Agoura Landmark
Light Industrial Project

Final 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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Prepared By:

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(818) 879-4700

September 2016

AGOURA LANDMARK LIGHT INDUSTRIAL PROJECT

Final
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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APPENDICES

The Following Appendices are Provided in the Public Draft IS/MND Volume 2 of 2, dated July 2016

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.
- Vesting Tentative Tract Map No. 73890, Delane Engineering, 4/20/2016.
- 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.
- 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

2.1 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.

2.2 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

[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.
[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).
[2] City of Agoura Hills General Plan March 2010, Community Districts and Subareas, Figure LU-3.

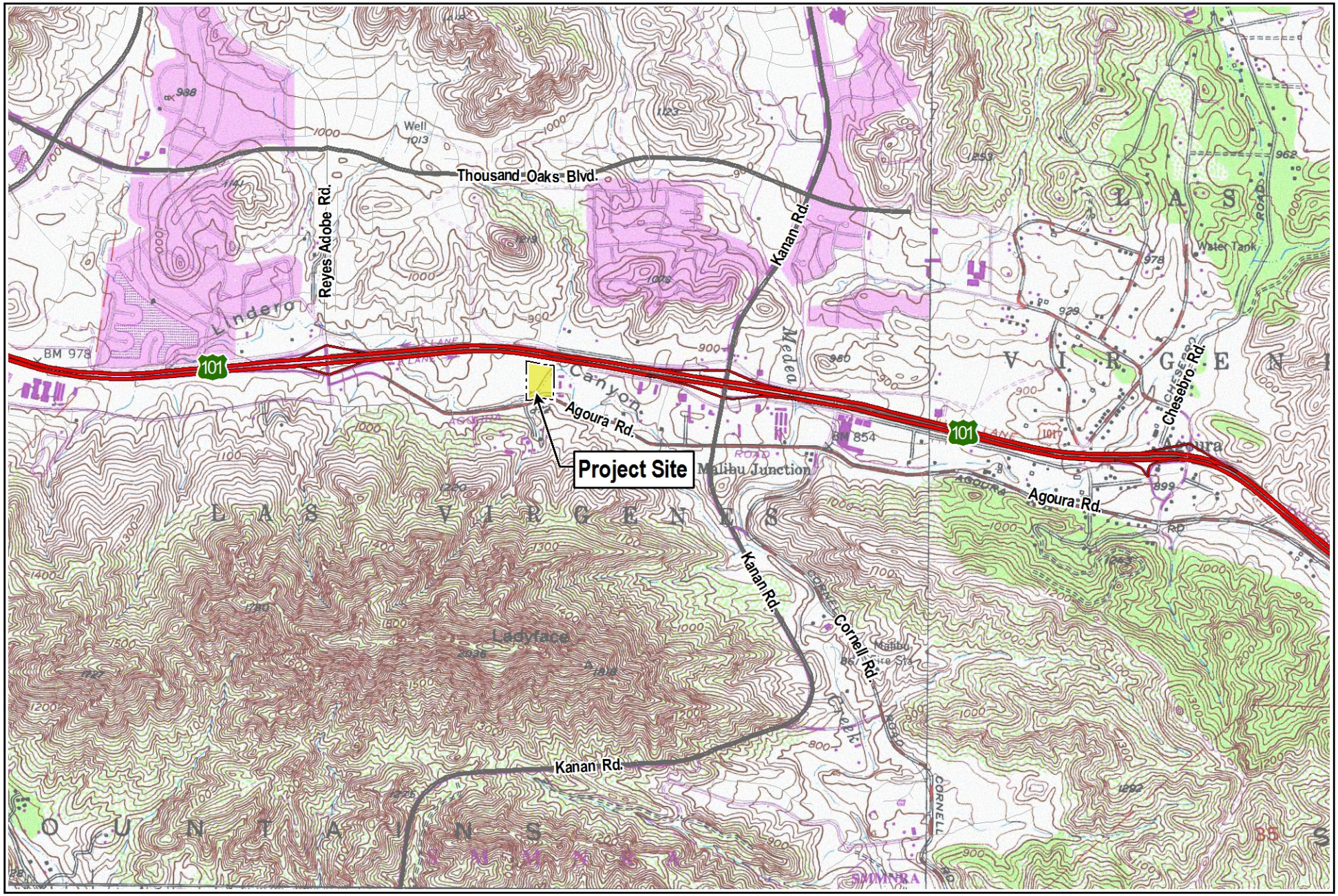
AGOURA LANDMARK MND

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

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.

Table 2-1
Proposed Site Area

Land Use	Approximate Site Area (sq. ft.)
Hardscape Area	107,053
Landscape Area	48,417
Building Footprint	64,867
Total	**225,337**
Source: Delane Engineering, Vesting Tentative Tract Map No. 73890, 4/20/2016	

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, revised 5/23/2016	

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: 9/15/2016

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 Agoura Landmark 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**.

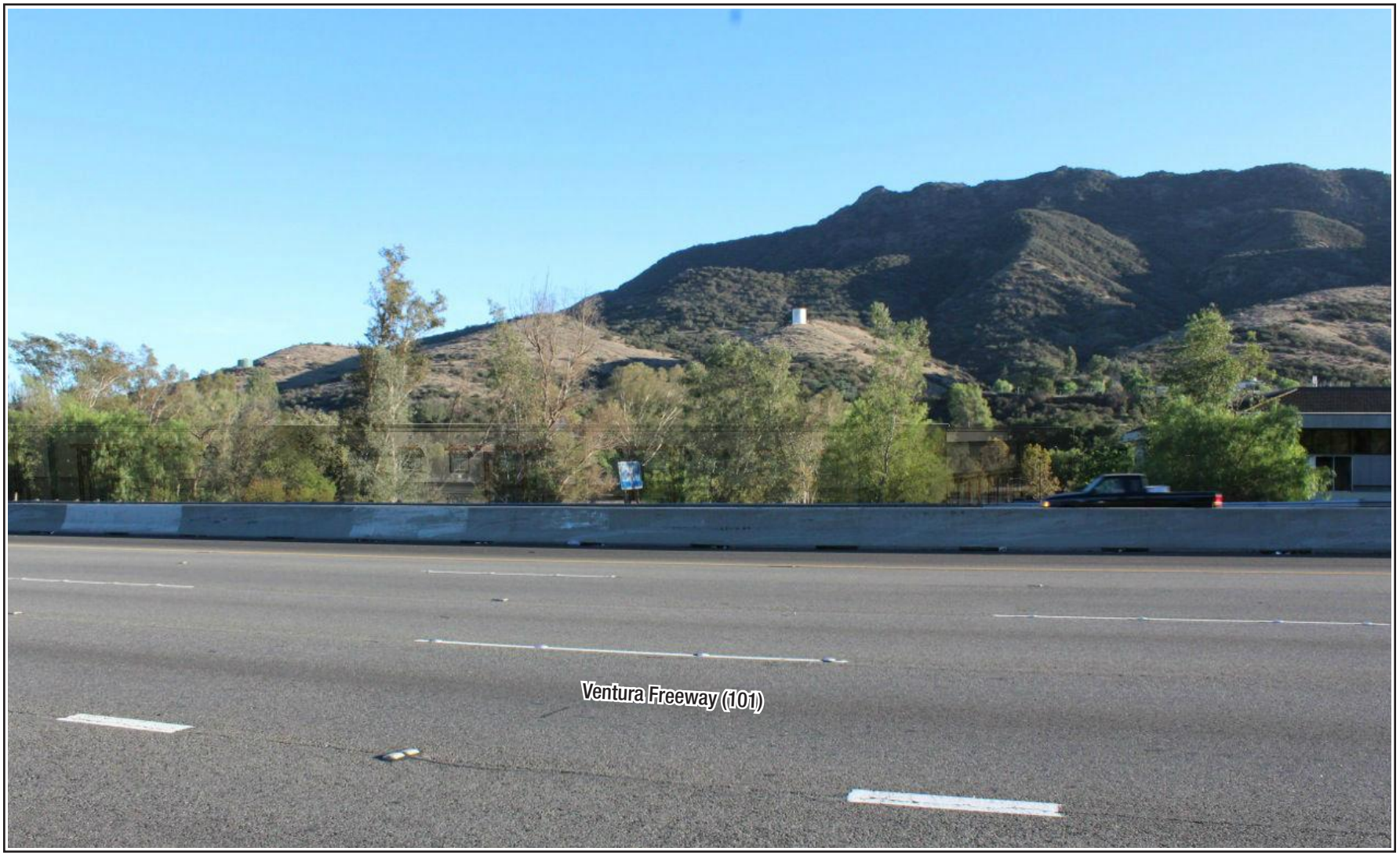
Views from Agoura Road

Implementation of the project would alter existing northerly views from Agoura Road as shown in **Figure 7, View of Proposed Agoura Landmark 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.