West Elevation

South Elevation

North Elevation

East Elevation

Source: Ali Iqbal, March 30, 2015.

Given the project is consistent with the Zoning Ordinance and General Plan, assuming the density bonus is approved, no variances or modifications are required.

3.0 ENVIRONMENTAL CHECKLIST FORM AND EVALUATION

1. **Project title:**
   Oakmont of Agoura Hills

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. Allison Cook, AICP, Assistant Planning Director, (818) 597-7310

4. **Project location:**
   29353 Canwood Street – north of the Ventura Freeway between Kanan and Reyes Adobe Road

5. **Project sponsor's name and address:**
   Mr. Wayne M. Sant
   Oakmont of Agoura Hills
   9240 Old Redwood Highway, Suite 200
   Windsor, CA 95492

6. **General plan designation:**
   Business Park-Office Retail

7. **Zoning:**
   Business Park-Office Retail (BP-OR) – Freeway Corridor Overlay (FC)

8. **Description of project:**
   Development of a two-story 71,020 SF assisted living and memory care facility with 75-units and an anticipated resident population of 86 persons. Some units would be doubles. The design will include landscaping that incorporates a fuel modification zone and a wall designed to reduce the effect of freeway noise levels on the project. The facility would be located on the southern portion of the site, minimizing impacts to existing oak trees on the northern portion of the site, and would feature a parking lot to the west of the building and outdoor features including an interior open courtyard, dining patio at the northwest corner, and memory care garden along the east-facing wall.

9. **Surrounding land uses and setting:**
   Office building to the west; Canwood Street and U.S. 101 to the south; a vacant lot, beyond which is an office building, to the east; and dedicated open space within the Hillrise HOA single-family residential neighborhood, behind which are single-family homes to the north.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**
    - U.S. Army Corps of Engineers – Clean Water Act Section 404 Nationwide Permit.
    - California Department of Fish and Wildlife – Fish and Game Code Section 1602 Streambed Alteration Agreement.
    - Los Angeles Regional Water Quality Control Board – Clean Water Act Section 401 Water Quality Certification.

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)
☒ Tribal Cultural Resources (XVI)	☐ Utilities / Service Systems (XVII)	☒ Mandatory Findings of Significance (XVIII)

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.

Signature: Allison Cook Date: 1-5-18

Name: Allison Cook, AICP
Title: Assistant Planning Director

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.	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state designated scenic highway?	☐	☐	☐	☒
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d.	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Impact Analysis

The following impact analysis is based on the Architectural Plans prepared by Oakmont Senior Living revised on June 24, 2016, and the Site Lighting Photometric Plan prepared by Landesign Group dated June 2016, provided in **Appendix A** and **Appendix B**, respectively.

a. No Impact. A project may have a potentially significant impact if a project would have a substantial adverse effect on a scenic vista. The project involves construction and building operations that would be visible to travelers on both Canwood Street and the Ventura Freeway. The southern edge of the project site is located approximately 70 feet north of the Ventura Freeway, which is an Eligible State Scenic Highway in western Los Angeles County but is not officially designated as such.[5] The City General Plan, Natural Resources Chapter (2010), describes the Santa Monica Mountains and Ladyface Mountain, as well as certain road segments along Agoura Road, Kanan Road, Thousand Oaks Boulevard, and Reyes Adobe Road, as well as other topographical features, as scenic resources. None of these are located in the vicinity of the project area. Because there are no designated scenic vistas in the area or on the project site, **there would be no impact**.

b. No impact. A project may have a potentially significant impact if a 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 are no designated scenic vistas or state-designated scenic highways in the City. Therefore, **the project would have no impact on scenic resources within a state-designated scenic highway**.

c. Potentially Significant Unless Mitigation Incorporated. A project may have a potentially significant impact if a project would substantially degrade the existing visual character or quality of a site

[5] 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).

and its surroundings. The following analysis considers the impact of the project on the visual character and quality of the site from viewpoints in the project area.

A remnant concrete foundation, chain link fence, and billboard in the southeastern corner have degraded the existing natural character of the site. Furthermore, property maintenance for fire prevention measures has diminished the natural and native character of the lot, contributing to the introduction of ruderal and invasive plants.

The project proposes a single two-story building 26 feet in height, with architectural elements reaching 30 feet and four inches, thereby conforming to the 35-foot high building height limitation specified in the City's Municipal Code for buildings in the BP-OR and Freeway Corridor Overlay districts. In terms of building design, the project features well-articulated elevations and architectural elements, consisting of gable roofs and varying roof pitches and rafter tails; a porte-cochere; columns; trellises; and a combination of stucco and wood-like siding with stone and wood accents. The building colors are earth tone, with green, cream and brown colors.

Landscaping is proposed around the building, in the parking lot, and along the site boundaries to soften the building appearance and provide screening. The landscaping includes native species (primarily oak trees) and non-native but complimentary species that are of lower water use. A series of retaining walls up to six feet high are proposed along the property edges to address the grade difference between Canwood Street and the project site, as well as the building pad and steeper slopes on northern site portion.

The Freeway Corridor Overlay district calls for compatible materials to preserve and enhance the scenic quality of the freeway corridor, including the semi-rural character of the City. The architecture attempts a balance between an urban development within a natural hillside setting, incorporating natural colors and materials into a semi-rustic style and preserving steeper slopes. The building design is similar in scale and height with neighboring buildings to the west and east near the intersection of Kanan and Canwood Streets, and to not distract from the natural hillside setting. The building is set on the southern portion of the site, with the northern steeper portion of the site to remain vacant with oak trees to remain.

During construction, the project would comply with existing AHMC regulatory requirements for sites to be temporarily fenced and screened. The height of fencing would be six feet and the exterior would be overlaid with a dark, opaque vinyl screen, or other equivalent fencing and screening material approved by the Planning Director. Temporary construction fencing and gates are required to be maintained in good order at all times. This required temporary fencing would reduce the temporary visual impact to public views during site grading and equipment usage.

Visual Character in Views from the Ventura Freeway and Canwood Street

Similar to existing buildings north of the Ventura Freeway, the project sits at a slightly higher elevation relative to the elevation of the Ventura Freeway and Canwood Street. Given the 12-foot difference in elevation between the outermost northbound lane of the Ventura Freeway and the project site and 40 feet between Canwood Street and the freeway, the project landscaping and retaining walls would be visible in the foreground to travelers as shown in **Figure 6, View of Project from Ventura Freeway**. The retaining walls would reach a maximum 6' height consistent with AHMC Section 9606.2. The finished elevation of the project would be similar to the existing office building on the adjacent parcel to the west of the project site, also shown in Figure 6, such that the project would not obstruct background views from the Ventura Freeway and Canwood Street. Although the project would alter the foreground views of travelers on the Ventura Freeway and Canwood Street, roof equipment would be screened by roof parapets (mansard style with four sloping sides), project landscaping and architectural features consistent

Source: Ali Iqbal, Mar. 30, 2015.

View of Project from Ventura Freeway

with the Freeway corridor overlay requirements for a high-quality image along the freeway, enhance the appearance of the building mass and complement surrounding land uses, topography, trees, and views. In terms of landscape design, the project features landscaping along the building perimeter to increase visual interest in northward directed views of the building for travelers on the Ventura Freeway.

Visual Character in Views from Residences in the Hillrise Residential Community

As shown in **Figure 7, Site Elevation Profile**, given the southward sloping layout of the site and higher elevation of the hills to the north, the proposed building would sit below the line of sight from residences located at higher elevations on the southern edge of the Hillrise residential community. The residences do not directly border the subject site, but are separated by an open space greenbelt owned by the Hillrise Home Owner's Association. As shown in Figure 7, the rooflines of the proposed building would reach a maximum elevation of approximately 940 feet while the existing houses on the top of the hill sit at an elevation of 1,030. Therefore, the top of the project structure would be at least 90 feet below the existing residences. Therefore, views of the Santa Monica Mountains, including Ladyface Mountain, and portions of the City south of the freeway, would remain.

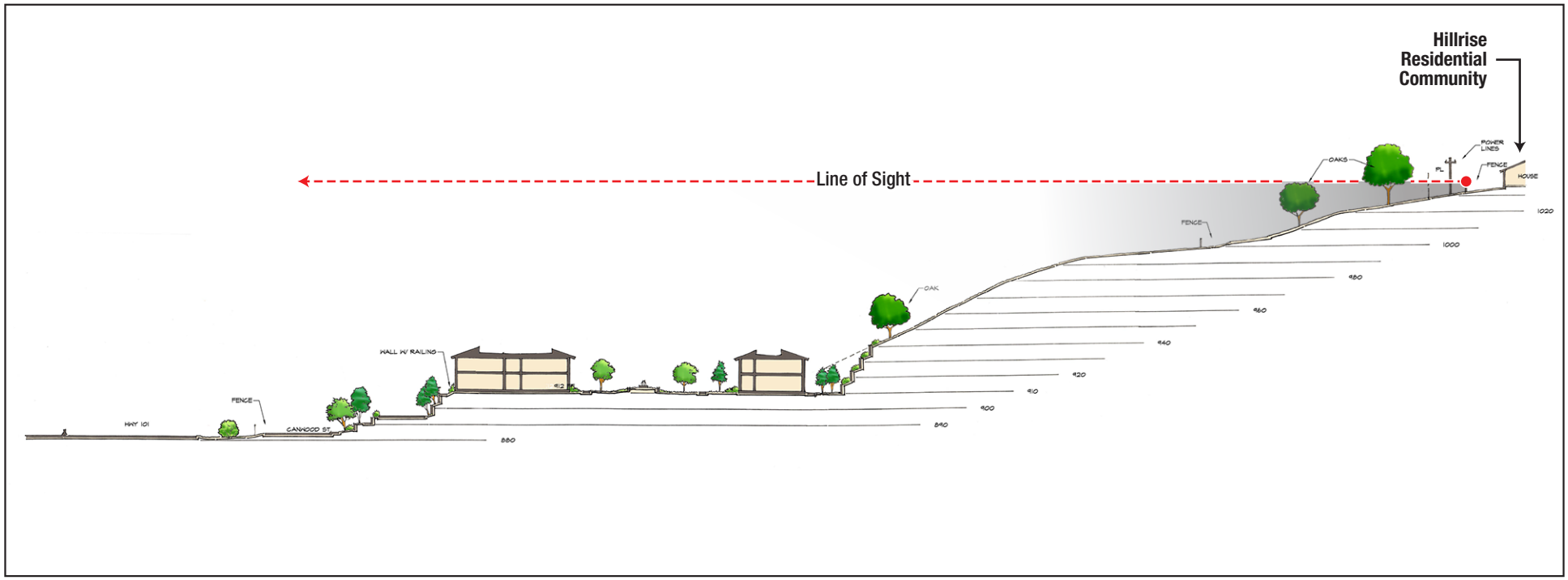
The project would not substantially degrade views of the distant hills from the Ventura Freeway or Canwood Street. It would be consistent with the visual context of existing development to the west of the project, and similar to the scale of surrounding uses. The project would feature grading, landscaping, and building setbacks sensitive to the existing visual landscape.

However, the length and height of the series of concrete retaining walls (up to 6' tall) along the south facing the freeway and the western and eastern elevations are not consistent with the semi-rural scenic character called for in the Freeway Corridor overlay zone, and could substantially degrade the existing visual character and quality of the area. Mitigation Measure **AES-1** would require aesthetic treatment of the surface of the retaining walls. Upon incorporation of this measure, **impacts to visual quality would be reduced to a less than significant level**.

d. Less than Significant Impact. A project may have a potentially significant impact if a 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 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 street lights on the 101 Freeway. These uses generate nighttime lighting, including office building mounted lighting and daytime glare from certain angles from windows on parked vehicles.

The site would include building wall-mounted lantern or sconce lights; low pedestrian path lighting; minor ground-mounted monument sign lighting; and parking lot and driveway light standards 16 feet high. Parking lot and driveway lighting would consist of shielded light standards that are focused downward per AHMC Section 9305.B, Section 9393.15, and the City Architectural Design Standards and Guidelines. Building mounted and pedestrian safety lighting has the potential to create light spillover and glare. Pedestrian path and wall sconce lighting would be minimal and low intensity. However, the project photometric plan prepared by Landesign Group, provided in Appendix B, shows the proposed lighting would not exceed 0.1-foot candle at the property lines with the exception of the southern property line frontage along Canwood Street where there are existing lights along the Ventura Freeway. Outdoor project lighting would be required to comply with AHMC standards to minimize the effects of light spillover and glare. **Therefore, potential light and glare impacts would be less than significant.**

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 on the building exterior and vehicles parked on



Source: Landesign Group, June 2016.

envicom

Site Elevation Profile

FEET 0 50 100

FIGURE 7

the project site could increase reflected sunlight during certain times of the day. The building and parking to the west of the building lot would be located on the southern portion of the site with the lower floor at an elevation of approximately 910 feet above sea level, approximately 30 feet above the elevation of the 101 Freeway to the south and approximately 25 feet above the level of Canwood Street to the south. The placement of the building and parking lot at elevation at least 25 higher than the roadways would minimize the potential for glare from the project to affect passing vehicles on these roadways because the building and parking lot would be above the direct light of sight of vehicles. Additionally, proposed landscaping, including shrubs and trees around the parking lot and site perimeter, would further minimize the effects of glare by partially screening off-site views. **Potential building and parking lot glare impacts would be considered less than significant**.

Mitigation Measure

AES-1 The surface of the on-site retaining walls shall be designed with natural stone facing, or other similar rustic decorative design pursuant to the intent of the Freeway Corridor Overlay zoning district, to the satisfaction of the City Planning Director. The aesthetic treatment shall be shown on the construction plans and approved prior to issuance of a grading permit or building permit, whichever occurs first.

		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 the California Emissions Estimator Model (CalEEMod) summer outputs dated October 5, 2017, provided in **Appendix C**.

The project site 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 (SQAQMD), which is responsible for monitoring air pollutant levels for attainment of state and federal standards and developing 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 due to a number of regional factors that collectively hinder the dispersion of air pollutants, especially in the basin's inland valleys. These factors include low temperature inversion heights; meteorological conditions (e.g. light winds, extensive sunlight, limited turbulent mixing); adjacent mountain ranges and other topographical features.

a. Less than Significant Impact. A project could have a significant air quality impact if the proposed project is not consistent with the applicable Air Quality Management Plan (AQMP) prepared by South Coast AQMD, or if the project would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The Governing Board of the South Coast AQMD adopted the most recent version of the 2016 AQMP on March 3, 2017. 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 used 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 one 71,020 square foot building on a 5.748-acre site partially disturbed by fuel modification activities. The project would also incorporate associated infrastructure improvements for utilities, access, parking, and lighting. The project is consistent with the General Plan land use designation of Business Park – Office Retail.

The project would cause limited regional growth due to increased employment and senior care 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 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 2016.3.1), a model developed by the South Coast AQMD to calculate construction and operational air emissions. The model calculates both the daily maximum and annual average emissions for criteria pollutants.

Construction Emissions

The project's construction activities would include vegetation clearance within the 3.57-acre development footprint of the 5.748-acre site, grading, construction of 70,020 Sq. Ft. of floor space for assisted living and memory care uses, and 54 surface parking spaces. Project grading would include import of an estimated 5,600 cubic yards of soil for retaining wall backfill.

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 South Coast AQMD Rule 403 - Fugitive Dust. South Coast AQMD Rule 403 provides measures for construction activities to reduce fugitive dust. These measures are required for construction projects within the south coast air basin and include 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, the application of 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 South Coast AQMD 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 with CalEEMod. The construction-related air quality emissions are summarized in **Table II-1, Maximum Daily Emissions - Construction**. Construction activities associated with the proposed project would be undertaken in the following steps: (1) site preparation, (2) grading, (3) building construction, (4) paving the parking lot and driveway, and (5) architectural coating. The building construction phase includes the construction of the proposed building, parking lots and driveway; connection of utilities to the buildings; 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
Maximum Daily Emissions - Construction

Construction Year	Maximum Construction Emissions (lbs/day)					
	ROG	NOx	CO	SO_2	PM-10	PM-2.5
2018						
Unmitigated	3.3	44.9	20.8	0.1	14	8.3
Mitigated*	3.3	44.9	20.8	0.1	7.4	4.7
2019						
Unmitigated	25	22.21	20.1	0	2	1.4
Mitigated*	25	22.21	20.1	0	2	1.4
AQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
* Mitigation refers to compliance with South Coast AQMD Rule 403 (Fugitive Dust), a regulatory requirement for watering construction areas to control dust. Source: CalEEMod.2016.3.1 Summer output provided in Appendix C.						

As shown in Table II-1, peak daily construction activity emissions associated with the project would be below South Coast AQMD significance thresholds[6] for criteria pollutants during the construction phases. The project would be required to comply with South Coast AQMD 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. Therefore, **project construction would have a less than significant impact on air quality**.

[6] South Coast Air Quality Management District, CEQA Air Quality Handbook, May 1993.

Operational Emissions

The main project-related air quality concern during operations is mobile source emissions generated during travel to and from the site. The project's operational emissions were modeled based on an assumed increase of 208 weekday daily trips, 167 Saturday trips, 185 Sunday trips.[7] CalEEMod was also 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	1.7	0.1	6.3	0.0	0.0	0.0
Energy	0.0	0.3	0.1	0.0	0.0	0.0
Mobile	0.5	4.3	6.6	0.0	1.5	0.4
Total [1]	**2.2**	**4.4**	**13.0**	**0.0**	**1.6**	**0.5**
AQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

[1] Totals may not sum due to rounding.
Source: CalEEMod.2016.3.1 Summer 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 South Coast AQMD. **Therefore, project-related operational air quality impacts would be less than significant.**

c. Less than Significant Impact. A project may have a significant impact 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 and PM-2.5[8], 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 South Coast AQMD does not recommend quantified analyses of construction and operation emissions from multiple projects, nor does this agency 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 project would not generate a cumulatively considerable increase in emissions for those pollutants for which the South Coast Air Basin is in nonattainment.

As discussed in response to factor II.b., the project's construction-related emissions and increase in operational emissions would be less than significant; **therefore, the project's contribution to basin-wide emissions of criteria air pollutants would not be cumulatively considerable for pollutants for which the South Coast Air Basin is in nonattainment, potential impacts would be less than significant.**

[7] See Appendix C, Oakmont - Los Angeles-South Coast County, Summer, page 23 of 29.
[8] U.S. Environmental Protection Agency, Pacific Southwest, Region 9, Air Actions, California, South Coast Actions, accessed August 16, 2017, http://www3.epa.gov/region9/air/actions/southcoast/

d. Less than Significant Impact. A project may have a significant impact 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 the South Coast AQMD'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 single-family residences located north of the project site at a distance of approximately 125 meters (approximately 410 feet) from the project's northern boundary. Therefore, LST impacts were evaluated conservatively based on a 100-meter (approximately 328 feet) source-receptor distance at the nearest existing residences. Furthermore, although project construction would disturb a 3.57-acre footprint, this analysis used the LST thresholds associated with a 2.0-acre site, which are lower than the LST thresholds associated with a larger site for a conservative analysis. Results of this analysis are provided in **Table II-3, Localized Significance Thresholds and Project Emissions**.

Table II-3
Localized Significance Thresholds and Project Emissions

LST 2.0 acre at 100 meters Southwest Coastal LA County	Project LST Emissions (pounds/day)			
	CO	**NOx**	**PM-10**	**PM-2.5**
Max On-Site Emissions				
Unmitigated	20.8	44.9	14.0	8.3
Mitigated*	20.8	44.9	7.4	4.7
LST Thresholds for Construction	**1,597**	**139**	**37**	**12**
Exceeds Threshold?	No	No	No	No

* Mitigation refers to compliance with South Coast AQMD Rule 403 (Fugitive Dust), a regulatory requirement for watering construction areas to control dust.
Source: CalEEMod.2016.3.1 - Output provided in Appendix C.

As shown in **Table II-3,** construction emissions would not exceed LST thresholds and **impacts would be less than significant.**

e. Less than Significant Impact. A project may have a significant impact if objectionable odors would be emitted from the project site, which could impact sensitive receptors. The nearest receptors consist of single family residences to the north of the project site. Odors are typically associated with industrial operations 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 an assisted living and memory care facility where

activities would consist primarily of light shipping and receiving for supplies rather than heavier industrial manufacturing processes that may generate objectionable odors.

Typical housekeeping practices and compliance with existing regulatory requirements would be sufficient to prevent nuisance odors associated with operations of the proposed assisted living and memory care facility. In addition, South Coast AQMD Rule 402 (Nuisance) and 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 odors. **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 Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in 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?	☐	☐	☐	☒

Impact Analysis

The following impact analysis is based on the Preliminary CDFW/ACOE Jurisdictional Delineation (Envicom Corporation 2017) completed for the project site, **Appendix D1**, and the Biological Resources Assessment Report (FirstCarbon Solutions 2016) provided in **Appendix D2**. These reports document vegetation, physiographic features, vertebrate, invertebrate species, and a delineation of aquatic features that meet the physical criteria and regulatory definitions of "Waters of the United States" (WOUS) and "Waters of the State of California" (WOS), and associated riparian habitat that may be subject to regulation by the California Department of Fish and Wildlife (CDFW) under California Fish and Game Code section 1600 et seq., the Regional Water Quality Control Board (RWQCB) under Section 401 of the Clean Water Act (CWA), and U.S. Army Corps of Engineers (ACOE) under Section 404 of the CWA.

The project site (APN 2053-001-005), hereafter referred to as the study area, is situated within the lower elevation inland foothills of the Santa Monica Mountains, at elevations ranging from approximately 890 to 1000 feet (271 – 205m) above mean sea level. The study area is generally dry and exposed, although the western portion of the site supports more mesic vegetation when compared to the remainder of the site. The average high and low summer temperatures in the lower elevation inland foothills of the Santa Monica Mountains are 80 and 50°F, average high and low winter temperatures are 70 and 40°F, and precipitation is approximately 19 inches per year. The soils within the study area are of the Urban Land-Cropley, Fill Complex 0 to 8 Percent Slopes, Commercial (437) and Urban Land-Sapwi, Landscaped-Kawenga, Landscaped Complex, 0 To 20 Percent Slopes, Residential (452), which are comprised of very deep, moderately well, and well-drained soils that formed in alluvium from mixed rock sources and in residuum and colluvium derived from sandstone.

The parcel is presently undeveloped with the exception of a homestead foundation. Vegetation is predominantly annual native and non-native grasses, other herbaceous vegetation, non-native eucalyptus (*Eucalyptus* sp.) and Peruvian peppertrees (*Schinus molle*), oak woodlands, and scattered shrubs. The northwestern portion of the site includes oak woodland and there are several individual oak trees to the north. Plant and animal habitat consists primarily of riparian woodland in the northwestern portion of the site and annual and herbaceous cover in remaining areas that has been mechanically disced. One drainage feature was observed along the western end of the site running from north to south. Several rocky outcroppings were also observed at the site. The herbaceous cover is dominated by non-native vegetation consisting of mustards (*Brassica* sp. and *Hirschfeldia* sp.) and grasses (*Bromus* sp. and *Avena* sp.) and is relatively dense with an overall cover estimate of 70 to 80 percent. The riparian woodland is comprised of valley oak (*Quercus lobata*) woodland and includes arroyo willow trees (*Salix lasiolepis*) and coast live oak (*Quercus agrifolia*) present in low densities near the northwest corner of the drainage on-site.

Historically, the drainage may have continued further north, upstream, into the hills that are now developed as a residential subdivision and a system of terrace drains. The status of the flow regime of the original stream is unknown. Wetlands were identified within the riparian woodland in 2005 and were presumed to be fed by water associated with irrigation from private residences north of the project site that had percolated into the ground and either created or augmented sub-surface water flows, emanating as a spring at the base of the fill slope. There, water flowed onto the surface under the riparian tree canopy and saturated. Currently, there is no surface or subsurface flow of water within the riparian canopy and no wetlands were identified. The prolonged drought and related irrigation restrictions likely reduced the available water sources. Nevertheless, potential contributions from an unknown spring plus current irrigation practices continue to support a well-developed riparian community. Still, the lack of obligate wetland species and the emergence of coast live oak, European olive (*Olea europaea*), and Peruvian peppertree compared to species observed in 2005 (Envicom Corporation 2005) suggest a transition to drier conditions.

a. Potentially Significant Unless Mitigation Incorporated. A project would be considered to have a potentially significant impact if a project would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. This section describes potential impacts to special-status species within the development footprint. Development and operation of the project has the potential to result in direct, indirect or cumulative effects on state or federally listed candidate, sensitive or special status species, including effects on habitat that supports these species. An analysis of the potential for occurrence of special-status species at the project site was undertaken through research of the California Department of Fish and Wildlife's Natural Diversity Data Base (CNDDB), using the Rarefind 5 application for sensitive "elements" on the United States Geological Survey (USGS) Thousand Oaks quadrangle and eight surrounding quadrangles. Appendix D2 provides a

comprehensive listing of plant and vertebrate wildlife species including additional special-status species with the potential to occur.

Special-Status Wildlife Species

No wildlife species listed as endangered, threatened, or candidate pursuant to the federal or state Endangered Species Acts, or locally important were observed during general surveys conducted March 7, 2016 (Appendix D2).

Potentially Occurring Special-Status Wildlife Species

This assessment of impacts to special-status wildlife considers those species listed, proposed for listing, or that meet the criteria for listing as Endangered or Threatened under the Federal Endangered Species Act or California Endangered Species Act; 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. An SSC is a species, subspecies, or distinct population of an animal (fish, amphibian, reptile, bird and mammal) native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

- Is extirpated from the State or, in the case of birds, is extirpated in its primary season or breeding role.
- Is listed as Federally-, but not State-, threatened or endangered; meets the State definition of threatened or endangered but has not formally been listed.
- Is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status.
- Has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for State threatened or endangered status.

Most of the potentially occurring special-status wildlife species are capable of escaping harm during project development, including grading or fuel modification, while a few are vulnerable to direct impacts, including injury and mortality. In this case, special-status species that could be directly impacted include potentially occurring land dwelling animals, including the coast horned lizard (*Phrynosoma blainvillii*) [SSC], coast patch-nosed snake (*Salvadora hexalepis virgultea*) [SSC], San Bernardino ringneck snake (*Diadophis punctatus modestus*) [SSC], San Diego mountain kingsnake (*Lampropeltis zonata pulchra*) [SSC], the San Diego desert woodrat (*Neotoma lepida intermedia*) [SSC]. The presence of Gertschs socalchemmis spider (*Socalchemmis gertschii*), San Bernardino ringneck snake, and San Diego mountain kingsnake at the site is possible, although unlikely, while the coast horned lizard, coast patch-nosed snake, and San Diego desert woodrat have a low potential for occurrence as they are more closely tied to intact coastal sage and chaparral habitats. Given the relatively small size of the proposed development footprint and because wildlife species are generally capable of escaping harm, direct loss or injury to individuals of a special-status wildlife species would be considered a less than significant impact. In addition, because of the amount of remaining suitable habitat off site, much of which is currently undeveloped, the habitat loss associated with the Project would not significantly impact a population of these species.

Nesting Birds

Common wildlife, particularly birds, may be exposed to noise and other disturbance during construction, but these activities are typical of urban environments and these species are acclimated to these types of

disturbance. Populations of common bird species, including migratory birds, are typically stable, and the loss of individuals would not substantially affect the species' population.

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 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 (MBTA) of 1918, 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 potentially significant impact. Implementation of mitigation measure **BIO-1 requires nesting bird surveys and would reduce potentially significant impacts to a less than significant level**. Impacts to nesting birds would be reduced to a less than significant level because MM BIO-1 requires avoidance and minimization of potentially adverse effects to birds through halting construction and the establishment of spatial buffers.

Roosting Bats

The CNDDB Rarefind 5 application includes reported occurrences of eight (8) bat species within the Thousand Oaks USGS quadrangle or within adjacent quadrangles. All might be expected to forage over the site but only one (1) species, pallid bat (*Antrozous pallidus*), may roost on-site. The pallid bat prefers deserts, grasslands, shrublands, woodlands, and forests with rocky areas for roosting. Although rock outcrops are present within the project site, no recorded occurrences of this species are within one (1) mile of the project site and the rocky areas within the project site are not of sufficient habitat to support this species. Other potentially occurring bat special-status species would use undeveloped portions of the site and adjacent offsite habitat within the surrounding area as resident and foraging habitat. Per California Fish and Game Code Section 4150, all nongame mammals, including bats, or parts thereof may not be taken or possessed. Bat species that may potentially occur at the site are capable of escaping harm during project development, including grading or fuel modification. In addition, the habitat loss associated with the project would not significantly impact a population of any of these species, given the relatively low acreage of habitat that would be affected and the amount of remaining suitable habitat in the surrounding area. As such, the on-site development footprint would not result in direct impacts to roosting bats and **impacts to these species would be less than significant**.

Special-Status Plant Species

No plant species designated as sensitive, including species listed as endangered, threatened, candidate or state rare pursuant to the federal or state Endangered Species Acts, or locally important species were observed during general surveys conducted March 7, 2016 (Appendix D2).

Potentially Occurring Special-Status Plant Species

This evaluation of impacts to special-status plants considers those species that require mandatory special consideration or protection pursuant to the Federal Endangered Species Act, the State Endangered Species Act, and/or CEQA. The CNDDB Rarefind 5 application includes reported occurrences of thirty-four federal-listed, state-listed, or species ranked 1 or 2 according to the California Rare Plant Ranking System within the Thousand Oaks USGS quadrangle or within adjacent quadrangles. These species were not

observed during the site survey and the species are not anticipated to occur given the site topography, community composition, and disturbance regime. The natural habitat within the Project site is degraded and under continual fuel modification practices, which likely preclude sensitive species from occurring. As such, the on-site development footprint would not result in direct impacts to special-status plants and impacts to special-status plant species would be less than significant.

Mitigation Measure

BIO-1: **Nesting Bird Surveys:** To avoid impacts to breeding or nesting birds during the bird nesting season, project grading and construction shall occur August 31st through February 1st to the maximum extent feasible. If work occurs during the bird nesting season (February 1 to August 31), a qualified biologist retained at the project proponent's expense and approved by the City Planning Department shall survey all breeding and nesting habitat within the development area and adjacent to the development area for breeding and nesting non-game native birds. During the nesting season, if active nests are identified during pre-construction surveys or discovered after construction has started, they shall be protected with spatial buffers of an appropriate size as determined by the biologist. The buffer shall be determined on a case-by-case basis by the biologist. In the event that federally or state protected species are involved, the biologist shall establish buffers in coordination with a representative from the CDFW and USFWS as applicable. The size of the buffer shall be determined based on site conditions, the species' life history and disturbance tolerance, the nest's distance to construction activities, and the type of construction ongoing in the vicinity of the nest. Buffers shall be clearly delineated (e.g., using rope, flagging, signage); or may be defined by natural or manmade features that are deemed sufficient to prohibit access (e.g., tree rows, fences). Buffers shall remain in place and be monitored and maintained regularly during the nesting season or until the biological monitor determines that the young have fledged or the nest failed. Construction personnel shall be instructed on the sensitivity of the area. The biologist shall record the results of the recommended protective measures described above to document compliance with applicable state and federal laws pertaining to protection of native birds and provide the documentation to the City Planning Department. Pre-construction surveys shall occur within a two-week period with the last survey no more than three days prior to the start of work activities. The survey area shall encompass the Project study area and the areas within a 100-foot buffer.

b. **Less Than Significant Impact**. A proposed project would be considered to have a potentially significant impact if a project would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS.

The proposed project includes the development of a residential care facility and associated landscape, parking and infrastructure improvements on an approximately 5.748-acre Project site. Development of the Project site as proposed would ultimately result in conversion of some of the site's natural habitat into structures, pavement (driveway and parking areas), and landscaping. Given the limited size of the project, these proposed impacts on the area's biological resources would not constitute a significant adverse effect. Impacts to CDFW riparian jurisdiction pursuant to California Fish and Game Code are discussed in subsection III.c with wetland impacts. The proposed Project would not affect sensitive vegetation communities.

The CNDDB Rarefind 5 application for the Thousand Oaks USGS quadrangle or within adjacent quadrangles includes thirteen Sensitive Plant Communities. These Sensitive Plant Communities include:

- California Walnut Woodland;
- Cismontane Alkali Marsh;
- Southern California Coastal Lagoon;
- Southern California Steelhead Stream;
- Southern Coast Live Oak Riparian Forest;
- Southern Coastal Salt Marsh;
- Southern Mixed Riparian Forest;
- Southern Riparian Forest;
- Southern Riparian Scrub;
- Southern Sycamore Alder Riparian Woodland;
- Southern Willow Scrub;
- Valley Needlegrass Grassland; and
- Valley Oak Woodland.

Valley Oak Woodland occurs in the northwestern portion of the study area. This woodland is degraded and includes non-native Peruvian peppertrees as well as inclusions of native coast live oak, arroyo willow, and Oregon ash (*Fraxinus latifolia*). This sensitive plant community is not located within the proposed development footprint. Because the proposed project would not affect this sensitive vegetation community, **impacts would be less than significant and no mitigation is required**.

c. Potentially Significant Unless Mitigation Incorporated. A proposed project would be considered to have a significant impact if a project would have a substantial adverse effect on federally- or state-protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filing, hydrological interruption, or other means.

Wetlands, permanent and intermittent drainages, creeks, and streams are generally subject to ACOE jurisdiction under Section 404 of the federal Clean Water Act. Wetlands, as defined by ACOE, are "those areas that are inundated or saturated by surface or groundwater at a frequency or duration to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." In addition, the Porter-Cologne Water Quality Control Act (Wat. Code, § 13000 et seq.) is California's primary water quality control statute and its protections extend to wetlands, and in some instances wetlands that are not subject to federal jurisdiction under the Clean Water Act.

The project site supports wetland and non-wetland "waters of the United States" and CDFW jurisdictional water features that would be subject to ACOE, RWQCB, and CDFW jurisdiction under the Clean Water Act, the Porter-Cologne Water Quality Control Act, and California Fish and Game Code Section 1600. The drainage is incised in the northern portion of the site and conveys water from upland areas to the south and off-site via a culvert under Canwood Street. Here, the drainage has a discernible bed and Ordinary High Water Mark (OHWM) indicators. Upland environs were determined based on the limits of upland indicators including breaks in the bank, drainage pattern, woody debris, and the development of soil. Riparian habitat associated with the drainage includes the contiguous tree canopy, which is dependent on the perennial spring and irrigation flow. As the drainage trends to the south, including areas of mechanical discing, the channel flattens and water is conveyed across the site through a loosely defined channel along the western margin of the property, bounded by fill and landscape plantings from the adjacent site. A box culvert from the adjacent development that drains into the project site had standing water and a well-established hydrophytic plant community at the time of survey. This water source drains

into the main channel and provides a supplemental source that supports a wetland depression area just north of the culvert under Canwood Street.

The jurisdictional acreage within the drainage that would be impacted by the project is provided in **Table III-1** and **Figure 8, Jurisdictional Delineation Impacts Map**. Temporary impacts associated with the construction process include a five-foot buffer from the edge of the planned retaining walls and hydraulic energy dissipaters on the western edge of the development.

Table III-1
Impacts to ACOE and CDFW Jurisdictional Area

Area	Wetland ACOE Waters of U.S. (Acres / Linear Feet)		Non-wetland ACOE Waters of U.S. (Acres / Linear Feet)		CDFW (Acres / Linear Feet)	
	Temporary	Permanent	Temporary	Permanent	Temporary	Permanent
Drainage 1	0.002/87	0.001/44	0.002/87	0.004/174	0.013/566	0.034/1,481
Source: Envicom Corporation, Preliminary CDFW/ACOE Jurisdictional Delineation, August 18, 2017.						

The project's impacts to potential jurisdictional areas would be subject to the review and approval of Trustee Resource Agencies (ACOE, CDFW, and RWQCB). Impacts to jurisdictional areas would be considered significant. Therefore, **BIO-2** requires consultation with the Trustee Resource Agencies regarding jurisdictional areas to reduce potentially significant impacts to a less-than-significant level. The ACOE, CDFW, and RWQCB have final authority in determining the presence, status, and extent of jurisdictional waters and riparian habitat.

Mitigation Measures

BIO-2: To compensate for impacts to 0.03 acres of herbaceous wetland habitat in the channel, the applicant shall follow all requirements, including permits or approvals and identified mitigation, of the appropriate regulatory agencies, including the California Department of Fish and Wildlife (CDFW), the U.S. Army Corps of Engineers (ACOE), and the Regional Water Quality Control Board (RWQCB).

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

Mitigation shall be completed within two (2) years of the completion of the project construction. A mitigation plan and monitoring program shall be prepared and submitted to

Source: Huitt-Zollars, Aug. 8, 2017.

OAKMONT OF AGOURA HILLS MND

envicom

Jurisdictional Delineation Impacts Map

0 25 50 Feet

FIGURE 8

the City Planning Department and other regulatory agencies, as necessary, for acceptance prior to issuance of a Grading Permit or Building Permit, whichever occurs first, or the start of construction of the project, whichever is sooner. The mitigation plan and monitoring program shall outline methods of mitigation; planting sizes, quantities, and receiver sites; performance standards, including maintenance and monitoring (with periodic status reports and documentation). In the case of in-lieu fees, evidence of payment of such fees shall be provided to the City Planning Department prior to issuance of a Grading Permit or Building Permit, whichever occurs first.

d. Less Than Significant Impact. A project would be considered to have a potentially significant impact if it would interfere substantially with the movement of any native resident or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. The site does not support suitable habitat for migratory fish. Therefore, no assessment of potential impacts to migratory fish is warranted.

Wildlife must to be able to access habitat for water, foraging, breeding, and cover. Examples of barriers or impediments to wildlife movement include housing and other urban development, roads, fencing, unsuitable habitat, or open areas with little vegetative cover. The term *wildlife movement corridor* is used to describe physical connections that allow wildlife to move between areas of suitable habitat in both undisturbed and fragmented landscapes, such as landscapes, fragmented by urban development. Wildlife movement corridors are necessary for dispersal and migration to ensure the mixing of genes between populations, and so wildlife can respond and adapt to environmental stress, and thus are necessary to maintain healthy ecological and evolutionary processes. Wildlife crossings are generally small, narrow areas allowing wildlife to pass through an obstacle or barrier, such as a roadway, to reach another patch of habitat. These can be critical at both the local and regional level. Wildlife crossings include culverts, drainage pipes, underpasses, tunnels, and, more recently, crossings created specifically for wildlife movement over highways.

Based on a review of the following documents the project site and the study area are not within an area that has been identified as important to wildlife movement, such as a regional-scale habitat linkage or a wildlife movement corridor:

- City of Agoura Hills General Plan, Figure NR-1 (City of Agoura Hills, 2010).
- *South Coast Missing Linkages Project: A Linkage Design for the Santa Monica Mountains-Sierra Madre Connection* (Penrod, K. et. al., 2006).
- *California Essential Connectivity Project: A Strategy for Conserving a Connected California* (Spencer et al., 2010).

The importance of the project site to wildlife movement was also evaluated in the field and by reviewing recent aerial photographs of the site and surrounding area. A diversity of wildlife species could potentially move through the study area, as it contains vegetative cover and suitable habitat for many species.

The project site itself is not of particular importance to wildlife for movement, as it is an infill lot located within a developed area on the shoulder of a well-traveled two-lane paved road and the Ventura Freeway. The site is not within a bottleneck of habitat between larger areas of core suitable habitat and it is not necessary for wildlife to pass through the site to access essential resources for water, foraging, breeding, or cover. Given the project proximity to existing development and the Ventura Freeway, site development would not fragment natural habitats. There are no important wildlife movement corridors or

wildlife crossings located in the immediate vicinity of the Project site. The portion of the site proposed for development contains open areas with little vegetated coverage. Suitable undeveloped native habitats include Strawberry Hill and the ephemeral drainage northwest of the site as well as more extensive preserved areas within the Santa Monica Mountains National Recreation Area northeast and southwest of the project area. Nevertheless, the northern portion of the ephemeral drainage at the site may provide suitable cover for small mammals (e.g., fox, skunk, raccoon). The drainage itself is not an important wildlife movement corridor, as the drainage terminates at the southern end of the property at a small detention basin and then flows into the City's existing storm water system. The Project would not install or construct barriers or impediments to wildlife movement, including roads or fencing, that would affect the portion of the drainage that provides suitable habitat. Therefore, Project construction would not impede wildlife movement through the area,

Because the Project site is located in an urbanized area adjacent to existing buildings and surface streets, construction and operation of the project would not substantially interfere with migratory corridors or impede wildlife movement. Therefore, **impacts would be less than significant and no mitigation is required**.

e. Potentially Significant Unless Mitigation Incorporated. A proposed project would be considered to have a potentially significant impact if a project would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The proposed project is subject to the City of Agoura Hills' Oak Tree Ordinance and Guidelines. The ordinance and guidelines provide local regulations regarding tree protections, removal permitting, and replacements, if applicable.

A site-specific oak tree report, provided in **Appendix E**, inventories and assesses thirty coast live oak trees (*Q. agrifolia*) and forty-four (44) valley oak trees (*Q. lobata*) within the subject property (Campbell 2016). The oak tree locations and numbers are shown on the Oak Tree Map, dated February 2016, provided as page 19 of the Oak Tre Report in Appendix E. Development of the project would not result in the removal of oak trees, but would result in encroachment into the canopies or root protection zones of one (1) coast live oak tree (OSL-10) and two (2) valley oak trees (OSL-54, -55) at the northern edge of the development area to install retaining walls and construct the parking lot. Under the City's municipal code, the loss or disturbance to individuals of the Quercus genus (oaks) would require an oak tree permit. Some of the actions which have the potential to damage a tree include, but are not limited to, grading or grubbing, trenching, excavation, pruning, and paving. The project oak tree report provides work procedures and additional recommendations for reducing impacts to these trees. Implementation of mitigation measure **BIO-3** requires the applicant to conduct construction according to work procedures described in the oak tree report and City oak tree consultant memo dated August 3, 2016, to **reduce potentially significant impacts to oak trees to a less than significant level**.

Mitigation Measure

BIO-3: To reduce the project impact resulting from encroachment to oak trees (OSL-10, -54, -55) and any other oaks, the applicant shall conduct construction within the tree protection zone of oak trees in accordance with the work procedures program provided in the Oak Tree Report dated March 28, 2016, and the City oak tree consultant memorandum dated August 3, 2016, to the satisfaction of the Planning Director. The recommendations of the most recent report shall supersede if recommendations for the same project or feature are provided in updated reports or as indicated by the City oak tree consultant. The following required measures, as outlined by the City oak tree consultant, shall be implemented:

Oak Tree Protection and Preservation

1. All oak trees located on the property that would be encroached or otherwise avoided shall be preserved in perpetuity.

2. An Oak Tree Permit application and associated fees shall be submitted to the City, and approved, prior to the initiation of any ground disturbance activities and issuance of a grading permit, demolition permit, or building permit.

3. All 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.

4. 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 that are located within a minimum of 100 feet of areas where ground disturbance will occur. The applicant or applicant's 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.

5. The applicant shall provide a minimum of 48 hours of notice to the City Oak Tree Consultant prior to the start of any work within the protected zone of any oak tree.

6. 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.

7. 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.

8. 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.

9. 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.

10. 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.

11. 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.

f. No Impact. A project would be considered to have a potentially significant impact if a project would conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The project site is not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State habitat conservation plan. Thus, **there would be no impact to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan**.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV.	**CULTURAL RESOURCES:** Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?	☐	☐	☐	☒
b.	Cause a substantial adverse change in the 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 a Phase II Evaluation of Two Cultural Resources conducted by Dr. Wayne Bischoff of Envicom Corporation on August 11, 2017, on file with the City. The results of an earlier Phase I(a) cultural resource pedestrian survey were consolidated into the Phase II Evaluation to consolidate effort. The Phase I(a) assessment discussed the results of a previous record search by the South Central Coastal Information Center (SCCIC) that included the project site and were negative for cultural resources. The Phase I(a) assessment also reported the results of a record search by the California Native American Heritage Commission (NAHC). The findings of this record search were also negative for cultural resources. The NAHC records search request letter dated August 16, 2017, and response letter dated August 22, 2017, are provided in **Appendix F**. Although the SCCIC and NAHC record search results were negative, a pedestrian site survey conducted at the beginning of the Phase I(a) assessment found two cultural resources located on the subject property, a prehistoric site (Oakmont 1) characterized by lithic artifacts and a potentially historic site (Oakmont 2) characterized by an early 1920s pioneer homestead foundation. The Phase II Evaluation provides a detailed analysis of these cultural resources relative to relevant significance criteria as summarized in the following impact analysis.

a. **No Impact.** A project may have a potentially significant impact if a project would cause a substantial adverse change in significance of a historical resource as defined in CEQA Section 15064.5. CEQA Section 15064.5(a)(3) provides the following criteria for determining the significance of impacts to archaeological and historical resources:

> Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:
>
> (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
>
> (B) Is associated with the lives of persons important in our past;
>
> (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

For consistency with the Phase II Evaluation, this impact analysis refers to these California Register of Historical Resources (CRHR) criteria as Criterion 1 (important person), Criterion 2 (important events), Criterion 3 (important architecture), and Criterion 4 (scientific data potential). The Phase I(a) pedestrian survey identified a pioneer homestead foundation (Oakmont 2) dating back to the early 1920s on the eastern central portion of the subject property on the lower slope of the hillside that rises on the northern portion of the site.

Criterion 1 (important person) and Criterion 2 (important events)

The Phase II Evaluation tasks on Oakmont 2 included detailed surface mapping, document and photographic research at regional and national depositories, and extensive examination of the remaining structural and landscape elements related to the site. The lack of any information on the property within a locally important, well-documented part of Agoura Hills, led Envicom to recommend that the cultural resource site was not locally or regionally important, nor were the occupants locally or regionally important to the development of the Agoura Hills area. The Phase II evaluation also determined that more document research would not provide additional information that could address important research questions dealing with local or regional historic development. Therefore, the Phase II Evaluation found that the Oakmont 2 historic cultural resource was not significant under CRHR Criterion 1 (important person) or 2 (important events), and that Oakmont 2 was not eligible for inclusion on the CRHR.

Criterion 3 (important architecture) and Criterion 4 (scientific data potential)

Because the homestead foundation has no above-ground built environment elements remaining, the Phase II Evaluation did not evaluate Oakmont 2 under CRHR Criteria 3 (important architecture). Due to multiple historic additions over the 60 to 70-year occupation of Oakmont 2, the observed impacts and remodeling of the original homestead landscape, and the commonality of the occupational time period (1930s through 1980s), the Phase II evaluation concluded that further testing or data recovery at the site would not aid in addressing important historic or historic archaeology research questions. The Phase II Evaluation recommended that Oakmont 2 was not significant under CRHR Criteria 4 (scientific data potential) nor eligible for inclusion on the CRHR.

Therefore, the **project would have no impact regarding** a substantial adverse change in the significance of **a historical resource as defined in CEQA Section 15064.5.**

b. Potentially Significant Unless Mitigation Incorporated. A project may have a potentially significant impact if a project would cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Section 15064.5. The pedestrian survey, conducted on August 11, 2017, found a prehistoric cultural resource represented by a diffuse scatter of prehistoric artifacts within the southern and western plowed fuel abatement portion of the property. The prehistoric resource (Oakmont 1) was evaluated under the CRHR Criteria 4 (scientific data potential). During the Evaluation Phase, surface collection, a total of 32 shovel test pits, and one test unit, were completed within the boundary of the prehistoric cultural resource (Oakmont 1), recovering few artifacts and encountering no prehistoric features. These tasks found limited prehistoric artifacts across much of the site, however, the density of such artifacts is extremely low (less than 1 artifact per square meter on average).

The artifacts recovered during the evaluation phase were also unexceptional, with no faunal, marine shell, or exotic lithic material collected that would indicate greater site complexity. Envicom concluded the data collected adequately sampled the cultural resource, and that further systematic excavation would not

further elevate the understanding of prehistory. The Oakmont 1 prehistoric cultural resource was therefore found to not be significant under CRHR Criteria 4 (scientific data potential), nor eligible for inclusion on the CRHR. However, due to the unlikely possibility project site preparation and grading activity uncover unknown archaeological resources not evident during the evaluation phase, mitigation measure **CUL-1** requires archaeological and Native American monitoring during project grading and **CUL-2** provides a plan if buried materials of potential-archaeological significance are unexpectedly discovered within an undisturbed context during any earth-moving operation. **Implementation of CUL-1 and CUL-2 would reduce impacts to unknown archaeological resources to a less than significant level**.

Mitigation Measures

CUL-1: Archaeological, Native American, and Paleontological Monitoring

An archaeologist that meets the Secretary of Interior qualifications and a Native American monitor shall monitor project grading of the top two (2)-feet of soil. The project shall also have a Project Archaeologist, hired by the applicant, who shall oversee and manage the work of all project monitors (archaeological, Native American, and paleontological). All monitors shall be retained by the developer at the developer's expense.

The archaeological monitor shall collect any prehistoric material uncovered through grading, and can halt construction within 50-feet of a potentially significant cultural resource, if necessary, until the significance of the find can be determined. If potentially significant intact deposits are encountered, then a cultural resource "discovery" protocol and communication plan will be followed which will be formalized in a Construction Phase Monitoring Plan. Such a plan shall be prepared by the archaeologist at the developer's expense and provided to the City Planning Department for review and acceptance prior to initiation of the archaeological monitoring work. The Plan shall include all monitoring protocols, including what the monitor is authorized to do in the case of temporary discovery or potentially significant discovery, a discovery communication plan, handouts demonstrating anticipated cultural resources, and a site map showing the property boundary and the boundaries of the two cultural resources discovered on the property.

Due to the area being partly within the Topanga Formation, a geological unit known for marine fossils, a qualified paleontological monitor retained by and paid for by the developer shall spot check the project until the underlying volcanic bedrock is exposed throughout the project footprint by grading. The paleontological monitor will also be able to halt construction within 50-feet of any fossil discovery until the fossil can either be removed off-site or the Lead Agency notified to further assess the discovery and determine the significance of the find. If the find is large enough to warrant further evaluation and/or extraction, then a fossil "discovery" protocol shall be followed. This protocol shall also be outlined in the Construction Phase Monitoring Plan. Again, such a plan shall be prepared by the archaeologist at the developer's expense and provided to the City Planning Department for review and acceptance prior to initiation of the paleontological monitoring work. The Construction Phase Monitoring Plan shall include specific information on what the monitor is authorized to do in the case of temporary discovery or potentially significant discovery, a discovery communication plan, handouts demonstrating anticipated paleontological resources, and a site map showing the property boundary.

CUL-2: Archaeological Discovery

If buried materials of potential-archaeological significance are discovered within an undisturbed context during any earth-moving operation associated with the proposed project, then all work in that area shall be halted or diverted away from the discovery to a distance of 50-feet until the Project Archaeologist can evaluate the nature and/or significance of the find(s). The project communication plan (included in the Construction Phase Monitoring Plan) shall be followed and the Lead Agency shall be immediately notified of the discovery. The archaeological monitor can allow work to proceed in areas away from the find.

Construction shall not resume in the locality of the discovery until consultation between the Project Archaeologist, the Lead Agency, the applicant's representative, and all other concerned parties, takes place and reaches a conclusion approved by the Lead Agency. If a significant cultural resource is discovered during earth-moving, complete avoidance of the find is preferred. However, further survey work, evaluation tasks, or data recovery of the significant resource may be required by the Lead Agency in conjunction with the Project Archeologist if the resource cannot be avoided. In response to the discovery of significant cultural resources, the Lead Agency, in conjunction with the Project Archaeologist, may also add mitigation measures during continued site development, which may include additional cultural and/or Native American monitoring.

Any required additional monitoring shall be conducted at the applicant's expense and outlined in an addendum to the Construction Phase Monitoring Plan, which shall also be submitted to the Lead Agency for review prior to the recommencement of ground-disturbance activities. Any Evaluation, Data Recovery, Site Management, or Monitoring Plans or Reports generated as a response to the discovery of a significant cultural resource shall be submitted to the Lead Agency for review and final curation as part of the project record. Final curation and associated costs shall be the responsibility of the property owner. All such documents associated with the discovery of cultural resources shall be transmitted to the appropriate State of California archaeological site record and information centers upon completion of the discovery and monitoring work by the Project Archaeologist.

c. Potentially Significant Unless Mitigation Incorporated. A project may have a potentially significant impact if a project would directly or indirectly destroy a unique paleontological resource or unique geologic feature. During the Phase II Evaluation discussed previously in response to IV.b., the artifacts recovered were unexceptional, with no faunal, marine shell, or exotic lithic material being collected that would indicate greater site complexity. However, the site is located partly within the Topanga Formation, a geological unit known for marine fossils. Therefore, due to the possibility that project site preparation and grading could uncover unknown paleontological resources not evident during the evaluation phase, mitigation measure CUL-1 requires paleontological spot checks during project grading and CUL-3 requires the preparation of a Paleontological Resource Management Plan if buried materials of potential-paleontological significance are unexpectedly discovered within an undisturbed context during any earth-moving operation. **Implementation of CUL-1 and CUL-3 would reduce this impact to potential paleontological resources to a less than significant level**.

Mitigation Measures

CUL-3: Paleontological Discovery

If buried materials of potentially-paleontological significance are discovered within an undisturbed context during any earth-moving operation associated with the project, then all work in that area shall be halted or diverted away from the discovery to a distance of 50-feet until the Project Archaeologist can evaluate the nature and/or significance of the find(s). The project communication plan (included in the Construction Phase Monitoring Plan outlined in Mitigation Measure CUL-2) shall be followed and the Lead Agency shall be immediately notified of the discovery. The Project Archaeologist may determine, with the concurrence of the Lead Agency, that it is necessary to include a qualified senior paleontologist with Conejo Valley experience to further assess the discovery, the cost of which will be undertaken by the applicant. The paleontological monitor can allow work to proceed in areas away from the find.

Construction shall not resume in the locality of the discovery until consultation between the senior paleontologist, the Lead Agency, the applicant's representative, and all other relevant concerned parties, takes place and reaches a conclusion approved by the Lead Agency. If a significant paleontological resource is discovered during earth-moving, complete avoidance of the find is preferred. However, further survey work, evaluation tasks, or fossil recovery of the significant resource may be required by the Lead Agency in consultation with the Project Archaeologist and a senior paleontologist if the resource cannot be avoided. In response to the discovery of significant paleontological resources and in consultation with the Project Archaeologist, the Lead Agency may also add mitigation measures during continued site development, which may include additional paleontological monitoring.

Any required additional monitoring shall be conducted at the applicant's expense and outlined in an addendum to the Construction Phase Monitoring Plan, which shall also be submitted to the Lead Agency for review prior to the recommencement of ground-disturbance activities. Any evaluation, fossil recovery, or Reports generated in response to the discovery of a significant paleontological resource shall be submitted to the Lead Agency for review and final curation as part of the project record. Final curation and associated costs shall be the responsibility of the property owner. All such documents associated with the discovery of paleontological resources shall be transmitted to the Natural History Museum of Los Angeles County by the Project Archaeologist at the applicant's expense.

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 pedestrian survey identified lithic prehistoric artifacts that could be associated with presently-unknown human remains. Given the inadvertent discovery of human remains is always a possibility during ground disturbance, Mitigation Measure **CUL-4** addresses this potential, **reducing impacts to a less than significant level**.

Mitigation Measure

CUL-4: Inadvertent Discovery of Human Remains

In the event human remains are uncovered, no further disturbance shall occur until the County Coroner has made a determination as to the origin and disposition of the remains pursuant to California Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5. The Coroner shall be notified of the find immediately, together with the City and the property owner.

If the human remains are determined to be prehistoric, the Coroner shall notify the California Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials and an appropriate re-internment site. The Lead Agency and the Project Archaeologist, retained at the applicant's expense, shall also establish additional appropriate mitigation measures for further site development, which may include additional archaeological and Native American monitoring or subsurface testing at the developer's expense. The archaeologist shall outline all responses to the discovery of human remains in a Recovery or Management Plan submitted to the Lead Agency for review. Any additional monitoring required shall be outlined in an addendum to the Construction Phase Monitoring Plan, which will also be submitted to the Lead Agency for review prior to the recommencement of ground-disturbance activities.

	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 Investigation (Geotechnical Report) prepared by GHJ Consultants on October 21, 2015, Addendum to Geotechnical Investigation Report dated June 14, 2016, the second Addendum to Geotechnical Investigation Report dated July 26, 2016, provided in **Appendix G**, and the City Geotechnical Consultant Review Sheets (Geodynamics, Inc.) dated May 20, 2016, July 11, 2016, and October 7, 2016.

a.i. No Impact. A project may have a potentially significant impact if a project would expose 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 Report found that the site does not lie within or immediately adjacent to an Alquist-Priolo Earthquake Fault Zone designated by the State of California to include traces of suspected active faulting. The closest known fault is a segment of the Chatsworth

fault that is located approximately 4.5 miles to the northeast. **Therefore, the project would have no impact with regard to this issue**.

a.ii. Potentially Significant Unless Mitigation Incorporated. A project may have a potentially significant impact if a project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking. The site is along the northern margin of the Santa Monica Mountains, part of the Transverse Ranges geomorphic province, an active seismic area of the United States. As described in the Geotechnical Report, moderate to severe seismic shaking can be expected at the site but settlement resulting from seismic shaking was considered negligible. The site is not included in a State of California Seismic Hazard Zone for earthquake-induced landslide. The Geotechnical Report also found Topanga Formation siltstone at depths of 3 to 10 feet below the existing ground surface. Little to no alluvial sands were encountered in the investigation. Given site soil characteristics, compliance with California Building Code and AHMC structural requirements, and mitigation measure GEO-1 requiring implementation of the recommendations of the Geotechnical Report and City Geotechnical Consultant Review Sheets (Geodynamics, Inc.), **impacts resulting from seismic ground shaking would be less than significant**.

Mitigation Measure

GEO-1: To mitigate expansive soil conditions, the Applicant shall implement the recommendations during grading provided in the "Recommendations" section of the Geotechnical Report prepared by GHJ Consultants dated October 21, 2015, and addenda dated June 14 and July 26, 2016, pertaining to: General Site Grading, Initial Site Preparation, Minimum Mandatory Removal and Re-compaction of Existing Soils, Preparation of Fill Areas, Preparation of Foundation Areas, Compacted Fills, Slope Construction, Slope Protection, Foundation Design, Lateral Loading, Retaining Wall Backfill, Seismic Lateral Earth Pressure (Cantilevered Wall), Slabs-on-Grade, Expansive Soils, Potential Erosion and Drainage, Storm Water Infiltration, Trench Excavation, Trench Bedding and Backfills, Chemical/Corrosivity Testing, and Construction Observation. The applicant shall also comply with all measures identified in the City Geotechnical Consultant (Geodynamics Inc.) memorandum dated October 7, 2016, under "Report Review Comments" and "Plan Check Comments." The GHJ Consultants' and City Geotechnical Consultant's measures shall be addressed to the satisfaction of the City Public Works, Building, and Planning Departments prior to issuance of a grading or building permit, whichever occurs first. The recommendations of the most recent report shall supersede if recommendations for the same project or feature are provided in updated geotechnical reports.

a.iii. No Impact. A project may have a potentially significant impact if a 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, a process in which strong ground shaking causes saturated soils to lose their strength and behave as a fluid. The Geotechnical Report found that the site is not included in a State of California Seismic Hazard Zone for liquefaction or earthquake-induced landslide. Based on the composition of the underlying soils encountered in the geotechnical investigation and the relatively shallow depths of bedrock encountered at the site, liquefaction is not considered a potential hazard, and further investigation is not warranted. **Therefore, there would be no impact with regard to this issue.**

a.iv. No Impact. A project may have a potentially significant impact if a 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. A project may have a potentially significant impact if a project would result in substantial soil erosion or the loss of topsoil. The project consists of the construction of a two-story assisted living and memory care facility, pavement, and landscaping covering the southern portion of the undeveloped site. After the completion of construction, there would be less exposed soil on site than under existing conditions. There is potential soil could erode during construction due to wind and stormwater, the project would be required to comply with dust control measures pursuant to South Coast AQMD District Rule 403 detailed in Section II, Air Quality, and a Stormwater Pollution Prevention Plan (SWPPP), standard requirements for project development (see also Section IIV. Hydrology and Water Quality). Once operational, the project proposes Low Impact Development and site drainage features to collect and convey stormwater to existing storm drain infrastructure. Design features and compliance with regulatory requirements would reduce the potential for soil erosion or the loss of topsoil within the project site **to less than significant**.

c. Less than Significant Impact. A project may have a potentially significant impact if a 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. According to the Geotechnical Report, landslides were not observed within the site. The site is not located within a State-designated area as having a potential for landslide, seismically induced landslide or lateral spreading. Therefore, the Geotechnical Report considered the potential for landsliding or lateral spreading to be low. The Geotechnical Report also found that the project site is not located within an area identified by the State of California as having a potential for subsidence and therefore concluded that the potential for subsidence to affect the proposed structure is low. The Geotechnical Report found that based on the composition of the underlying soils encountered in the geotechnical investigation and the relatively shallow depths of bedrock encountered at the site, liquefaction is not a potential hazard. Finally, the Geotechnical Report found that, based on the relatively dense nature of the underlying near-surface soils encountered, the minimum mandatory soil removal requirements provided in the report, and the low potential for full saturation of the soil layers, the potential for hydro-collapse settlement is low. Given these site soil characteristics, the project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially could result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, **the geologic stability impact would be less than significant**.

d. Potentially Significant Unless Mitigation Incorporated. A potentially significant impact may occur if a 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. According to Section 1803.5.3 of the 2013 California Building Code, soils having an Expansion Index (EI) greater than 20 are considered "expansive" and require foundation design to mitigate these conditions as per Section 1808.6 of the 2013 California Building Code. GHJ Consultants performed an EI analysis according to the American Society for Testing and Materials standard. The result indicates EI values of 150 and 157 ("very high"). Based on these results, construction procedures and a special structural design to mitigate the effects of expansive soil movements are necessary. Therefore, the Geotechnical Report provides recommendations to mitigate expansive soil conditions in the "Expansive Soils" section of this report. With incorporation of these recommendations, found in the "Expansive Soils" section of the Geotechnical Report, as required by GEO-1, **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**.

		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 annual outputs dated October 5, 2017, provided in Appendix C.

a. Less than Significant Impact. A project may have a significant impact if the project would generate GHGs, either directly or indirectly, in quantities 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. The California legislature has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gas emissions.[9] State Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, established broad and wide-ranging mandatory provisions and GHG reduction targets within specified timeframes, 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 to the CEQA Guidelines, resulting in an update of the CEQA Appendix G Checklist to include the previous questions on GHG under environmental factor VI.

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).[10] 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 2016.3.1;[11] data, results are provided annual output tables in Appendix C.[12]

[9] GHG statues and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07.
[10] California Code of Regulations, Section 15364.5.
[11] 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.
[12] CalEEMod data reports for this project are dated 3/17/2016.

Construction GHG Emissions

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

Table VI-1
Project Construction Greenhouse Gas Emissions

Year	Emissions (Metric Tons CO2e)
2018	231.6
2019	217
Total	**448.6**
30 Year Annual Amortized Rate	15
Significance Threshold [(a)]	3,000

Source: CalEEMod Version 2016.3.1, a South Coast AQMD model; annual data provided in Appendix C.
[(a)] On December 5, 2008, the South Coast AQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the South Coast AQMD is the lead agency of 10,000 Metric Tons (MT) CO_2 equivalent/year. In September 2010, the CEQA Significance Thresholds GHG Working Group released revisions recommending a threshold of 3,000 MT CO_2e for any land use project.

As shown in Table VI-1, total construction-related GHG emissions generated over the course of the construction period would be approximately 448.6 Metric Tons (MT) of CO_2e. The South Coast AQMD 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 South Coast AQMD CEQA Significance Thresholds GHG Working Group recommends a threshold of 3,000 MT CO_2e for land use projects. In the absence of a locally 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. Consistent with South Coast AQMD GHG emissions analysis policy for construction activities, to amortize emissions over a 30-year lifetime, the project's 30-year annual amortized GHG emission rate would be 15 MT CO_2e, well below the threshold of 3,000 MT. **Therefore, construction GHG emissions would be less than significant**.

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 was calculated using CalEEMod as recommended by the South Coast AQMD. Operational GHG emissions are provided in **Table VII-2, Project Operational Greenhouse Gas Emissions**.

Table VI-2
Project Operational Greenhouse Gas Emissions

Consumption Source	Emissions (MT CO_2e tons/year)
Area Sources [(a)]	1.6
Energy Utilization	160.1
Mobile Source	311
Solid Waste Generation	34.9
Water Consumption	38.4
Subtotal	**546**
Annual Amortized Construction	15
Total	**561**
Significance Threshold [(b)]	3,000

Source: CalEEMod Version 2016.3.1, annual results provided in Appendix C.

[(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 South Coast AQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the South Coast AQMD is the lead agency of 10,000 Metric Tons (MT) CO_2 equivalent/year. In September 2010, the South Coast AQMD 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, once completed, project operations would emit approximately 546 MT CO_2e annually.[13] There are no locally adopted significance thresholds for GHG emissions. The South Coast AQMD CEQA Significance Thresholds GHG Working Group recommends a threshold of 3,000 MT CO_2e for land use projects. In the absence of a locally adopted numerical threshold of significance, project related GHG emissions in excess of this recommended threshold presumably 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 an assisted living and memory care facility. 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 ones built to previous state 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 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**

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

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. A project may have a potentially significant impact if a 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 and operation of an assisted living and memory care facility. Relatively small amounts of hazardous substances, such as fossil fuels, lubricants, paints, solvents, pesticides, herbicides, 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. A 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 an assisted living and memory care facility. 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. The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials and there are no existing or proposed schools within one-quarter mile of the project. The closest school is Agoura High School located approximately 0.6 mile to the northeast. **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 create a significant hazard to the public or the environment. The project site does not contain hazardous materials, has not stored hazardous materials in the past, and is not listed on the Hazardous Waste and Substances Site List maintained by the California Department of Toxic Substances Control.[14] **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

[14] California Department of Toxic Substances Control, Hazardous Waste and Substances Site List, http://www.envirostor.dtsc.ca.gov/ (accessed August 17, 2017).

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 Disaster Routes, freeways, highways, or arterial routes that are pre-identified for use during times of crisis to bring in emergency personnel, equipment, and supplies to impacted areas to save lives, protect property and minimize impact to the environment. The Ventura Freeway as a Freeway Disaster Route and Kanan Road is a Disaster Route within the City.[15] The project would construct an assisted living and memory care facility on an undeveloped lot adjacent to the Ventura Freeway and Canwood Street. Although the project would add new daily trips on the surrounding street system, as discussed in "XV. Transportation/Circulation," the addition of these new trips would result in a less than significant impact. 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 an assisted living and memory care facility on an undeveloped lot surrounded by existing residential development to the north, freeway and roadways to the south, office development to the west, and a vacant lot to the east. The site and surrounding area will be served by the County of Los Angeles Fire Department and the project would be required to install new fire hydrants (see Section XIII, Public Services). Given that the City is located in a Very High Fire Hazard Severity Zone, the project is required to comply with applicable Building and Safety Codes and Los Angeles County Fuel Modification requirements to create defensible space necessary for effective fire protection of habitable structures in Fire Hazard Severity Zones. The Prevention Services Bureau of the County Fire Department has reviewed and approved the project Fuel Modification Plan as noted in the approval letter dated July 20, 2017, provided in **Appendix H**. Through compliance with these building code requirements and the proximity of the site to nearby existing Fire Stations, Station #89 is located at 29575 Canwood Street, a driving distance of 0.2 miles from the project site, 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.

[15] County of Los Angeles Department of Public Works, Los Angeles County Operational Area, "Disaster Routes by City," https://dpw.lacounty.gov/dsg/DisasterRoutes/ (accessed August 17, 2017).

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII.	**HYDROLOGY AND WATER QUALITY.** Would the project:				
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b.	Substantially deplete groundwater supplies or interfere 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 on the Conceptual Low Impact Development (LID)/Drainage Report (Drainage Report) for Oakmont of Agoura Hills prepared by Huitt-Zollars dated April 12, 2016 and revised June 24, 2016, provided in **Appendix I**. The site drainage pattern is characterized by steep gradients from north to south that would remain largely unchanged after project completion. Site runoff would be collected by proposed onsite storm drain infrastructure that would convey flows in a southerly

direction. Onsite runoff would be treated by biofiltration systems and be discharged to the existing 36" Corrugated Metal Pipe (CMP) along Canwood Street.

Impact Analysis

a. Less than Significant Impact. A project may have a potentially significant impact if a project would violate any water quality standards or waste discharge requirements. The City adopted an ordinance amending portions of the Municipal Code to include LID requirements and additional revisions pursuant to the National Pollutant Discharge Elimination System (NPDES) Permit Requirements for the Municipal Separate Storm Sewer System.[16] The Storm Water Management and Discharge Control Ordinance sets forth requirements for the construction and operation of certain new development, 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.[17] 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.

Construction

The project consists of the construction and operation of an assisted living and memory care facility, landscaping, and parking areas on an undeveloped 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 the storm drain system and ultimately in Lindero Canyon Creek. Therefore, the project could have a potentially significant impact on surface water quality during grading and construction that may violate water quality standards.

The federal Clean Water Act requires a National Pollutant Discharge Elimination System (NPDES) permit for projects that would disturb more than one acre. Therefore, the applicant will need to 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 mandatory 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, the proposed drainage features are designed to allow all onsite runoff to gravity drain to required bio-filtration systems for adequate water quality treatment. The project triggers the LID requirements for new development projects over 5,000 square-feet established in the 2012 Los Angeles Regional Municipal Separate Storm Sewer System (MS4) permit. Therefore, seven bio-filtration systems would be installed throughout the project site to meet the requirements set forth in the 2012 MS4 permit. These water quality treatment devices are designed to provide adequate treatment to the flows and volumes generated by the 85th percentile storm event. The treatment systems are also designed to bypass higher flows. Ongoing maintenance of the onsite storm drain facilities including the cleaning of catch basins and conveyance systems is the responsibility of the owner.

[16] City of Agoura Hills Ordinance No. 15-416.
[17] Ordinance No. 97-272, § 1, 4-16-97.

Upon reviewing the proposed drainage control facilities, the LID/Drainage Report dated June 24, 2016, provided in Appendix I, concluded that the seven bio-filtration systems meet the 2014 LID Standard Manual requirements and treat water quality volume to the maximum extent practicable. **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. A 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 an assisted living and memory care facility with supporting parking and vehicle 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.

The project would increase the amount of impermeable surface area and may incrementally reduce groundwater recharge. Existing surface water infiltration is limited by bedrock, medium dense to dense clayey sand and stiff to hard fat clay at depths of 10 feet below ground surface and less. Incremental reductions 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. A project may have a potentially significant impact if a 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. Site development would result in a disturbance footprint of 3.57 acres 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, onsite drainage patterns would allow onsite runoff to gravity drain to required bio-filtration systems for adequate water quality treatment. Furthermore, 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 seven bio-filtration systems.

The project would result in impacts to a drainage along the western site boundary through grading and parking lot construction. This existing drainage conveys runoff from the northern portion of the site to an existing CMP beneath Canwood Street. Although the project would modify the existing drainage pattern of the site, this modification would not result in substantial erosion or siltation on- or off-site due to SWPPP implementation during construction and a combination of point source and treatment train methods, including seven bio-filtration systems, during project operations. **Therefore, impacts would be less than significant**.

d. Less than Significant Impact. A 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. 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. As shown in the LID/Drainage Report, proposed water treatment devices are designed to provide adequate treatment to the water flows and volumes generated by the 85th percentile storm event and bypass higher flows. **Therefore, impacts would be less than significant.**

e. Less than Significant Impact. A 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 surface water percolation and increasing the amount of water discharged into the storm drain system. The stormwater drainage system within the City is within the jurisdiction of the Los Angeles County Flood Control District that encompasses more than 2,700 square miles and drainage infrastructure within 86 incorporated cities and unincorporated County areas.

Through a process known as hydromodification, new development can alter existing stormwater flows due to the construction of impervious surfaces, hardscape, and the alteration of natural drainage courses. Section 8 of the County of Los Angeles LID Standards Manual states that projects located within natural drainage systems that have not been improved (e.g., channelized or armored with concrete, shotcrete, or rip-rap) or drainage systems that are tributary to a natural drainage system, except as excluded, are required to implement hydromodification controls. As explained in the conceptual Drainage Report, the project site is not subject to the hydromodification requirements defined in Section of the LID Standards Manual because a review of the downstream channel on the Los Angeles County Storm Drain System Inventory identified that site runoff is initially conveyed through a series of improved (concrete-lined) and engineered channels that are not susceptible to hydromodification impacts. A summary of the successive conveyance systems is provided in the Drainage Report. Existing runoff from the natural slopes adjacent to, and upstream from, the project site is collected by concrete swales, bypasses the project site, and is ultimately discharged at a downstream receiving point. Because the offsite flows are bypassed, not combined with onsite flows, those undisturbed and natural areas are exempt from LID requirements and do not need to be treated. Although once developed the project site will contain asphalt paving, concrete walkways, and other impervious surfaces, several planters that can incorporate bio-filtration systems are included in the design. These impervious areas will be directed to seven bio-infiltration systems laid out per the LID site design principles to meet the requirements of the 2012 Los Angeles County Flood Control District Flood Control District MS4 Permit. Furthermore, consistent with the LID Standards Manual, the Drainage Report computed the Stormwater Quality Design Volume for each tributary drainage using Hydrocalc. The proposed bio-filtration systems were designed to treat 1.5 times the Stormwater Quality Design volume (SWQDv) consistent with the design guidelines defined in Appendix E of the 2014 LA County LID Standards Manual. Therefore, the project would not contribute runoff volumes that 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. A 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. A 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. As stated in the Drainage Report, the Federal Emergency Management Administration Flood Insurance Rate Map (#06037C1244F) dated September 26, 2008, identifies that the project site is not located within a floodplain. 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. A 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.[18] Therefore, **impacts would be less than significant**.

i. Less than Significant Impact. A 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 site is not located in a Special Flood Hazard Area as depicted in S-1, Hazards, of the City's General Plan or the Federal Emergency Management Agency Flood Insurance Rate Map. **Therefore, impacts would be less than significant**.

j. Less than Significant Impact. A 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 Report found that no large water storage facilities are known to exist within the area of the site and that the site is not located within a coastal area. Therefore, seiche or tsunami inundation is not a potential hazard for the site. In addition, the General Plan EIR found potential risks associated with inundation by tsunami to be minimal due to the elevation of the City and distance from the Pacific Ocean.

Mudflow refers to flows of debris displaced when large portions of slopes fail due to excessive water and are carried downstream. According to General Plan Figure S-1, Hazards, the slope on the northern portion of the project site is greater than 10 percent. Given that the site has an overall slope of 16.7%, mudflow is a possibility, particularly on the northern portion of the site, where prolonged rainfall could potentially saturate and eventually loosen soil resulting in slope failure and mudflow. Based on the findings of the Geotechnical Investigation prepared by GHJ Consultants dated October 21, 2015, provided in **Appendix G**, the slope in the northern portion of the site consists of tight, well-bedded siltstone with sandstone interbeds, landslides were not observed within the site, and the site is not located within a State-designated area as having a potential for landslide, seismically induced landslide, or lateral spreading. **Therefore, the project would have a less than significant impact with regard to this issue**.

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

		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. A project may have a potentially significant impact if a project would physically divide an established community. The site is undeveloped and the proposed land use is consistent with the General Plan and Zoning Code and allowed with a Conditional Use Permit in the Business Park – Office Retail/Freeway Corridor Overlay District (BP-OD/FC). Therefore, the project would not physically divide an established community and **would have no impact**.

b. No Impact. A project may have a potentially significant impact if a project would conflict with an 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 for the site is Business Park-Office Retail and the zoning for the site is Business Park-Office Retail (BP-OR) with a Freeway Corridor Overlay (FC). A "residential care facility of the elderly" is a conditionally allowed use in the BP-OR zone (AHMC 9312.2). The applicant requested a density bonus for additional square footage per the City's Density Bonus Ordinance (AHMC Section 9674.1 et seq) and Government Code Sections 65915-65918. Assuming the density bonus is approved, the project is consistent with the General Plan and zoning. Dividing the 71,020 Sq. Ft. by the property size of 250,382.88 Sq. Ft results in a Floor to Area Ratio (FAR) of 0.28365, below the allowable FAR of 0.28368 (with a 20% density bonus) in compliance with AHMC requirements. No variances or modifications are required. Given the proposed project would be consistent with applicable land use plans, zoning, policies, and regulations over the project site, **the project would result in no impact with regard to land use plan consistency**.

c. No Impact. A project may have a potentially significant impact if a project would conflict with any applicable habitat conservation plan or natural community conservation plan. Existing development surrounds the site. Given there are no adopted habitat conservation plans or natural community conservation plans covering the 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. A project may have a potentially significant impact if a 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 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."[19] 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.

[19] 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 August 18, 2017).

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**NOISE.** Would the project result in:				
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b.	Exposure of 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 following impact analysis is based on the Noise Impact Analysis (Noise Study) prepared by FirstCarbon Solutions dated August 3, 2017, provided in **Appendix J**. The General Plan provides the following general introduction to the basic methods used in the regulation and evaluation of noise impacts within the City:

> 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. Surrounding land uses consist of an office building to west; Canwood Street to the south; a vacant lot beyond which is an office building to the east; and open space land owned by the Hillrise HOA, behind which are single-family residences to the north. Noise-sensitive receptors can best be defined as locations such as dwelling units or other fixed, developed sites with frequent human use. For purposes of this analysis, the Hillrise single-family residences north of the site are considered sensitive receptors.

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 General Plan Figure N-1, Noise Contours - Existing, the southern third of the site lies within the 70 CNEL contour, the central portion and majority of the site within the 65 CNEL contour, and the northernmost edge of the site in the 60 CNEL contour. Based on General Plan Figure N-2, Noise Contours - Future, the northern half of the project site lies within the 65 CNEL contour and the southerly half of the site lies within the 70 CNEL contour.

According to the Noise/Land Use Compatibility Matrix, provided in Table N-1 of the General Plan, residential categories are considered "clearly compatible" (Zone A) in a noise environment up to 60 CNEL and "normally compatible" (Zone B) in a noise environment up to 70 CNEL. Therefore, the location of the proposed residential uses of the project would be within the upper limits of what the General Plan considers "normally compatible" with the identified future CNELs. For these "normally compatible" uses in Zone B, new construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. The General Plan adds 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.

Impact Analysis

a. Potentially Significant Unless Mitigation Incorporated. A project may have a potentially significant impact if a 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.

Construction Noise Impacts

Project construction could cause two types of short-term noise. First, construction crew commutes and the transport of construction equipment and materials to the project site would incrementally increase noise levels on access roads leading to the project site. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance, the effect on longer-term (hourly or daily) ambient noise levels would be small. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the project site would be less than significant.

The second type of short-term noise impact is related to noise generated during construction on the project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction related noise ranges to be categorized by work phase. Typical operating cycles for these types of equipment may involve 1 or 2 minutes of full-power \

Table XI-1
Construction Noise Model Results

Receptor Location	Site Preparation/Grading Phase		Building Construction Phase	
	Leq (dBA)	Lmax (dBA)	Leq (dBA)	Lmax (dBA)
R-1: Commercial building west of site	85.8	85.9	71.3	73.4
R-2: Residential use to northwest	63.0	62.0	59.7	61.1
R-3: Residential use to northeast	61.3	59.8	58.0	59.1
Source: Noise Impact Analysis, FirstCarbon Solutions, August 3, 2017.				

As shown in Table XI-1, construction-related noise would remain below the "normally compatible" (Zone B) level of 70 CNEL that pertains to the residential uses to the northwest and northeast. According to the noise standards in the General Plan, a noise level of up to 75 CNEL is "normally compatible" for commercial land uses such as office buildings. Given the close proximity of the existing office building to the western property line of the project site, project construction noise could exceed 75 CNEL at the western site property line although the model results are a "worst-case" scenario that assumed each piece of equipment would operate simultaneously at the nearest reasonable locations to each modeled receptor. Average daily project construction noise levels would be much lower than this reasonable worst-case scenario because equipment would not always operate simultaneously and would operate toward the center of the site farther from off-site receptors. The AHMC outlines the City's standards for noise-producing construction activities. Construction activities that would produce noise levels in excess of the noise performance standards are restricted to the hours of 7:00 a.m. and 8:00 p.m., on weekdays, including Saturday, and are not permitted at any time on Sunday or a legal holiday. Therefore, compliance with restricting construction activities to these stated time periods and implementation of the best management noise reduction techniques and practices outlined in Mitigation Measure **NOI-1**, would **reduce short-term construction noise impacts in the project vicinity to a less than significant level**.

Mitigation Measures

NOI-1 To reduce potential construction period noise impacts, the following measures are required:

- The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited.
- The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
- At all times during project grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from adjacent residences.
- The construction contractor shall ensure that the construction staging areas shall be located to create the greatest feasible distance between the staging area and noise-sensitive receptors nearest the project site.

- All on-site demolition and construction activities, including deliveries and engine warm-up, shall be restricted to the hours of 7:00 a.m. and 8:00 p.m., Monday through Saturday. No such activities shall be permitted on Sundays or federal holidays.

Operational Noise Impacts

On-site Noise Impacts to Nearby Homes

Section 9656.2 of the AHMC limits the exterior noise level at the nearby homes to 55 dBA between 7:00 a.m. and 10:00 p.m. and to 50 dBA between 10:00 p.m. and 7:00 a.m. Section 9656.3 of the AHMC limits the interior noise level at the nearby homes to 45 dBA 24 hours per day. Given that a typical home provides 15 dB of attenuation with the windows open, the Noise Study considered only the exterior noise levels because an interior noise impact cannot occur without an exterior noise impact occurring as well.

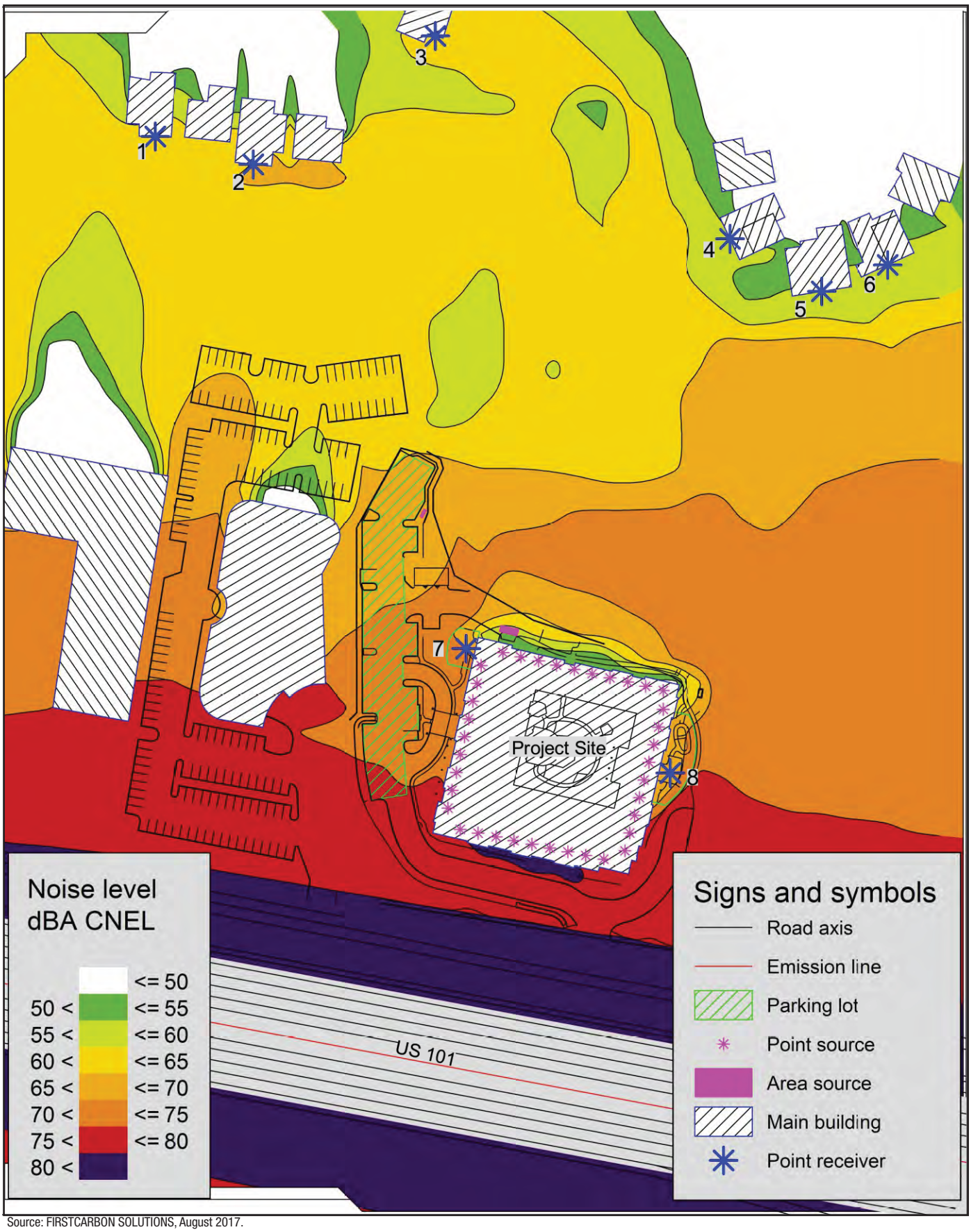
To determine if the project would exceed the City's operational noise performance standards, the Noise Study modeled the impact of proposed on-site noise sources, such as rooftop-mounted Heating, Ventilation and Air Conditioning (HVAC) units, at six receiver locations at existing residences north of the project site shown in **Figure 9, Project Noise Contour Map**. Using a computer model called SoundPLAN, the Noise Study analyzed impacts based on the site-specific parameters including the topography of the hillside setting. To focus in on project-only noise impacts, the Noise Study considered the operation of the proposed on-site noise sources without the effect of existing off-site roadway noise, particularly noise from the Ventura Freeway. The Noise Study refers to these calculations as "on-site non-transportation noise levels." The results are summarized in **Table XI-2, Operational Noise Impact of the Project on Nearby Residences**.

Table XI-2
Operational Noise Impact of the Project on Nearby Residences

Receiver	Description	Noise Level (dBA Leq)	
		7:00 a.m.–10:00 p.m.	10:00 p.m.–7:00 a.m.
1	Single-family home northwest of project site	36.9	33.6
2	Single-family home northwest of project site	37.6	34.2
3	Single-family home north of project site	34.9	31.6
4	Single-family home northeast of project site	28.3	25.2
5	Single-family home northeast of project site	27.1	24.0
6	Single-family home northeast of project site	26.4	23.4
City Residential Exterior Noise Standard [1]		**55**	**50**

[1] AHMC Section 9659.2.
Source: Noise Impact Analysis, SoundPLAN Version 7.4; FirstCarbon Solutions, August 3, 2017.

As shown in Table XI-2, the on-site non-transportation noise levels with development of the proposed project would be below the City's daytime and nighttime non-transportation operational noise performance standards for receiving residential properties. The modeling conducted in the Noise Study included noise impacts from operation of the proposed project parking lot, rooftop mechanical (Heating, Ventilation, and Air Conditioning, and back-up diesel generator) equipment, and truck loading area. In analyzing the noise impact of the proposed parking lot, the Noise Study specifically considered different tonal contents typically created from parking lots, primarily from engine and tire noise, slamming of doors, pedestrians, and street sweepers. Details of the assumptions and methodology are provided in the Project Parking Lot Assumptions found in the Noise Study provided in Appendix J.



Source: FIRSTCARBON SOLUTIONS, August 2017.

The Noise Impact Analysis found that the ambient 24-hour weighted day-night average noise level for the project site is 63.7 dBA CNEL, mostly due to the existing traffic from the Ventura Freeway. A typical gas lawn mower produces a sound pressure level of 70 dBA at 100 feet between the source and the receiver. A quiet urban setting during the daytime produces lower sound pressure levels under 60 dBA. As a general rule, sound pressure emanating from a point source, such as a lawn mower, drops by 6 dB per doubling of distance due to propagation loss. The outdoor features of the proposed building, including the dining patio, memory care garden, and landscape area, would be over 400 feet away from the nearest existing Hillrise community residence. At this distance, the sound pressure level from a lawn mower would drop to 58 dBA, well below ambient level of 63.7 dBA CNEL and below the daytime hourly average noise level of 59.6 dBA Leq taken near the closest residential receptor property line. Operational noise from outdoor conversations or landscape maintenance would not exceed the "normally compatible" (Zone B) limits of up to 70 CNEL described in the City General Plan. Therefore, **operational noise impacts on nearby residential land uses would be less than significant.**

Combined Off-site Roadway and On-site Noise Impacts to Nearby Homes

Even though the previous non-transportation noise analysis of the on-site noise sources demonstrated that the noise generated on-site would be within City noise standards at the nearby homes, there is still a possibility that on-site noise combined with the off-site roadway noise may exceed these standards. Section 9656.2 of the Municipal Code limits the exterior noise level at the nearby homes to 55 dBA between 7:00 a.m. and 10:00 p.m. and to 50 dBA between 10:00 p.m. and 7:00 a.m. Section 9656.2 of the Municipal Code also provides an exemption for situations where the ambient noise currently exceeds these noise standards; for those cases the ambient noise level then becomes the noise standard.

The Noise Study calculated the proposed project's potential combined roadway and on-site noise impacts through a comparison between the existing without-project scenario and the existing with-project scenario. The results of this comparison are provided in **Table XI-3, Combined Off-Site and On-Site Noise Level Contributions**. The SoundPLAN printouts are provided in the Noise Study.

Table XI-3
Combined Off-Site Roads and On-Site Noise Level Contributions

Receiver	Daytime (7:00 a.m.–10:00 p.m.)			Nighttime (10:00 p.m.–7:00 a.m.)		
	No Project (dBA Leq)	With Project (dBA Leq)	Increase	No Project (dBA Leq)	With Project (dBA Leq)	Increase
1	59.6	57.4	-2.2	55.8	53.7	-2.1
2	60.7	59.7	-1.0	57.0	55.9	-1.1
3	58.4	58.0	-0.4	54.6	54.2	-0.4
4	49.0	48.7	-0.3	45.7	45.3	-0.4
5	49.5	49.4	-0.1	46.0	45.9	-0.1
6	52.9	53.1	0.2	49.4	49.4	0.0
Threshold		**55**	—	—	**50**	—
Source: SoundPLAN Version 7.4; FirstCarbon Solutions, August 3, 2017.						

As shown in Table XI-3, for the combined conditions, noise level contributions from the proposed project to the receivers would range from -2.2 dBA to 0.2 dBA Leq. The reduction of noise would be created from the shielding that the proposed structure would provide from U.S. 101, the primary noise source in the vicinity. The only increase in noise would occur at Receiver 6 for the Daytime condition, where the noise level would increase by 0.2 dBA to 53.1 dBA Leq. Given that the with-project daytime noise level

at Receiver 6 is within the City's 55 dBA residential exterior noise standard, **a less than significant noise impact would occur from operation of the proposed project**.

Impact of Existing Freeway Traffic on the Site – Exterior Noise

There could be a significant impact on the assisted living development if the project would be exposed to transportation noise levels that exceed the City's "clearly compatible" or "normally compatible" land use compatibility standards of 60 dBA or 70 dBA CNEL, respectively. The exterior noise level standard applies to certain outdoor activity areas as well, such as those proposed by the project that would be used by the elderly at a private facility with residences.

The Noise Study calculated traffic noise levels for the adjacent segment of U.S. Highway 101 using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The model considered site-specific information, such as roadway traffic volumes, roadway active width, source-to-receiver distances, travel speed, noise source and receiver heights, and the percentages of automobiles, medium trucks, and heavy trucks that the traffic is made up of throughout the day, amongst other variables. The model inputs and outputs are provided in Attachment A of the Noise Study. The traffic noise model results show that traffic noise levels along this highway segment range up to 86 dBA CNEL at 50 feet from the centerline of the outermost travel lane. The exterior active use area of the project, the Memory Care Garden, is located approximately 240 feet from the centerline of the outermost travel lane. As shown in Figure 4, the project includes outdoor active use areas in an interior courtyard and patio areas on the west and east sides of the building. For the interior patio area, the additional shielding of the two-story structure would provide a minimum reduction of 18 dBA. Thus, the proposed structure would reduce traffic noise to below 58.7 dBA CNEL, below the City's "clearly compatible" land use compatibility standard of 60 dBA CNEL.

The exterior patio area on the east side of the building (the memory care garden) would be exposed to traffic noise levels up to 66.3 dBA CNEL. This is within the City's "normally compatible" land use compatibility standard of 70 dBA CNEL for this type of land use. The impact of existing Ventura Freeway traffic on this outdoor active use area would be considered acceptable and a less than significant impact. However, the exterior patio area on the west side of the building (a dining patio) could be exposed to traffic noise levels of up to 72.2 dBA CNEL. This would exceed the City's "normally compatible" standard of 70 dBA CNEL, a potentially significant impact. As required by **NOI-2**, implementation of a 6-foot high wall on the south and west-facing portions of this patio area would reduce noise level impacts on the dining patio to 66.7 dBA CNEL, below 70 dBA CNEL, **and result in a less than significant impact**.

Impact of Existing Freeway Traffic on the Site – Interior Noise

A significant impact may also occur if the project would be exposed to noise that would result in an exceedance of the interior noise exposure standard of 45 dBA CNEL for the proposed land use. According to the Interior and Exterior Noise Standards, provided in Table N-2 of the General Plan, the interior noise level standard is typically satisfied with closed windows and the supply of mechanical ventilation that conforms to Uniform Building Code (UBC) requirements.

Based on the United States Environmental Protection Agency's Protective Noise Levels, with a combination of walls, doors, and windows, standard construction for residential buildings would provide approximately 25 dBA in exterior to interior noise reduction with windows closed and approximately 15 dBA with windows open.[20] The project would include mechanical ventilation that conforms to the UBC

[20] These Protective Noise Levels were based on standard construction for northern California residential buildings but can be used for southern California buildings as well.

requirements for multi-family dwellings that would permit windows to remain closed for prolonged periods of time. The nearest façade is approximately 165 feet from the centerline of the outermost travel lane of U.S. 101. At this distance, traffic noise would range up to 79.2 dBA CNEL. Even with windows closed, resulting interior noise levels could exceed the interior noise standard of 45 dBA CNEL (79.2 dBA–25 dBA = 54.2 dBA). Therefore, all project wall assemblies (windows, doors, and wall combinations) that are directly exposed to US 101 must be upgraded to have a combined minimum standard transmission class (STC) rating of STC-40. All wall assemblies that are indirectly exposed (i.e., perpendicular to the roadway) to the centerline of U.S. 101 must be upgraded to have a combined minimum rating of STC-36. Implementation of mitigation measure **NOI-3 requires upgraded wall assemblies that would reduce this impact to less than significant**. Conformance with current building codes and implementation of mitigation measures NOI-1 through NOI-3 would reduce impacts related to exceedance of noise standards **to less than significant with mitigation**.

Mitigation Measures

NOI-2 To reduce the effect of freeway noise on the exterior environment of the proposed facility, a 6-foot high noise wall shall be built around the west and south sides of the outdoor patio area located on the west side of the building. The noise wall shall be designed in coordination with the applicant's acoustic engineer to ensure adequate noise attenuation. It shall be decorative, and screened by landscaping, except for any portions that are glass, as acceptable to the acoustic engineer, which do not need to be screened by landscaping. The specific wall design, location, and dimensions shall be shown on the final plans and approved by the Planning Director prior to issuance of a Grading Permit or Building Permit, whichever occurs first.

NOI-3 To reduce the effect of freeway noise on the interior environment of the proposed facility, all project wall assemblies (windows, doors, and wall combinations) that are directly exposed to U.S. 101 shall be upgraded to have a combined minimum standard transmission class (STC) rating of STC-40. All wall assemblies that are indirectly exposed (i.e., perpendicular to the roadway) to the centerline of U.S. 101 shall be upgraded to have a combined minimum rating of STC-36.

The wall assemblies of these indicated façades shall be upgraded to perform at the indicated minimum STC ratings to provide the necessary exterior to interior noise attenuation within a reasonable margin of safety. Quality control must be exercised in construction to ensure all air-gaps and penetrations of the building shell are controlled and sealed.

These construction measures shall be shown on the final construction drawings submitted to the City and reviewed and accepted by the City Building and Planning Departments prior to issuance of a grading or building permit, whichever occurs first.

b. Less than Significant Impact. A project may have a potentially significant impact if a project would result in exposure of people to, or generation of, excessive groundborne vibration or groundborne noise levels. Although groundborne vibration can be felt outdoors, groundborne vibration is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. When assessing annoyance from groundborne vibration, vibration is typically expressed as root mean square (rms) velocity in units of decibels of 1 micro-inch per second. To distinguish vibration levels from noise levels, the unit is written as "VdB." Excessive groundborne vibration has the potential to cause structural damage to buildings in extreme cases. Common sources of groundborne vibration include construction activities such as blasting, pile driving, and operating heavy earthmoving equipment.

Construction vibration impacts on building structures are generally assessed in terms of peak particle velocity (PPV), the vibration of a particle in a medium. Typical vibration source levels from construction equipment are provided in **Table XI-4, Vibration Levels of Construction Equipment**.

Table XI-4
Vibration Levels of Construction Equipment

Construction Equipment	PPV at 25 Feet (inches/second)	RMS at 25 Feet Velocity (VdB)
Water Trucks	0.003	58
Scraper	0.035	79
Bulldozer – small	0.046	81
Jackhammer	0.046	81
Concrete Mixer	0.046	81
Concrete Pump	0.046	81
Paver	0.046	81
Pickup Truck	0.046	81
Auger Drill Rig	0.051	82
Backhoe	0.051	82
Crane (Mobile)	0.051	82
Excavator	0.051	82
Grader	0.051	82
Loader	0.051	82
Loaded Trucks	0.076	86
Bulldozer – large	0.089	87
Caisson drilling	0.089	87
Vibratory Roller (small)	0.101	88
Compactor	0.138	90
Clamp shovel drop	0.202	94
Vibratory Roller (large)	0.210	94
Pile Driver (impact-typical)	0.644	104
Pile Driver (impact-upper range)	1.518	112
Source: Noise Impact Analysis, FirstCarbon Solutions.		

As shown in Table XI-4, PPV can range as high as 1.518 inches/second at 25 feet between the equipment and the receptor to as low as 0.003 inches/second from the operation of a water truck. Criteria used by the Federal Transit Administration for assessing the impact of groundborne vibration on structures is provided in **Table XI-5, Construction Vibration Impact Criteria**.

Table XI-5
Construction Vibration Impact Criteria

Building Category	PPV (in/sec)	Approximate VdB
I. Reinforced—Concrete, Steel or Timber (no plaster)	0.5	102
II. Engineered Concrete and Masonry (no plaster)	0.3	98
III. Non-Engineered Timber and Masonry Buildings	0.2	94
IV. Buildings Extremely Susceptible to Vibration Damage	0.12	90
Note: VdB = velocity in decibels Source: Federal Transit Administration, 2006.		

As shown in Table XI-5, reinforced buildings can resist damage from the highest groundborne vibration levels of 0.5 PPV whereas extremely susceptible buildings that can be damaged by PPV as low as 0.12 in/sec.

Short-term Construction Vibration Impacts

Grading and construction activity can be expected to produce a minimal degree of groundborne vibration depending on the soil type and distance. Vibrating objects in contact with the ground can radiate waves through various soil and rock strata to the foundations of nearby buildings. Of the variety of equipment used during construction shown on Table XI-4, vibratory rollers anticipated to be used in the site preparation phase of construction would produce the highest groundborne vibration levels. Equipment such as pile drivers are not expected to be used during construction of this project. Large vibratory rollers produce groundborne vibration levels ranging up to 0.210 inch per second (in/sec) peak particle velocity (PPV) at 25 feet from the operating equipment.

The nearest off-site receptor is the commercial land use located immediately west of the project site, approximately 55 feet from the nearest construction footprint where heavy construction equipment would potentially operate. At this distance, groundborne vibration levels could range up to 0.064 PPV from operation of a large vibratory roller. This is below the industry standard construction vibration damage criteria of 0.2 PPV for this type of structure, a building of non-engineered timber and masonry construction (see Table XI-5). The nearest residential land uses are located over 315 feet to the north of the project site. At this distance, construction-related groundborne vibration would attenuate to below 0.005 PPV. This is well below the industry standard construction vibration damage criteria of 0.2 PPV for these types of structures, buildings of non-engineered timber and masonry construction. Therefore, **construction-related groundborne vibration impacts would be less than significant**.

Operational Vibration Impacts

Implementation of the project would not include any permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the project vicinity. In addition, there are no existing significant permanent sources of groundborne vibration in the project vicinity to which the proposed project would be exposed. Therefore, **operational groundborne vibration level impacts would be less than significant**.

c. Less than Significant Impact. A project may have a potentially significant impact if a project would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Audible increases in noise levels generally refer to a change of 3 dBA or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. A change of 5 dBA is considered to be the minimum change considered readily perceptible to the human ear in outdoor environments. As noted in response to factor XII.a., for purposes of this analysis, an increase of 5 dBA or greater would be considered a substantial permanent increase in ambient noise levels. Another characteristic of noise is that a doubling of sound sources with equal strength is required to result in even a perceptible increase (defined as a 3 dBA or greater increase) in noise level.

Implementation of the project would not result in a doubling of traffic volumes along any roadway segment in the project vicinity. According to the Trip Generation and Parking Letter dated June 24, 2016, provided in **Appendix K**, the proposed project would generate fewer than 10 percent of the daily average trips of the adjacent Canwood Street; thus, implementation of the project is not expected to result in even a perceptible increase, defined to be a 3-dBA or greater increase, in traffic noise levels on any of the local roadways in the project vicinity. Therefore, project-related traffic noise impacts on off-site receptors would be less than significant. Additionally, as discussed in the impact analysis under XI-a, operational

project impacts, including the proposed parking lot, rooftop mechanical equipment, and truck loading activities, would not include any stationary noise sources that would result in substantial permanent increases in ambient noise levels in the project vicinity above levels existing without the project. Therefore, **potential permanent operational noise increase impacts resulting from implementation of the proposed project would be less than significant**.

d. Potentially Significant Unless Mitigation Incorporated. A project may have a potentially significant impact if a project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Temporary Construction Noise

The grading and construction activity of the project would result in a temporary increase in ambient noise levels in the project vicinity. The typical noise generated by construction equipment is provided in **Table XI-6, Construction Equipment Noise Generation**.

Table XI-6
Construction Equipment Noise Generation

Equipment	Noise Level (dBA) 50 ft from Source	Equipment	Noise Level (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-6, noise levels at 50 feet from the source vary by the type of equipment used, ranging from as low as 74 from a roller to a as high as 101 dBA from an impact pile driver.

For the purpose of temporary noise impact analysis, an increase of 5 dBA or greater would be considered a substantial increase. Implementation of the project would result in temporary short-term increases in ambient noise levels due to site preparation and construction activities. The Noise Study found that the existing daytime hourly average noise level at the nearest residential property line was 59.6 dBA Leq. Project-related construction activities could result in high intermittent noise levels of up to approximately

63.0 dBA Leq at the closest noise-sensitive land uses. These worst-case construction noise levels represent a maximum increase of approximately 3 dBA above existing conditions at the nearest residential receiving property line. This temporary increase is less than 5 dBA and would not be considered substantial. Therefore, construction-related temporary increases would be less than significant.

For the purpose of periodic noise impact analysis, or the maximum noise level construction activity could periodically produce, the maximum noise levels from construction activities as measured at the nearest residential property lines would range up to 62.0 dBA Lmax. However, as documented in the ambient noise monitoring effort, existing maximum noise levels at the nearest residential property line range up to a maximum reading of 77.5 dBA Lmax. Therefore, construction related maximum noise levels would not exceed maximum noise levels already experienced at the nearest residential property line. In addition, compliance with the City's permissible hours of construction and implementation of NOI-1 requiring standard construction noise reduction measures (including required use of approved mufflers on equipment) would further reduce short-term construction impacts on sensitive receptors in the project vicinity. Therefore, **construction-related temporary increases would be less than significant with mitigation incorporated**.

Periodic Noise Increases

As stated in the City's noise ordinances, emergency vehicle noise is exempted from the noise regulations of the AHMC.[21] However, implementation of the project is anticipated to result in an increase in emergency vehicle responses to the project site compared to existing conditions. This would result in periodic increases in the ambient noise levels when emergency medical service response vehicles, such as ambulances, use sirens when approaching the project site.

Currently, there is no way to accurately predict the frequency of medical emergencies that would require emergency vehicles, the sirens of which could generate periodic noise increases in the project vicinity. However, in preparation of the Noise Study, FirstCarbon Solutions documented reference noise levels of emergency vehicle sirens. The loudest noise level measured for emergency vehicle siren noise was 89.5 dBA Lmax at a distance of 130 feet from the emergency vehicle. In addition, FirstCarbon Solutions also previously documented average numbers of emergency vehicle responses for other assisted living land uses when analyzing the impacts of other projects on public services within Environmental Impact Reports. Therefore, an average ambient noise level from emergency vehicle siren noise can be calculated by assuming a similar average response rate on a per-bed ratio.

In preparation of the Noise Study, FirstCarbon Solutions obtained emergency vehicle response data from the County of Los Angeles Fire Department for the year 2016 for the Oakmont of Santa Clarita (the closest occupied Oakmont facility) and the Meadowbrook Senior Living facility in Agoura Hills. For Oakmont of Santa Clarita, an 86-bed facility similar to the proposed 86-bed facility, there was a total of 79 EMS response calls in the year 2016. At Meadowbrook Senior Living, a 160-bed facility, there was a total of 176 EMS response calls in the year 2016. Details on the portion of calls that resulted in a vehicle responding to the sites with sirens sounding were not available. However, on a per bed ratio, these facilities generated approximately 0.9 and 1.1 EMS response calls per bed per year, respectively.

The project would contain approximately 75 residential units with a total of 86 beds. By utilizing the higher of the emergency service response call rates – 1.1 EMS calls per bed per year – the proposed project could potentially generate up to approximately 94 emergency medical service vehicle response calls per year. This would average approximately 1.8 response calls per week. To calculate a reasonable

[21] Agoura Hills, California - Code of Ordinances Article IX – Zoning, Chapter 6 - Regulatory Provisions, Part 2. - Special Regulations Division 6 - Noise Regulations, 9656.4. - Special Provision D.

worst-case scenario for purposes of analysis, the Noise Study assumed three emergency response calls being made in a single hour. This analysis assumes that the maximum siren noise would occur for up to one minute on the project driveway, and that the closest residential property line is located 650 feet from the project driveway. Based on this worst-case scenario, the resulting hourly average noise level as measured at the nearest residential property line would be 52 dBA Leq. The existing average hourly noise level at this location, as documented by the long-term ambient noise measurement, is 59.6 dBA Leq. Therefore, when added to the existing background noise levels, the combined hourly average noise level would be approximately 60 dBA Leq. This would represent an increase of less than 1 dBA compared to conditions existing without the project as measured at the closest residential property line.

In summary, even though similar senior living facilities average 1.8 response calls per week, if three emergency responses occurred in a single hour, and the maximum siren noise occurred for up to one minute on the project driveway, the noise level at the nearest residence 650 feet away and uphill from the project would be 52 dBA Leq. Given the existing average hourly noise level at this location is 59.6 dBA Leq, when the siren noise is added to the existing background noise levels, the combined hourly average noise level would be approximately 60 dBA Leq, an increase of less than 1 dBA compared to conditions existing without the project. As noted in the Noise Study, audible increases in noise levels generally refer to a change of 3 dBA or more, as this level has been found to be barely perceptible to the human ear in outdoor environments.

Many emergency response calls to similar assisted living facilities do not use sirens when approaching the facility. Therefore, the worst-case analysis provides the most conservative analysis that could be anticipated for this project. As this worst-case scenario would result in a less than 1 dBA increase in the average hourly noise level as measured at the nearest residential property line, project-related **periodic increases due to emergency response vehicles responding to the project site would be 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, a project may have a potentially significant impact if a 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, a project may have a potentially significant impact if a 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**.

		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. A project may have a potentially significant impact if a 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 provide residences for 86 senior citizens for assisted living and memory care services. Operation of the proposed facility would also employ a combination of 60 full and part time employees resulting in 49 full time equivalent staff. Therefore, the project would induce population growth by proposing a new residential care facility.

The Southern California Association of Governments (SCAG) is the region's federally-designated Metropolitan Planning Organization (MPO) and makes population, household, 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). The latest SCAG projections suggest, on the basis of the 2012 employment level of 12,500, 1,300 jobs would be added to the City by 2020 and 2,200 jobs would be added to the City by 2035.[22] Therefore, new employment resulting from the project would be within the projections for the jurisdiction used to inform regional planning. In terms of population, the latest SCAG projections suggest, on the basis of the 2012 population of 20,500, population would increase by 200 people by 2020 and 1,600 people by 2035. Given that the employment and population induced directly by the project would be within SCAG projections, this growth would not be considered substantial and **impacts would be less than significant**.

[22] Southern California Association of Governments, Modeling & Forecasting, Final 2016-2040 RTP/SCS Growth Forecast by Jurisdiction, http://www.scag.ca.gov/DataAndTools/Pages/GrowthForecasting.aspx (accessed August 22, 2017).

b. No Impact. A project may have a potentially significant impact if a project would displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. The project site is undeveloped 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. A project may have a potentially significant impact if a project would displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. With the exception of an uninhabited concrete building foundation, 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. A project may have a potentially significant impact if a project would result in the need for new or physically altered fire protection facilities, which are needed to maintain acceptable service ratios, response times or other performance objectives for fire protection services, the construction of which could cause significant environmental impacts. The Los Angeles County Fire Department (Fire Department) serves the City with fire protection and prevention services. If approved, 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 0.2 miles from the project site. The Fire Department has indicated that this existing fire station has adequate capacity to serve the proposed development.[23] **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. A project may have a potentially significant impact if a project would result in the need for new or physically altered police protection facilities, which are needed to maintain acceptable service ratios, response times or other performance objectives for police protection services, the construction of which could cause significant environmental impacts. The Los Angeles County Sheriff Department (Sheriff Department) serves the City with police protection services. The nearest Sheriff Station is the Malibu/Lost Hills Sheriff Station located at 27050 Agoura Road, a driving distance of 3.5 miles east of the site. The Sheriff Department has indicated this existing station would be adequate to serve the proposed development.[24] **Therefore, the project impact on police protection facilities would be less than significant.**

[23] Los Angeles County Fire Department, Captain Doug Lipp, Station #89, telephone communication with Envicom Corporation, August 17, 2017.

[24] Deputy Rick Baldi, Community Relations, Los Angeles County Sheriff Department, Malibu/Lost Hills Sherriff Station, telephone communication with Envicom Corporation, August 28, 2017.

c. Less than Significant Impact. A project may have a potentially significant impact if a project would result the need for new or physically altered schools, which are needed to maintain acceptable service ratios or other performance objectives for schools, the construction of which could cause significant environmental impacts. California Government Code (Sections 65995 through 65998) requires the payment of development impact fees to provide 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. However, the majority of residents at Oakmont Senior Living facilities are in their early to mid-80s.[25] Given that project residents would be senior citizens, the project would not be expected to generate students or increase demand on schools within the Las Virgenes Unified School District. Furthermore, 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 applicable development impact fee in effect at the time of development, **project impacts would be less than significant.**

d. Less than Significant Impact. A project may have a potentially significant impact if a project would result the need for new or physically altered parks, which are needed to maintain acceptable service ratios, response times or other performance objectives for parks, the construction of which could cause significant environmental impacts. Although the proposed new assisted living and memory care facility would result in an increase in population that may periodically use City parks, the project would provide features that would reduce the impact of the project on existing parks and park facilities. These on-site features consist of a café, entertainment and activity rooms, beauty salon, library, outside courtyard, memory care garden, in-house fitness center, and private theatre. Therefore, the project would not result substantial adverse physical impacts associated with the provision of new or physically altered City park and recreation facilities. **The project would have a less than significant impact regarding public parks and facilities**.

e. No Impact. A project may have a potentially significant impact if a project would result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, 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.

[25] Oakmont Senior Living, Oakmont of Agoura Hills Project Description, June, 1, 2017.

	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. A project may have a potentially significant impact if a 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. Although the proposed new assisted living and memory care facility would result in an increase in population that may periodically use public parks and City recreational facilities, the project would provide features that would reduce demand on existing parks and park facilities. These on-site features consist of a café, entertainment and activity rooms, beauty salon, library, outside courtyard, memory care garden, in-house fitness center, and a private theatre. The City Department of Community Services/Parks & Recreation offers Senior Recreation Programs for older adults and seniors over 50 years in the Recreation and Event Center located at 29900 Ladyface Court, a diving distance of 1.4 miles from the project site. The Agoura Hills Recreation and Event Center is a newly constructed 22,000 Sq. Ft. facility. Given the nature of the project as a residential care and memory care facility, not all residents would be active to the extent where there would be a substantial population using the senior recreation programs. Therefore, incremental increases in the use of the City Recreation and Event Center by senior citizens would not increase the use this facility such that substantial physical deterioration of the facility would occur or be accelerated. **Therefore, the project would have a less than significant impact**.

b. Less than Significant Impact. A project may have a potentially significant impact if a project includes recreational facilities or requires the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. The proposed assisted living and memory care facility would include on-site recreational facilities such as a memory care garden and outdoor courtyard, the impacts of which are analyzed as features of the proposed project considered in this Initial Study and Mitigated Negative Declaration. The project would not require the construction or expansion of off-site recreational facilities that might have an adverse physical effect on the environment. **Therefore, the project would have a less than significant 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 analysis is based on the Trip Generation and Parking Letter Report (Trip Generation Letter) prepared by Crane Transportation Group, dated June 24, 2016. The Trip Generation Letter is provided as Appendix K.

a. Less Than Significant Impact. A project may have a potentially significant impact if a 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 Traffic Impact Analysis Guidelines, a Traffic Impact Analysis (TIA) may be required for a proposed project for which at least one of the following is satisfied:

1. The project will generate 50 or more new AM or PM peak-hour vehicle trip-ends; or
2. The project will generate 500 or more new daily vehicle trip-ends; or

3. The project will substantially affect an intersection or a roadway segment already identified as operating at an unacceptable level of service; or
4. The project is inconsistent with the General Plan land use, zoning designations, or could potentially generate substantially greater levels of traffic than contemplated by the General Plan; or
5. The project may create a hazard to public safety; or
6. The project will substantially change the off-site transportation system or connections to it.

The Traffic Impact Analysis Guidelines define a "trip-end" as either an origin or destination of a trip. Existing highways, arterials, and collector roadways would serve the project site. The Trip Generation Letter relied on trip generation rates for assisted living facilities from an Informational Report published by the Institute of Transportation Engineers. Although actual occupancy is typically closer to 95 percent than 100 percent, the Trip Generation Letter used a higher percentage in the evaluation to present a conservative analysis. **Table XV-1, Project Trip Generation,** provides the number of vehicle trips the project would generate and morning and evening peak hour volumes.

Table XV-1
Project Trip Generation

Use	# Beds	Daily 2-Way Trips		Am Peak Hour Volumes				Pm Peak Hour Volumes			
				IN		OUT		IN		OUT	
		Rate	Vol	Rate	Vol	Rate	Vol	Rate	Vol	Rate	Vol
Assisted Living Facility	87 [1]	2.74	238	.12	11	.06	5	.15	13	.14	12

[1] The Trip Generation Letter assumed 87 beds as opposed to the currently proposed 86 beds, therefore, actual project generated trips are expected to be slightly lower.
Trip Rates: Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012.
Data Source: Crane Transportation Group, Trip Generation Letter, June 24, 2016.

As shown in Table XV-1, the proposed 75-unit, 86-bed facility would be expected to generate 238 daily two-way trips (119 inbound and 119 outbound), with 11 inbound and 5 outbound trips during the AM peak hour commute and 13 inbound and 12 outbound trips during the PM peak hour commute. Therefore, the project would not meet the criteria for when a TIA is required and an analysis of project impacts on individual intersections is not necessary. The Trip Generation Letter noted that the proposed land use typically results in very low levels of trip generation because residents generally do not drive and visitors typically arrive and depart during all hours of the day rather than concentrating during a specific period of the day.

By providing 54 automobile parking spaces for those few residents who drive, visitors, and staff, the project would exceed the City Parking Standards that require one parking space per every five beds,[26] in this case, for an 86-bed facility, the City would require 18 automobile parking spaces. Therefore, the project is consistent with City ordinances pertaining to vehicle parking requirements. In addition, the facility would have a 20-passenger bus and smaller vehicle to provide local trips for residents.

[26] City of Agoura Hills Parking Standards for Institutional, Convalescent Hospitals, Nursing Homes, and Homes for the Aged, Article IX – Zoning Chapter 6 – Regulatory Provisions Part 2. Special Regulations.