table XI-1 provides the range of vibration decibels (VdB).

Table XI-1
Range of Vibration Decibels

Vibration Decibels (VdB)	Result
65	Threshold of human perception
72	Annoyance due to frequent events
80	Annoyance due to infrequent events
100	Minor cosmetic damage
Source: Federal Highway Administration, Transit Noise and Vibration Impact Assessment, May 2006, pg 7-5. Note: "Frequent events" are defined as more than 70 events per day; "infrequent events" are defined as fewer than 70 events per day.	

As shown in Table XI-1, 80 VdB result in annoyance do to infrequent events. To determine potential impacts of the project's construction activities, estimates of vibration levels induced by the construction equipment at various distances are presented in Table XI-2.

Table XI-2
Approximate Vibration Levels Induced by Construction Equipment

Equipment	Vibration Levels (VdB) 25 feet from Source
Large Bulldozer	87
Loaded Truck	86
Jackhammer	79
Small Bulldozer	58
Source: FTA Transit Noise and Vibration Assessment, Chapter 12, Construction, May 2006.	

Construction equipment that would create the `maximum potential vibration is a large bulldozer or loaded truck. As shown in Table XI-2, the stated vibration source level in the FTA Handbook for such equipment is 87 and 86 VdB at 25 feet from the source. At this distance of separation, vibration levels from heavy equipment could be above the 80 VdB annoyance threshold, but are substantially below the

100 VdB damage threshold. Ground-borne vibration attenuates quickly with distance and the vibration level falls below the 80 VdB only shortly beyond 50 feet from the heavy equipment. Vibration may be noticeable for short periods during construction, but it would be temporary, periodic, and below levels that could result in minor cosmetic damage. Vibration impacts would only occur during daylight hours when construction is permitted. Therefore, because construction activity vibration impacts would be substantially below levels that could result in minor cosmetic damage and that vibration-generating activities would only occur during permitted hours for construction activity, **vibration impacts would be less than significant**.

c. Less than Significant Impact. The project may have a potentially significant impact if the project would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. After the completion of construction, potentially substantial permanent increases in ambient noise levels would be due to traffic noise resulting from building operations. As indicated in the Traffic Impact Analysis (see Section XV, Transportation and Traffic), the proposed project would generate approximately 409 average daily trips (ADT) along Agoura Road.[22] Based on the General Plan EIR, Agoura Road, west of Kanan Road, currently carries an estimated 9,050 ADT.[23] Highway traffic noise analysis guidance from the Federal Highway Administration indicates that due to the general relationship of sound generation and propagation, the doubling of a noise source produces only a 3 dB increase in the sound pressure level, an increase barely detectable by the human ear.[24] As stated, the project would add 409 ADT to Agoura Road's current 9,050 ADT. Therefore, the project would not double the noise source to create a substantial permanent increase in the sound pressure level. Future noise increases resulting from development activity are also considered by the General Plan in the analysis of future conditions for the time period ending in 2035, the future buildout of the City based on projected traffic levels. The General Plan notes that there are limited areas of the City where noise levels are expected to increase; however increases in traffic volumes are anticipated along Agoura Road and the Ventura Freeway. According to General Plan Figure N-2, the future 65 CNEL noise contour will extend south of the project site beyond Agoura Road. Given that the project is consistent with the General Plan land use designation for business park uses and that project-generated vehicle trips would not double the existing noise source, future increases in ambient noise levels resulting from project operations would not result in a substantial permanent increase in ambient noise levels in the project vicinity. **Therefore, the impact would be less than significant**.

d. Potentially Significant Unless Mitigation Incorporated. The project may have a potentially significant impact if the project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. The grading and construction activity of the project would result in a temporary or periodic increase in ambient noise levels in the project vicinity. The typical noise generated by construction equipment is provided in **Table XI-3, Construction Equipment Noise Generation**.

[22] Kimley-Horn, Traffic Impact Analysis, January 2016, Table 5: Summary of Project Trip Generation, Pg. 17.
[23] City of Agoura Hills General Plan 2035 EIR, February 2010, Table 4.13-3, Existing Peak Hour & Daily Levels of Service, pg. 4.13-17.
[24] U.S. Department of Transportation, Federal Highway Administration, "Highway Traffic Noise Analysis and Abatement Policy and Guidance," www.fhwa.dot.gov/environment/noise/regulations_and_guidance/polguide/polguide02.cfm (accessed April 6, 2016).

Table XI-3
Construction Equipment Noise Generation

Equipment	Noise Level (dBA) 50 ft from Source	Equipment	Noise Levels (dBA) 50 ft from Source
Air Compressor	81	Pile Driver (Impact)	101
Backhoe	80	Pile Driver (Sonic)	96
Ballast Equalizer	82	Pneumatic Tool	85
Ballast Tamper	83	Pump	76
Compactor	82	Rail Saw	90
Concrete Mixer	85	Rock Drill	98
Concrete Pump	82	Roller	74
Concrete Vibrator	76	Saw	76
Crane Derrick	88	Scarifier	83
Crane Mobile	83	Scraper	89
Dozer	85	Shovel	82
Generator	81	Spike Driver	77
Grader	85	Tie Cutter	84
Impact Wrench	85	Tie Handler	80
Jack Hammer	88	Tie Inserter	85
Loader	85	Truck	88
Paver	89		
Source: Federal Transit Administration Construction Equipment Noise Emission Levels, Transit Noise and Vibration Impact Assessment Handbook, May 2006.			

As shown in Table XI-3, the typical noise level at 50 feet from the source varies by the type of equipment used and can range from 74 to 101 dBA. The City's General Plan indentifies sensitive receptors as noise sensitive uses including residential areas and other uses including schools, libraries, hospitals and other similar medical facilities. Existing uses surrounding the project site consist of the Ventura Freeway to the north, an office building to the west, the Los Angeles County Department of Animal Care and Control Animal Care Center to the east, and Gateway Church across Agoura Road to the south. Animals at the Care Center live in kennels with access to the outdoors that may expose them to stationary and mobile sources of noise generated by construction equipment. While not commonly considered a noise-sensitive use, this noise impact analysis considers the project impact of construction noise on the Animal Care Center. Although the proximity of the Animal Care Center to the Ventura freeway subjects animals to an existing high-noise environment, construction noise might intermittently exceed background average noise levels. Therefore, NOI-2 provides measures to reduce the construction noise exposure for animals at the Care Center and minimize potential for adverse construction phase noise impacts. The potential of temporary construction noise to disturb activities at the church is reduced because construction activity would be limited to weekdays during daytime hours in compliance with City code requirements. Section 4100 of the Agoura Hills Municipal Code limits construction noise to set hours, prohibiting the use of construction equipment that makes loud noises to the disturbance of persons on any Sunday or holiday and between the hours of 7:00 p.m. and 7:00 a.m. Compliance with of the Agoura Hills Municipal Code limiting the use of the specified construction equipment to the times defined therein and implementation of NOI-2 would reduce **the impact of the temporary increase in ambient noise levels to less than significant**.

e. No Impact. 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, the project may have a potentially significant impact if the project would expose people residing or working in the project area to excessive noise levels. The closest airport is Van Nuys Airport, located approximately 16 miles away. The project site is not located within an airport land use plan or within two miles of a public airport; **the project would have no impact** with regard to this issue.

f. No Impact. For a project within the vicinity of a private airstrip, the project may have a potentially significant impact if the project would expose people residing or working in the project area to excessive noise levels. The project site is not located within the vicinity of a private airstrip; **the project would have no impact with regard to this issue**.

Mitigation Measures

Implementation of the following mitigation measures would reduce impacts to a less than significant level.

NOI-1 To reduce the noise from the Ventura Freeway and provide acceptable interior noise levels, the applicant shall install windows on with a minimum Standard Transmission Class of (STC) of 33 buildings within noise contour 70 CNEL with windows that face the Ventura (U.S. 101) Freeway. These windows shall properly installed, weather stripped, and insulated conforming to Title 24 requirements. Exterior wall facing material should be designed for a minimum STC of 35. The Applicant shall show these noise attenuating features on the plans submitted to the Department of Building and Safety prior to issuance of a Building Permit. All offices in Buildings "D" and "E" shall be equipped with and fresh air supply systems or air conditioning to allow for acceptable noise levels as well as air circulation with the windows closed.

NOI-2 Animal Care Center Construction Noise

The following noise mitigation shall be incorporated to reduce the potential for noise impacts upon the adjacent Animal Care Center.

1. Prior to issuance of a grading permit, the applicant shall erect a temporary sound barrier along the common property line between the project site and the adjacent Animal Care Center to the satisfaction of the Planning Director.
2. During construction, the applicant shall locate all stationary noise sources as far from the Animal Care Center property as practically possible for each construction activity.
3. During construction, the applicant shall maintain all equipment, especially engine exhaust mufflers, in like-new condition for the duration of the construction phase.
4. The applicant shall prohibit the use of radios or other music reproduction devices within 50 feet of the eastern common property line.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII.	**POPULATION AND HOUSING**. Would the project:				
a.	Would the project 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.	Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c.	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact Analysis

a. Less than Significant Impact. The project may have a potentially significant impact if the project would 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). In terms of inducing population growth indirectly, such as through the extension of roads or other infrastructure, the project would be served by existing roads and utility infrastructure. The project would not induce indirect population growth through the extension of roads or other infrastructure.

In terms of directly inducing population growth, the project would not include a residential component. Therefore, the project would not induce population growth by proposing new homes. However, the project would provide new office and warehouse buildings for the use of businesses that may induce employment growth in the area. Of the 69,867 gross square feet of building area to be provided, approximately 48,532 would be warehouse area and 21,320 would be office area. Although the exact number of new jobs is not known and would vary depending on future tenants, assuming one employee for every 500 square feet of building area, the 69,867 gross square feet of building area could generate approximately 138 jobs. However, this tentative calculation for planning purposes may be more or less once the project becomes operational. The Southern California Association of Governments (SCAG) makes population, households, and employment forecasts for cities and transportation analysis zones in the SCAG region through enhanced forecasting methods and interactive public outreach. These estimates and growth projections inform the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In the *Draft 2016 RTP/SCS Growth Forecast by Jurisdiction*, SCAG projections suggest, on the basis of the 2012 employment level of 12,453, 1,386 jobs would be added to the City by 2020 and 2,290 jobs would be added to the City by 2035.[25] Therefore, new employment resulting from the project

[25] Southern California Association of Governments, Modeling & Forecasting, Draft 2016 RTP/SCS Growth Forecast by Jurisdiction, http://www.scag.ca.gov/DataAndTools/Pages/GrowthForecasting.aspx (accessed February 12, 2016).

would be within the SCAG projections for the jurisdiction used to inform regional planning. Chapter 2, Community Conservation and Development, of the City's General Plan contains policy ED-1.2. The purpose of this policy is to "Promote the retention of existing and attraction of new commercial, office, research and development, and light industrial businesses and afford opportunities for their growth and expansion through the designation of sufficient land use capacity and economic development incentives" (City of Agoura Hills, 2010). The project would also be consistent with this economic development policy by attracting new light industrial businesses into an area designated for business park development. Given that the employment induced directly by the project would be within SCAG projections, this growth would not be considered substantial and **impacts would be less than significant**.

b. No Impact. The project may have a potentially significant impact if the project would displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. The project site is vacant and would therefore not displace substantial numbers of existing housing that would necessitate the construction of replacement housing elsewhere. **The project would have no impact**.

c. No Impact. The project may have a potentially significant impact if the project would displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. The project site is vacant and would therefore not displace substantial numbers of people that would necessitate the construction of replacement housing elsewhere. **The project would have no impact**.

Mitigation Measures

No mitigation measures are required.

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

Impact Analysis

a. Less than Significant Impact. The project may have a potentially significant impact if the project would result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. The Los Angeles County Fire Department ("Fire Department") serves the City with fire protection and prevention services. The project would be required to comply with the Fire Code and Fire Department standards in effect at the time of project development, including building specifications, access design, the location and spacing of fire hydrants, and other plan check and design review requirements. The existing Fire Station nearest the project site is Los Angeles County Station #89 located at 29575 Canwood Street, a driving distance of 1.2 miles from the project site. However, given that the site is located east of Ladyface Circle, the project is located in the response area of Los Angeles County Fire Station #65 located at 4206 Cornell Rd, a driving distance of 1.4 miles southeast of the project site. The Fire Department has indicated that these existing fire stations are adequate to serve the proposed development.[26] **Therefore, new or physically altered fire protection facilities would not be needed and the project impact on fire protection facilities would be less than significant.**

b. Less than Significant Impact. The project may have a potentially significant impact if the project would result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered police protection

[26] Los Angeles County Fire Department, Captain Doug Lipp, Station #89, and Captain Derek Bart, Station #65, telephone communication with Envicom Corporation, February 25 and 29, 2016.

facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. The Los Angeles County Sheriff Department (Sheriff Department) serves the City with police protection services. The Sheriff Station nearest the project site is the Malibu/Lost Hills Sheriff Station located at 27050 Agoura Road, a driving distance of 3.6 miles east of the project site. The Sheriff Department has indicated that this existing station would be adequate to serve the proposed development.[27] **Therefore, the project impact on police protection facilities would be less than significant.**

c. Less than Significant Impact. The project may have a potentially significant impact if the project would result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools. The payment of development impact fees required by the California Government Code (Sections 65995 through 65998) provides revenue for school districts to make capital improvements as projects develop within their service boundaries. The project is located within the existing service area of the Las Virgenes Unified School District where the current commercial/industrial fee is $0.56 per square foot of development.[28] Pursuant to California Government Code, the payment or satisfaction of development impact fees provides "full and complete mitigation" for the impact of the project on public schools. With payment of the current development impact fee in effect at the time of development that may differ from the fee provided herein, **project impacts would be reduced to less than significant.**

d. No Impact. The project may have a potentially significant impact if the project would result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks. The existing baseball facilities on the southwest portion of the site are dilapidated, unused, and privately owned. The proposed new light industrial buildings would neither provide of new or physically altered park facilities nor introduce residential uses that would increase population. Therefore, the project would not increase demand for parks or decrease existing parkland to population ratios. **The project would have no impact with regard to this issue**.

e. No Impact. The project may have a potentially significant impact if the project would result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for public services. The project would not generate significant impacts with regard to other public services and would not provide new or physically altered public facilities. **Therefore, the project would have no impact with regard to this issue.**

Mitigation Measures

No mitigation measures are required.

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[27] Los Angeles County Sheriff Department, Deputy Mike Woodard, Malibu/Lost Hills Sherriff Station, email communication with Envicom Corporation, March 9, 2016.

[28] Ms. Kelly Beder, Business Services, LVMSD, telephone communication with Envicom Corporation, February 23, 2016.

	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?	☐	☐	☐	☒

Impact Analysis

a. Less than Significant Impact. The project may have a potentially significant impact if the project would 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. The existing baseball facilities on the southwestern portion of the site are dilapidated, unused, and privately owned. These inactive facilities are not existing neighborhood and regional parks. As a light industrial development with no residential component, the project would not increase the use of existing neighborhood and regional parks such that substantial physical deterioration of the facility would occur or be accelerated. **Therefore, the project would have a less than significant impact.**

b. No Impact. The project may have a potentially significant impact if the project would include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. The proposed light industrial development would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. **Therefore, the project would have no impact with regard to this issue.**

Mitigation Measures

No mitigation measures are required.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV.	**TRANSPORTATION/CIRCULATION**. Would the project:				
a.	Conflict with an applicable plan, ordinance or policy establishing measures 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 to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e.	Result in inadequate emergency access?	☐	☐	☒	☐
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Impact Analysis

The following section incorporates information provided in the Agoura Landmark Development Traffic Impact Analysis (Traffic Study) for the Agoura Landmark Light Industrial Project prepared by Kimley-Horn and Associates, Inc., dated January 2016. The Traffic Study is provided as **Appendix J**.

a. Potentially Significant Unless Mitigation Incorporated. The project may have a potentially significant impact if the project would conflict with an applicable plan, ordinance or policy establishing measures 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. Based on the City of Agoura Hills Traffic Impact Analysis

Guidelines, a proposed project would be considered to result in a significant impact if the proposed project would:

- Degrade the Level of Service (LOS) at an unsignalized intersection to an unacceptable level of LOS D or worse; or
- Increase the delay at an unsignalized intersection operating at an unacceptable level by five or more seconds; or
- Satisfy the most recent California Manual on Uniform Traffic Control Devices (CA MUTCD) peak-hour volume warrant or other warrants for traffic signal installation at the intersection; or
- Increase the V/C ratio on a roadway segment operating at an unacceptable level (LOS, D, E, or F) by 0.05 or more; or
- Degrade operations at a signalized intersection as shown in **Table XVI-1**, **Intersection Significant Impact Criteria**.

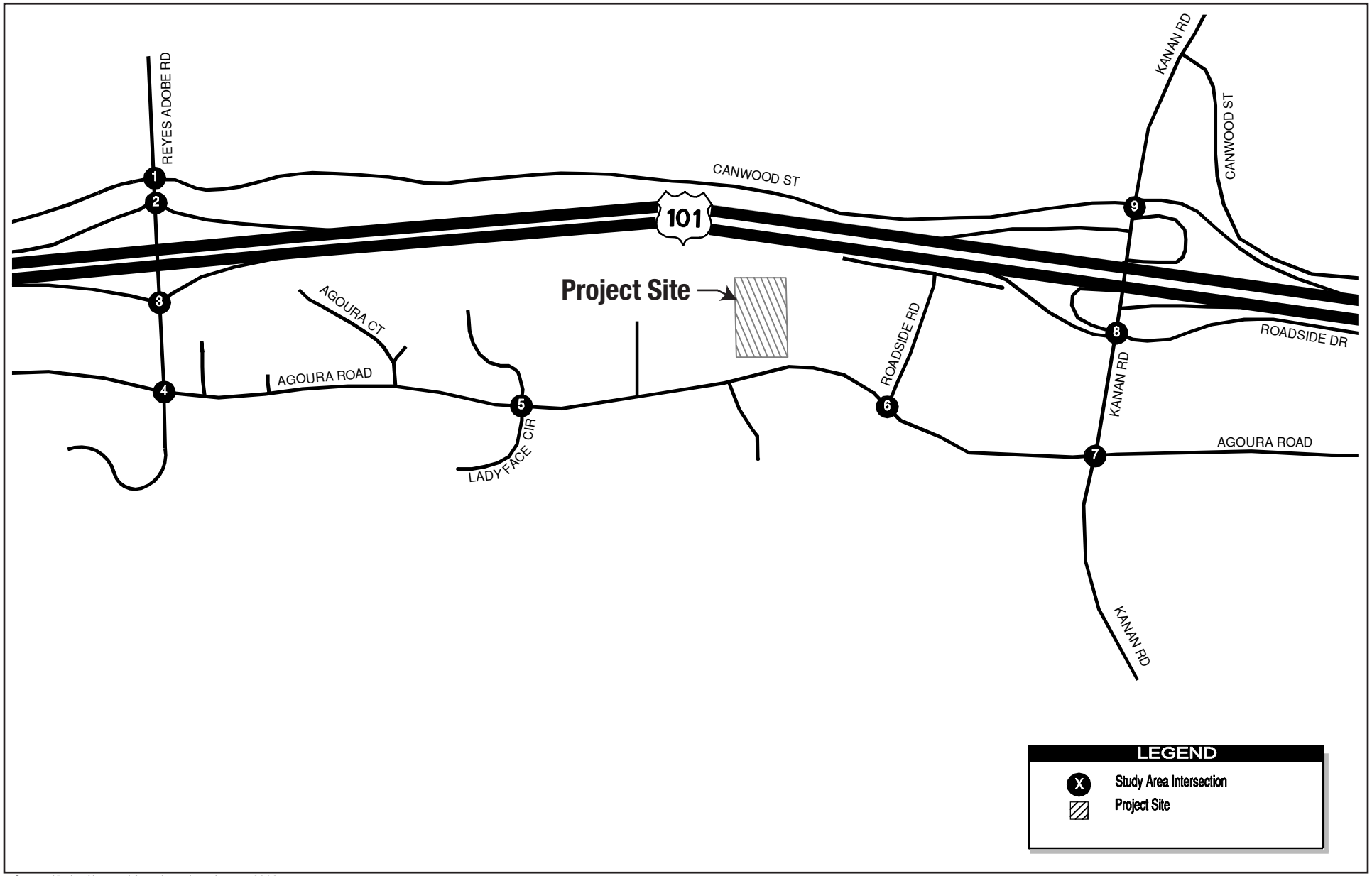
The City's Traffic Impact Analysis Guidelines state that mitigation measures are required in all cases where the results of the Traffic Impact Analysis indicate that the proposed project would either create a significant impact by itself, or would contribute to a significant impact under the various scenarios analyzed. **Table XVI-1** provides the criteria for assessing the significance of intersection impacts based on volume to capacity (V/C) ratio. The V/C ratio compares roadway demand (vehicle volumes) with roadway supply (carrying capacity). A V/C of 1.00 indicates the roadway facility is operating at capacity.

Table XVI-1
Intersection Significant Impact Criteria

LOS	V/C Ratio	Project Related Increase in V/C Ratio
C	0.71 – 0.80	0.04 or more
D	0.81 – 0.90	0.02 or more
E, F	Greater than 0.91	0.01 or more
Source: City of Agoura Hills Traffic Impact Analysis Guidelines, July 2011, p. 5.		

Existing highways, arterials, and collector roadways would serve the project site. Based on these thresholds, the Traffic Study analysis assessed intersections that have the greatest potential for significant traffic impacts, evaluating peak hour project trip generation, distribution and assignment, and existing intersections/corridor operations. The City's Traffic Study Criteria require the use of Intersection Capacity Utilization (ICU) methodology to analyze operating conditions at signalized intersections and the 2010 Highway Capacity Manual (HCM) methodology for stop sign-controlled intersections.

A total of nine intersections were evaluated under existing conditions (2015), near term conditions (2018) and long-term conditions (2035) at the project site, as shown in **Table XVI-2, Study Area Intersections**. A map providing the spatial location of these intersections is provided in **Figure 11, Study Area Intersections**. These intersections were each assessed with and without proposed project conditions. Weekday traffic counts were conducted during the morning peak hours (7:00 AM to 9:00 AM) and evening peak hours (4:00 PM to 6:00 PM) on February 4 and August 27, 2015.



Source: Kimley-Horn and Associates, Inc., January 2016

Study Area Intersections

FIGURE 11

Table XVI-2
Study Area Intersections

Intersection #	Northbound/Southbound	Eastbound/Westbound	Signalized?
1	Reyes Adobe Road	Canwood Street	Yes
2	Reyes Adobe Road	Northbound US 101	Yes
3	Reyes Adobe Road	Southbound US 101	Yes
4	Reyes Adobe Road	Agoura Road	Yes
5	Ladyface Circle	Agoura Road	Yes
6	Roadside Road	Agoura Road	No
7	Kanan Road	Agoura Road	Yes
8	Kanan Road	Roadside Drive/Southbound US 101	Yes
9	Kanan Road	Canwood Street/Northbound US 101	Yes

Source: Kimley-Horn, Agoura Landmark Development, Final Report, Traffic Impact Analysis, January 2016, p. 10.

Existing (2015) Without Project Scenario

An LOS analysis for study intersections was conducted for existing traffic conditions using peak hour turning movement count data collected in 2015. Given the Agoura Road Widening Project is currently underway, this analysis was completed assuming a 4-lane section on Agoura Road. This analysis found that the intersection of Roadside Drive and Kanan Road /SB US 101 currently operates at LOS E during the AM and PM peak periods; all other study intersections operate at an acceptable LOS C or better.

Existing (2015) With Project Scenario

Weekday daily morning and evening peak hour trips were estimated for the project using trip generation rates from the *Trip Generation Manual.*[29] Trip generation rates and the resulting trips generated by the proposed project for this scenario are shown in **Table XVI-3, Existing (2015) Scenarios**. The project is estimated to generate approximately 409 new average daily trips, including 48 trips during the morning peak hour and 48 trips during the evening peak hour (i.e. the sum of existing traffic volumes plus project trips).

The intersection of Roadside Drive and Kanan Road/SB U.S. 101 is projected to operate at LOS E during AM and PM peak periods while all other study intersections would operate at an acceptable LOS C or better. When compared to the "Existing Without Project" scenario, all study intersections are projected to operate at the same LOS, meaning that the proposed project would not cause a change in LOS at any intersection, and therefore would not result in significant traffic impacts in the existing conditions plus project scenario. Further, the change in V/C ratios due the addition of project traffic would also be below the significance thresholds.

[29] Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition, 2012.

Table XVI-3
Existing (2015) Scenarios

Signalized Intersection	Existing (2015) Without Project LOS Analysis Results				Existing (2015) With Project LOS Analysis Results				Change	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	AM	PM
1. Canwood St. & Reyes Adobe Rd.	0.451	A	0.348	A	0.451	A	0.348	A	0	0
2. NB US 101 & Reyes Adobe Rd.	0.621	B	0.52	A	0.623	B	0.524	A	0.002	0.004
3. SB US 101 & Reyes Adobe Rd.	0.509	A	0.487	A	0.517	A	0.492	A	0.008	0.005
4. Agoura Rd. & Reyes Adobe Rd.	0.436	A	0.629	B	0.439	A	0.641	B	0.003	0.012
5. Agoura Rd. & Ladyface Cir.	0.12	A	0.26	A	0.127	A	0.266	A	0.007	0.006
7. Agoura Rd. & Kanan Rd.	0.492	A	0.756	C	0.494	A	0.758	C	0.002	0.002
8. Roadside Dr. & Kanan Rd/SB US 101	0.975	E	0.939	E	0.975	E	0.944	E	0	0.005
9. Canwood St. & Kanan Rd. NB US 101	0.611	B	0.609	B	0.618	B	0.609	B	0.007	0
Stop-Controlled Intersection	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**AM**	**PM**
6. Agoura Rd. & Roadside Rd.	0.173	A	0.196	A	0.173	A	0.206	A	0.01	0.01
Source: Kimley-Horn, Agoura Landmark Development, Final Report, Traffic Impact Analysis, January 2016, p. 20										

As shown in Table XVI-3, implementation of the project would not downgrade the existing LOS at the intersections studied in the analysis for the existing (2015) scenarios.

Ambient Growth Rate and Related Project Trip Generation

Future traffic scenarios reflect existing traffic volumes with an ambient growth rate of 0.75% plus anticipated traffic volumes from approved and pending developments (cumulative projects) in the area. This growth rate was derived from growth rate factors published in the Los Angeles County Congestion Management Program.[30] Project traffic was added to these volumes to evaluate proposed project impacts in the "Near Term (2018)" and "Long Term (2035)" scenarios. In coordination with the City, the Traffic Study indentified a total of 19 related projects that could affect traffic in the vicinity of the project. Related projects are those that could affect traffic in the proposed project vicinity and are either pending, approved but are not yet constructed, or constructed but not yet occupied.

Because some of the traffic studies for related projects have already been approved by the City, they were used to distribute and allocate trips toward specific turning movements. This analysis is based on a conservative assumption that all related projects would be constructed by 2018.

[30] Los Angeles County Metropolitan Transportation Authority, Los Angeles County Congestion Management Program, 2010, http://media.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf (accessed February 19, 2016).

Near Term (2018) Without Project Scenario

The ambient annual traffic growth rate was applied to the existing traffic volumes at each of the study area intersections. Therefore, the "Near Term (2018) Without Project" scenario comprises the sum of existing volumes, ambient growth, plus the traffic estimated from related projects.

The intersection of Roadside Drive at Kanan Road/SB US 101 is projected to operate at LOS F during the AM and PM peak periods in the "Near Term (2018) Without Project" scenario, and the intersection of Agoura Road at Kanan Road is expected to operate at LOS E during the PM peak period. All the remaining study intersections operate at LOS C or better during both peak periods.

Near Term (2018) With Project Scenario

The 'Near Term (2018) With Project' scenario adds estimated project traffic to the Near Term Base Conditions in order to evaluate the net change in the traffic conditions and identify potential traffic impacts incurred by the proposed project. The 'Near Term With Project' scenario therefore represents the sum of existing traffic volumes increased by ambient growth factor, plus traffic estimated from related projects and the project trips. Trip generation rates and the resulting trips generated by the proposed project for this scenario are shown in **Table XVI-4, Near Term (2018) Scenarios**.

The intersection of Roadside Drive at Kanan Road/SB US 101 is projected to operate at LOS F during AM and PM peak periods in the "Near Term (2018) With Project" scenario, and the intersection of Agoura Road at Kanan Road is expected to operate at LOS E or better during both peak periods. There is no change in LOS at any of the study intersections for the 'Near Term (2018) Without Project' and the Near Term (2018) With Project scenarios. Therefore, the proposed project will not cause a change in LOS at any of the study intersections. Further, the change in V/C ratios due to project traffic would also be below the significance thresholds.

Table XVI-4
Near Term (2018) Scenarios

Signalized Intersection	Near Term (2018) Without Project LOS Analysis Results				Near Term (2018) With Project LOS Analysis Results				Change	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	AM	PM
1. Canwood St. & Reyes Adobe Rd.	0.496	A	0.392	A	0.497	A	0.392	A	0.001	0
2. NB US 101 & Reyes Adobe Rd.	0.673	B	0.551	A	0.675	B	0.555	A	0.002	0.004
3. SB US 101 & Reyes Adobe Rd.	0.542	A	0.53	A	0.551	A	0.535	A	0.009	0.005
4. Agoura Rd. & Reyes Adobe Rd.	0.499	A	0.762	C	0.504	A	0.773	C	0.005	0.011
5. Agoura Rd. & Ladyface Cir.	0.211	A	0.378	A	0.217	A	0.385	A	0.006	0.007
7. Agoura Rd. & Kanan Rd.	0.605	B	0.952	E	0.607	B	0.954	E	0.002	0.002

Signalized Intersection	Near Term (2018) Without Project LOS Analysis Results				Near Term (2018) With Project LOS Analysis Results				Change	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	AM	PM
8. Roadside Dr. & Kanan Rd/SB US 101	1.106	F	1.114	F	1.106	F	1.119	F	0	0.005
9. Canwood St. & Kanan Rd. NB US 101	0.679	B	0.66	B	0.686	B	0.66	B	0.007	0
Stop-Controlled Intersection	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**AM**	**PM**
6. Agoura Rd. & Roadside Rd.	0.48	A	0.549	A	0.49	A	0.551	A	0.01	0.002
Source: Kimley-Horn, Agoura Landmark Development, Final Report, Traffic Impact Analysis, January 2016, p. 28										

As shown in Table XVI-4, implementation of the project would not downgrade the existing LOS at the intersections studied in the analysis for the Near Term (2018) Scenarios.

Long Term (2035) Without Project Scenario

The Long Term (2035) Without Project scenario assumes the buildout of the entire City in accordance with the General Plan, and represents overall growth in Agoura Hills. This scenario assumes ambient traffic growth and other cumulative projects that are planned to occur by this General Plan buildout date.

The intersection of Roadside Drive at Kanan Road/SB US 101 is projected to operate at LOS F during the AM and PM peak periods. During the PM peak period, the intersection of Agoura Road at Kanan Road is projected to operate at LOS F and the intersection of Agoura Road at Reyes Adobe Road would operate at LOS D. All the remaining study intersections would operate at LOS C or better during both peak periods.

Long Term (2035) With Project Scenario

The Long Term (2035) With Project scenario added estimated project traffic to the Long Term (2035) base conditions to evaluate the net change in traffic conditions and to identify potential impacts that the proposed project may incur. The traffic volumes for this scenario include the sum of existing traffic volumes, the estimated traffic from related projects, and the project trips all raised by the ambient growth factor. Trip generation rates and the resulting trips generated by the proposed project for this scenario are shown in **Table XVI-5, Long Term (2035) Scenarios**.

The intersection of Roadside Drive at Kanan Road/SB US 101 is projected to operate at LOS F during the AM and PM peak periods. During the PM peak period, the intersection of Agoura Road at Kanan Road is projected to operate at LOS F and the intersection of Agoura Road at Reyes Adobe Road would operate at LOS D. All remaining study intersections would operate at LOS C or better during both peak periods. Therefore, the proposed project will not cause a change in LOS at any of the study intersections. Further, the change in V/C ratio due to project traffic would also be below the significance thresholds.

Table XVI-5

Long Term (2035) Scenarios

Signalized Intersection	Long Term (2035) Without Project LOS Analysis Results				Long Term (2035) With Project LOS Analysis Results				Change	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	AM	PM
1. Canwood St. & Reyes Adobe Rd.	0.568	A	0.449	A	0.569	A	0.45	A	0.001	0.001
2. NB US 101 & Reyes Adobe Rd.	0.769	C	0.63	B	0.771	C	0.635	B	0.002	0.005
3. SB US 101 & Reyes Adobe Rd.	0.621	B	0.608	B	0.629	B	0.612	B	0.008	0.004
4. Agoura Rd. & Reyes Adobe Rd.	0.57	A	0.859	D	0.573	A	0.87	D	0.003	0.011
5. Agoura Rd. & Ladyface Cir.	0.237	A	0.424	A	0.244	A	0.431	A	0.007	0.007
7. Agoura Rd. & Kanan Rd.	0.683	B	1.065	F	0.685	B	1.067	F	0.002	0.002
8. Roadside Dr. & Kanan Rd/SB US 101	1.25	F	1.254	F	1.25	F	1.259	F	0	0.005
9. Canwood St. & Kanan Rd. NB US 101	0.774	C	0.754	C	0.781	C	0.754	C	0.007	0
Stop-Controlled Intersection	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**AM**	**PM**
6. Agoura Rd. & Roadside Rd.	0.504	A	0.573	A	0.514	A	0.575	A	0.01	0.002
Source: Kimley-Horn, Agoura Landmark Development, Final Report, Traffic Impact Analysis, January 2016, p. 32										

As shown in Table XVI-5, implementation of the project would not downgrade the existing LOS at the intersections studied in the analysis for the Long Term (2035) Scenarios. Further, the change in V/C ratio due to project traffic would also be below the significance thresholds.

Signal Warrant Analysis

The Traffic Report conducted a Signal Warrant Analysis for the intersection of Agoura Road at Roadside Road. The intersection has 3-legs and is stop controlled on Roadside Road. Agoura Road is a primary arterial and has a posted speed limit of 45 mph at the intersection. The Traffic Report collected 24-hour count data in August 2015 for each leg of the intersection, finding that in the Existing (2015) and in the Existing (2015) "with project" conditions, all three signal warrants were not met at the intersection. However, in the Near Term (2018) Without Project and in the Near Term (2018) With Project conditions, all three warrants were met. As noted in the Traffic Report, the Project is expected to account for 2% of the traffic at this intersection.

The City's Traffic Impact Analysis Guidelines indicate that a proposed project is considered to result in a significant impact if, prior to mitigation, the proposed project results in satisfying the most recent California Manual on Uniform Traffic Control Devices peak-hour volume warrant or other warrants for traffic signal installation at the intersection. As the warrants have been met, the project is considered to

have a significant impact on traffic, and therefore requires mitigation in the form of a contribution of a fair-share cost toward construction of a signal at the intersection of Agoura Road and Roadside Road. Mitigation Measure **TRA-1** requires the applicant to pay a fair share contribution for a traffic signal at this instruction in the future as determined by the City. **Implementation of TRA-1 would reduce this impact to less than significant**.

b. Less than Significant Impact. The project may have a potentially significant impact if the project would 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. The Los Angeles County Congestion Management Program (CMP) describes the County's CMP Highway System, requiring that level of Service E or better be maintained on this network. The nearest CMP facility in the study area would be the U.S. 101 Freeway. Analysis of a project's impact on a freeway segment would be required of any project that would add 150 or more trips in either direction during the AM or PM hours, and analysis of a project's impact on CMP monitored non-freeway intersections is required if a project contributes 50 or more peak hour trips to the intersections. The proposed project would not exceed either threshold, meaning that further evaluation for CMP purposes is not necessary. Given that the proposed project would incur no qualifying impacts on freeway segments or CMP monitored intersections, **a less than significant impact would occur.**

c. No Impact. The project may have a potentially significant impact if the project would 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. This would only apply to projects that involve an aviation-related use or would influence changes to existing flight paths. Neither applies to the proposed project, **therefore no impact would occur.**

d. Less than Significant Impact. The project may have a potentially significant impact if the project would substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). A significant impact may occur as the result of proposed driveway configuration or placement in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. According to the site plan, three driveways are proposed for providing access to the project site, including two driveways along Agoura Road and one driveway at the southwest corner of the site. The driveways serving Agoura Road will provide right-in right-out access to/from the site and the driveway at the southwest corner of the site will allow full access to the site from the adjacent property. The driveways along Agoura Road are greater than 1,000 feet from the Roadside Drive intersection to the east, and greater than 1,300 feet from Ladyface Court intersection to the west.[31] Given that Agoura Road is a Type II Bike Road, the level of visibility and distance from intersections is important so as not to generate hazardous conditions for cyclists. The project design provides two driveways onto Agoura Road; the proposed driveway configurations provide ample distance and adequate visibility from the project site to the two closest intersections in either direction. **The driveway configuration would therefore incur no obvious impacts and would be less than significant.**

e. Less than Significant Impact. The project may have a potentially significant impact if the project would result in inadequate emergency access. A determination of the significance is based on the degree to which the project may require a new, or interfere with an existing emergency response or

[31] As measured on Google Earth, February 19, 2016.

evacuation plan, and the severity of the consequences. As indicated in the City of Agoura Hills Disaster Route Map (Disaster Management Area B),[32] the routes designated for emergency use would be the U.S. 101 Freeway and Kanan Road (N9). The Traffic Impact Analysis has evaluated these routes in terms of the proposed project and found the potential impacts to these thoroughfares to be less than significant. **Therefore, the project impacts to Agoura Hills' Disaster Routes would be less than significant.**

f. Less than Significant Impact. The project may have a potentially significant impact if the project would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. According to the City's Traffic Impact Analysis Guidelines, a significant impact may occur if the proposed project would substantially change the off-site transportation system or connections to it.[33] Given the size of the proposed project and the number of trips it would generate, the project would not substantially change the surrounding transportation system. Only one bus transit route runs along the stretch of Agoura Road pertaining to the proposed project; Metro Line 149. Two other bus routes run through Agoura Hills, but do not use roadways in the project vicinity. Agoura Road is currently undergoing widening to account for future growth of all transit types. The proposed project is consistent with the City's General Plan land use designation and zoning for the site and would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The City has accounted for the growth on the main arterial road serving the project. **Therefore, the project impact would be less than significant.**

Mitigation Measures

The following mitigation measure would reduce impacts to a less than significant level.

TRA-1 Fair Share Cost for Signal Warrant

The applicant shall pay a fair share of the cost of a signal at the intersection of Agoura Road and Roadside Road to be constructed at a future date to be determined by the City Public Works Department. This project accounts for 18.4% of the cumulative project trips at this intersection. Assuming that the future signal will cost $350,000, the fair share fee allocated to this project is $64,254 (18.4% of $350,000). The fair share fee shall be reviewed and approved by the Public Works Director/City Engineer and paid to the City of Agoura Hills prior to issuance of a Building permit.

[32] Los Angeles Department of Public Works, Disaster Route Maps, Disaster Management Area B, City of Agoura Hills. http://dpw.lacounty.gov/dsg/disasterRoutes/map/Agoura%20Hills.pdf (accessed 2/18/2016).
[33] City of Agoura Hills, Traffic Impact Analysis Guidelines, July 2011, pg.1.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.	**UTILITIES AND SERVICE SYSTEMS.**				
a.	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b.	Would the project 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.	Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d.	Would the project have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☐	☐	☒	☐
e.	Would the project 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.	Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs	☐	☐	☒	☐
g.	Would the project comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Impact Analysis

a-b. Less than Significant Impact. The project may have a potentially significant impact if the project would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. Wastewater generated within the City flows to the Tapia Water Reclamation Facility for treatment. The Las Virgenes Municipal Water District (LVMWD) and Triunfo Sanitation District operate the Tapia Water Reclamation Facility under a Joint Powers Authority. The Tapia Water Reclamation Facility operates according to existing Regional Water Quality Control Board ("Regional Board") wastewater treatment requirements (NPDES General Permit No. CAG 994004). These requirements would not be exceeded with the addition of project-generated wastewater, given the treatment capacity of

this facility and ongoing compliance efforts by the LVMWD. Therefore, the project impact would be less than significant.

The project may have a potentially significant impact if the project would 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. Wastewater generated by the project would flow to the Tapia Water Reclamation Facility for treatment. The LVMWD-operated Tapia Water Reclamation Facility uses state-of-the-art technology to turn wastewater into high-quality recycled water used to irrigate public and commercial landscaping such as golf courses, school grounds, highway medians and parks. The Tapia Water Reclamation Facility has an existing intake capacity of up to 16 million gallons of wastewater per day (MGD) and currently averages about 9.5 MGD.[34]

The project proposes six light industrial buildings totaling 69,867 gross square feet on a 5.17-acre site. Based on a wastewater generation rate of 90% of estimated water demand, the project would generate an estimated 1,918 gallons of wastewater per day. This constitutes less than 1% of the remaining treatment capacity of 6.5 MGD at the Tapia Water Reclamation Facility. Given the estimated project wastewater generation relative to the available capacity of the Tapia Water Reclamation Facility, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. **Therefore, the project impact would be less than significant.**

c. Less than Significant Impact. The project may have a potentially significant impact if the project would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Existing drainage facilities at the project site consist of a Los Angeles County Flood Control District (LACFCD) operated flood control box channel traversing the project site from west to east. The LACFCD requires that new projects result in no increase in peak flows in receiving waters. Therefore, new development must meet or exceed pre-project levels of stormwater discharge. The proposed project would detain stormwater onsite and limit peak discharge rates with an orifice plate to 10.4 cfs (Delane Engineering, 2014). Therefore, the project would not contribute runoff water that would exceed the capacity of the existing stormwater drainage system. The project would result in the construction of new storm water drainage facilities that would drain into existing LACFCD facilities. The new storm water drainage facilities would be provided onsite within the area evaluated for significant environmental effects and would not increase peak flows in receiving waters such that an expansion of existing facilities would be required elsewhere. Therefore, the construction of the proposed storm water drainage facilities onsite would not require the expansion of existing facilities that could cause significant environmental effects; **the project impact would be less than significant**.

d. Less than Significant Impact. The project may have a potentially significant impact if the project would need new or expanded entitlements for the project to have sufficient water supplies available to serve the project. The Las Virgenes Municipal Water District (LVMWD) supplies potable water to the City of Agoura Hills. The LVMWD does not use local sources of water and imports potable water from the Metropolitan Water District of Southern California that, in turn, imports water from the State Water Project and other sources. The LVMWD Potable Water System Master Plan contains a demand factor for Business Park-Manufacturing land uses of 870 gallons per day per acre.[35] Of the total

[34] LVMWD, "Tapia Water Reclamation Facility," lvmwd.com/your-water/wastewater-services/tapia-water-reclamation-facility (accessed February 23, 2016).
[35] LVMWD, Potable Water Master Plan Update 2014, Final Report, June 2014, Appendix L: Landuse Duty Factors, pg. 211.

approximate 225,337 square foot (5.17 acre) site area, a total of 111,813 square feet (2.57 acre) would be paved for vehicle parking and circulation and would require no water for demand planning purposes. Therefore, the net development area requiring water is 106,813 square feet (2.45 acre). Given a use factor of 870 gallons per day per acre and a net development area of 2.45 acres generating water demand, the project would generate an estimated water demand of 2,132 gallons per day. However, the total water demand would be expected to be lower given the LVMWD requirement that landscaping irrigation use reclaimed water. The LVMWD 2010 Urban Water Management Plan concludes that LVMWD has sufficient supplies available to meet both potable and recycled water demands through 2035 under average, single dry year, and multiple dry year conditions.[36] In the worst-case scenario, the third dry year in a multiple dry year scenario, the difference between the projected LVMWD supplies and demand in 2017 was 147 acre feet per year.[37] The project's estimated water demand of 2,132 gallons per day equates to a total of 2.39 acre-feet per year. Therefore, the proposed project demand would use only a fraction of the projected available water. The LVMWD would be expected to have sufficient water supplies available to serve the project from existing entitlements.

As a part of the plan check process, the final landscape plan will be required to comply with the City's Water Efficiency Ordinance. This ordinance adopts the State Model Water Efficient Landscape Ordinance, requires water efficient landscaping and the prevention of water waste resulting from runoff, low head drainage, and overspray. **Water supply impacts would be less than significant.**

e. Less than Significant Impact. The project may have a potentially significant impact if the project would result in a determination by the wastewater treatment provider, which serves or may serve the project, that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. As explained in response "b" above, project generated wastewater constitutes less than 1% of the remaining treatment capacity at the Tapia Water Reclamation Facility. Given the estimated project wastewater generation of 1,918 gallons of wastewater per day relative to the available capacity of 6.5 millions of gallons per day at the Tapia Water Reclamation Facility, the project would not result in a determination by the wastewater treatment provider that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. **Therefore, the project impact would be less than significant.**

f-g. Less than Significant Impact. The project may have a potentially significant impact if the project would be served by a landfill without sufficient permitted capacity to accommodate the project's solid waste disposal needs. Private contractors provide solid waste collection and disposal services to commercial uses within the City. Contractors haul most solid waste to the Calabasas Landfill for disposal. This landfill is owned by the County of Los Angeles and operated by the County Sanitation District No. 2. The maximum permitted intake capacity of the Calabasas Landfill is 3,500 tons per day.[38] In 2014, the average waste quantities disposed were 748 tons per day.[39] The remaining permitted capacity of the Calabasas Landfill was 6,530,462 tons as of December 31, 2014, with an estimated 14 years of remaining life based on the Solid Waste Facility Permit. Haulers also use the Simi Valley Landfill and Recycling Center, an out-of-county landfill currently available for use by jurisdictions in Los

[36] LVMWD, Final 2010 Urban Water Management Plan, June 2011, pg. 7-23.
[37] Ibid. pg. 7-22.
[38] County of Los Angeles, Countywide Integrated Waste Management Plan, 2014 Annual Report, December 2015, pg 61. dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=3473&hp=yes&type=PDF (accessed February 23, 2016).
[39] Ibid.

Angeles County. The remaining permitted capacity of the Simi Valley Landfill and Recycling Center was 53,000,000 tons as of December 31, 2014, with over 60 years of estimated remaining life.[40]

Construction

The construction of new buildings creates solid waste. Although the exact amount of solid waste generated by construction varies depending a number of factors such as building type and material, average nonresidential construction material generation rates can be used for planning purposes. Using a construction solid waste generation rate of 4.34 pounds per square foot, the proposed 69,867 gross square feet of light industrial buildings would produce an estimated total of 151.6 tons of waste during construction.[41]

Operations

The exact amount of solid waste generated by light industrial land uses during building operations varies depending on the type of activity. The California Department of Resources Recycling and Recovery ("CalRecycle") provides estimated solid waste generation rates from various sources that may be used for planning purposes. The estimated generation rate used in this analysis, from the *Guide to Solid Waste and Recycling Plans for Development Projects*, is 1.42 pounds per 100 square feet per day.[42] Therefore, the proposed 69,867 gross square feet of light industrial buildings would generate an estimated 992.1 pounds of solid waste per day during operations.

The construction and operational solid waste generation estimates provided above assume worst-case conditions without any recycling activities. Therefore, the amount of solid waste generated is not the total amount that would be disposed of in a landfill. The California Integrated Waste Management Act (AB 939), for example, mandates recycling diversion goals. The City also requires new construction over 1,000 square feet to implement a construction debris recycling program and once operational, commercial uses are required to have a recycling program. The City requires waste haulers operating within the City to collect and properly process recycled materials collected from businesses and to submit diversion rate reports to the City for review. In 2014, the City's diversion rate was 57.86%. Therefore, compliance with requirements for recycling would reduce the amount of construction and operational solid waste disposed to amounts less than estimated generation amounts provided. Nevertheless, given that the maximum permitted intake capacity of the Calabasas Landfill is 3,500 tons per day with average waste quantities disposed of 748 tons per day, in addition to the 53,000,000 tons of remaining permitted disposal capacity at the Simi Valley Landfill and Recycling Center, the project would be served by a landfills with sufficient permitted capacity to accommodate the project's estimated 151.6 tons of total construction waste and 992.1 pounds of daily operational solid waste. **Therefore, the project solid waste impact would be less than significant.**

The project may have a potentially significant impact if the project would not comply with federal, state, and local statutes and regulations related to solid waste. During both building construction and

[40] Ibid, Appendix E-2, Table 3.

[41] U.S. Environmental Protection Agency, Estimating 2003 Building-Related Construction And Demolition Materials Amounts, pg 11.

[42] CalRecycle, "Industrial Sector: Estimated Solid Waste Generation Rates," www.calrecycle.ca.gov/WasteChar/WasteGenRates/Industrial.htm (accessed February 24, 2016), source file: *Guide to Solid Waste and Recycling Plans for Development Projects*, Santa Barbara County Public Works Department, May 1997.

operations, the project would be required to comply with federal, State, and local statutes and regulations related to solid waste. **Therefore, the project would have no impact with regard to this issue.**

Mitigation Measures

No mitigation measures are 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 degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual 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 that cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Impact Analysis

a. Potentially Significant Unless Mitigation Incorporated. As discussed in Section III, Biological Resources, above, project impacts to biological resources would be less than significant after mitigation. Similarly, as evaluated in Section IV, Cultural Resources, project impacts to cultural, historical, and prehistoric resources would be less than significant after mitigation. **Therefore, no significant impacts would be anticipated following mitigation.**

b. Potentially Significant Unless Mitigation Incorporated. As evaluated above, the project's impact conclusions were either "no impact," "less than significant," or "potentially significant unless mitigation incorporated." No significant impacts would remain after mitigation. **Therefore, after mitigation, the project's contribution to cumulatively considerable impacts would be less than significant**.

c. Potentially Significant Unless Mitigation Incorporated. As evaluated above, the project's impact conclusions were either "no impact," "less than significant," or "potentially significant unless mitigation incorporated." No significant impacts would remain after mitigation. **Therefore, with mitigation, the proposed project would not have environmental effects that cause substantial adverse effects on human beings, either directly or indirectly.**

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6.0 MITIGATION MONITORING PROGRAM

This Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code Section 21081.6 to track the implementation of the Mitigation Measures provided in the Agoura Landmark Light Industrial Project Initial Study/Mitigated Negative Declaration (MND). The following table provides the full text of the mitigation measure from the MND as well as a summary of the action(s) required for implementation, timing, and the date and status of compliance. Successful implementation of the mitigation measures provided herein would reduce project environmental impacts to a less than significant level.

#	Mitigation Measure	Action	Time of Clearance	Date & Status
BIO-1	Pre-Construction Surveys for Special-Status Wildlife Species Prior to the commencement of ground or vegetation disturbing activities, including but not limited to grading and fuel modification, a qualified biologist(s) acceptable to the City Planning Department shall conduct two (2) pre-construction surveys for special-status wildlife species. The first survey shall be conducted within fourteen (14) days and the second survey shall be conducted within three (3) days of commencement of ground or vegetation disturbing activities. The pre-construction surveys shall incorporate appropriate methods and timing to detect potentially occurring special-status species. If a special-status species is found, avoidance of the species until it vacates the site is the preferred mitigation option. If special-status bats are found, and avoidance is not feasible, appropriate exclusionary devices shall be used, if applicable, that allow bats to exit but not enter the roost site. If special-status bats are found roosting in tree foliage of a tree that is to be removed, the tree shall be removed using a method approved by CDFW that will allow bats to escape. Bat maternity roosts shall be left in place until the biologist determines the bats are no longer raising young. If avoidance of a special-status species is not feasible, the species may be captured and transferred to an appropriate habitat and location where it would not be harmed by project activities, preferably to open space habitats in the vicinity of the project site. The City of Agoura Hills Planning Department and CDFW, if applicable, shall be consulted regarding the presence of a special-status species at the site. If a federally listed species is found, the USFWS shall also be notified. Capture and relocation shall be subject to approval by the City of Agoura Hills Planning Department and CDFW. A letter report summarizing the methods and results of the surveys and exclusion, capture, and relocation activities, if applicable, shall be submitted to the City of Agoura Hills Planning Department and CDFW prior to commencement of project activities.	Conduct Pre-Construction Surveys Prepare and submit letter report to City Planning Department and CDFW	Prior to the commencement of ground or vegetation disturbing activities	

#	Mitigation Measure	Action	Time of Clearance	Date & Status
BIO-2	Nesting Bird Surveys. To the extent feasible, the applicant shall not remove or otherwise disturb vegetation, prepare the site, or conduct any other construction related activities within the work areas to avoid impacts to breeding and/or nesting birds from February 1 through September 1, the recognized breeding, nesting and fledging season for raptor and bird species. If such activities in the work areas during the breeding and nesting season cannot be avoided, then prior to any ground or vegetation disturbing activities, the applicant shall have a qualified biologist/ornithologist acceptable to the City Planning Department conduct a survey of all breeding and nesting habitats within the work areas and vicinity within one (1) week of construction or vegetation clearing activities. The extent of the survey buffer area surrounding the site shall be established by the biologist to ensure that direct and indirect effects to nesting/breeding birds are avoided. A report discussing the results of the bird survey shall be submitted for review by the City Planning Department prior to any vegetation removal, site preparation or construction activity. If active nests are found within the survey area, activities within a 300-foot radius (500 feet for raptors) shall not be allowed until an appropriate buffer can be established. Limits of construction to avoid a nest site shall be established in the field with flagging and stakes or construction fencing. Activities within the buffer area shall be postponed or halted at the discretion of a biological monitor until the nest is vacated and juveniles have fledged, and there is no evidence of a second attempt at nesting. If a state or federally listed species is found, the CDFW and/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, and provide the documentation to the City Planning Department upon completion of the work and prior to issuance of a Certificate of Occupancy.	Conduct nesting bird survey Prepare and submit report discussing results to City Planning Department	Within one (1) week of construction or vegetation clearing activities	

#	Mitigation Measure	Action	Time of Clearance	Date & Status
BIO-3	Habitat Mitigation and Monitoring Program The project shall implement the requirements of the final approved Habitat Mitigation and Monitoring Program, which shall mitigate for permanent impacts to 0.036 acres (97 linear feet) of CDFW jurisdictional habitat consisting of the sensitive Red Willow Woodland Alliance on at least 1:1 ratio or a ratio acceptable to CDFW and any other applicable regulatory agencies. The Habitat Mitigation and Monitoring Program shall mitigate for permanent impacts to riparian habitat via an acceptable mitigation approach that involves one or a combination of restoration or enhancement of degraded in-kind habitats, preservation of in-kind habitats, or by a contribution to an in-lieu fee program approved by the City of Agoura Hills Planning Department and the CDFW. The Habitat Mitigation and Monitoring Program shall be developed by a qualified biologist, restoration ecologist or resource specialist and submitted to and approved by the City of Agoura Hills Planning Department in compliance with California Fish and Game Code 1602, prior to issuance of a Grading Permit for the project. In broad terms, this program shall at a minimum include: • Description of the project/impact and mitigation sites; • Specific objectives; • Success criteria; • Plant palette identifying species, quantity, and size; • Planting methods; • Implementation plan; • Maintenance activities; • Monitoring plan; • Contingency measures; and • Detailed location map and photos of the mitigation site.	Implement final Habitat Mitigation and Monitoring Program		

#	Mitigation Measure	Action	Time of Clearance	Date & Status
	Success criteria shall at a minimum be evaluated based on appropriate survival rates and percent cover of planted native species, as well as eradication and control of invasive species within the restoration area. The target species and native plant palette, as well as the specific methods for evaluating whether the project has been successful at meeting the above-mentioned success criteria shall be determined by the qualified biologist, restoration ecologist, or resource specialist and included in the mitigation program. The Habitat Mitigation and Monitoring Program shall be prepared by the applicant's biologist and submitted to the City Planning Department and CDFW for review and approval prior to issuance of a grading permit or commencement of construction, whichever occurs sooner. The mitigation project shall ideally be located on-site. If no feasible on-site mitigation location is available, as confirmed by the City Planning Director, an off-site location as close to the impact area as feasible (at lease in the Malibu watershed) may be utilized, as approved by the City Planning Director. If there is no feasible off-site location, then the applicant shall contribute an in-lieu fee. The in-lieu fee shall be paid to an entity acceptable to the City Planning Department and the CDFW for use to restore or enhance habitat of the same or similar types as close to the impact area as possible, but at least within the watershed. The amount of the in-lieu fee shall be calculated by the applicant's biologist and approved by the receiving entity, CDFW, and the City Planning Department. The in-lieu fee shall be paid, and evidence of payment provided in writing, prior to issuance of a grading permit or initiation of project construction, whichever occurs sooner. The mitigation project shall be implemented over a five-year period and shall incorporate an iterative process of annual monitoring and evaluation of progress and allow for adjustments to the program, as necessary, to achieve desired outcomes and meet success criteria. Annual reports			

#	Mitigation Measure	Action	Time of Clearance	Date & Status
	discussing the implementation, monitoring, and management of the mitigation project shall be submitted to the City of Agoura Hills Planning Department and the CDFW. Five years after project start, a final report shall be submitted to the City of Agoura Hills Planning Department and CDFW, which shall at a minimum discuss the implementation, monitoring and management of the mitigation project over the five-year period, and indicate whether the mitigation project has been successful based on established success criteria. Restoration will be considered successful after the success criteria have been met for a period of at least two years without any maintenance or remediation activities other than invasive species control. The project shall be extended if success criteria have not been met at the end of the five-year period to the satisfaction of the City of Agoura Hills Planning Department and the CDFW.			
BIO-4	Construction Fencing for Wetland Prior to the commencement of site preparation activities, sturdy temporary fencing shall be installed at the limits of grading to prevent inadvertent impacts to the wetland at the northeastern corner of the site. The fencing shall be monitored routinely throughout grading and construction to ensure that it remains in proper functioning condition.			
BIO-5	Oak Tree Replacement Plantings and Maintenance Program. To compensate for the loss of seven (7) coast live oaks (Oak Tree Nos. 4, 5, 14, 58, 59, 78 and 83) due to their removal, and the significant encroachment into the protected zone of one coast live oak (Oak Tree No. 85) which is expected to result in a loss, the applicant shall plant the following for each such tree removed: at least two (2) 24-inch box specimens, one (1) 36-inch box specimen, and one (1) 15-gallon or larger specimen of the same species, consistent with the City's Oak Tree Ordinance and Oak Tree Preservation Guidelines. The sixteen (16) 24-inch box, eight (8) 36-inch box, and eight (8) 15-gallon or larger trees (a total of 32 trees) shall be planted in a suitable on-site location and incorporated into the project Final Landscape Plan. The Final Landscape Plan shall depict the species, planting size, and planting locations, and	Submit Final Landscape Plan	Prior to issuance of a Grading Permit	

#	Mitigation Measure	Action	Time of Clearance	Date & Status
	shall be subject to review and approval of the Planning Director, in consultation with the City Oak Tree Consultant, prior to issuance of a Grading Permit or commencement of construction activities, whichever occurs sooner. The planting shall be completed in accordance with the Oak Tree Planting and Replacement Program outlined in the City's Oak Tree Preservation Guidelines, and the oak trees shall remain in perpetuity. If it is determined that there is insufficient land available on-site to plant the full number of trees, the applicant may pay an in-lieu fee for the remainder of the mitigation requirement. The exact amount of the fee is to be determined by the City Oak Tree Consultant, based on the average appraised value of the trees to be removed, as determined by the International Society of *Arboriculture Guide for Plant Appraisal (9th edition)*, and approved by the Planning Director. The in-lieu fee shall be paid to the City's Oak Tree Mitigation Fund prior to issuance of a grading permit or commencement of project construction, whichever occurs sooner. The City Oak Tree Mitigation Fund is used to purchase open space land and plant trees. To compensate for potential impacts to thirteen (13) coast live oaks (Oak Tree Nos. 1, 3, 6-11, 13, 57, 61, 63, and 84) and two (2) valley oaks (Oak Tree Nos. 64 and 100) due to permanent encroachment into the protected zone resulting from project construction of impermeable surfaces, one (1) 24-inch box oak tree of the same species shall be planted at a suitable location on-site for each tree encroachment, and shown on the project Final Landscape Plan. Therefore, a total of fifteen (15) 24-inch box trees (13 coast live oak and 2 valley oak) shall be planted to mitigate for the encroachment impacts. The Final Landscape Plan shall depict the species, planting size, and planting locations, and shall be subject to review and approval of the Planning Director, in consultation with the City Oak Tree Consultant, prior to issuance of a Grading Permit or commencement of construction activities, whichever occurs sooner. The planted oak trees shall remain in perpetuity. The planting shall be completed in accordance with the Oak Tree Planting			

#	Mitigation Measure	Action	Time of Clearance	Date & Status
	and Replacement Program outlined in the City's Oak Tree Preservation Guidelines. If it is determined that there is insufficient land available on-site to plant the full number of trees, the applicant may pay an in-lieu fee to the City Oak Tree Mitigation Fund for the remainder of the mitigation requirement. The exact amount of the in-lieu fee per tree encroached shall be calculated by the City Oak Tree Consultant and approved by the City Planning Director based on the cost to purchase the 24-inch box tree plus the cost to plant and maintain the tree for one (1)-year period. The City Oak Tree Mitigation Fund is used to purchase open space land and plant trees. If the applicant is able to incorporate permeable pavers rather than impermeable surfaces in the protected zone of the trees to the extent that a permanent encroachment is eliminated and the tree is considered preserved and protected, as confirmed by the Planning Director in consultation with the City Oak Tree Consultant, then mitigation for the tree encroachment may not be required.			
BIO-6	Oak Tree Preservation Program For oak trees on the site not proposed for removal as a part of the project, 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 commencement of construction, whichever occurs first. The Oak Tree Preservation Program shall establish measures to prevent the loss of oak trees to remain preserved on-site. The program shall include but not be limited to the following components: • All oak trees located on the property that are not proposed for removal as part of the project, including those that would be planted as shown on the landscape plan, shall be preserved in perpetuity. • All new subsurface ground disturbance that will occur within the Protective Zone of an oak tree shall be performed using only hand	Submit Oak Tree Preservation Program	Prior to the granting of a Grading Permit or Building Permit, whichever occurs first	

#	Mitigation Measure	Action	Time of Clearance	Date & Status
	tools under the direct observation of the applicant's oak tree consultant. If vegetation clearing or grading is not feasible within the Protective Zone with the use of hand tools, mechanical equipment may be allowed so long as a certified arborist is present to ensure that no impacts occur to the oak tree. • Prior to the start of any work or mobilization at the site, protective fencing shall be installed at the Protective Zone of preserved oak trees. The applicant or their consulting arborist shall consult the City's Oak Tree Consultant to determine the exact fencing configuration and appropriate fencing material, and submit a fencing plan subject to approval by the City's Oak Tree Consultant. • The applicant shall provide a minimum of 48 hours notice to the City Oak Tree Consultant prior to the start of approved work within the protected zone of any oak tree. • No grading, scarifying or other soil disturbance shall be permitted within the portion of a protected zone of any oak tree except as specifically required to complete the approved scope of work and in accordance with this oak tree permit. • No vehicles, equipment, materials, spoil or other items shall be used or placed within the protected zone of any oak tree at any time, except as specifically required to complete the approved work. • No irrigation or ground cover shall be installed within the Protective Zone of any existing oak tree unless specifically approved by the City Oak Tree Consultant and the Planning Director. • Prior to removal of the protective fencing, the applicant shall contact the City Oak Tree Consultant to perform a final inspection. The applicant shall proceed with any remedial measures the City Oak Tree Consultant deems necessary to protect or preserve the health of the subject oak tree at that time.			

#	Mitigation Measure	Action	Time of Clearance	Date & Status
	• No pruning of live wood of an oak tree (including branches and roots) shall be permitted unless specifically authorized by the City Oak Tree Consultant and/or following an approved oak tree permit. Any authorized pruning shall be performed by a qualified arborist under the direct observation of the applicant's oak tree consultant. All pruning operations shall be consistent with ANSI A300 Standards – Part 1 Pruning and the most recent edition of the International Society of Arboriculture Best Management Practices for Tree Pruning. • No herbicides shall be used within 100 feet of the dripline of any oak tree unless the program is first reviewed and endorsed by the City Oak Tree Consultant. • The applicant's consulting arborist shall submit certification letters for all work completed within the protected zone of an oak tree within five working days of the completion of said work. The letter(s) shall describe all work performed, methods utilized, monitoring performed and shall state whether such work was completed in accordance with the above conditions of approval.			
CUL-1	Archaeological and Paleontological Resources Monitoring of all project related ground disturbing activities of sediments that appear to be in a primary context shall be conducted by a qualified archaeologist and/or paleontologist and 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	Monitor all project related ground disturbing activities of sediments that appear to be in a primary context	Until excavation is complete or until a soil change to a culturally sterile formation is achieved	

#	Mitigation Measure	Action	Time of Clearance	Date & Status
	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.			
CUL-2	If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbances shall occur until the County Coroner has made the necessary findings regarding origin and disposition pursuant to the Public Resources Code Section 5097.98. If human remains are unearthed, the developer/contractor shall contact the City Planning Department and County Coroner immediately. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The 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. 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.	Contact the City Planning Department and County Coroner immediately if human remains are unearthed		
GEO-1	Prior to the issuance of a grading permit, the Applicant shall demonstrate that there is no need for additional excavation of potentially expansive	Demonstrate there is no need for	Prior to issuance of	

#	Mitigation Measure	Action	Time of Clearance	Date & Status
	soils to the satisfaction of the City Geotechnical/Geological Consultant and the City Building Official. This may involve extending the depth of overexcavation or performing additional subsurface explorations to obtain samples of uncertified fill soil to verify they exhibit acceptable engineering characteristics. The applicant/developer shall incorporate the design and construction recommendations in the final geotechnical reports prepared for the project. These recommendations include those found in Section 9 of the Geotechnical Site Evaluation Update (Gorian and Associates, Inc., 2014) pertaining to seismic design parameters, site preparation and grading, soil expansiveness, foundation recommendations, slabs-on-grade, concrete placement and cracking, soil corrosivity, retaining walls, preliminary pavement design, site drainage, and gutters and downspouts. The recommendations of the most recent report shall supersede if recommendations for the same project or feature are provided in updated reports.	additional excavation of potentially expansive soils	grading permit	
NOI-1	To reduce the noise from the Ventura Freeway and provide acceptable interior noise levels, the applicant shall install windows on with a minimum Standard Transmission Class of (STC) of 33 buildings within noise contour 70 CNEL with windows that face the Ventura (U.S. 101) Freeway. These windows shall properly installed, weather stripped, and insulated conforming to Title 24 requirements. Exterior wall facing material should be designed for a minimum STC of 35. The Applicant shall show these noise attenuating features on the plans submitted to the Department of Building and Safety prior to issuance of a Building Permit. All offices in Buildings "D" and "E" shall be equipped with and fresh air supply systems or air conditioning to allow for acceptable noise levels as well as air circulation with the windows closed.	Show noise attenuating features on plans submitted to Building and Safety Install windows on with a minimum Standard Transmission Class of (STC) of 33 buildings within noise contour 70 CNEL with windows that face the Ventura (U.S. 101) Freeway	Prior to issuance of a Building Permit	

#	Mitigation Measure	Action	Time of Clearance	Date & Status
NOI-2	Animal Care Center Construction Noise The following noise mitigation shall be incorporated to reduce the potential for noise impacts upon the adjacent Animal Care Center. 1. Prior to issuance of a grading permit, the applicant shall erect a temporary sound barrier along the common property line between the project site and the adjacent Animal Care Center to the satisfaction of the Planning Director. 2. During construction, the applicant shall locate all stationary noise sources as far from the Animal Care Center property as practically possible for each construction activity. 3. During construction, the applicant shall maintain all equipment, especially engine exhaust mufflers, in like-new condition for the duration of the construction phase. 4. The applicant shall prohibit the use of radios or other music reproduction devices within 50 feet of the eastern common property line.	Erect temporary sound barrier Locate stationary noise sources away from the Animal Care Center Maintain construction equipment Prohibit radio and music devices within 50 ft of property line.		
TRA-1	Fair Share Cost for Signal Warrant The applicant shall pay a fair share of the cost of a signal at the intersection of Agoura Road and Roadside Road to be constructed at a future date to be determined by the City Public Works Department. This project accounts for 18.4% of the cumulative project trips at this intersection. Assuming that the future signal will cost $350,000, the fair share fee allocated to this project is $64,254 (18.4% of $350,000). The fair share fee shall be reviewed and approved by the Public Works Director/City Engineer and paid to the City of Agoura Hills prior to issuance of a Building permit.	Pay a fair share fee toward constructing a traffic signal at the intersection of Agoura Road and Roadside Road	At time the City determines such a signal to be warranted	

APPENDIX A

Architectural Plans

Agoura Landmark

29621 Agoura Rd. Agoura California 93033

Building A

Building F

Building E

Landscape Summary

Planters	48,417	sq. ft.
Paved	112,093	sq. ft.
Buildings	64,827	sq. ft.
Total Site Area	**225,337**	**sq. ft.**
Landscape Ratio	21.49%	

Consultants

Architect:	Lanet-Shaw Architects Inc.	Contact: Brett Shaw	310.968.8245
Landscape Architect:	L. Newman Design Group	Contact: Bob Bombardier	818.991.5056
Electrical Engineer:	A.K. Electric	Contact: Wade Puckett	818.365.1478
Civil Engineer:	Delane Engineering	Contact: Scott Uhles	310.546.5711

Development Summary

Zoned	B,P-M

Zoned B,P-M
Occupancy B,S,F

Site Area 225,337 sq. ft.
Landscape Area 48,417 sq. ft.
Landscape Ratio 21.49%

Building Footprint 6 buildings at

A =	7,090 sq. ft.
B =	11,088 sq. ft.
C =	8,403 sq. ft.
D =	8,754 sq. ft.
E =	7,963 sq. ft.
F =	20,098 sq. ft.
Total =	**63,396 sq. ft.**

Building footprint Ratio = 28.13%

Warehouse Area 48,532 sq. ft.
Office Area 21,320 sq. ft.
Total Built Area 69,852 sq. ft.

Parking for office *1 for every 250 sq. ft.*	86
Parking reqirement for first 5,000 warehouse *1 for every 1,000 sq. ft. for first 5,000 sq. ft.*	5
Parking requirement for remainder warehouse *1 for every 5,000 sq. ft. after the first 5,000 sq. ft.*	9
Total Parking Required =	**100**
Total Parking Provided =	**161**

Sheet Index

Abbreviations

A.B.	Anchor Bolt	F.F.	Finish Floor	REDWD.	Redwood
Abv.	Above	FIN.	Finish	REQ.	Required
A.C.	Asphalt concrete	FTG.	Footing	ROOFG.	Roofing
ACOUST.	Acoustical	GA.	Gauge	SCHED.	Schedule
ALUM.	Aluminum	GALV.,G.I.	Galvanized Iron	SECT.	Section
BLKG.	Blocking	H/C	Handicapped	SHT.	Sheet
BOT.	Bottom	HI.	High	SIM.	Similar
CLG.	Ceiling	HGR.	Hanger	SQ.	Square
C.L.	Center line	JST.	Joist	STD.	Standard
CLR.	Clear	JT	Joint	SHTG.	Sheathing
COL.	Column	MAX.	Maximum	TYP	Typical
CONC.	Concrete	M.B.	Machine Bolt	U.N.O.	Unless Noted Otherwise
CONT.	Continuous	MED.	Medium	WD.	Wood
DBL.	Double	MFG.	Manufacturer	W/	With
DET.	Detail	MID.	Middle	W/O	Without
DIA.	Diameter	MIN.	Minimum	O.L.	Occupant Load
DIAG.	Diagonal	MET.	Metal		
DIM.	Dimension	NTS.	Not to scale		
D.S.	Downspout	NIC.	Not in contract		
DRWGS.	Drawings	O.C.	On center		
DWLS.	Dowels	O.H.	Overhead		
EA.	Each	OPP.	Opposite		
ELEV.	Elevation	OV.	Over		
EQ.	Equal	PL.	Plate		
E.W.	Each way	PLYWD.	Plywood		
Ext.	Exterior				

Vicinity Map

N

Assessor's Parcel Numbers

2061-003-027

Building Department Submittal

LANET / SHAW
Architects Inc.
11741 W. Pico Blvd.
Los Angeles, CA 90064
Phone 310 479-4775

For: Martin Teitelbaum
Development Consultant

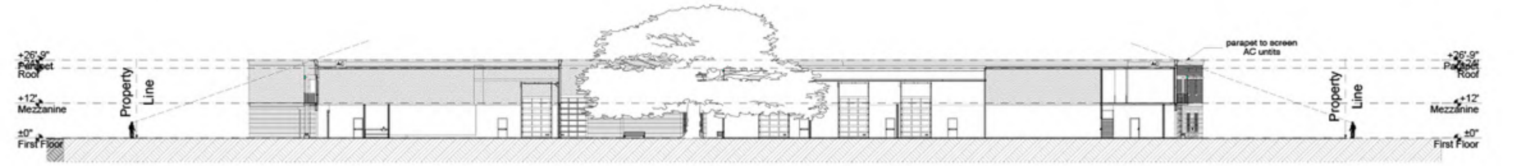
Planning #:
B & S #:
Stamp: LICENSED ARCHITECT BRETT SHAW C-015759 STATE OF CALIFORNIA

Project: Agoura Landmark
29621 Agoura Rd.
#Site Address2
Agoura, CA 93033

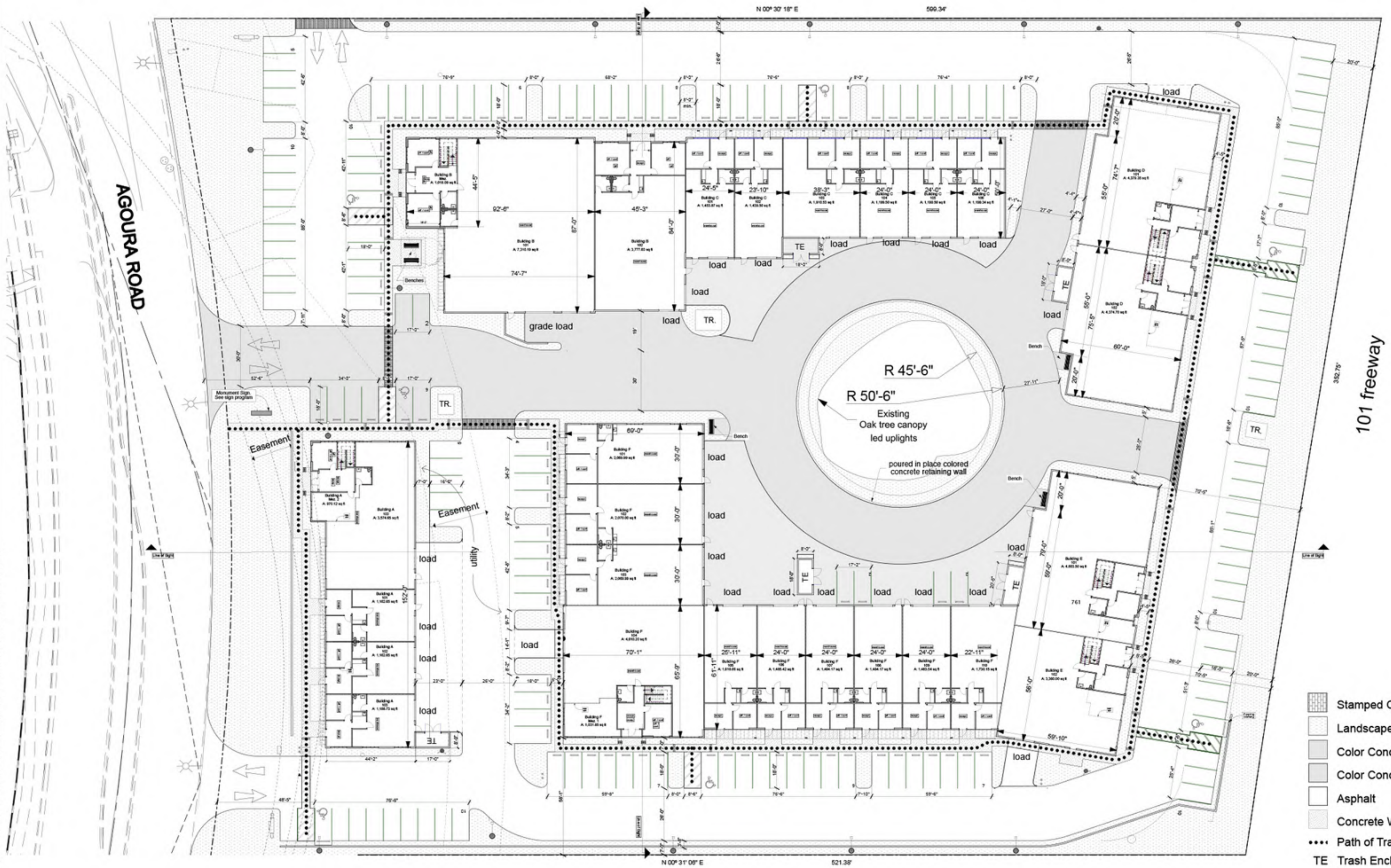
Sheet title: Title Sheet & General Info

Date:	12/10/15
Scale:	As Noted
Project No.:	1325
Sheet No.:	T.0

LS Line of Sight
SCALE: 1" = 20'



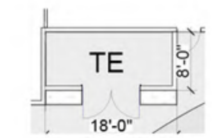
TS Transvers Line of Sight
SCALE: 1" = 20'



Building Area		
Building	Unit Description	Area
Building A	100	3,575
Building A	101	1,163
Building A	102	1,163
Building A	103	1,189
Building A	Mez. 2	970
	Building A Total =	8,060 sq ft
Building B	101	7,310
Building B	102	3,778
Building B	Mez.	1,018
	Building B Total =	12,106 sq ft
Building C	101	1,454
Building C	102	1,439
Building C	103	1,911
Building C	104	1,200
Building C	105	1,200
Building C	106	1,199
	Building C Total =	8,403 sq ft
Building D	101	4,379
Building D	102	4,375
Building D	Mez. 1	982
Building D	Mez. 2	980
	Building D Total =	10,716 sq ft
Building E	101	4,603
Building E	102	3,360
Building E	Mez. 1	761
Building E	Mez. 2	728
	Building E Total =	9,452 sq ft
Building F	101	2,070
Building F	102	2,070
Building F	103	2,070
Building F	104	4,610
Building F	105	1,611
Building F	106	1,485
Building F	107	1,484
Building F	108	1,484
Building F	109	1,484
Building F	110	1,730
Building F	Mez. 1	1,032
	Building F Total =	21,130 sq ft
	Project Total =	69,867 sq ft

Overall Summary:

Site Gross = 225,337 sq.. ft. (5.17 acres)
Gross Floor Area = 69,867 sq ft
Parking Provided = stalls 161



TE Trash Enclosure typ.
SCALE: 1/8" = 1'-0"

- Stamped Conc.
- Landscape
- Color Concrete 2
- Color Concrete 1
- Asphalt
- Concrete Walk
- Path of Travel
- TE Trash Enclosure
- TR Electrical Transformer

N
Ref. North

SP Site Plan
SCALE: 1" = 20'

Building Department Submittal

LANET / SHAW
Architects Inc.
11741 W. Pico Blvd.
Los Angeles, CA 90064
Phone 310 479-4775

For: Martin Teitelbaum

Development Consultant:

Planning #:

B & S #:

Stamp: LICENSED ARCHITECT BRETT SHAW C-015759 STATE OF CALIFORNIA

Project: **Agoura Landmark**
29621 Agoura Rd.
Agoura, CA 93033

Sheet title: **Site Plan & Site Notes**

Date: 12/10/15

Scale: As Noted

Project No.: 1325

Sheet No.: **A1.01**

Table 1
Site Conditions

Tree Number	Species	Trunk Diameter (in.)	Exposure	Topography	Location Description
1	Qa	2.0	Partial Sun	Slope	Located near the northeast corner of the subject property.
2	Qa	2.0	Partial Sun	Slope	Located near the northeast corner of the subject property.
3	Qa	2.5	Partial Sun	Slope	Located near the northeast corner of the subject property.
4	Qa	3.0, 2.5	Full Sun	Slope	Located in the central portion of the subject property directly northeast of the Landmark tree (Tree #100).
5	Qa	3.0, 1.0	Full Sun	Slope	Located in the central portion of the subject property directly northeast of the Landmark tree (Tree #100).
6	Qa	2.5, 1.0	Full Sun	Slope	Located in the central portion of the subject property directly east of the Landmark tree (Tree #100).
7	Qa	3.5	Full Sun	Slope	Located near the southwestern corner of the subject property.
8	Qa	3.5	Partial Sun	Level	Located near the southwestern corner of the subject property.
9	Qa	2.0	Partial Sun	Level	Located near the southwestern corner of the subject property.
10	Qa	4.0	Full Sun	Level	Located near the southwestern corner of the subject property.
11	Qa	2.0, 1.0, 1.0	Partial Sun	Level	Located near the southwestern corner of the subject property.
12	Qa	3.0	Full Sun	Level	Located near the southwestern corner of the subject property.
13	Qa	1.9	Full Sun	Level	Located along the southern edge of the subject property directly north of Tree #41.
14	Qa	2.0	Full Sun	Slope	Located in the central portion of the subject property directly northeast of the Landmark tree (Tree #100).
15	Qa	2.5	Partial Sun	Level	Located on the Los Angeles Department of Animal Care and Control property directly east of the subject site.
16	Qa	3.5	Partial Sun	Level	Located near the northeast corner of the subject property on the Los Angeles Department of Animal Care and Control property.
17	Qa	2.5	Partial Sun	Level	Located near the northeast corner of the subject property on the Los Angeles Department of Animal Care and Control property.
18	Qa	2.0	Partial Sun	Level	Located near the northeast corner of the subject property on the Los Angeles Department of Animal Care and Control property.
40	Qi	3.5	Full Sun	Level	Street tree located along the southern edge of the subject property adjacent to Agoura Road.
41	Qi	2.0, 2.0	Full Sun	Level	Street tree located along the southern edge of the subject property adjacent to Agoura Road.
57	Qa	2.0, 1.0	Shade	Level	Located near a storm drain structure at the southwest corner of the subject property.
58	Qa	2.25	Partial Sun	Level	Located along the south edge of the property approximately 120 feet from the storm drain structure located on the southwestern edge of the property.
59	Qa	3.0	Partial Sun	Slope	Located near the northeast corner of the subject property.
60	Qa	7.5	Partial Sun	Slope	Located near the northeast corner of the subject property on the Los Angeles Department of Animal Care and Control property.
61	Qa	4.0	Partial Sun	Level	Located near the northeast corner of the subject property.
62	Qa	6.5	Partial Sun	Level	Located near the northeast corner of the subject property on the Los Angeles Department of Animal Care and Control property.
63	Qa	6.5	Shade	Level	Located near the northeast corner of the subject property.
64	Ql	9.0	Full Sun	Level	Located on the Los Angeles Department of Animal Care and Control property directly east of the subject site.
77	Qi	5.0	Full Sun	Level	Street tree located along the southern edge of the subject property adjacent to Agoura Road.
78	Qa	4.0	Full Sun	Level	Street tree located along the southern edge of the subject property adjacent to Agoura Road.
82	Qa	3.0	Full Sun	Level	Street tree located along the southern edge of the subject property adjacent to Agoura Road.
83	Qa	5.5, 3.0	Partial Sun	Level	Located near a storm drain structure at the southwest corner of the subject property.
84	Qa	10.0, 7.0	Partial Sun	Slope	Located near a storm drain structure at the southwest corner of the subject property.
85	Qa	6.0	Full Sun	Level	Located in the central portion of the subject property directly northwest of the Landmark tree (Tree #100).
86	Qa	6.5, 4.0	Full Sun	Level	Located in the central portion of the subject property directly northeast of the Landmark tree (Tree #100).
100	Ql	48.0	Full Sun	Level	Landmark tree located in the central portion of the subject property.

Table 2
Trees Not Impacted

Tree Number	Species	Trunk Diameter (in.)	Landmark	Hazard	Health Rating
2	Qa	2.0	No	No	B
11	Qa	2.0, 1.0, 1.0	No	No	B
12	Qa	3.0	No	No	B
13	Qa	1.9	No	No	B
15	Qa	2.5	No	No	B
16	Qa	3.5	No	No	B
17	Qa	2.5	No	No	B
18	Qa	2.0	No	No	B
41	Qi	2.0, 2.0	No	No	C
62	Qa	6.5	No	No	B
77	Qi	5.0	No	No	B
82	Qa	3.0	No	No	F
86	Qa	6.5, 4.0	No	No	C

Table 3
Tree to be Removed

Tree #	Species	Trunk Diameter (in.)	Heritage	Hazard	Health Rating	Reason for Disturbance
4	Qa	3.0, 2.5	No	No	B	To be removed to allow for grading activities associated with the construction of the proposed parking lot and the placement of a curb encompassing the large Landmark tree (Tree #100) located in the central portion of the property.
5	Qa	3.0, 1.0	No	No	B	To be removed to allow for grading activities associated with the construction of the proposed the parking lot and placement of a curb encompassing the large Landmark tree (Tree #100) in place located in the central portion of the property.
7	Qa	3.5	No	No	B	Grading associated with the placement of a curb and an approximately 25-foot wide dirt path located in the central portion of the property.
10	Qa	4.0	No	No	B	To be removed to allow for excavation and grading activities associated with the construction of the proposed parking lot.
14	Qa	2.0	No	No	B	To be removed to allow for grading activities associated with the construction of the proposed parking lot and the placement of a curb encompassing the large Landmark tree (Tree #100) dirt path located in the central portion of the property.
58	Qa	2.25	No	No	C	To be removed to allow for excavation and grading activities associated with the construction of the proposed parking lot and the southwestern-most driveway.
59	Qa	3.0	No	No	B	To be removed to allow for excavation and grading activities associated with the construction of the proposed parking lot and adjacent retaining wall.
78	Qa	4.0	No	No	C	To be removed to allow for excavation and grading activities associated with the construction of the southwestern-most driveway.
83	Qa	5.5, 3.0	No	No	C	To be removed to allow for excavation and grading activities associated with the construction of the proposed parking lot.
85	Qa	6.0	No	No	C	To be removed to allow for grading activities associated with the construction of the proposed parking lot and the placement of a curb encompassing the large Landmark tree (Tree #100) located in the central portion of the property.

Table 4
Trees to Remain With Tree Protection Zone Impacts

Tree #	Species	Trunk Diameter (in.)	Landmark	Health Rating	TPZ Impacts	Reason for Disturbance
1	Qa	2.0	No	B	30%	Grading during the construction of the proposed parking lot and associated retaining wall.
3	Qa	2.5	No	B	0.4%	Grading during the construction of the proposed parking lot and associated retaining wall.
6	Qa	2.5, 1.0	No	B	14%	Grading associated with the placement of a curb and an approximately 25-foot wide dirt path located in the central portion of the property.
8	Qa	3.5	No	B	4%	Grading and trenching activities associated with the construction of the proposed parking lot and the placement of proposed water line, respectively.
9	Qa	2.0	No	B	26%	Grading and trenching activities associated with the construction of the proposed parking lot and the placement of proposed water line, respectively.
40	Qi	3.5	No	B	3%	Grading associated with the construction of the proposed southwestern-most driveway.
57	Qa	2.0, 1.0	No	B	7%	Grading and trenching activities associated with the construction of the proposed parking lot and the placement of proposed water line, respectively.
60	Qa	7.5	No	B	0.8%	Grading during the construction of the proposed parking lot and associated retaining wall.
61	Qa	4.0	No	B	17%	Grading during the construction of the proposed parking lot and associated retaining wall.
63	Qa	6.5	No	B	16%	Grading during the construction of the proposed parking lot and associated retaining wall.
64	Ql	9.0	No	B	23%	Grading during the construction of the proposed parking lot and associated retaining wall.
84	Qa	10.0, 7.0	No	C	7%	Grading and trenching activities associated with the construction of the proposed parking lot and the placement of proposed water line, respectively
100	Ql	48.0	Yes	C-	9%	Grading associated with the placement of a curb and an approximately 25-foot wide dirt path located in the central portion of the property.

Tree #	Species	TPZ Impacts	Canopy Height Above Existing Grade		Canopy Height Above Proposed Grade	
1	Qa	31%	N = 4' E = 4' S = 4' W = 4'	NE = 4' SE = 4' NW = 4' SW = 4'	N = 4' E = 4' S = 4' W = 4'	NE = 4' SE = 4' NW = 4' SW = 4'
6	Qa	14%	N = 1' E = 1' S = 1' W = 1'	NE = 1' SE = 1' NW = 1' SW = 1'	N = 1' E = 1' S = 1' W = 1'	NE = 1' SE = 1' NW = 1' SW = 1'
9	Qa	27%	N = 6' E = 1' S = 4' W = 4'	NE = 1' SE = 3' NW = 4' SW = 4'	N = 6' E = 1' S = 4' W = 4'	NE = 1' SE = 3' NW = 4' SW = 4'
61	Qa	17%	N = 12' E = 8' S = 3' W = 15'	NE = 8' SE = 6' NW = 4' SW = 12'	N = 12' E = 8' S = 3' W = 15'	NE = 8' SE = 6' NW = 4' SW = 12'
63	Qa	16%	N = 12' E = 12' S = 0' W = 8'	NE = 12' SE = 8' NW =10' SW = 0'	N = 12' E = 12 S = 0' W = 8'	NE = 12' SE = 8' NW =10' SW = 0'
64	Ql	23%	N = 6' E = 7' S = 8' W = 9'	NE = 7' SE = 7' NW =0' SW = 5'	N = 6' E = 7' S = 8' W = 9'	NE = 7' SE = 7' NW =0' SW = 5'

Table 5
Tree Mitigation

Tree Number	Species	Total Trunk Diameter (in.)	Health Grade	Mitigation Offsets
Trees To Be Removed				
4	Qa	5.5	B	1 -15 gallon specimen 2 - 24" box specimen 1 - 36" box specimen
5	Qa	4.0	B	1 -15 gallon specimen 2 - 24" box specimen 1 - 36" box specimen
7	Qa	3.5	B	1 -15 gallon specimen 2 - 24" box specimen 1 - 36" box specimen
10	Qa	4.0	B	1 -15 gallon specimen 2 - 24" box specimen 1 - 36" box specimen
14	Qa	2.0	B	1 -15 gallon specimen 2 - 24" box specimen 1 - 36" box specimen
58	Qa	2.3	C	1 -15 gallon specimen 2 - 24" box specimen 1 - 36" box specimen
59	Qa	3.0	B	1 -15 gallon specimen 2 - 24" box specimen 1 - 36" box specimen
78	Qa	4.0	C	1 -15 gallon specimen 2 - 24" box specimen 1 - 36" box specimen
83	Qa	8.5	B	2 -15 gallon specimen 2 - 24" box specimen 1 - 36" box specimen
85	Qa	6.0	C	1 -15 gallon specimen 2 - 24" box specimen 1 - 36" box specimen
TOTAL TRUNK DIAMETER REMOVED				***42.8"***
TOTAL MITIGATION REQUIRED				***11 - 15-gallon specimen 20 - 24" box specimen 10 - 36" box specimen***

Building Department Submittal

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Phone 310 479-4775

For:
Martin Teitelbaum
Development Consultant

Planning #:

B & S #:

Stamp:
LICENSED ARCHITECT
BRETT SHAW
C-015759
REN. 8/30/10
STATE OF CALIFORNIA

Project:
Agoura Landmark
29621 Agoura Rd.
Agoura, CA 93033

Sheet title:
Oak Tree Numbers

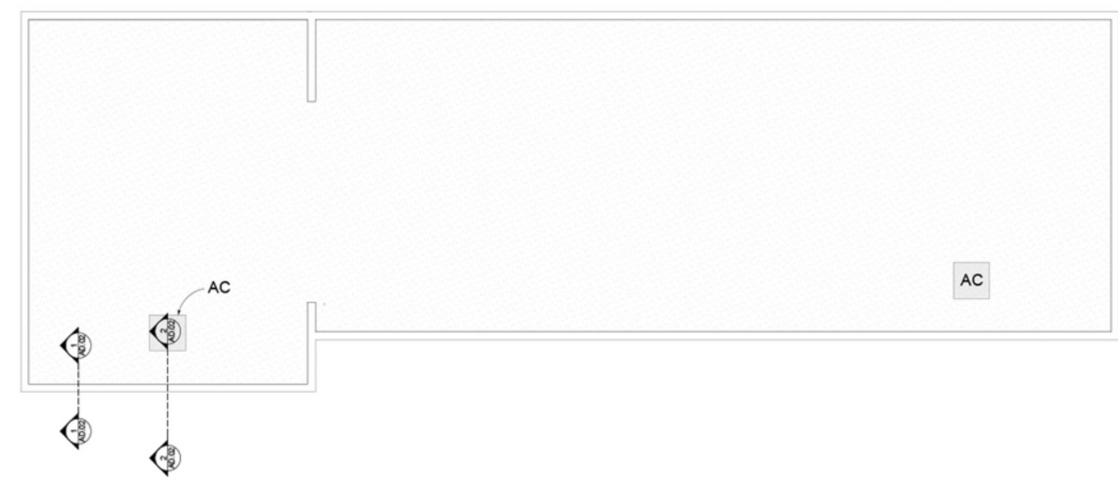
Date: 12/10/15

Scale: As Noted

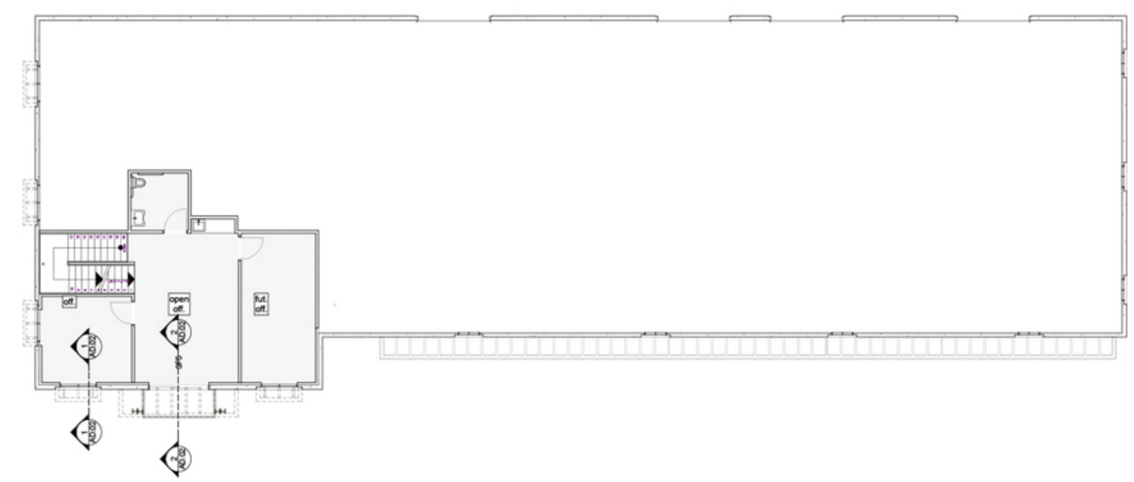
Project No.: 1325

Sheet No.:

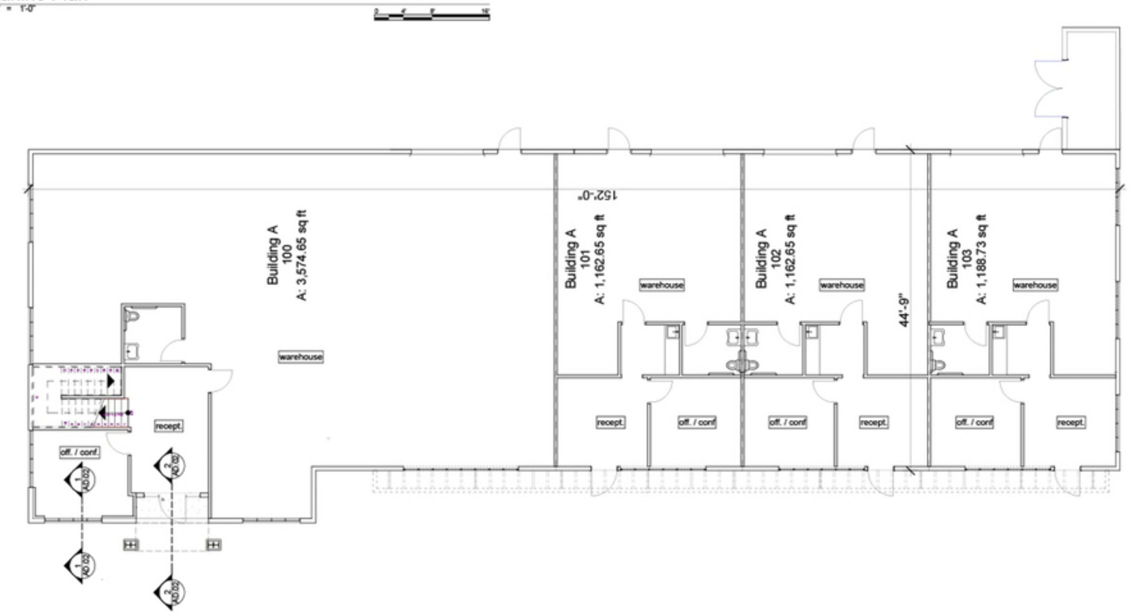
A1.02



A **Roof Plan**
SCALE: 1/8" = 1'-0"



A **Mezzanine Plan**
SCALE: 1/8" = 1'-0"



A **First Floor Plan**
SCALE: 1/8" = 1'-0"

Building Department Submittal	

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For: Martin Teitelbaum

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Stamp: LICENSED ARCHITECT BRETT SHAW C-015759 REN. 6/30/16 STATE OF CALIFORNIA

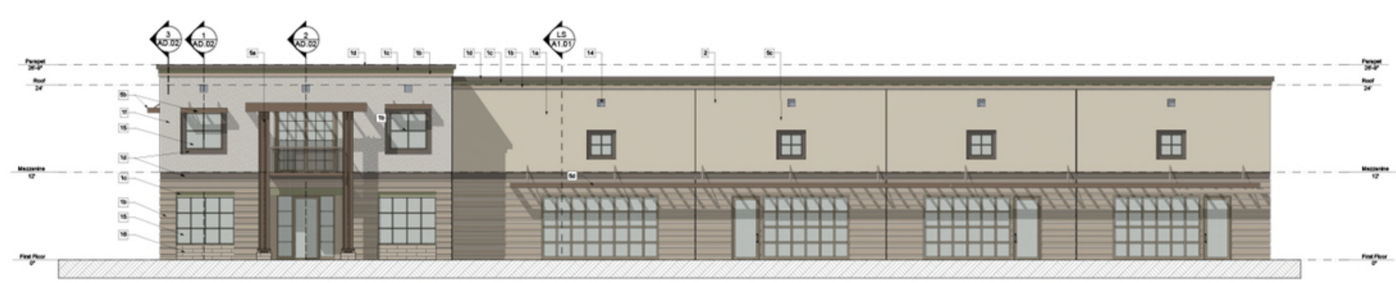
Project: **Agoura Landmark**
29621 Agoura Rd.
Agoura, CA 93033

Sheet title: **Building A - Plans**

Date:	12/10/15
Scale:	As Noted
Project No.:	1325
Sheet No.:	A2.01

A North Elevation
SCALE: 1/8" = 1'-0"

A East Elevation
SCALE: 1/8" = 1'-0"



A South Elevation
SCALE: 1/8" = 1'-0"

A West Elevation
SCALE: 1/8" = 1'-0"

Note: see east elevation for vertical dimensions, notes, color reference & detail reference not shown here

Exterior Elevation Key Notes

1. Painted concrete tilt-up panel
   a. DEC752 Birchwood
   b. DEC755 Cocoa - ribbed form liner painted
   c. DEC776 Courtyard Green
   d. DEC750 Bison Beige
   e. form liner pattern 2' concrete with clear seal
   f. textured form liner with clear sealer
2. Typical panel joint.
3. Typical reveal.
4. Metal man door.
5. Steel awning all painted DEC756 Weathered Brown
   a. over entrance typ.
   b. over 5'x5' window
   c. over 3'x3' window
   d. trellis detail
6. Aluminum break metal
7. Sheet metal coping
8. 12" high Helvetica medium address numbers, recessed.
9. Steel channel embedded in concrete
10. Line of roof beyond parapet
11. Overflow Scupper w/ hinged mtl cover paint to match wall color - see roof plan for size

12a. Roof Drain underwalk or planter, through curb face per site plan

12b. Roof Drain day light through wall @ 12" AFF

13. Overhead door
14. Decorative recess @ conc. panel. - see det. 11/AD.03
15. Clear glass with anodized bronze mullions
16. Stone tile

Material Legend

- 1/4" Clear glass w/ clear anodized bronze mullion
  T = Tempered Glass
- Painted concrete panel - see elevation for color
- Overhead roll-up door-see elevation for color
- Exterior lite fixt. Mounted at 25' AFF

Building Department Submittal

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Project: Agoura Landmark
29621 Agoura Rd.
Agoura, CA 93033

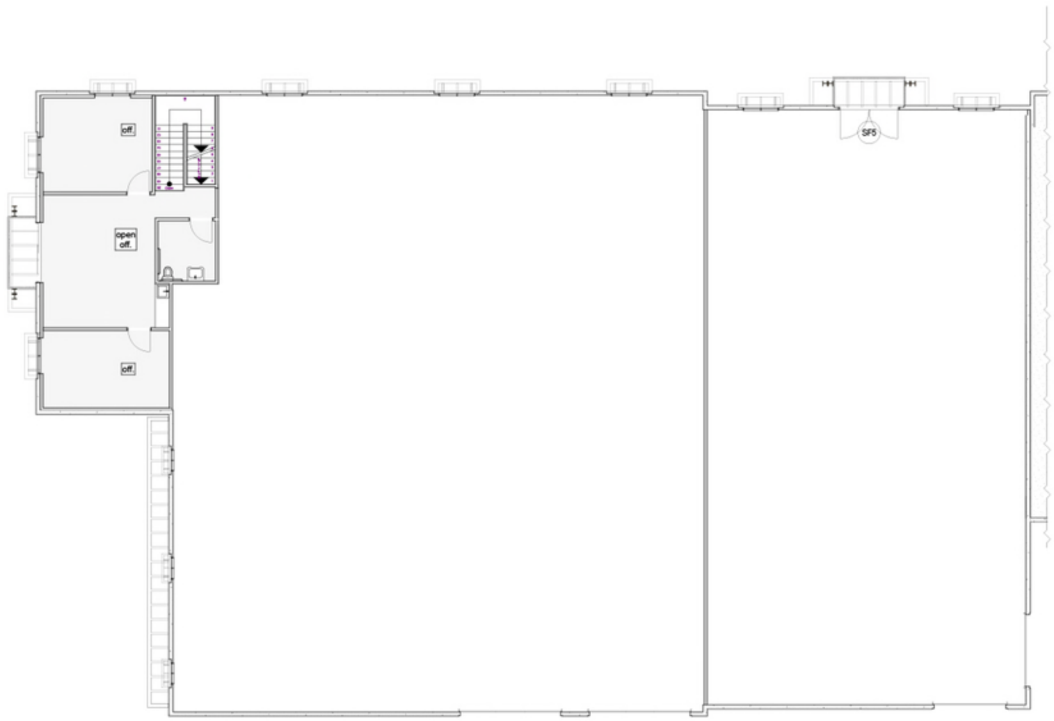
Sheet title: Building A - Exterior Elevations

Date: 12/10/15

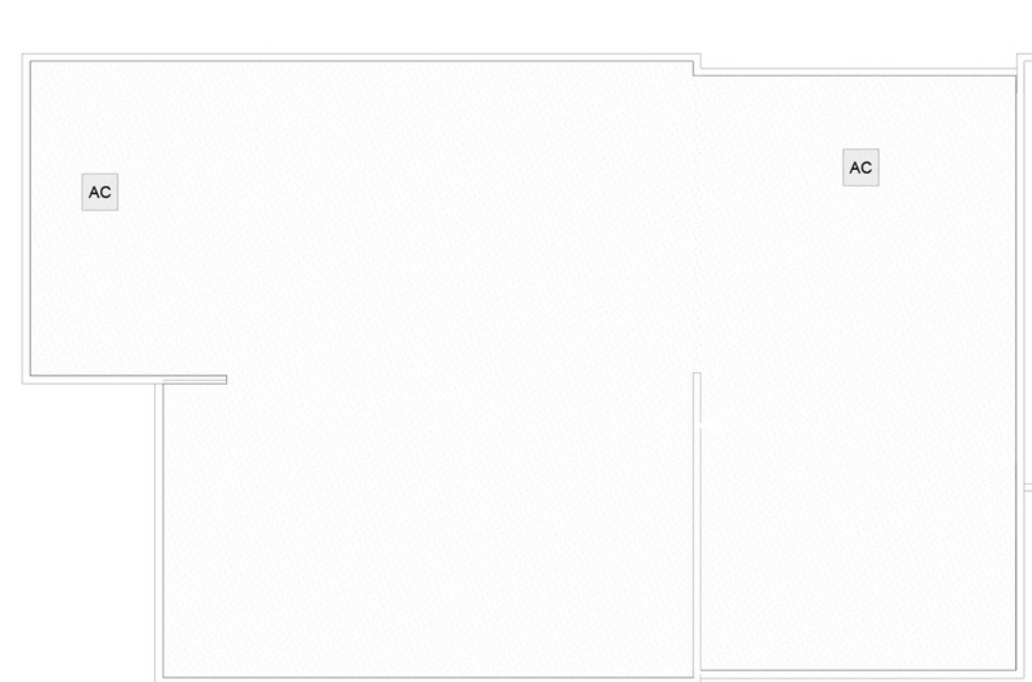
Scale: As Noted

Project No.: 1325

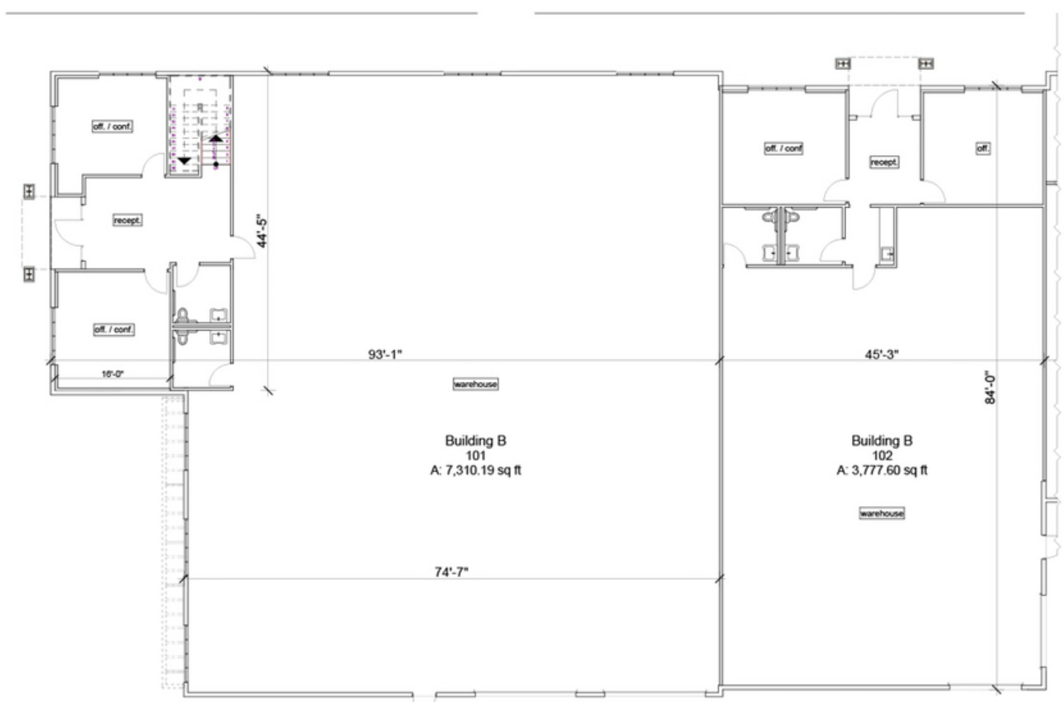
Sheet No.: A2.02



B Mezzanine Plan
SCALE: 1/8" = 1'-0"



B Roof Plan
SCALE: 1/8" = 1'-0"



B First Floor Plan
SCALE: 1/8" = 1'-0"

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For: Martin Teitelbaum

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Planning #:

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Project: **Agoura Landmark**
29621 Agoura Rd.
Agoura, CA 93033

Sheet title: **Building B - Plans**

Date:	12/10/15
Scale:	As Noted
Project No.:	1325
Sheet No.:	A3.01

B **East Elevation**
SCALE: 1/8" = 1'-0"

B **South Elevation**
SCALE: 1/8" = 1'-0"

B **West Elevation**
SCALE: 1/8" = 1'-0"

Exterior Elevation Key Notes

1. Painted concrete tilt-up panel
   a. DEC752 Birchwood
   b. DEC755 Cocoa - ribbed form liner painted
   c. DEC776 Courtyard Green
   d. DEC750 Bison Beige
   e. form liner pattern 2 concrete with clear seal
   f. textured form liner with clear sealer
2. Typical panel joint.
3. Typical reveal.
4. Metal man door.
5. Steel awning all painted DEC756 Weathered Brown
   a. over entrance typ.
   b. over 5'x5' window
   c. over 3'x3' window
   d. trellis detail
6. Aluminum break metal
7. Sheet metal coping
8. 12" high Helvetica medium address numbers, recessed.
9. Steel channel embedded in concrete
10. Line of roof beyond parapet
11. Overflow Scupper w/ hinged mtl cover paint to match wall color - see roof plan for size

12a. Roof Drain underwalk or planter, through curb face per site plan

12b. Roof Drain day light through wall @ 12" AFF

13. Overhead door
14. Decorative recess @ conc. panel. - see det. 11/AD.03
15. Clear glass with anodized bronze mullions
16. Stone tile

Material Legend

- 1/4" Clear glass w/ clear anodized bronze mullion
  T = Tempered Glass
- Painted concrete panel - see elevation for color
- Overhead roll-up door-see elevation for color
- Exterior lite fixt. Mounted at 25' AFF

Building Department Submittal

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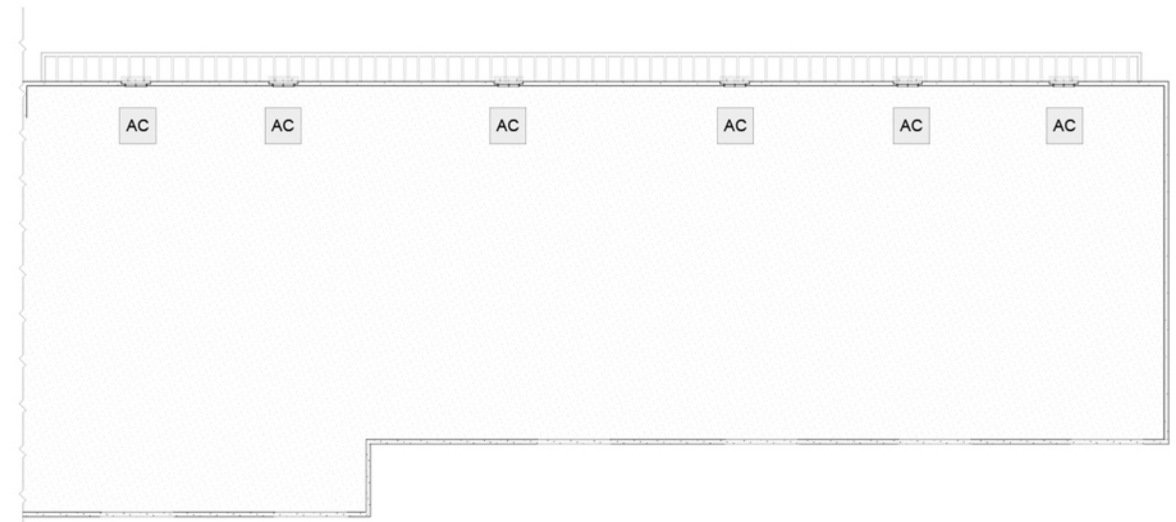
BRETT SHAW
C-015759
STATE OF CALIFORNIA

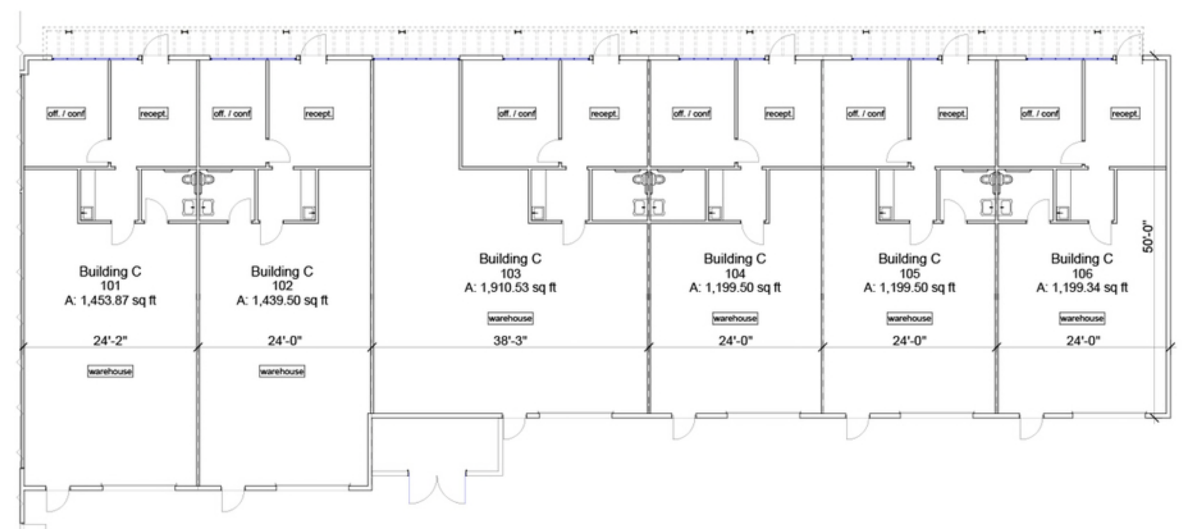
Project: **Agoura Landmark**
29621 Agoura Rd.
Agoura, CA 93033

Sheet title: **Building B - Exterior Elevations**

Date:	12/10/15
Scale:	As Noted
Project No.:	1325
Sheet No.:	A3.02



C Roof Plan
SCALE: 1/8" = 1'-0"



C First Floor Plan
SCALE: 1/8" = 1'-0"

Building Department Submittal

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For: Martin Teitelbaum

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Planning #:

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Stamp:

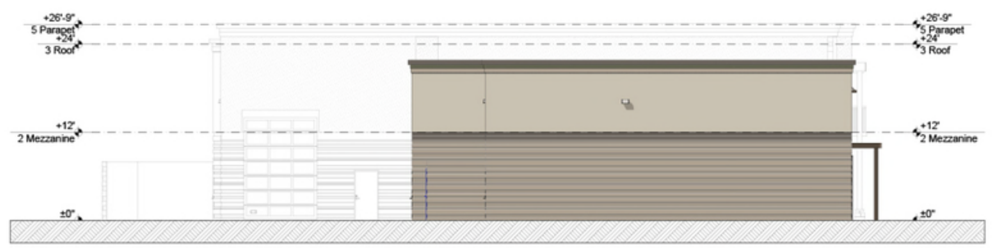
LICENSED ARCHITECT
BRETT SHAW
C-015750
STATE OF CALIFORNIA

Project: **Agoura Landmark**
29621 Agoura Rd.
Agoura, CA 93033

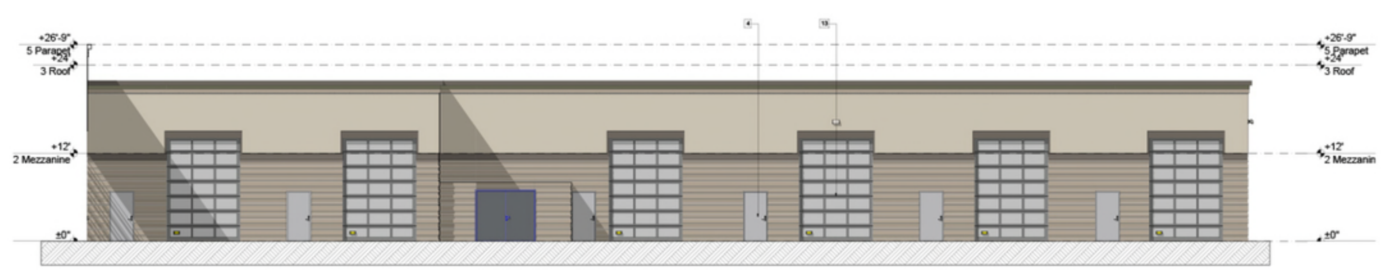
Sheet title: **Building C - Plans**

Date:	12/10/15
Scale:	As Noted
Project No.:	1325
Sheet No.:	A4.01

C North Elevation
SCALE: 1/8" = 1'-0"



C East Elevation
SCALE: 1/8" = 1'-0"



C South Elevation
SCALE: 1/8" = 1'-0"

Exterior Elevation Key Notes

1. Painted concrete tilt-up panel
   a. DEC752 Birchwood
   b. DEC755 Cocoa - ribbed form liner painted
   c. DEC776 Courtyard Green
   d. DEC750 Bison Beige
   e. form liner pattern 2 concrete with clear seal
   f. textured form liner with clear sealer
2. Typical panel joint.
3. Typical reveal.
4. Metal man door.
5. Steel awning all painted DEC756 Weathered Brown
   a. over entrance typ.
   b. over 5'x5' window
   c. over 3'x3' window
   d. trellis detail
6. Aluminum break metal
7. Sheet metal coping
8. 12" high Helvetica medium address numbers, recessed.
9. Steel channel embedded in concrete
10. Line of roof beyond parapet
11. Overflow Scupper w/ hinged mtl cover paint to match wall color - see roof plan for size

12a. Roof Drain underwalk or planter, through curb face per site plan

12b. Roof Drain day light through wall @ 12" AFF

13. Overhead door
14. Decorative recess @ conc. panel. - see det. 11/AD.03
15. Clear glass with anodized bronze mullions
16. Stone tile

Material Legend

1/4" Clear glass w/ clear anodized bronze mullion
T = Tempered Glass

Painted concrete panel - see elevation for color

Overhead roll-up door-see elevation for color

Exterior lite fixt. Mounted at 25' AFF

Building Department Submittal

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For: Martin Teitelbaum

Development Consultant:

Planning #:

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Project: Agoura Landmark
29621 Agoura Rd.
Agoura, CA 93023

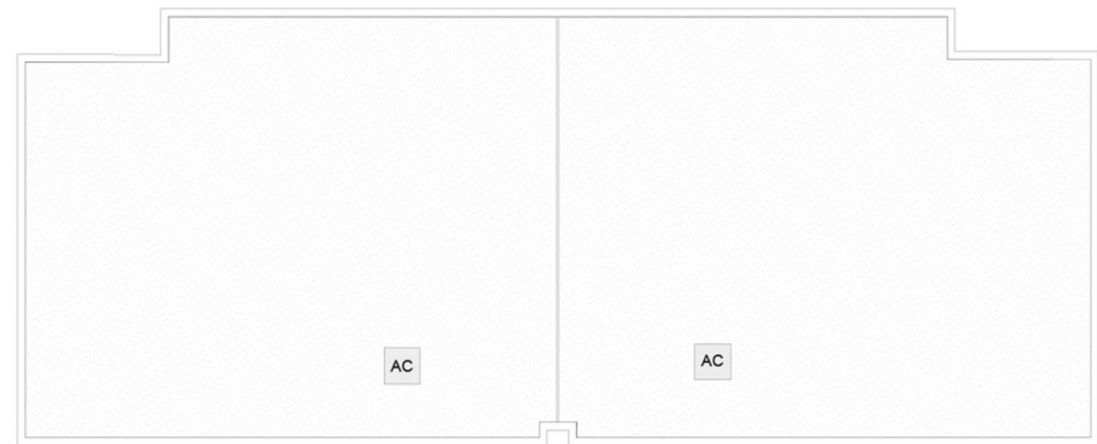
Sheet title: Building C - Exterior Elevations

Date: 12/10/15

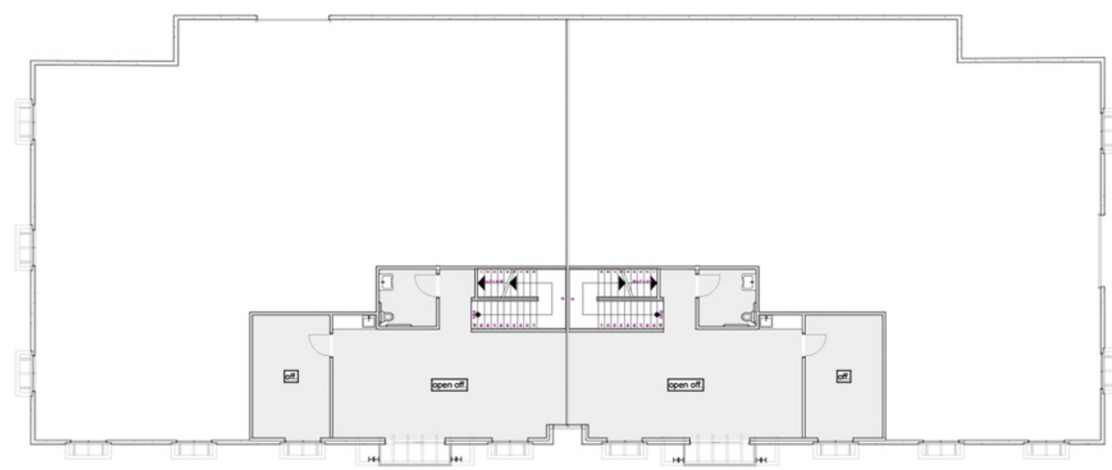
Scale: As Noted

Project No.: 1325

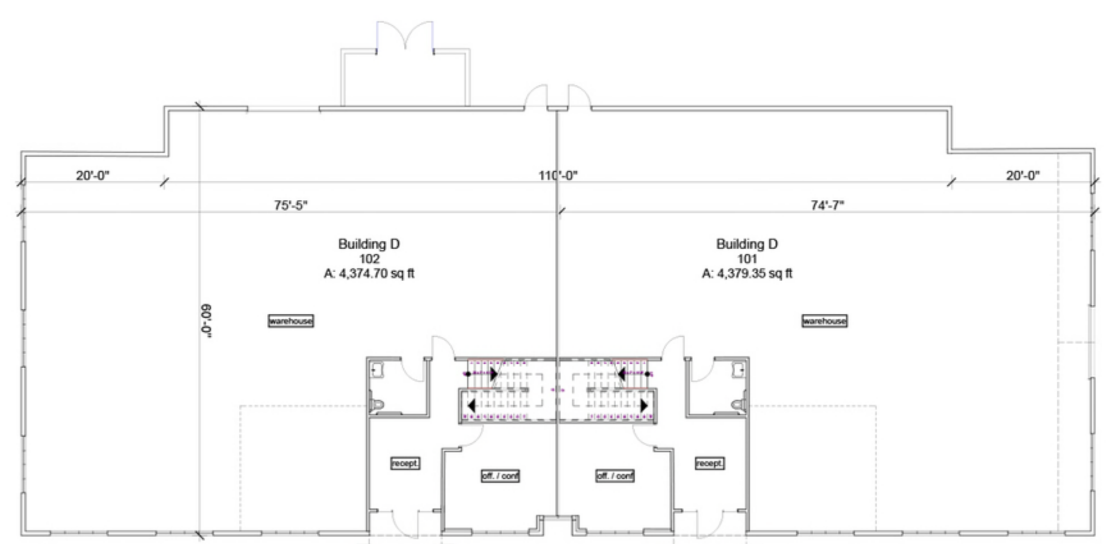
Sheet No.: A4.03



D Roof Plan
SCALE: 1/8" = 1'-0"



D Mezzanine Plan
SCALE: 1/8" = 1'-0"



D First Floor Plan
SCALE: 1/8" = 1'-0"

D First Floor Plan
SCALE: 1/8" = 1'-0"

Building Department Submittal

LANET / SHAW
Architects Inc.
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Los Angeles, CA 90064
Phone 310 479-4775

For:
Martin Teitelbaum
Development Consultant:

Planning #:

B & S #:

Stamp:
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BRETT SHAW
C-015759
STATE OF CALIFORNIA

Project:
Agoura Landmark
29621 Agoura Rd.
Agoura, CA 93033

Sheet title:
Building D - Plans

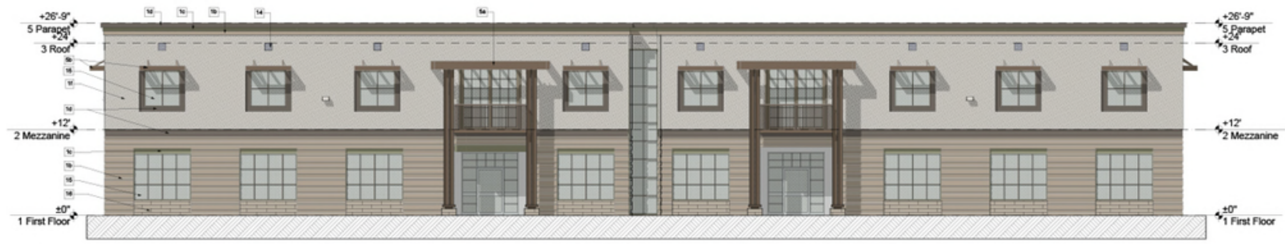
Date: 12/10/15

Scale: As Noted

Project No.: 1325

Sheet No.:

06.01



D **North Elevation**
SCALE: 1/8" = 1'-0"

D **East Elevation**
SCALE: 1/8" = 1'-0"

D **South Elevation**
SCALE: 1/8" = 1'-0"

D **West Elevation**
SCALE: 1/8" = 1'-0"

Exterior Elevation Key Notes

1. Painted concrete tilt-up panel
   - a. DEC752 Birchwood
   - b. DEC755 Cocoa - ribbed form liner painted
   - c. DEC776 Courtyard Green
   - d. DEC750 Bison Beige
   - e. form liner pattern 2' concrete with clear seal
   - f. textured form liner with clear sealer
2. Typical panel joint.
3. Typical reveal.
4. Metal man door.
5. Steel awning all painted DEC756 Weathered Brown
   - a. over entrance typ.
   - b. over 5'x5' window
   - c. over 3'x3' window
   - d. trellis detail
6. Aluminum break metal
7. Sheet metal coping
8. 12" high Helvetica medium address numbers, recessed.
9. Steel channel embedded in concrete
10. Line of roof beyond parapet
11. Overflow Scupper w/ hinged mtl cover paint to match wall color - see roof plan for size

12a. Roof Drain underwalk or planter, through curb face per site plan

12b. Roof Drain day light through wall @ 12" AFF

13. Overhead door
14. Decorative recess @ conc. panel. - see det. 11/AD.03
15. Clear glass with anodized bronze mullions
16. Stone tile

Material Legend

(grey swatch)	1/4" Clear glass w/ clear anodized bronze mullion T = Tempered Glass
(white swatch)	Painted concrete panel - see elevation for color
(lined swatch)	Overhead roll-up door-see elevation for color
(fixture symbol)	Exterior lite fixt. Mounted at 25' AFF

Building Department Submittal

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Los Angeles, CA 90064
Phone 310 479-4775

For: Martin Teitelbaum

Development Consultant:

Planning #:

B & S #:

Stamp: LICENSED ARCHITECT BRETT SHAW C-015759 STATE OF CALIFORNIA

Project: **Agoura Landmark**
29621 Agoura Rd.
Agoura, CA 93033

Sheet title: **Building D - Exterior Elevations**

Date: 12/10/15

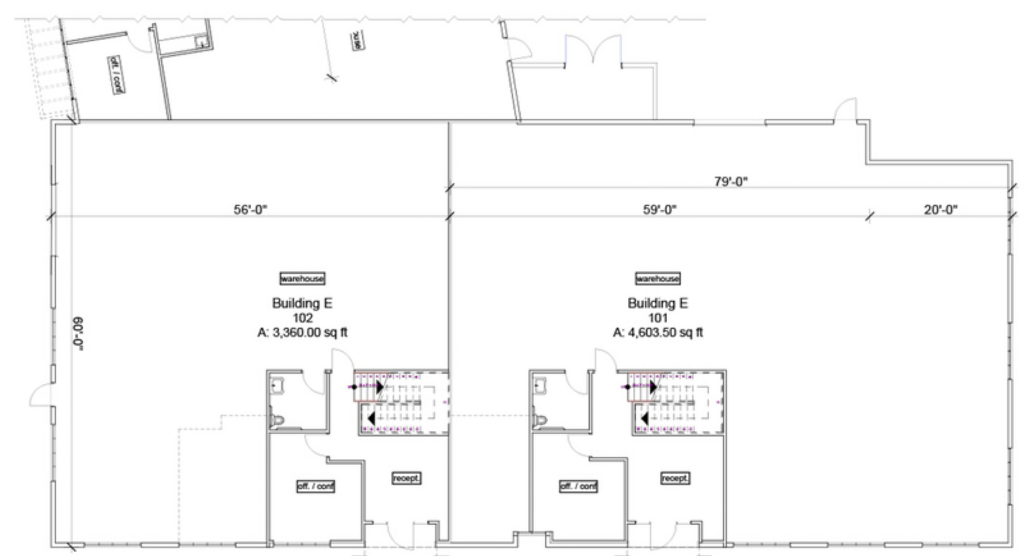
Scale: As Noted

Project No.: 1325

Sheet No.: **06.02**

D Roof Plan
SCALE: 1/8" = 1'-0"

D Mezzanine Plan
SCALE: 1/8" = 1'-0"



E First Floor Plan
SCALE: 1/8" = 1'-0"

Building Department Submittal

LANET / SHAW
Architects Inc.
11741 W. Pico Blvd.
Los Angeles, CA 90064
Phone 310 479-4775

For: Martin Teitelbaum

Development Consultant:

Planning #:

B & S #:

Stamp:
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BRETT SHAW
C-015759
STATE OF CALIFORNIA

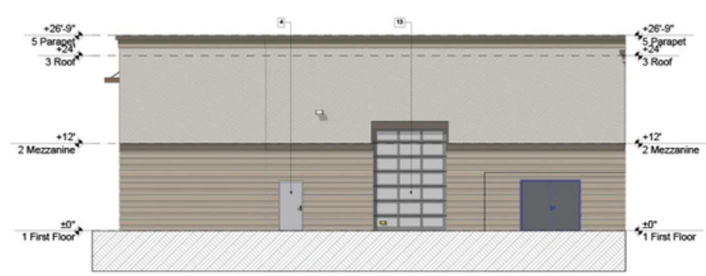
Project: **Agoura Landmark**
29621 Agoura Rd.
Agoura, CA 93033

Sheet title: **Building E - Plans**

Date:	12/10/15
Scale:	As Noted
Project No.:	1325
Sheet No.:	A5.01

D North Elevation
SCALE: 1/8" = 1'-0"

D East Elevation
SCALE: 1/8" = 1'-0"



D North Elevation
SCALE: 1/8" = 1'-0"

D West Elevation
SCALE: 1/8" = 1'-0"

Exterior Elevation Key Notes

1. Painted concrete tilt-up panel
   a. DEC752 Birchwood
   b. DEC756 Cocoa - ribbed form liner painted
   c. DEC776 Courtyard Green
   d. DEC750 Bison Beige
   e. form liner pattern 2 concrete with clear seal
   f. textured form liner with clear sealer
2. Typical panel joint.
3. Typical reveal.
4. Metal man door.
5. Steel awning all painted DEC756 Weathered Brown
   a. over entrance typ.
   b. over 5'x5' window
   c. over 3'x3' window
   d. trellis detail
6. Aluminum break metal
7. Sheet metal coping
8. 12" high Helvetica medium address numbers, recessed.
9. Steel channel embedded in concrete
10. Line of roof beyond parapet
11. Overflow Soupper w/ hinged mtl cover paint to match wall color - see roof plan for size
12a. Roof Drain underwalk or planter, through curb face per site plan
12b. Roof Drain day light through wall @ 12" AFF
13. Overhead door
14. Decorative recess @ conc. panel. - see det. 11/AD.03
15. Clear glass with anodized bronze mullions
16. Stone tile

Material Legend

1/4" Clear glass w/ clear anodized bronze mullion
T = Tempered Glass

Painted concrete panel - see elevation for color

Overhead roll-up door-see elevation for color

Exterior lite fixt. Mounted at 25' AFF

Building Department Submittal

LANET / SHAW
Architects Inc.
11741 W. Pico Blvd.
Los Angeles, CA 90064
Phone 310 479-4775

For: Martin Teitelbaum

Development Consultant:

Planning #:

B & S #:

Stamp:

LICENSED ARCHITECT
BRETT SHAW
C-015759
STATE OF CALIFORNIA

Project: **Agoura Landmark**
29621 Agoura Rd.
Agoura, CA 93033

Sheet title: **Building E - Exterior Elevations**

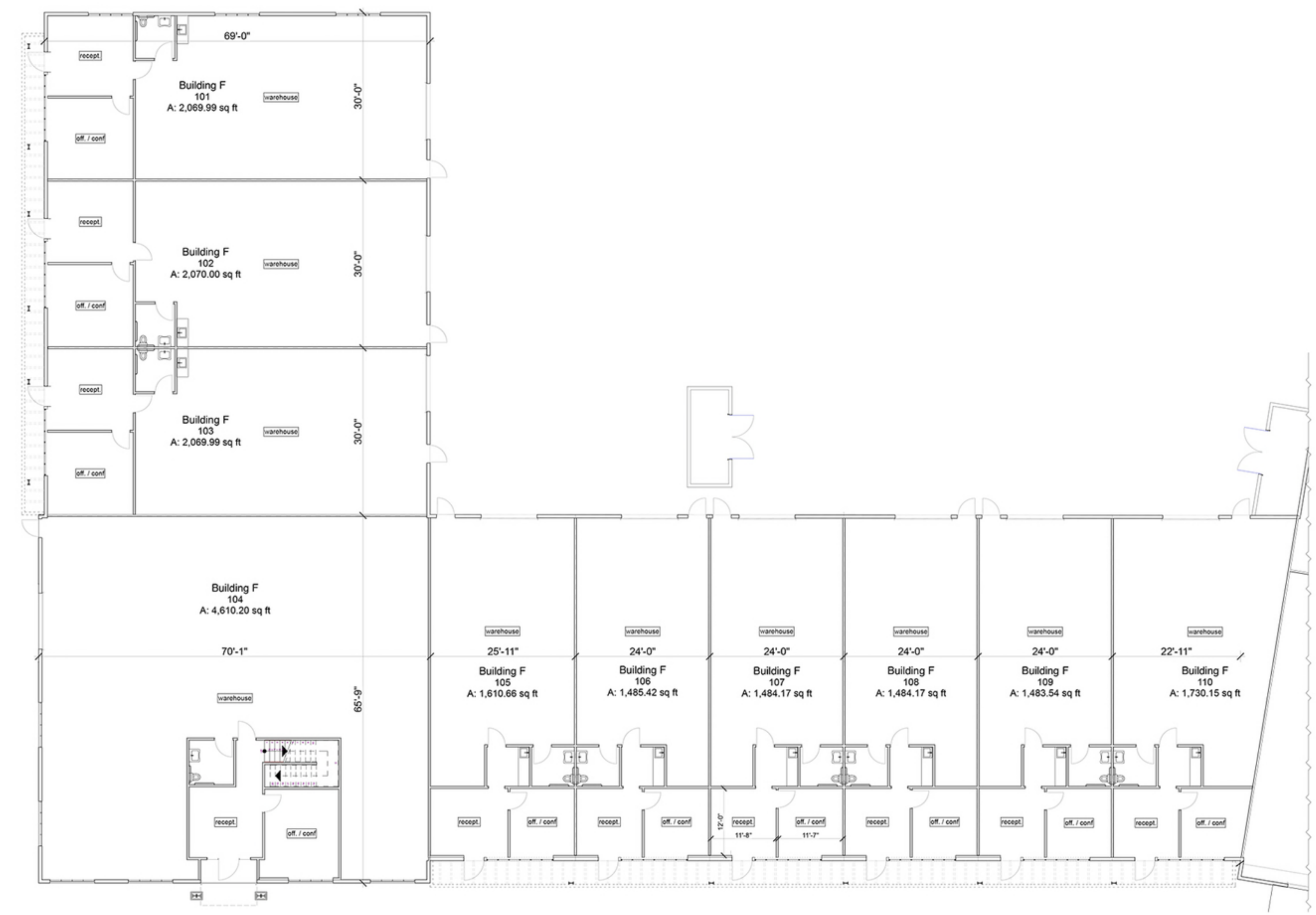
Date: 12/10/15

Scale: As Noted

Project No.: 1325

Sheet No.:

A5.02



F First Floor Plan
SCALE: 1/8" = 1'-0"

Building Department Submittal

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11741 W. Pico Blvd.
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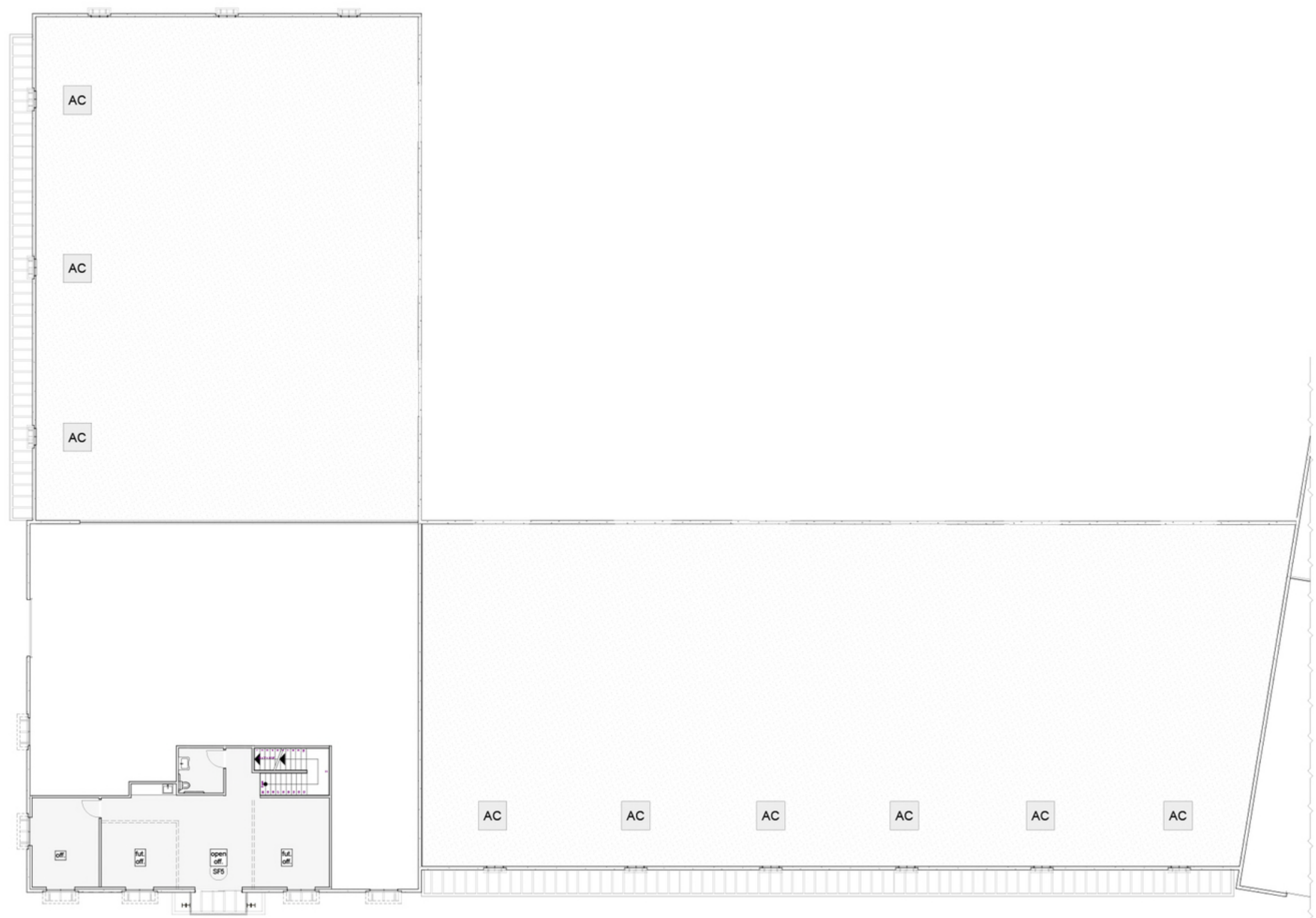
Project:
Agoura Landmark
29621 Agoura Rd.
Agoura, CA 93033

Sheet title:
Building F - 1st Floor Plans

Date:	12/10/15
Scale:	As Noted
Project No.:	1325
Sheet No.:	**A6.01**



F Mezzanine Plan
SCALE: 1/8" = 1'-0"

Building Department Submittal

LANET / SHAW
Architects Inc.
11741 W. Pico Blvd.
Los Angeles, CA 90064
Phone 310 479-4775

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Martin Teitelbaum

Development Consultant:

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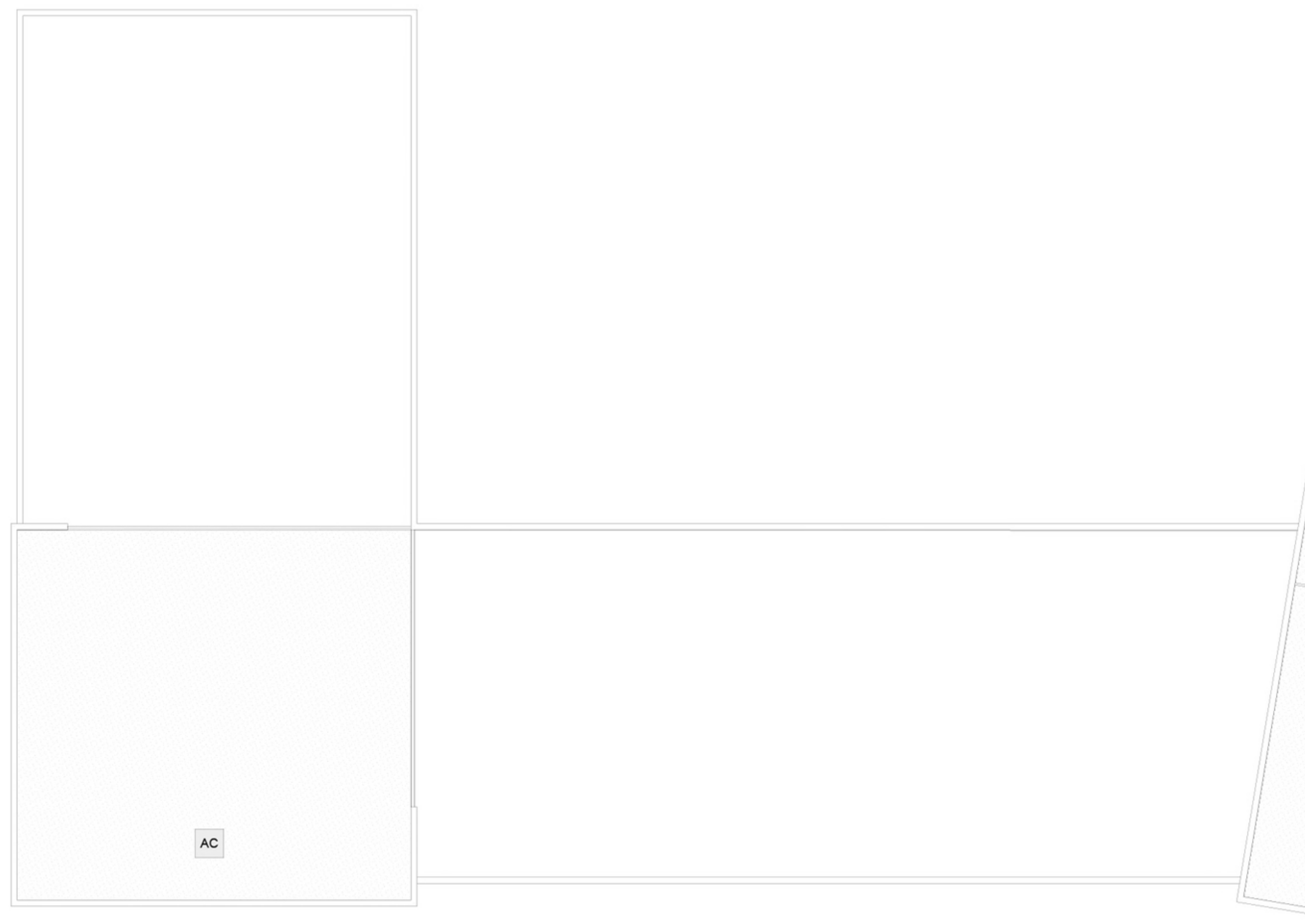
Project:
Agoura Landmark
29621 Agoura Rd.
Agoura, CA 93033

Sheet title:
Building F - Mezzanine Plan

Date:	12/10/15
Scale:	As Noted
Project No.:	1325
Sheet No.:	A6.02



F Roof Plan
SCALE: 1/8" = 1'-0"

Building Department Submittal

LANET / SHAW
Architects Inc.
11741 W. Pico Blvd.
Los Angeles, CA 90064
Phone 310 479-4775

For:
Martin Teitelbaum

Development Consultant:

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C-015759
STATE OF CALIFORNIA

Project:
Agoura Landmark
29621 Agoura Rd.
Agoura, CA 93033

Sheet title:
Building F - Roof Plan

Date:	12/10/15
Scale:	As Noted
Project No.:	1325
Sheet No.:	

A6.03

F North Elevation
SCALE: 1/8" = 1'-0"

F East Elevation
SCALE: 1/8" = 1'-0"

F South Elevation
SCALE: 1/8" = 1'-0"

F West Elevation
SCALE: 1/8" = 1'-0"

Exterior Elevation Key Notes

1. Painted concrete tilt-up panel
   a. DEC752 Birchwood
   b. DEC755 Cocoa - ribbed form liner painted
   c. DEC776 Courtyard Green
   d. DEC750 Bison Beige
   e. form liner pattern 2 concrete with clear seal
   f. textured form liner with clear sealer
2. Typical panel joint.
3. Typical reveal.
4. Metal man door.
5. Steel awning all painted DEC756 Weathered Brown
   a. over entrance typ.
   b. over 5'x5' window
   c. over 3'x3' window
   d. trellis detail
6. Aluminum break metal
7. Sheet metal coping
8. 12" high Helvetica medium address numbers, recessed.
9. Steel channel embedded in concrete
10. Line of roof beyond parapet
11. Overflow Scupper w/ hinged mtl cover paint to match wall color - see roof plan for size

12a. Roof Drain underwalk or planter, through curb face per site plan

12b. Roof Drain day light through wall @ 12" AFF

13. Overhead door
14. Decorative recess @ conc. panel. - see det. 11/AD.03
15. Clear glass with anodized bronze mullions
16. Stone tile

Material Legend

- 1/4" Clear glass w/ clear anodized bronze mullion
  T = Tempered Glass
- Painted concrete panel - see elevation for color
- Overhead roll-up door-see elevation for color
- Exterior lite fixt. Mounted at 25' AFF

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Agoura Landmark Site Lighting Photometric Plan

APPENDIX B