

10. Description of Project:

Development Components

The proposed project involves consolidation of 24 parcels into two lots for the construction of a mixed-use project. Lot 1 would include the area in Zone E of the AVSP and would be approximately 6.23 acres. Lot 2 would include the area in Zone G of the AVSP and would be approximately 1.98 acres. All development would occur on Lot 1. Lot 2 would be reserved for open space in accordance with the AVSP.

A mixed-use project that would include seven buildings comprising 35 residential units and 68,918 square feet (sf) of commercial space is proposed to be developed on Lot 1. Table 1 shows the characteristics of the proposed project. Detailed project plans and renderings are included in Appendix G.

**Table 1
 Project Characteristics**

Project Site Size	Existing gross: 7.43 acres (325,561 sf) Proposed gross: 8.2 acres (357,628 sf)
Proposed Lot Size	Lot 1: 6.23 acres (271,379 sf) Lot 2: 1.98 acres (86,249 sf)
APNs	2061-029-008, 2061-029-009, 2061-029-010, 2061-029-011, 2061-029-012, 2061-029-013, 2061-029-014, 2061-029-015, 2061-029-016, 2061-029-017, 2061-029-029, 2061-030-001, 2061-030-002, 2061-030-003, 2061-030-004, 2061-030-005, 2061-030-006, 2061-030-007, 2061-030-008, 2061-030-009, 2061-030-010, 2061-030-011, 2061-030-012, 2061-030-013
Site Coverage	Lot 1 Buildings: 1.38 acres (22%) Landscaping & Open Space: 2.84 acres (46%) Hardscape (paving, driveways, sidewalks, plaza): 2.01 acres (32%) Lot 2 Open Space: 1.98 acres (100%)
Floor Area by Land Use	Apartments: 47,858 sf Retail: 23,013 sf Office: 34,905 sf Restaurant: 11,000 sf <i>Total Building Area: 116,776 sf</i>
Floor Area by Building	Building 1: 5,905 sf residential, 6,103 sf office/retail, 7,485 sf retail/restaurant Building 2: 4,369 sf residential, 4,158 office/retail, 5,379 retail/restaurant Building 3: 8,944 sf residential, 10,572 sf office, 10,733 sf retail/restaurant Building 4A/4B: 9,172 sf residential, 26,112 sf office, 58,662 sf parking Building 5: 9,453 sf residential, 23,227 sf parking Building 6: 9,459 sf residential, 5,964 sf parking
Residential	Building 1: 4 loft units Building 2: 4 loft units Building 3: 7 loft units Building 4A: 8 two-bedroom units Building 5: 6 two-bedroom units Building 6: 6 two bedroom units <i>Total: 35 units</i>



**Table 1
 Project Characteristics**

Height	Building 1: 40-45 feet Building 2: 43-45 feet Building 3: 43-45 feet Building 4A: 30-45 feet Building 4B: 30-45 feet Building 5: 30-45 feet Building 6: 30-45 feet <i>Max height: 45 feet</i>
Floor Area Ratio	0.25 (68,918 sf of commercial / 271,379 sf Lot 1 size)
Parking	Enclosed: 183 spaces (81,497 sf) Surface Parking: 67 spaces (22,154 sf) <i>Total On-Site: 250 spaces (103,651 sf)</i>
Utilities	Water/Wastewater: Las Virgenes Municipal Water District Waste: Waste Management Gas: Southern California Gas Electric: Southern California Edison

The proposed project includes roadway improvements to the sections of Agoura Road and Cornell Road adjacent to the site. Cornell Road would be improved to accommodate new sidewalks, curb and gutter, and the addition of on-street parking spaces along the east and west sides of the roadway. Agoura Road would be improved to include a new sidewalk, curb and gutter improvements, on-street bike lanes, and 17 on-street angled parking spaces on the south side of the street.

The proposed project also involves a vacation of Cleveland Drive within the boundary of the project site.

Green Building Features

The proposed project features several green building design features. These include but are not limited to the following:

- Energy-efficient HVAC systems
- Recyclable building materials
- Building materials with low Volatile Organic Compounds (VOC) limits
- Paint materials with low VOC limits
- Adhesives with low VOC limits
- Paint without lead
- Low flow toilets, urinals, and other plumbing fixtures
- Energy efficient lighting design
- Limited lighting to minimize light pollution

Construction and Grading

Construction is expected to occur over 24 to 28 months and include six months of grading and 18-22 months of building construction. Retaining walls six-feet in height would be used on the site to accommodate various grade changes, including for landscape planters, stairway access,



and drive-aisles. ~~The grading plan also includes interior retaining walls, behind buildings, that extend to heights over forty (40) feet.~~

Grading and excavation would include approximately 95,000 cubic yards (CY) of cut and 2,500 CY of fill for a net export of 92,500 CY of earth material. Assuming an average truck load of 16 CY, approximately 5,782 round trip truckloads would be needed to export the material. Over the course of six months of grading (assuming a five-day work week), this equates to an average of 45 round-trip truck trips per day.

11. Other Public Agencies Whose Approval is Required:

The City of Agoura Hills is the Lead Agency for the proposed project under the California Environmental Quality Act (CEQA). The proposed project would require the discretionary approval of the City of Agoura Hills Planning Commission. Specifically, approval of an Agoura Village Development Permit would be required, with consideration of the following requests:

- Tentative Parcel Map
- Partial street vacation of Cornell Road and Agoura Road
- Vacation of Cleveland Drive within the boundary of the project site
- Conditional Use Permit
- Oak Tree Permit to remove scrub oak and 29 oak trees, and to encroach within the protected zone of 30 oak trees
- ~~Variance for retaining wall heights in excess of six feet~~

In addition, project implementation could require the following approvals from the City of Agoura Hills and other agencies:

- City of Agoura Hills
 - Building Permit
 - Grading Permit
 - Encroachment Permit
- Los Angeles Regional Water Quality Control Board
 - Section 401 Certification and State Waste Discharge Requirements Permit
 - National Pollution Discharge Elimination System (NPDES) general permit for Stormwater Discharges associated with Construction and Disturbance activities



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that would require further discussion in an EIR, or could be reduced to a less than significant level through incorporation of mitigation:

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |



DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Doug Hooper, AICP
Planning Director

6/17/16

Date



ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS				
-- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

The project site is located in the eastern portion of the Agoura Village Specific Plan area, in the foothills east of Ladyface Mountain, in the city of Agoura Hills, on the southeast corner of Agoura Road and Cornell Road. The city is located in the eastern Conejo Valley between the Simi Hills and Santa Monica Mountains in western Los Angeles County. The project site can be visually characterized as an urban/rural transition area. The site includes undeveloped hillside lands surrounded by development on two sides and hills on the other two sides. The site is located at the base of the foothills with steep slopes and is vacant with no existing structures or development. It is mostly covered with grasses and has scattered oak trees. An unimproved public road (Cleveland Drive) traverses the site and curves from the west to the south and then to the north and northeast. The dominant visual feature on the project site is a knoll located in the northwest corner at the corner of Cornell Road and Agoura Road.

a) The project site is located approximately 625 feet south of US-101, which is eligible for designation as a State scenic highway, but has not been designated as such. In any case, the AVSP FEIR identified a significant but mitigable impact related to the alteration of views from US-101 and other identified scenic highways and roadways. Mitigation measure AES-1 was required to reduce the visual impacts from retaining walls visible from designated scenic roadways:

AES-1 Retaining Wall Design. In the event any proposed retaining walls are visible from designated scenic roadways, the City's Architectural Review Board shall determine whether they are consistent with the City's Architectural Design Standard and



Guidelines (1992). If any wall is found to be inconsistent with the Guidelines, the Architectural Review Board shall recommend additional design features to bring the wall(s) into compliance. Possible design features may include the use of textured retaining walls with more natural features, such as those that simulate rocks or boulders. Additionally, design features may include the planting of landscape vegetation along the wall facing south toward the freeway. This landscape vegetation should include plants that provide vertical wall coverage, in order to enhance the visual character of the wall and break up the area of the wall that is visible from scenic corridors. Such retaining wall, landscaping and other related design features shall be shown on the project plans and verified by City Planning and Community Development Department Staff prior to issuance of a Grading or Building Permit.

The City's General Plan Natural Resources Chapter (March 2010) identifies scenic resources in the City. According to the General Plan, Ladyface Mountain in the Santa Monica Mountains is an important scenic resource. In addition, Agoura Road is designated as a valuable scenic resource since it provides views of the Santa Monica Mountains including Ladyface Mountain (Agoura Hills General Plan 2010).

The project site is undeveloped hillside land east of Ladyface Mountain. The project site is at a higher elevation than the areas between Agoura Road and the freeway and is visible from surrounding properties and public roads including Agoura Road, Cornell Road (both adjacent to the project site), US-101 north of the project site, and the Kanan Road freeway overpass. Therefore, the proposed project would alter views from surrounding properties and from Agoura Road and US-101.

Westbound motorists traveling along Agoura Road, between Vejar Drive and Cornell Road, have views of the Ladyface Mountain to the southwest. However, views across the project site towards Ladyface Mountain from Agoura Road are currently blocked by the existing topography and vegetation such as oak trees. Therefore, development of the proposed project with structures up to 45 feet in height would not significantly block views of Ladyface Mountain. For motorists traveling south on Cornell Road toward the project site, views of Ladyface Mountain are to the southwest, whereas views of the project site are to the southeast. Therefore, the proposed project would not block views of Ladyface Mountain for motorists on Cornell Road. Views of Ladyface Mountain from motorists traveling westbound on US-101 would also not be blocked by the proposed project (see Figure 4) due to the topography of the freeway compared to the project site. Figure 4 shows a photosimulation of the site from US-101, Ladyface Mountain is located off the right side of the figure. As shown in this figure, the buildings are not situated in such a way as to block views of the mountain.

Policy NR-2.1 of the General Plan requires that development be located and designed to maintain the visual quality of hills, ridgelines, canyons, significant rock outcroppings, and open space areas surrounding the City and locate and design buildings to minimize alternation of natural topography. As shown in Figure 4, the project would place buildings on the hillside. Parts of the hillside are already obscured by the development adjacent to the freeway. The proposed buildings would cover more of the hillside but would leave the ridgeline and the upper portion of the hill unobscured. According to the AVSP EIR (pages 4.1-14 to 4.1-15) modifications to the viewshed are considered less than significant if the modification would be

