THE AVE PROJECT

INITIAL STUDY

CITY OF AGOURA HILLS PLANNING CASE NUMBER:

AVDP-01161-2015, including
Vesting Tentative Tract Map No. 73881

Lead Agency:

CITY OF AGOURA HILLS
Planning Department
30001 Ladyface Court
Agoura Hills, California 91301-2583
Contact: Ms. Allison Cook, AICP, Assistant Planning Director
818-597-7310

Prepared by:

ENVICOM CORPORATION
4165 E. Thousand Oaks Blvd. Suite 290
Westlake Village, California 91362
Contact: Mr. Charles Cohn, Project Manager
(818) 879-4700

October 17, 2018

TABLES

FIGURES

1.0 INTRODUCTION

This Initial Study has been prepared for the AVE Project (project) in compliance with the California Environmental Quality Act (CEQA) Statute and Guidelines (Public Resources Code Section 21000 et. seq. and California Code of Regulations Title 14, Chapter 3 Sections 15000–15387, respectively). The proposed project consists of constructing and operating a mixed-use development on an approximately 18.45-acre site at the southeast corner of Kanan and Agoura Roads in the City of Agoura Hills, within the Agoura Village Specific Plan (AVSP) area. The project would include 118 multi-family residential units, 40,090 square feet of commercial retail space, 8,910 square feet of office space, and a 120-room hotel, with associated surface and underground parking, private and public open space and recreation amenities, landscaping, lighting, and utility connections. A total of 578 parking spaces would be provided throughout the project site in a combination of at-grade surface parking, subterranean parking beneath proposed buildings, and street parking along Agoura Road. The proposed land uses have been designed to be consistent with the allowed uses for the subject site as described in the AVSP, and would be constructed within approximately 12.37 acres of the site that is planned for mixed-use development. Approximately 6.08 acres of the site that is designated for open space would not be developed. The Initial Study addresses the potential environmental effects resulting from the proposed development.

A Program Environmental Impact Report was prepared for the AVSP[1] (AVSP FEIR, SCH #2003111051), which provides a programmatic evaluation of potential environmental impacts and mitigation measures associated with planned development within the AVSP area, including the proposed project site. The Final AVSP FEIR was certified by the City Council on October 22, 2008 as the "Updated Final Revised and Recirculated EIR." As the project has been designed to be consistent with the planned development of the subject property envisioned by the AVSP and evaluated in the AVSP FEIR, this Initial Study is largely based on evaluations of the AVSP FEIR as they relate to the proposed project. Therefore, this Initial Study is tiering from the EIR and is incorporated herein by reference.

LEGAL AUTHORITY

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

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

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

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

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

[1] City of Agoura Hills, Agoura Village Specific Plan Updated Final Revised and Recirculated Environmental Impact Report, August 2008.

IMPACT ANALYSIS AND SIGNIFICANCE CLASSIFICATION

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

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

Included in the evaluation of each environmental effect is a conclusion of significance, with a determination of whether impacts that would be potentially significant will be studied further in an EIR.

PREVIOUS ENVIRONMENTAL DOCUMENT

The AVSP Updated Final and Revised and Recirculated EIR (2008) is a Program EIR that evaluated potential environmental impacts and identified mitigation measures associated with development of the AVSP. The AVSP provides a planning framework to guide future development within an approximately 233-acre area in the southern portion of the City roughly centered at the intersection of Agoura Road and Kanan Road. This plan envisioned a long range planning effort by the City of Agoura Hills for revitalization, appropriate use, and beautification of the AVSP area along both sides of Agoura Road, from west of Kanan Road to east of Cornell Road, and bounded by Roadside Drive and Highway 101 to the north and open space to the south. Development of the AVSP "Village Concept Plan" Vision will transform Agoura Road into a pedestrian-oriented street with retail shops, restaurants, theatres, and entertainment uses, as well as new residential development to support new retail development. A key design principle of the AVSP is the incorporation of mixed-use development with residential and commercial uses within the same site or the same building, where people can live, work, shop, dine, and play.

The "project" that was programmatically evaluated by the AVSP Updated Final and Revised and Recirculated EIR (2008) included the development of between 235 and 293 residential units; up to 576,458 square feet of new office, retail, restaurant, community center, and hotel commercial space; redevelopment of 372,042 square feet of existing office and retail space with a higher density development; and preservation of approximately 137 acres along the southern boundary of the AVSP area as open space. The AVSP is divided into six development zones (Zones A-F) and open space areas (Zone G), and specifies allowable types and density of development that could occur within each zone. For the Zone A South portion of the Specific Plan area, which comprises the development area of the proposed AVE project, the subject of this project EIR, the AVSP Updated Final and Revised and Recirculated EIR[2] (AVSP FEIR) evaluated potential development of 119,000 square feet of commercial uses including an approximately 70,000 square foot hotel, and 118 residences within a developable envelope (buildable area) of 340,000 square feet.

As the proposed AVE project has been designed to be consistent with the scale and types of development evaluated for the proposed project site (Zone A South of the AVSP area), this Initial Study, and Project EIR for the AVE project, will incorporate applicable portions of the programmatic analysis and general discussions of the AVSP Updated Final and Revised and Recirculated EIR (2008) by reference, "tiering"

[2] City of Agoura Hills, Agoura Village Specific Plan Updated Final Revised and Recirculated Environmental Impact Report, August 2008.

from that Program EIR pursuant to Section 15152(a) of the CEQA Statute and Guidelines (2018). All references listed in Section 5 of this Initial Study, including the AVSP Updated Final and Revised and Recirculated EIR (August 2008) and the Agoura Village Specific Plan (October 22, 2008) are available for review at the Planning Department, Agoura Hills City Hall 30001 Ladyface Court, Agoura Hills, CA 91301.[3]

[3] Documents available for public review do not include confidential archaeological or cultural resource evaluation reports (e.g. Singer, 2004).

2.0 PROJECT DESCRIPTION

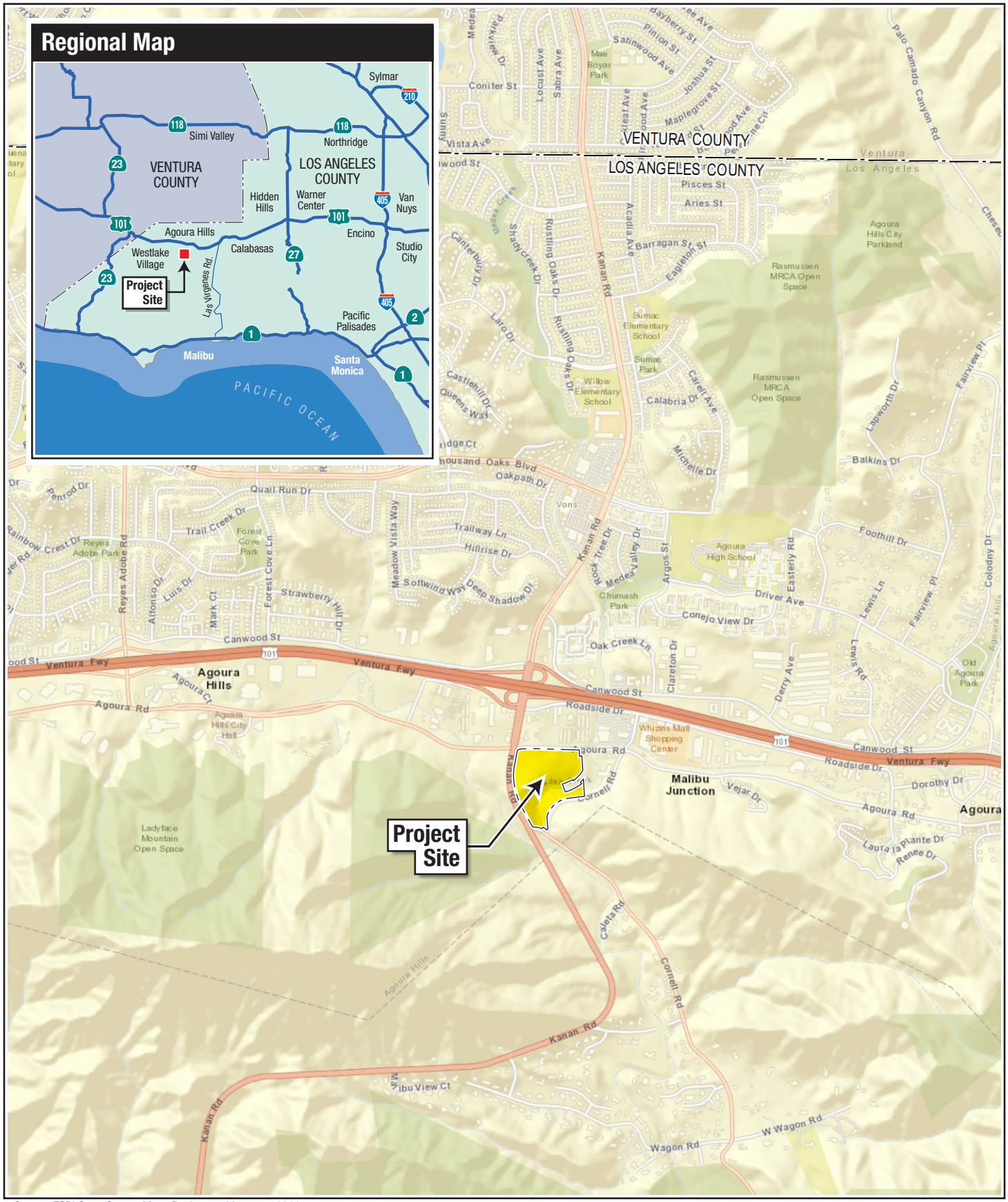
2.1 Proposed Project

The Project would develop residential, commercial, and hotel uses on an approximately 18.45-acre undeveloped site within the City of Agoura Hills, located at the southeast corner of Agoura Road and Kanan Road (APN 2061-031-020), shown in **Figure 1, Project Location Map**. The project site is located within the Agoura Village Specific Plan (AVSP) area, and the proposed development has been designed to be consistent with the allowable uses for the project site as planned for in the AVSP. The proposed project would be consistent with the applicable zoning (Planned Development – PD – Agoura Village Specific Plan) and General Plan land use designation for the site (Planned Development – PD – Agoura Village Specific Plan), and therefore, no variances or modifications of the General Plan are proposed.

Project Site

The proposed project site includes approximately 12.37 acres designated Zone A South by the AVSP (**Figure 2, AVSP Planned Development**), which allows development of retail, office, restaurant, and hotel commercial uses, mixed-use residential over retail uses, and stand alone residential uses. A total of approximately 6.08 acres of the site is designated Zone G open space by the AVSP, which includes a riparian habitat area along the southern boundary of the project site, and a separate area in the western portion of the site near Kanan Road.

The proposed project site is located along the urban edge of the City of Agoura Hills. The site is currently vacant and primarily undeveloped, as shown in **Figure 3, Project Site and Surroundings**. The northwest corner of the site was previously developed with a commercial use that was removed from the site, and no structures have occupied the site in recent years. The southern portion of the site that is designated Zone G open space by the AVSP, includes Medea Creek, which is conveyed to the project site from the northeast by a concrete channel that extends into the southeastern portion of the project site where flows are discharged into a natural channel with associated riparian vegetation. The channelized concrete-lined portion of Medea Creek is not a part of the project site property and is excluded from the project site boundary as seen in Figure 3. The majority of the proposed development area along Agoura Road (Zone A South) has a generally mildly sloping surface from the northeast corner, at about 857 feet above mean sea level (amsl), rising to the southwest of the site. The highest elevation in the southwesterly portion of the site, adjacent to Kanan Road, consists of a knoll with a maximum elevation of 933 feet amsl that is also designated as Zone G for open space conservation. The southern edge of the Zone A South development area is generally bounded by the sloped banks of Medea Creek. The creek channel flows out of the site at the southern boundary at an elevation of approximately 815 feet amsl. The Zone A South portion of the site, which is proposed for development, includes foundation and wall remnants from a previous structure, dirt road paths leading from Agoura Road to the knoll area, as well as barren areas in the vicinity of the intersection of Kanan Road and Agoura Road. Several scattered oak trees are located on the Zone A portion of the site. Adjacent land uses consist of commercial and restaurant uses to the northwest, a gas station, construction equipment rental and materials yard, vacant lot, and self-storage units to the north, a restaurant to the east, and undeveloped/open space to the south and west. The undeveloped property to the west, at the southwest corner of Agoura and Kanan Roads, is used for seasonal sales of pumpkins and Christmas trees in temporary facilities, but an application for a mixed-use development was submitted for the property in December 2017. Public roadside parking spaces are located along the project's northern boundary, which were constructed as part of improvements to Agoura Road by the City (the Agoura Road Widening Project) completed in 2016.



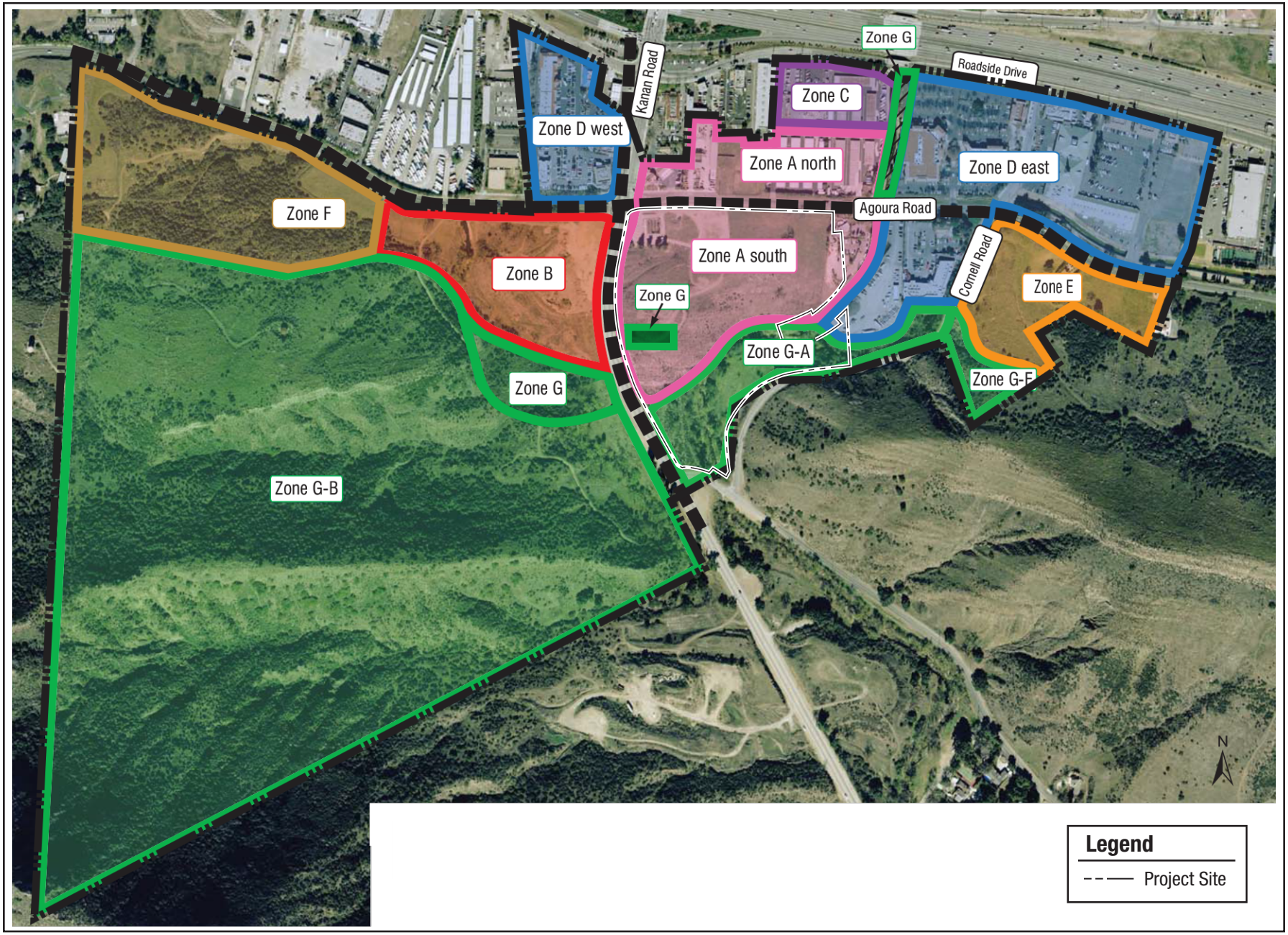
Source: ESRI Open Streets Maps Background Imagery, 2018.

envicom

Project Location Map

FEET 0 1,000 2,000

FIGURE 1



Aerial Source: Air Photo U.S.A. 2005. Base Drawing Source: RRM Design Group, May 2008.

envicom

AVSP Planned Development

FEET 0 350 700

FIGURE 2

Source: Valtus Imagery Services: Hexagon Imagery Program (HxIP), 2017.

Project Site and Surroundings

FEET 0 300 600

FIGURE 3

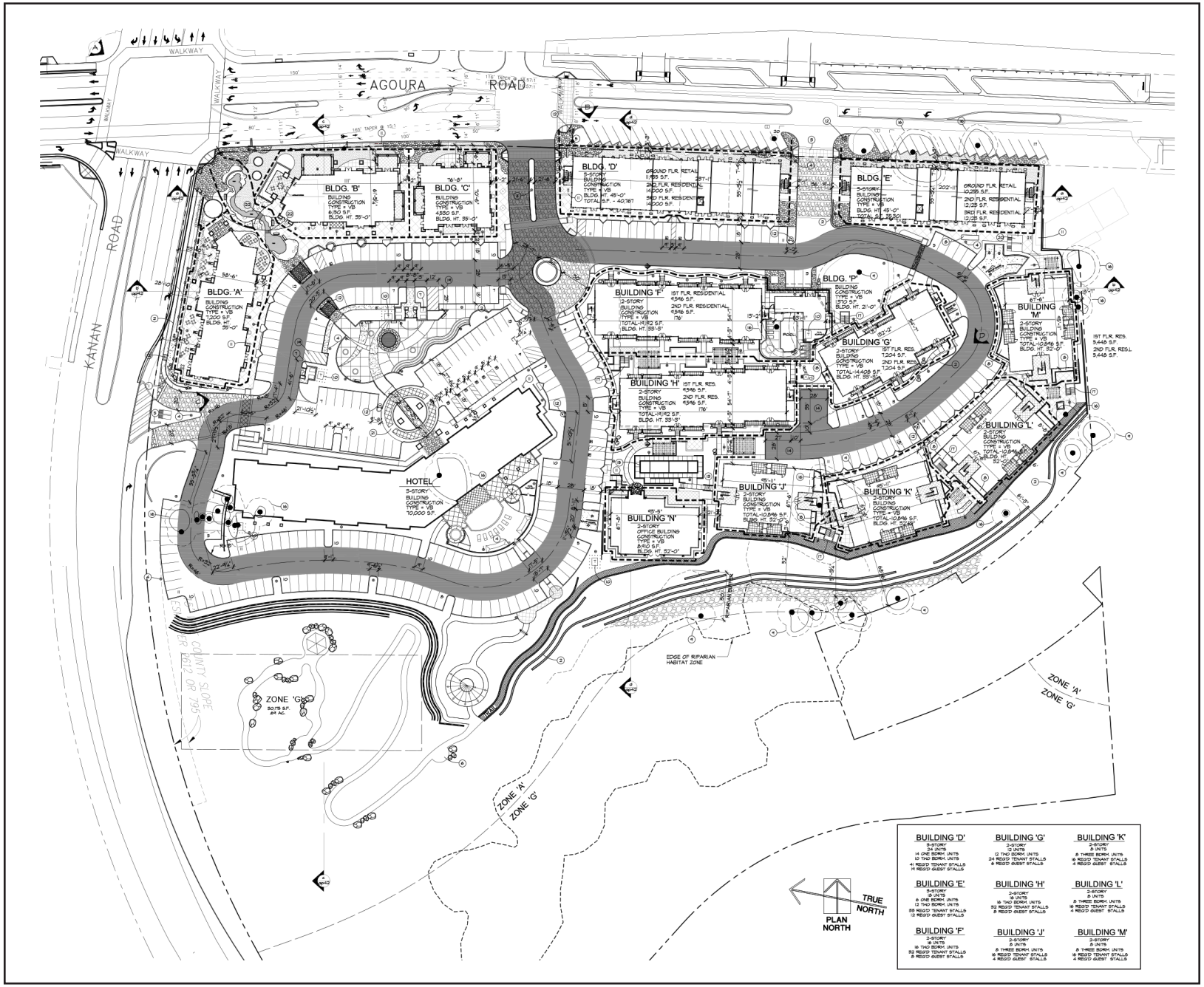
Proposed Project

The proposed project (Case No. AVDP-01161-2015, including Tract Map No. 73881) would consist of three (3) one-story retail structures at the northwest corner of the site, two 3-story mixed-use structures with residential over retail commercial along Agoura Road, seven 2-story residential structures within the eastern portion of the site, one 2-story office commercial structure at the southern portion of the development area, and a 3-story hotel with outdoor pool located at the western portion of the development area near Kanan Road (**Figure 4, Site Plan**). The heights of these structures would range from 32-35 feet above grade for structures that do not contain upper levels of residential units, and up to 45 feet above grade for structures that contain residential units on upper levels. The proposed development would also include a community room structure, swimming pool, and private open space areas for the residential portion of the development as well as public open space and gathering areas. The proposed land uses, as well as the circulation driveway and landscaping features are also shown in **Figure 5, Preliminary Landscape Plan**. Underground parking garages would be provided beneath the proposed residential structures, office, and mixed-use structures. Surface parking would also be provided south of the buildings and parallel to Medea Creek, and within the development area, and additional street parking would be developed along Agoura Road. A public trail would be provided from the development area to a proposed gazebo structure, a lookout point pergola, and the open space knoll area in the southwest portion of the site as seen in Figure 5. **Table 2-1, Proposed Development**, provides a summary of the proposed development.

Table 2-1
Proposed Development

Land Use	Size
Retail/Restaurant	40,090 square feet
Hotel (120 rooms)	70,000 square feet
Office	8,910 square feet
Community building	1,370 square feet
Residential (118 units)	148,622 square feet
Underground Parking Garage	118,428 square feet
Trellis/Outdoor Stair Coverage	5,104 square feet
Hotel Porte Cochere	1,390 square feet
Total	**393,914 square feet**

The proposed structures would be consistent with the applicable zoning height restrictions and AVSP allowable density for the project site. Proposed architectural features such as tower areas, articulated exteriors, natural material accents and earth tone colors have been designed to provide visual interest and conform to design policies and standards of the AVSP. The proposed retail/restaurant commercial structures and mixed-use structures would be constructed along the street frontages of Agoura Road and Kanan Road, and the stand-alone residential, office, and hotel structures would be located within the interior of the development area. The majority of the proposed surface parking areas would be located in the interior of the development area where they would be visually screened by the proposed buildings. Retaining walls would be constructed along the southern boundary of the development area, south of the office building and stand-alone residential buildings nearest the creek; in the southwest portion of the development area associated with the hotel parking area; and at the northwest corner of the site along Kanan Road. The project would include building wall sconce lighting, and exterior lighting fixtures to provide appropriate and safe lighting levels on sidewalks, on driveways and in parking lots within the site.



Source: pk:architecture, 2018.

Site Plan

Source: L. Newman Design Group, Inc., May 9, 2016. Revised: Sep. 24, 2018.

envicom

Preliminary Landscape Plan

FEET 0 70 140

FIGURE 5

The project site would be accessible via three proposed driveway entrances, two on Agoura Road, and one on Kanan Road. The Kanan Road access driveway would provide right-in and right-out turns only. Vehicles entering and exiting the western Agoura Road driveway would be restricted to a right turn only. The eastern Agoura Road driveway would allow full access of right and left turns into and out of the project site. The proposed project would provide a total of 578 parking spaces, which would consist of 273 surface parking spaces along the driveway aisles, 276 parking spaces in underground garages beneath the proposed residential and office buildings, and a net increase of 29 angled parking spaces along the project's Agoura Road frontage (for a total of 37 street parking spaces including the existing eight street parking spaces).

The project would not develop structures within the Zone G open space portions of the project site, which would remain open space. Mitigation oak trees are proposed to be planted in Zone G on the project site. The project would also provide public and private open space areas within the proposed development area. The project proposes to provide a public trail, consisting of a decomposed granite pathway, for pedestrian access to and within the western Zone G open space area of the project site associated with the existing knoll that would be retained. The trail would also extend to the eastern project boundary along the southern edge of the proposed development area within Zone A South, overlooking the southern Zone G open space area of the project site where Medea Creek is located.

A total of 30 oak trees are located within the proposed development area that meet the minimum size required to be protected in accordance with the City of Agoura Hills Oak Tree Ordinance and Guidelines. Of the 30 oak trees within or adjacent to the development area, nine (9) would be encroached and 21 would be removed. Of these 21 oak trees, 17 would be transplanted to other locations on the project site. The project's preliminary landscaping plan shown in Figure 5 shows proposed locations for the 17 transplanted oaks as well as additional nursery-grown oak trees that would be provided to offset the proposed removals, in accordance with the City's Oak Tree Ordinance. City-planted trees along Agoura Road as part of the completed Agoura Road Widening Project that would also be removed by the project include 10 oak trees (in addition to the 30 oaks on-site), which would be offset by relocating these elsewhere along the street and within the site, and 9 Chinese pistache trees that would be relocated elsewhere along the street.

As part of the project, the applicant would restripe Agoura Road along the project frontage to accommodate the proposed right and left turn lanes in and out of the site's driveways within the existing right-of-way (ROW) limits. A portion of the existing landscaped roadway median at the east end of the site would be removed to install a left turn pocket, and new landscaped medians would be installed between the Kanan/Agoura Roads intersection and the existing median. On Kanan Road, the project would include re-striping the northbound lane configuration for a right turn only lane into the project driveway.

Construction of the project would require vegetation removal and grading within the Zone A portion of the site, with the exception of the areas where oak trees would be retained. Project grading activities would require 75,000 cubic yards of cut and 56,250 cubic yards of fill onsite. Allowing for shrinkage, the project would require a net export of 7,500 cubic yards of soil material during grading activities. The majority of the net export required is due to lowering the site elevation along the general corner of Kanan and Agoura Roads to achieve direct pedestrian connection from the development to the sidewalk on Agoura Road.

The project also includes a request for a Vesting Tentative Tract Map to subdivide the single lot into seven (7) parcels, including one open space parcel. As part of the project, the applicant has requested to comply with the City's Inclusionary Housing Ordinance (AHMC Section 9133 *et seq*,) by paying an in-lieu fee to the City's Affordable Housing Trust Fund. The proposed discretionary actions required for the project are approval of an Agoura Village Development Permit (AVDP) and a Vesting Tentative Tract Map to subdivide the parcel. Part of the AVDP is an Oak Tree Permit request to encroach into the protected zone of, and remove, on-site oak trees.

3.0 ENVIRONMENTAL CHECKLIST FORM

1. **Project title:**
   The AVE Project

2. **Lead agency name and address:**

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

3. **Lead Agency contact person and phone number:**
   Ms. Allison Cook, AICP, Assistant Planning Director, (818) 597-7310

4. **Project location:**
   Southeast corner of Kanan Road and Agoura Road

5. **Project sponsor's name and address:**
   California Commercial Investment Group, Inc.
   4530 E Thousand Oaks Boulevard, Suite 100
   Westlake Village, CA 91362

6. **General Plan designation:**
   Planned Development District (PD)

7. **Zoning:**
   Planned Development (PD) - Agoura Village Specific Plan

8. **Description of project:**
   The project consists of the construction and operation of a mixed-use development of residential, commercial, and hotel uses on an 18.45-acre property within the Agoura Village Specific Plan area. The project would consist of 118 multi-family residential units with associated recreational amenities, 40,890 square feet of retail/restaurant space, 8,910 square feet of office space, and a 120-room 70,000 square-foot hotel. Parking would be provided in underground garages, surface spaces within the site, and also along Agoura Road. The proposed development would be constructed on 12.37 acres of the site designated for mixed-use (Zone A South) by the Agoura Village Specific Plan (Specific Plan). The remainder of the site is designated Zone G open space by the Specific Plan and would not be developed. Additional project details are provided in Section 2.0, Project Description.

9. **Surrounding land uses and setting:**
   Adjacent land uses consist of commercial and restaurant uses to the northwest, a gas station, a vacated former construction equipment rental and materials yard, vacant lot, and self-storage units to the north, a restaurant to the east, and undeveloped/open space to the south and west. The undeveloped property to the west is used for seasonal sales of pumpkins and Christmas trees in temporary facilities, however an application for mixed-use development on the property was submitted to the City in December 2017. Public roadside parking spaces are located along the project's northern boundary.

10. **Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement.):**
    - California Department of Fish and Wildlife – Fish and Game Code Section 1602 Streambed Alteration Agreement
    - Regional Water Quality Control Board (to be determined)
    - U.S. Army Corps of Engineers (to be determined)

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	☐ Agricultural Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology /Soils
☒ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☒ Hydrology / Water Quality
☒ Land Use / Planning (IX)	☐ Mineral Resources	☒ Noise
☐ Population / Housing	☒ Public Services	☐ Recreation
☒ Transportation/Traffic	☒ Tribal Cultural Resources	☒ Utilities / Service Systems
☒ Mandatory Findings of Significance		

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: 10.17.18

Name: Allison Cook, AICP
Title: Assistant Planning Director

4.0 INITIAL STUDY

		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

a. Potentially Significant Impact. A project may have a potentially significant impact if it would have a substantial adverse effect on a scenic vista. The project is located at the southern edge of urban development in the City of Agoura Hills. The Santa Monica Mountains are located to the south of the project site, and scenic vistas of mountain ridgelines and peaks, including Ladyface Mountain, which dominates views in the project site vicinity, are available from public areas in the vicinity of the project site. According to the AVSP FEIR, prominent visual characteristics of the AVSP in the project area include the peaks of Ladyface Mountain; arboreal growth along the banks of Medea Creek; the knoll located north of the intersection of Kanan and Cornell Road, which is within the proposed project site, and scattered oaks. Introducing the proposed two- and three-story structures on the undeveloped site could potentially have an adverse effect on scenic vistas of the identified prominent visual characteristics (scenic resources) of the AVSP. All proposed structures would be consistent with the allowed land uses, as well as height and density limitations specified for the project site by the AVSP, and would be required to comply with the applicable zoning and development guidelines of the AVSP regarding aesthetics. The AVSP FEIR concluded that potential aesthetic impacts of development within the AVSP would be less than significant, or less than significant with mitigation. **The proposed project's impacts to scenic vistas would be potentially significant and will be studied in an EIR.**

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. There are no officially designated scenic highways in the City of Agoura Hills based on a review of the Caltrans California Scenic Highway Mapping System,[4] although the U.S. 101 Freeway is identified as an Eligible State Scenic Highway. The City General Plan (2010) identifies Kanan Road and Agoura Road adjacent to the project site as local valuable scenic resources. Discussion of these resources is provided in

[4] Caltrans, California Scenic Highway Mapping System, - Los Angeles County, Accessed on January 26, 2018, at http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/.

Item I.c., below. **Since there are no state designated scenic highways in the project vicinity, there would be no impacts, and this item will not be discussed further in an EIR.**

c. Potentially Significant Impact. A project may have a potentially significant impact if a project would substantially degrade the existing visual character or quality of a site and its surroundings. The project site is located at the urban edge of the City, and can be visually characterized as an urban/rural transitional area. While the majority of the vacant site has not been previously developed, a remnant concrete foundation wall at the northwest corner of the site, adjacent to the intersection of Kanan and Agoura Roads, as well as barren areas and dirt roads within the site, have degraded the natural character of the site. Periodic disturbance of the soil for brush clearance activities has also altered the vegetation communities and visual character, contributing to the introduction of ruderal and/or invasive plants.

While the project is not located within or near a state designated scenic highway, it is located adjacent to Agoura Road and Kanan Road, which the General Plan considers local valuable scenic resources. The General Plan calls for the preservation of the hillside backdrop and natural landforms visible from the scenic roads in their present state to the extent possible.

In the project vicinity, Ladyface Mountain and associated peaks and ridges are the dominant natural visual resource, although riparian vegetation areas, and scattered oaks are also prominent natural visual resources that contribute to the visual character in the project vicinity south of Agoura Road. To the north of Agoura Road, the visual character is of urban development. Land uses immediately north of the project site across Agoura Road consist of an existing self-storage facility, an equipment rental lot, a gas station, and a vacant lot. In general, areas to the east, northwest and northeast contain commercial retail and restaurant developments. To the south is vacant natural open space and a concrete flood control channel. To the west are vacant lots used for several temporary and seasonal activities. The lot immediately to the west is proposed for mixed-use development, with an application submitted in December 2017.

During temporary construction activities, views of the site would include exposed soils in grading areas, stockpiled soils and materials, and construction equipment stored onsite. Post-construction development would consist of a built environment consistent with the village concept envisioned by the AVSP. The proposed buildings would include commercial structures up to 35 feet in height adjacent to the intersection of Agoura and Kanan Roads, mixed use structures up to 45 feet in height along Agoura Road at the eastern portion of the property, residential and office buildings in the central interior portion of the site up to 33 feet in height, and a proposed hotel in the western central portion of the site up to 45 feet in height. In addition to the proposed structures, associated development would include internal roadways and parking, landscaping, and retaining walls.

The knoll located in the southwestern portion of the project site designated as Zone G Open Space by the AVSP is identified by the AVSP FEIR as a prominent visual characteristic within the AVSP area. The AVSP FEIR determined that a mitigation measure to avoid development, removal, or reduction (to include grading or blasting) of the Zone G knoll would reduce AVSP aesthetic impacts to this visual resource to less than significant. The project would retain the knoll in Zone G as open space, and provide a public trail for pedestrian access to the knoll as shown in Figures 4 and 5. The gradual slope from Agoura Road leading up towards the knoll would be graded for construction with a series of retaining walls placed at the southern edge of the proposed hotel parking area. The grading envelope would be confined within the Zone A South portion of the AVSP, and would not be located within Zone G. The project's proposed landscaping would introduce transplanted oak trees and nursery grown oak trees on and around the knoll as shown in Figure 5.

The project would remove 21 oak trees from the site, transplant 17 of these oaks within the property, and encroach into the protected zones of nine (9) oak trees that are of sufficient size to be protected by the City's Oak Tree Ordinance and Guidelines. The project's oak tree report indicates which trees would be affected and identifies offset requirements for replacement of trees on the site pursuant to the ordinance. A preliminary landscaping plan has been prepared for the project that shows proposed locations for the 17 transplanted oaks as well as additional nursery-grown oak trees that would be provided to offset the proposed removals, in accordance with the ordinance.

The Medea Creek channel and associated riparian area within Zone G would not be developed and would be retained in its existing condition. A small portion of the development area near the margin of the riparian area and creek channel would be stabilized with retaining walls and landscaping. Erosion protection at the base of the retaining walls would consist of rock rip-rap material that could extend into small portions of the delineated riparian zone. As proposed erosion protection would not be visible from the local scenic resources of Kanan and Agoura Roads, and where visible from the south along Cornell Road may appear as an extension of the existing concrete channel that discharges Medea Creek flows onto the site, the potential for minor encroachments of rock rip-rap material into the delineated riparian zone would not be anticipated to have a significant aesthetic impact.

The AVSP includes a number of development standards to reduce the visual character impacts of planned development in the AVSP area, including the project site. The project has been designed to incorporate development standards such as these that relate to grading, site and building design, and colors and materials. The AVSP FEIR identified a mitigation measure for any retaining walls proposed as part of the AVSP development that may be visible from designated scenic roadways to ensure they would be consistent with the City's Architectural Design Standards and Guidelines.

Although the project would not be anticipated to adversely affect the visual character of existing urban land uses bordering Agoura Road and Kanan Road, the project's proposed structures, retaining walls, and site design could have potentially significant impacts on the visual character as part of the urban/rural transitional area of the AVSP. **The project's visual character impacts would be potentially significant and will be studied in an EIR.**

d. Potentially 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 sources of lighting or glare, with the exception of City provided street lighting along the frontage of Agoura Road. Existing sources of nighttime lighting and glare in the vicinity of the site include street lighting and external lighting associated with commercial uses and parking lots on the south side of Agoura Road, as well as headlights of passing vehicles on area roadways. Existing sources of daytime glare in the vicinity would primarily be limited to reflections from parked or passing vehicles along Agoura Road.

The project would introduce external lighting for safety and security within proposed parking lots and along driveways and walkways within the site, as well as along the frontage with Agoura and Kanan Roads. A photometric plan has been prepared for the project that indicates the locations and types of proposed external lighting for the driveways, parking lot, and walkways of the project. The photometric plan also shows the intensity of light that would fall on the site at various intervals based on the proposed lighting. Parking lot and driveway lighting would consist of shielded light standards that are focused downward per City standards, to minimize light spillover or light trespass of adjacent land uses. The City's Architectural Design Standards and Guidelines indicate that light not exceed 1.0 candle-foot at the property line so that light spillover may be minimized. The project photometric plan indicates that some lights along the southern

area of the development (although not at the property line, which is further south) may exceed this standard, and so will be "high cut off" types to divert light downward.

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, windows on proposed buildings, and vehicles accessing the site, could generate glare by reflecting sunlight or night lighting sources. As the proposed project would be located adjacent to existing urban development, and/or windows associated with commercial and residential uses would not be of an unusual size and would incorporate glass with a low reflectivity, the project would not be expected to result in significant glare impacts.

By complying with City Code, and AVSP requirements, regarding height and type of driveway and parking lot lighting, as well as City recommendations for maximum illumination, impacts related to lighting would be less than significant. According to the AVSP FEIR, development within the AVSP could result in potentially significant glare impacts, which would be reduced to less than significant with implementation of a mitigation measure (AES-4) requiring architectural treatments to reduce glare. **Nonetheless, further study of potential lighting and glare impacts will be provided in an EIR to verify this initial conclusion.**

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	**AGRICULTURE AND FORESTRY RESOURCES.** Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 4526), or timberland (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact Analysis

a. No Impact. The proposed project site is currently vacant and is located adjacent to urban land uses. The site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance according to the Farmland Mapping and Monitoring Program,[5] and does not contain timberland. Therefore, construction of the project would not result in the loss of farmland or timberland. This issue area was eliminated from consideration in the AVSP FEIR. **No impact would occur and no further analysis of this issue is necessary in an EIR.**

b. No Impact. The project site is currently zoned for mixed-use development (residential and commercial use) and open space as part of the Agoura Village Specific Plan. Therefore, it would not conflict with zoning for agriculture use or a Williamson Act contract. This issue area was eliminated from consideration in the AVSP FEIR. **No impact would occur and no further analysis of this issue is necessary in an EIR.**

c, d. No Impact. The project site is currently zoned for mixed-use development (residential and commercial use) and open space as part of the Agoura Village Specific Plan. The proposed project site is vacant and does not contain forest land. Therefore, the project will not result conflict with zoning for forest or timberland uses, and would not result in the loss of forest land or the conversion of forest land to non-forest use. This issue area was eliminated from consideration in the AVSP FEIR. **No impact would occur and no further analysis of this issue is necessary in an EIR.**

[5] State of California, Department of Conservation, California Important Farmland Finder, Accessed on January 22, 2018 at: https://maps.conservation.ca.gov/DLRP/CIFF/.

e. No Impact. The project site is currently vacant and is not used for agricultural or forest land uses. The site is located within the Agoura Village Specific Plan area, and would be consistent with the General Plan land use designation and current zoning for the site. This issue area was eliminated from consideration in the AVSP FEIR. **Therefore, no impact would occur and no further analysis of this issue is necessary in an EIR.**

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	**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 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 (SCAQMD), 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. Potentially 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 SCAQMD. The Governing Board of the South Coast AQMD adopted the 2016 AQMP on March 3, 2017. The proposed project would construct a mixed-use development within the AVSP, which would be consistent with the land use types, scale, and density allowed for the site by the AVSP. The project would also be consistent with the existing General Plan land use designation and the current zoning for the site. As the planned development of the AVSP has been incorporated into the City's General Plan, the project's anticipated population and use of the proposed project site would be consistent with projected population growth forecasts of the General Plan, as well as regional planning documents that may rely on anticipated growth described within the general plans of cities and jurisdictions within the relevant planning areas. As the project would be consistent with current planning growth projections, it is anticipated that potential impacts associated with consistency with the AQMP would be less than significant. **The project's potential to conflict with or obstruct implementation of the applicable air quality plan would likely be less than significant, however, this issue will be further analyzed in an EIR to verify this initial conclusion.**

b. Potentially 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. SCAQMD provides significance thresholds for daily maximum emissions of pollutants during construction and operations of development projects.

During construction activities, the project would generate air pollutant emissions associated with use of heavy machinery on- and off-site for vegetation clearance, grading and excavation, soil export hauling, construction of proposed structures, driveways, and infrastructure installation. The application of some construction materials, such as asphalt and paint, also generate temporary emissions of air pollutants.

The project would be required to implement applicable best available control measures to minimize fugitive dust emissions during each phase of construction as required by SCAQMD Rule 403 - Fugitive Dust. Rule 403 provides measures for construction activities to reduce fugitive dust. These measures are required for construction projects within the SCAB. Examples of dust control measures that may be appropriate for the proposed project may include, but not be limited to, the application of water or stabilizing agents to exposed soils to prevent generation of dust plumes, use of tarps over soil for haul trucks, stabilizing sloping surfaces using soil binders until vegetation or ground cover effectively stabilize slopes, the application of hydroseed prior to rain, gravel or rumble plates at site exits to reduce tire track-out, and street sweeping as needed. A project-specific evaluation using current emissions modeling software and SCAQMD guidance would be necessary to determine the potential of the proposed project to generate emissions that may exceed SCAQMD significance thresholds.

During operations, the project would generate emissions from mobile sources (vehicle use), area uses (natural gas use, landscaping and maintenance activities), and offsite electricity generation. The proposed mixed-use development has been designed to be consistent with the AVSP Village concept that incorporates retail, entertainment, residential and business/professional uses in a pedestrian and bicycle friendly circulation system to encourage pedestrian use. A project-specific evaluation using current emissions modeling software and SCAQMD guidance would be necessary to determine the potential of the proposed project to generate emissions that may exceed SCAQMD significance thresholds. **Impacts associated with air quality emissions would be potentially significant and will be evaluated further in an EIR.**

c. Potentially Significant Impact. A project may have a significant impact if it would 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. The project's potential emissions of air pollutants will be estimated using current emissions estimation modeling software as discussed above, including pollutants for which the SCAB is considered to be in nonattainment status as reported in the current SCAQMD AQMP. The estimated emissions of the proposed project will be evaluated using current SCAQMD guidance regarding cumulative analysis of development projects to determine if they would be a cumulatively considerable increase of criteria pollutants for which the region's status is considered to be nonattainment. **Impacts would be potentially significant and will be evaluated further in an EIR.**

d. Potentially 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.

The closest sensitive receptors that could potentially be subject to localized air quality impacts would be a caretaker's residence associated with a self storage facility located north of the project site along Agoura Road, and another caretaker residence at an existing self-storage facility north of Agoura Road and west of Kanan Road. The SCAQMD has also developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. LSTs are only applicable to oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LST impacts at the nearest existing residences (self-storage caretakers' residences) will be evaluated based on the project's estimated onsite daily emissions and the applicable screening thresholds provided by SCAQMD. The AVSP FEIR concluded that construction of planned uses within the AVSP is not expected to generate air pollutant emissions that exceed LSTs for the area. Project-specific emissions of air pollutants will be estimated using current SCAQMD guidance and emissions modeling software for analysis in an EIR. **The project's LST impacts associated with potential exposure of sensitive receptors to substantial pollutant concentrations would be potentially significant and will be evaluated further in an EIR.**

e. Less than Significant Impact. A project may have a significant impact if it would create objectionable odors affecting a substantial number of people. Land uses typically associated with the generation of substantial odor impacts are industrial operations involving the use of chemicals or other strong-smelling materials used in manufacturing processes, as well as sewage treatment facilities and landfills. Land uses typically considered to be sensitive receptors regarding substantial odor impacts are residential uses or similar non-commercial uses commonly used by a substantial number of people. Residential receptors in the project vicinity consist of caretaker residence associated with self-storage commercial uses on the north side of Agoura Road. An existing restaurant adjacent to the eastern boundary of the site may also be sensitive to substantial odors. The proposed project would develop residential, office and commercial retail/restaurant uses, and a hotel. The proposed project would not develop industrial uses or other uses generally associated with substantial objectionable odors.

Construction activities on the project site could generate odors associated with the use of heavy equipment and the application of typical construction materials such as asphalt paving and paints. Such construction activities would be temporary. Due to the limited number of residential uses near the site and the temporary occurrence of construction-related odors, the potential for construction activities to create objectionable odors affecting a substantial number of people would be considered less than significant.

During operations, good housekeeping practices and compliance with existing regulatory requirements would be sufficient to prevent nuisance odors associated with operations of the proposed residential, commercial, and hotel uses. In addition, the required 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. **The impact would be less than significant and further analysis of this issue in an EIR is not warranted.**

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV.	**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 Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	☐	☐	☐	☒

Impact Analysis

According to the AVSP FEIR, the overall AVSP area contains native vegetation and natural communities, including: Coastal Sage Scrub with Non-Native Annual Grasses; Mixed Chaparral; Oak/Willow Woodlands; Riparian Woodland, Coastal and Valley Freshwater Marsh Cattail Series; Valley Grassland; and Ruderal habitats. Jurisdictional areas for the U.S. Army Corps of Engineers and California Department of Fish and Wildlife (CDFW) occur within the southern half of the AVSP area.

A site-specific Biological Resources Inventory Report[6] was prepared in 2015 to determine if any sensitive, protected or otherwise regulated biological or natural resources are present within the proposed project site.

[6] TeraCor Resource Management, Biological Resources Inventory Report for the Agoura Village East Project Site City of Agoura Hills, California, May 20, 2015.

The following discussion of onsite biological resources is largely based on the conclusions of the Biological Resources Inventory Report.

a. Potentially Significant Impact. A project would be considered to have a potentially significant impact if it 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 U.S. Fish and Wildlife Service (USFWS).

According to the Biological Resources Inventory Report, sensitive wildlife species detected on-site include Cooper's Hawk ("Watch List" when nesting), Oak Titmouse ("Special Animal" when nesting), Rufous Hummingbird or Allen's Hummingbird ("Special Animals" when nesting), San Diego desert woodrat ("Species of Special Concern"), western pond turtle ("Species of Special Concern") and Monarch Butterfly ("Special Animal") (no roosting sites noted). All other faunal species detected are considered common.

Focused surveys for least Bell's vireo (*Vireo bellii pusillus*, or LBVI)[7] have been conducted in potentially suitable riparian habitat for this obligate resident of various forms of riparian vegetation. LBVI is listed as an endangered species by the State of California, and is on the Federal Endangered Species List. Although the quality and quantity of willow habitat present on site does appear to be adequate to support LBVI (e.g., presence of willow and a dense understory, and both flowing/ponded water), no least Bell's vireo were detected during any of the eight surveys conducted.

Focused protocol surveys were conducted on the site to evaluate presence/absence of the federally listed threatened coastal California gnatcatcher (*Polioptila californica*-herein CAGN),[8] also a California species of special concern. Because the CAGN is an obligate resident of various forms of scrub vegetation (in particular sage scrub types), potentially suitable habitat present on the project site was systematically surveyed for this sensitive bird species. No CAGN were recorded on the site during the focused surveys. The quality and quantity of the scrub habitat present on site does not appear to be adequate to support CAGN.

Focused field surveys were conducted to evaluate the potential presence or current absence of sensitive botanical resources (e.g., plants considered rare, threatened, sensitive, endangered, or otherwise unique by regulatory or resource agencies) in 2015[9] and 2017[10]. Field surveys were scheduled to coincide with known flowering periods and/or during other periods of phenological development that are necessary for species identification to maximize the validity of survey results. No special-status plant species were recorded during the focused botanical surveys. None of the Special-Status plant species known from the site vicinity[11] are expected to occur either because, (1) the site is outside of known species occurrence ranges, (2) the site lacks suitable habitat, microhabitat habitat, and/or soils, and (3) negative 2015 and 2017 survey results.

[7] Ecological Sciences, Inc., Results of Protocol Surveys for the Least Bell's Vireo, Agoura Town Center Project, City of Agoura Hills, Los Angeles County, California, September 10, 2015.

[8] Ecological Sciences, Inc., Results of Focused Protocol Surveys for California Gnatcatcher, Agoura Town Center Site, Los Angeles County, California, September 12, 2015.

[9] Ecological Sciences, Inc., Results of Focused Sensitive Plant Survey, Agoura Town Center Site, City of Agoura Hills, Los Angeles County, California, September 14, 2015.

[10] Ecological Sciences, Inc., Results of Focused Sensitive Plant Survey, Agoura Town Center Site, City of Agoura Hills, Los Angeles County, California, August 1, 2017.

[11] Special-Status plant species known from the site vicinity list is primarily based on review of 2017 CNDDB, CNPS, and Calflora online databases.

The project would cluster the proposed uses primarily in the flatter portions of the site that have been subject to previous disturbances and are primarily vegetated with non-native grasses or are barren areas near Agoura Road, and would avoid development within the southern portion of the site that is designated Zone G, open space, except to plant oak trees for mitigation. However, **based on the conclusions of the AVSP FEIR that portions of the AVSP contain sensitive biological resources and to further explore the potential for impacts to such species, the proposed project's impacts on sensitive or special-status species would be considered potentially significant and will be evaluated further in an EIR.**

b. Potentially 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.

According to the Biological Resources Inventory Report, the proposed project site is comprised of grassland, scrub and woodland communities and alliances, as well as anthropogenically-modified landscape types. Onsite scrub and grassland communities/alliances include Coastal Sage Scrub; onsite woodland communities/alliances include Red Willow/Arroyo Willow/Coast Live Oak/Valley Oak Riparian Woodland, and Valley Oak Savannah, as well as coast live oak and valley oak cells. The project would avoid development within the Zone G, open space area at the southern portion of the property along Medea Creek and would therefore avoid the majority of riparian habitat subject to CDFW regulations, with the exception of the placement of rip-rap material that would extend into a small portion of riparian habitat as delineated for the project. **The proposed project's impacts on riparian habitat or other sensitive natural community would be considered potentially significant and will be evaluated further in an EIR.**

c. Less Than Significant Impact. 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. The proposed project's development area would avoid Zone G, open space areas of the site associated with the Medea Creek channel. **The project's potential impacts regarding protected wetlands would be considered to be less than significant, however, this issue will be further evaluated in an EIR, due to the placement of riprap in a small portion of riparian habitat, and the proximity of proposed retaining walls and landscaping within 50 feet of the unchanneled section of Medea Creek.**

d. Potentially Significant Impact. A project would be considered to have a potentially significant impact if a project 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 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. According to the AVSP FEIR, the AVSP area would not disrupt the regional movement of wildlife, and therefore potential impacts to wildlife movement due to the planned development of the AVSP were determined to be less than significant. However, the un-channelized section of Medea Creek in the southern portion of the AVSP area contains riparian habitat and may be important for wildlife movement at a local scale. As the proposed project would place rip-rap boulders for erosion protection within a portion of the riparian zone near the channelized section of Medea Creek, and would place retaining walls and landscaping within 50 feet of the un-channelized section of Medea Creek, **the project's potential impacts regarding**

wildlife movement would be considered to be potentially significant, and will be further evaluated in an EIR.

e. Potentially Significant Impact. 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 provides local regulations regarding tree protections, removal permitting, and replacements, if applicable.

The project would result in the removal and encroachment into the protection zone of on-site oak trees protected by the City's Oak Tree Ordinance and Guidelines. The project would remove 21 oak trees from the site. Of these 21 oak tree removals, 17 would be transplanted within the property. The protected zone of a total of nine (9) oaks would be encroached. The project's oak tree report indicates which trees would be affected and identifies offset requirements for replacement of trees on the site pursuant to the City's Oak Tree Ordinance. A preliminary landscaping plan has been prepared for the project that shows proposed locations for the 17 transplanted oaks as well as additional nursery-grown oak trees that would be provided to offset the proposed removals in accordance with the City's Oak Tree Ordinance and Guidelines.

The project would be subject to the City's Oak Tree Ordinance and Guidelines, as well as mitigation requirements of the AVSP FEIR, regarding potential oak tree impacts or removals. It is anticipated that compliance with the applicable regulations of the City as well as the AVSP regarding potential oak tree impacts would reduce potential impacts to less than significant. **For purposes of this Initial Study, the project's potential oak tree impacts would be considered potentially significant and will be evaluated further in an EIR**.

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 plans, and this issue will not be further evaluated in an EIR**.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	**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

According to the AVSP FEIR, the Agoura Hills region is considered rich in heritage resource remains. Heritage resources include: (1) prehistoric resources, which represent the remains of human occupation prior to European contact; (2) historic archaeological resources, which represent resources dating to post-European contact and may be part of a "built environment"; and, (3) Native American concerns, which include ethnographic elements pertaining to Native American issues and values. There is a high potential for encountering cultural or heritage resources within the AVSP boundaries.

The following evaluations are based on information provided in the AVSP FEIR regarding Historic and Cultural Resources, which reported that a known archaeological resource (CA-LAN-41) exists within the proposed project site. The archaeological site primarily occupies a terrace just west of the Medea Creek channel in an area with generally clayey soils that exhibit high levels of disturbance. Various archaeological investigations and surveys of CA-LAN-41 have been conducted since 1961. The results of an archaeological investigation of the site in 2004 indicated that the site did not contain a cemetery, or buried features such as hearths or house floors, etc. However, stone tools, artifacts, and ecofacts were discovered at the site. Based on the results of prior investigations, CA-LAN-41 represents a significant heritage resource under CEQA.

a. Potentially Significant 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. There are no structures on the vacant site, although a remnant modern foundation and wall are located at the northwestern corner of the property. A Phase I Environmental Site Assessment[12] prepared for the proposed project determined that this foundation was associated with a small bank that occupied that portion of the site from sometime in the 1980s, which was removed by 1989. Since that time the property has remained vacant.

Although there is a lack of intact structures within the site, as stated in the AVSP FEIR, development within the AVSP has a high potential for encountering cultural or heritage resources that include "historic

[12] Lord Environmental Services, Phase I All Appropriate Inquiries Environmental Site Assessment of Vacant Land SEC Kanan & Agoura Roads Agoura Hills, California 91301, March 16, 2015.

archaeological resources, which represent resources dating to post-European contact and may be part of a "built environment." Further study to determine whether the project could affect historic resources of the built environment is warranted. **Potential impacts to historic resources would be potentially significant and will be evaluated in an EIR**.

b. Potentially Significant Impact. A project may have a potentially significant impact if a project would cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5. The project consists of constructing a mixed-use development at the southeast corner of the intersection of Kanan and Agoura Roads. Project construction would involve ground disturbing activities, including vegetation clearing, grading and excavation activities within previously undeveloped portions of the site. As discussed above in Section V.a., the AVSP FEIR evaluation regarding Historic and Cultural Resources reported that a known archaeological resource (CA-LAN-41) exists within the proposed project site, which represents a significant heritage resource under CEQA. As such, project grading and excavation activities could potentially uncover archaeological resources.

The AVSP FEIR determined that the planned development within Zone A South of the AVSP (the location of the project site) would have significant but mitigable impacts to potential resources associated with the CA-LAN-41 site. Mitigation measures described within the AVSP FEIR include efforts to identify resources prior to development, monitor during initial grading, and provide treatment methods for resources if found, to be determined by the Planning Department. The boundary of CA-LAN-41 on the project site and the project's potential impact to the cultural resources site has not yet been determined. **Potential impacts to archaeological resources would be potentially significant and will be evaluated in an EIR**.

c. Less Than Significant Impact. A project may have a potentially significant impact if a project would directly or indirectly destroy a unique paleontological resource or unique geologic feature. As discussed in the AVSP FEIR, soils within the AVSP area are largely alluvial, and formations within the area are generally not fossiliferous, and as such there is little potential for encountering, paleontological resources within the project area. The AVSP FEIR did not further evaluate this issue area.

The project would include grading and excavation of subsurface soils within the development area for site development, including construction of subterranean garages, installation of utilities and other infrastructure, and creating stable building pads and roadway bases for the proposed structures and other site improvements. As shown in Geotechnical Reports prepared for the proposed project site in 2015[13] and 2016,[14] the proposed development area of the project site is underlain by Conejo Volcanics, with some older alluvium and artificial fill located along the northern margin of the site along Agoura Road. The Conejo Volcanics that underlie the development area would not contain paleontological resources. The northern and northwestern portion of the site that contain older alluvium are located within previously disturbed portions of the site, and would also not be expected to contain paleontological resources. As there are no known paleontological resources on the site, and based on the underlying materials and conditions of the development area, as well as previous conclusions of the AVSP FEIR, the project would not be considered to have a potentially significant impact regarding paleontological resources. **Potential impacts to paleontological resources would be less than significant and will not be further evaluated in an EIR**.

d. Potentially Significant Impact. The project may have a potentially significant impact if the project would disturb any human remains, including those interred outside of formal cemeteries. A Phase II archaeological investigation of a known archaeological site within the project site was performed in July

[13] Gold Coast Geoservices, Inc., Geotechnical Report Proposed Agoura Town Center APN 2061-031-020 Kanan Road and Agoura Road Agoura Hills, CA, August 15, 2015.
[14] Gold Coast Geoservices, Inc., Geotechnical Report "The AVE" Commercial and Residential Development Kanan Road and Agoura Road Agoura Hills, CA, December 13, 2016.

of 2004,[15] which indicated that the site did not contain a cemetery. However, there is a potential that unknown subsurface human remains may be encountered during site grading.

Existing regulations provide clear requirements applicable to a development project such as the proposed project. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.

The AVSP FEIR concluded development within the AVSP area, including the proposed project site, would have less than significant impact after mitigation regarding potentially disturbing unknown buried human remains. The required mitigation specified in the AVSP FEIR regarding human remains consists of compliance with the required regulations of Public Resources Code Section 5097.98, which is summarized above. This potential impact, and the sufficiency of mitigation specified for this issue in the AVSP FEIR, will be evaluated in an EIR. **Potential impacts may be potentially significant and will be evaluated in an EIR**.

[15] Singer, Clay A., C.A. Singer & Associates, Inc., Phase II Archaeological Investigations at CA-LAN-41, a Prehistoric Deposit in the City of Agoura Hills, Los Angeles, County, California, 2004.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. 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 Report[16] and the Updated Geotechnical Report[17] prepared for the project by Gold Coast Geoservices, Inc. dated August 5, 2015 and December 13, 2016, respectively, and subsequent responses by Gold Coast Geoservices, Inc. to City of Agoura Hills Geotechnical Review Sheets. The combined data provided by these reports and responses used in this analysis comprise the Geotechnical Study for the project.

a.i. Less Than Significant 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

[16] Gold Coast Geoservices, Inc., Geotechnical Report Proposed Agoura Town Center APN 2061-031-020 Kanan Road and Agoura Road Agoura Hills, CA, August 15, 2015.

[17] Gold Coast Geoservices, Inc., Geotechnical Report "The AVE" Commercial and Residential Development Kanan Road and Agoura Road Agoura Hills, CA, December 13, 2016.

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. An Alquist-Priolo Earthquake Fault Zone is an area delineated by the state as being within 500 feet from a known active fault trace.

The project site is located within the USGS quadrangle boundaries for the Thousand Oaks Quadrangle. Regulatory maps provided by the California Department of Conservation do not include an Alquist-Priolo Earthquake Fault Zoning Map for the Thousand Oaks Quadrangle. The geologic map of the site (Dibblee, 1993) does not depict any faults crossing the project area. The project area does not lie within any mapped Alquist-Priolo Earthquake Fault Zones, nor have any Alquist-Priolo Earthquake Fault Zones been identified in the City. The Geotechnical Study for the project determined that no fault gouge was encountered in exploratory pits within the site. As determined by the AVSP FEIR, there are no mapped active faults crossing the AVSP area to be developed, including the proposed project site; thus, the likelihood of fault induced ground rupture is low. **Therefore, the project would have a less than significant impact with regard to this issue, and this issue will not be further addressed in an EIR**.

a.ii. Potentially Significant 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 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 reported in the AVSP FEIR, the nearest significant faults in the project site region are the Simi-Santa Rosa Fault and the Malibu Coast Faults, at distances of seven and eight miles from the AVSP area, respectively. Other significant faults in the region and their respective distances from the AVSP area include the Oak Ridge Fault (17 miles), the San Cayetano Fault (20 miles) and the San Andreas Fault (41 miles). Any of these faults or other faults in the region could produce significant ground-shaking onsite. The potential for groundshaking from blind thrust faults also exists in the area. Blind thrust faults are low angle detachment faults that do not reach the ground surface. A recent example of a blind thrust fault earthquake was the 1994 Northridge earthquake (Magnitude 6.7). Although nothing can ensure that structures do not fail under seismic stress, proper engineering can minimize the risk to life and property. Development on the project site would be required to comply with applicable requirements of the Uniform Building Code (UBC) and California Building Code (CBC). **Impacts associated with strong seismic ground shaking may be potentially significant and will be evaluated in the EIR.**

a.iii. Potentially Significant 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. Liquefaction is a process in which strong ground shaking causes saturated soils to lose their strength and behave as a fluid. The Earthquake Zones of Required Investigation for the Thousand Oaks Quadrangle[18] provided by the California Geological Survey shows that the project site is not located within a liquefaction zone. Therefore, the potential for liquefaction impacts would be considered to be low. A portion of the project site along the banks of Medea Creek at the southern edge of the proposed development area is shown to represent an Earthquake-Induced Landslide Zone on the Earthquake Zones of Required Investigation for the Thousand Oaks Quadrangle map. Potential landslide impacts are evaluated in Section V. a.iv. below. **Potential impacts associated with seismic-related ground failure would be potentially significant and will be evaluated in an EIR.**

[18] California Geological Survey, Earthquake Zones of Required Investigation Thousand Oaks Quadrangle, November 17, 2000.

a.iv. Potentially Significant 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. A portion of the project site along the north bank of Medea Creek at the southern edge of the proposed development area is shown to represent an Earthquake-Induced Landslide Zone on the Earthquake Zones of Required Investigation for the Thousand Oaks Quadrangle map. A second such zone is also identified on the southern bank of Medea Creek along Cornell Road, which is not within, or would affect the proposed development area. Based on the project's grading plan, the project would install a series of retaining walls along the southern portion of the development area, which would provide stabilization of the slope area associated with the north bank of Medea Creek that is identified as an Earthquake-Induced Landslide Zone. The grading plan also shows proposed erosion protection at the base of the retaining walls along the toe of the slope associated with the creek bank. However, as this portion of the site is identified as a zone of required investigation, potential impacts associated with potential landslides will be addressed in the EIR. **Potential impacts associated with landslides would be potentially significant and will be evaluated in an EIR.**

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. During construction, grading and excavation activities would result in exposed soils, which could be subject to erosion prior to compaction and stabilization, construction of structures and roadways, and landscape installation. During construction, the project would be required to comply with dust control measures pursuant to South Coast Air Quality Management District (AQMD) Rule 403, such as application of water on exposed soils to minimize dust, which would reduce wind-blown erosion of topsoil. Additionally, the project would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) during construction pursuant to requirements for the State Water Resources Control Board Construction General Permit, to minimize the potential for erosion and sedimentation impacts associated with stormwater runoff. Compliance with these requirements would reduce the potential for substantial soil erosion. Grading activities would require export of soils from the project site, however, the removal of soils from the site would not be anticipated to cause a significant impact associated with the loss of topsoil as the site is not used for agricultural purposes, and the proposed development would cover the majority of the site where soils would be removed from. Post-construction, the developed project site would include retaining walls and erosion protection features to prevent erosion impacts associated with stormwater flows in Medea Creek, and proposed landscaping of engineered slopes would provide stabilization of soils to reduce potential erosion. The project would also be required to comply with the City's Low Impact Development (LID) Ordinance to further reduce erosion during operation of the project. **Potential erosion and loss of topsoil impacts are expected to be less than significant, however, these issue areas will be evaluated in an EIR to verify this initial conclusion.**

c. Potentially 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. The project's geotechnical studies provide recommendations for grading and foundation systems based on the existing landforms and underlying geology of the site to meet an adequate standard of safety regarding soil stability. Development on the project site would be required to comply with applicable requirements of the Uniform Building Code (UBC) and California Building Code (CBC). The project's geotechnical studies acknowledge that the slope descending along the southeasterly side of the site to Medea Creek is situated within a state classified "seismically-induced landslide hazard area." However, the site-specific investigations have determined that the slope area is underlain by very dense volcanic material with a relatively thin (maximum of about 3 feet thick) veneer of surficial soil material. A slope stability analysis was performed along a cross section of the highest slope condition along the southeasterly side of the site as part of the geotechnical study of the site, which indicated adequate safety factor against potential seismically-induced landslide hazard. Although implementation of the project's geotechnical investigation

recommendations for grading and foundation activities would ensure adequate soil stability conditions for the proposed project, due to a designated seismically-induced landslide hazard area within the site, soil stability issues will be addressed in an EIR. **Potential impacts associated with soil stability would be potentially significant and will be evaluated in an EIR.**

d. Potentially Significant Impact. 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. Expansion index tests were performed on representative samples of soils encountered in the proposed building area using the expansion test procedure from the Uniform Building Code (UBC) section 18-2. The results indicate a weighted expansion index of 52-69 for the existing fill and native soil samples tested. The results indicate a weighted expansion index of 9-13 for the weathered basalt samples tested. Based on these results, construction procedures and a special structural design to mitigate the effects of expansive soil movements are necessary. The project's geotechnical studies provide foundation design criteria based on the anticipated geotechnical properties of the foundation bearing material, which would address potential impacts associated with expansive soils. **Potential impacts associated with expansive soils would be potentially significant and will be evaluated in an EIR.**

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. **The project would not use septic tanks or alternative wastewater disposal systems and there would be no impact with regard to this issue.** This issue area will not be further addressed in an EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. 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

a. Potentially Significant Impact. A project may have a significant impact if the project would generate greenhouse gas emissions (GHGs) in quantities that might have a significant impact on the environment. GHGs are 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.[19] 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 into the CEQA Guidelines, which then resulted in an update of the Appendix G Checklist to include the above questions on GHG.

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).[20] 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.

The project would generate GHG emissions during temporary construction activities associated with use of construction equipment, and the application of various materials such as paint and asphalt. During operations, the project would generate GHG emissions associated with offsite electricity generation, treatment and conveyance of water and wastewater, solid waste disposal, use of natural gas for heating, landscaping and maintenance activities, and vehicle use by residents, hotel guests, employees and patrons of proposed commercial office and retail spaces. The project's generation of GHGs will be quantified by an emissions estimation model, and will be evaluated in the context of applicable thresholds of significance pursuant to current guidance from the SCAQMD. **Potential impacts regarding GHG emissions would be potentially significant and will be evaluated in an EIR**.

[19] GHG statues and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07.
[20] California Code of Regulations, Section 15364.5.

b. Potentially 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 construction will be required to comply with the California Green Building Standards Code (CALGreen), California Code of Regulations, Title 24, Part 11, which will result in buildings that are more energy efficient than existing structures built to previous building codes. The project has been designed to be consistent with the planned development of the AVSP to provide a village environment. As a mixed-use development, the project would facilitate pedestrian travel within the site between residences and commercial retail uses, as well as onsite recreation amenities. As part of the AVSP, the project site would be near existing and future planned development in the AVSP, which would be accessible by pedestrians from the project site. The project's consistency with statewide goals and policies for energy efficiency aimed at reducing the generation of GHG emissions will be evaluated in an EIR. **Potential impacts regarding consistency with applicable GHG reduction plans, policies, or regulations would be potentially significant and will be evaluated in an EIR**.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII.	**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

As required by AVSP FEIR Mitigation Measure HAZ-3, a Phase I Environmental Site Assessment (ESA)[21] has been prepared for the proposed project to determine whether the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and to determine if previous land uses on the site could have potentially introduced a substantial quantity of hazardous materials within the site.

[21] Lord Environmental Services, Phase I All Appropriate Inquiries Environmental Site Assessment of Vacant Land SEC Kanan & Agoura Roads Agoura Hills, California 91301, March 16, 2015.

a. Less than Significant Impact. Temporary construction activities would involve storage and use of potentially hazardous materials onsite, such as fuels and solvents, typical of site development for the proposed types of land uses. Construction activities would be temporary, and transport or use of potentially hazardous materials during construction would not be a routine occurrence for long-term operations of the proposed development. No disposal of potentially hazardous construction materials would occur onsite. Required compliance with all applicable federal and state laws related to the transportation of hazardous materials would reduce the likelihood and severity of accidents during transit.

The proposed project would develop residential and commercial retail, office, and hotel uses, which would not be anticipated to involve the routine transport, use, or disposal of hazardous materials in any significant amounts. Any transport of hazardous materials during operations of the proposed facilities would be of modest amounts for housekeeping and janitorial purposes to and from residences, hotel rooms, or retail shops/restaurant, and from landscaping maintenance. Use, transportation, and storage of these products would be required to comply with state and local sanitation and health codes and regulations. The AVSP FEIR evaluated this issue as Impact HAZ-2, and concluded that development of the AVSP would result in less than significant impacts. **The impact would be less than significant and further analysis of this issue in an EIR is not warranted.**

b. Less than Significant Impact. Construction activities would not involve demolition of structures that potentially contain asbestos or lead paint materials. A Phase I Environmental Site Assessment[22] prepared for the project site indicated that the site is not listed as a hazardous materials site, and previous development at the corner of Kanan and Agoura Roads consisted of a bank structure that would not have used or disposed of substantial quantities of hazardous materials that could contaminate onsite soils. There according to the current map of such facilities in Los Angeles County provided by Southern California Gas Company. Although the AVSP FEIR indicated natural gas pipelines are located just north of Agoura Road in the project site vicinity, according to current maps provided by the Southern California Gas Company[23], there are no natural gas transmission or high pressure distribution pipelines in the project vicinity. Residential or commercial customer natural gas distribution lines that are ubiquitous in urban environments would not represent a heightened level of risk for the proposed project, and standard construction contractor inquiry regarding the locations of any natural gas pipelines or other underground hazardous material conveyance infrastructure prior to grading or excavation would reduce the likelihood of accidental strike and rupture of such facilities if any exist within the site. Following construction, the operations of proposed residential and commercial uses within the site, given the nature of their use, would not be anticipated to store, generate, or use substantial quantities of hazardous materials that could be subject to unforeseeable upset. **The impact would be less than significant and further analysis of this issue in an EIR is not warranted.**

c. No Impact. The proposed project is not located within a quarter mile of an existing or proposed school. Therefore, there would be no potential to emit hazardous wastes or materials within a quarter mile of a school. The closest schools to the project site are the Born Learners School (preschool) and Agoura High School, located at distances of over 0.6 miles to the east and north of the project site, respectively. **The project would have no impact with regard to this issue and no further analysis would be necessary in an EIR.**

[22] Lord Environmental Services, Phase I All Appropriate Inquiries Environmental Site Assessment of Vacant Land SEC Kanan & Agoura Roads Agoura Hills, California 91301, March 16, 2015.

[23] Southern California Gas Company, Los Angeles County Gas Transmission and High Pressure Distribution Pipeline Interactive Map, Accessed at: https://www.socalgas.com/stay-safe/pipeline-and-storage-safety/natural-gas-pipeline-map/los-angeles on October 8, 2018.

d. Less Than Significant Impact. A Phase I Environmental Site Assessment (ESA)[24] has been prepared for the proposed project to determine whether the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and to determine if previous land uses on the site could have potentially introduced a substantial quantity of hazardous materials within the site.

The AVSP FEIR included the following mitigation measure to reduce potential impacts associated with potential onsite contamination issues:

> **HAZ-3 Phase I ESA**. As part of the initial project application submittal for a new project or for revitalization of an existing development, a project applicant shall be required to prepare a Phase I Environmental Site Assessment (ESA) to examine the potential for onsite contamination issues. For redevelopment of existing structures, the Phase I ESA shall include examination of the possible presence of asbestos containing materials and lead based paint. In the event that recognized adverse environmental conditions are identified, additional Phase II environmental testing shall be performed and recommended mitigation requirements implemented. If necessary, remediation activities (i.e. excavation and removal of contaminated soils, vapor extraction, removal of contamination source) shall be performed under the supervision of a lead oversight agency to be determined based on the nature of the issue identified. If remediation activities are required, the lead oversight agency shall provide confirmation to the City that onsite environmental issues have been mitigated to a level that is suitable for the anticipated site use or reuse.

The project's Phase I ESA complies with mitigation measure HAZ-3 from the AVSP FEIR. The project's Phase I ESA determined that the project site is not listed as a hazardous materials site by relevant databases. In addition, the project would not include redevelopment of existing structures. Therefore, the AVSP mitigation measure HAZ-3 has been implemented and nothing further is required under it. **The impact would be less than significant and further analysis of this issue in an EIR is not warranted.**

e,f. No Impact. The proposed project is not located within an airport land use plan, within two miles of a public use airport, or within the vicinity of a private airstrip, as stated in the City of Agoura Hills General Plan 2035 EIR.[25] The closest public airport is the Van Nuys Airport, located over 16 miles northeast of the project site. **Therefore, the project would have no impact with regard to this issue and no further analysis would be necessary in an EIR.**

g. Less Than Significant Impact. The proposed project is on the corner of Agoura Road and Kanan Road. According to the Los Angeles County General Plan Disaster Routes Map, Kanan Road is a highway disaster route.[26] There are no specific City emergency evacuation plans in the project area. The City of Agoura Hills has an Emergency Operations team to prepare and provide relief for an emergency, which will help coordinate disaster response. The project would not physically interfere with or impair implementation of an emergency response plan or emergency evacuation plan because the project proposes no changes to the alignment of Kanan and Agoura Roads. Kanan Road would be maintained as a Disaster Route. A previously proposed conversion of the Kanan Road and Agoura Road intersection into a roundabout would not be part of this project, and is no longer anticipated to be implemented as part of the AVSP. **The impact would be less than significant and further analysis of this issue in an EIR is not warranted.**

[24] Lord Environmental Services, Phase I All Appropriate Inquiries Environmental Site Assessment of Vacant Land SEC Kanan & Agoura Roads Agoura Hills, California 91301, March 16, 2015.
[25] City of Agoura Hills, General Plan 2035 EIR, February 2010.
[26] County of Los Angeles, Department of Regional Planning, Figure 12.6: Disaster Routes Map, May 2014.

h. Less Than Significant Impact. The entire City of Agoura Hills is located within a Very High Fire Hazard Severity Zone.[27] The project site is located at the edge of urban development within the City along the wildland–urban interface zone of transition between unoccupied land and developed land uses. According to the AVSP FEIR, future development within the AVSP area has the potential to increase the likelihood of wildfire impacts in two ways: 1) increased human activity within the interface area could result in greater probability of the ignition of a fire; and 2) encroachment of new development into the high fire hazard hillside areas, particularly those south of Agoura Road, would increase the risk that a wildfire would impact either people or their property.

To reduce the risk of loss within the project site due to wildland fires, the project would be required to prepare and implement a fuel modification plan which specifies buffer areas around proposed structures for brush clearance, vegetation thinning, and irrigated landscaping to provide a defensible space around structures for fire-fighting activities.

The AVSP FEIR included the following mitigation measures that address wildland fire hazards for development projects in the AVSP:

> **PS-3(a) Fuel Modification Plan (FMP).** Individual project applicants shall develop a Fuel Modification Plan for all development areas within or adjacent to wildland fire hazard areas. These plans shall be subject to review and approval by the Los Angeles County Fire Department Fuel Modification Unit. The FMP shall be submitted to the City Planning and Community Development Department for approval prior to issuance of a grading or building permit. Funding and execution of all measures required in the FMP shall be the responsibility of individual developers or land owners. Prior to approval of the FMP the City shall confirm that appropriate easements have been secured and that long-term funding mechanisms area in place to ensure successful implementation of the FMP.
>
> **PS-3(b) Landscape Palette.** The landscape palette for the project shall prohibit the use of highly flammable species near areas of open space.

A fuel modification plan for the project has been prepared in consultation with, and approved on a preliminary basis by, the Los Angeles County Fire Department Fuel Modification Unit. The project would be required to obtain a final approval of the fuel modification plan by the Fuel Modification Unit prior to the City's issuance of a Building Permit. The project has also prepared a preliminary landscape plan to specify a landscape palette with appropriate use and placement of species based on flammability characteristics. For this Initial Study, potential project impacts regarding adequacy of fire services facilities are evaluated within Section XIV. Public Services. Given the required implementation of standard fire prevention measures and proper site design (as required of the Los Angeles County Fire Code, Title 32 of the Los Angeles County Code and Los Angeles County Fire Department), the AVSP FEIR concluded that potential effects associated with increased wildfire hazards from development within the AVSP would be reduced to less than significant. **The impact would likely be less than significant, however, this issue will be further analyzed in an EIR to verify this initial conclusion.**

[27] City of Agoura Hills, General Plan, Chapter 5 Community Safety, March 2010.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	**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?	☐	☐	☒	☐

Impact Analysis

a. Less Than Significant Impact. The project would construct and operate a mixed-use development within a currently vacant project site. Construction activities would include vegetation clearance, grading, and excavation activities that would temporarily expose soils to potential erosion in a rain event, which could introduce sediments into Medea Creek surface waters. As this project would disturb more than one

acre of soil, it would be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ of the State Water Resources Control Board. The Construction General Permit requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that incorporates Best Management Practices (BMPs) to minimize erosion and sedimentation impacts offsite, and prevent pollutants from construction equipment and materials from entering surface waters, either directly or indirectly by stormwater runoff.

The project would create impermeable surfaces over most of the development area, although portions of the site are designated Zone G, open space, which would not be developed. The AVSP area is subject to requirements of the Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit. On November 8, 2012, the Regional Water Board adopted Order No. R4-2012-0175 (2012 MS4 Permit), that replaced the 2001 MS4 Permit. Similar to the 2001 MS4 Permit, the 2012 MS4 Permit required that the County implement a Planning and Land Development Program for certain categories of new development and redevelopment projects. However, the most significant difference between the two MS4 permits is that the 2012 MS4 Permit requires new development and redevelopment projects in general, to retain, on-site, a specified volume of stormwater runoff, referred to as the Stormwater Quality Design Volume (SWQDv) from a design storm event.[28]

The project would be required to follow applicable City Low Impact Development (LID) Standards for the capture and treatment of post-construction stormwater runoff onsite prior to release offsite. A conceptual hydrology plan[29] has been prepared for the project based on applicable MS4 calculations for the capture, detention, and treatment of stormwater runoff. The project's hydrology plan has been designed with stormwater catch basins, underground detention chambers to store runoff, and modular wetland hybrid storm water filtration treatment systems for filtering of pollutants prior to release from the site. **Implementation of an approved SWPPP during construction, incorporation of the proposed hydrology plan to treat runoff during operations, and the project's compliance with the requirements of the City's LID Ordinance would likely reduce the project's potential violation of water quality standards or waste discharge requirements impacts to less than significant. Additional evaluation of these water quality measures will be further evaluated in an EIR to verify this initial conclusion.**

b. Less Than Significant Impact. Geotechnical investigations identified in the AVSP FEIR did not encounter shallow groundwater in the planned development areas of the AVSP. The project does not include extracting groundwater for use during construction or long-term operations. The project's water demands during operations would be served by connecting to existing utilities in the area. The project would introduce impermeable surfaces on the undeveloped site that could potentially reduce groundwater recharge within the site. However, under existing conditions, the site is not conducive to infiltration as the property is underlain by volcanic bedrock with extremely low to no infiltration.[30]

The AVSP FEIR concluded that groundwater supply impacts of development of the AVSP would be less than significant. As the project would not extract groundwater onsite, and would not substantially reduce groundwater recharge, the project's potential impacts on groundwater supply would be less than significant. **The project's groundwater supply impacts would likely be less than significant, however, this issue will be further analyzed in an EIR to verify this initial conclusion.**

[28] County of Los Angeles Department of Public Works, Low Impact Development Standards Manual, February 2014.
[29] Pacific Coast Civil, Inc., Conceptual Hydrology and MS4 Calculations for The AVE, July 25, 2017.
[30] Pacific Coast Civil, Inc., Conceptual Hydrology and MS4 Calculations for The AVE, July 25, 2017.

c-d. Potentially Significant Impact. Based on the AVSP FEIR, development of the AVSP would substantially alter drainage patterns within the AVSP area as it would develop currently undeveloped sites to support urban land uses with impervious surfaces. This changes the amount, direction, and speed in which runoff occurs and how it is filtered. Under existing conditions, runoff from the eastern portion of the site flows to Medea Creek, and runoff from the western portion of the site sheet flows to Kanan Road, and ultimately to Medea Creek south of the site.

During construction, the project would be required to implement a SWPPP with BMPs to minimize erosion and sedimentation impacts due to the temporary exposure of disturbed soils.

The proposed project has developed a runoff drainage capture and treatment system pursuant to LID requirements, that would retain and treat stormwater onsite for the specified stormwater quality design volume (SWQDv). Following treatment onsite to remove pollutants, runoff leaving the site from the majority of the proposed development area would exit the site at the northeast boundary, to be conveyed to nearby Medea Creek. Runoff from a small portion of the development area near the western boundary would exit the site at the western boundary along Kanan Road following treatment by filtration. All runoff flows leaving the site would ultimately enter the Medea Creek channel, either northeast of the site or to the south.

The project's implementation of BMPs pursuant to LID standards would reduce potential drainage pattern alterations. The AVSP FEIR concluded that drainage alteration impacts of the AVSP development would be potentially significant but mitigable. **The proposed project's potential drainage alteration impacts resulting in either erosion and sedimentation impacts or flooding impacts would be considered potentially significant and will be further analyzed in an EIR.**

e-f. Potentially Significant Impact. The proposed project would introduce impervious surfaces on an undeveloped site, and could potentially introduce pollutants such as driveway oils, trash, or pet waste in surface runoff. The AVSP FEIR identified potential impacts affecting the quality of surface runoff to be less than significant. As stated above, the project would be required to follow applicable LID standards for the capture and treatment of post-construction operational stormwater runoff onsite prior to release offsite. The project has been designed with stormwater catch basins, underground detention chambers to store runoff, and modular wetland treatment systems for filtering of pollutants prior to release from the site. The proposed runoff capture and treatment system would reduce potential pollutants from being introduced to off-site surface waters to meet runoff water quality standards. Provision of adequate treatment and storage capacity would be anticipated to reduce potential impacts regarding runoff volume and pollutants to less than significant. **These impacts would be considered potentially significant and will be further analyzed in an EIR.**

g-h. Less Than Significant Impact. According to the AVSP FEIR, there are 100-year flood hazard zones within the AVSP area, including in areas near the project site along Medea Creek. To reduce impacts, the project would be subject to the City's Floodplain Ordinance and Federal Emergency Management Agency's (FEMA) requirements. As portions of the AVSP are located within a 100-year flood zone area, the AVSP FEIR concluded that development within the AVSP may be subject to mitigation measures.

The proposed project's habitable structures would all be constructed to the north of the 100-year flood zone area associated with Medea Creek, and as such, would have no impact associated with placement of housing within a flood plain (impact issue "g"). The southern edge of the development area, in the vicinity of the 100-year hazard zone, would consist of proposed retaining walls and landscaping, which would stabilize slopes associated with the creek channel, and rip-rap placement at the toe of the proposed retaining walls to prevent erosion and scour. The proposed rip-rap placement would in some areas extend to the margin of

the flood zone, however, no structures are proposed to be placed within the flood zone (impact issue "h"). **The project's potential impacts regarding placement of housing or structures within a floodplain would be anticipated to be less than significant, but will be further evaluated in an EIR to verify this initial conclusion.**

i. Less Than Significant Impact. There are no substantial water impoundment structures, such as dams or levees, located upstream of the project site on Medea Creek, which flows along the southern boundary of the proposed development area, or on Chesebro Creek which joins the Medea Creek channel near the eastern boundary of the proposed development area. The only large water body within the City is Lake Lindero, located near the western boundary of the City, about 1.5 miles northwest of the project site. Seismically induced inundation, which refers to flooding that results when water retention structures fail due to an earthquake, is not expected to occur in or around the City according to the City of Agoura Hills General Plan 2035 EIR. Development of the project would not increase the risk failure of any existing dam or levee structures, since the project would not affect Lake Lindero, and such structures do not exist within area creeks. **The project impact would result in a less than significant impact and no further analysis of this issue is necessary in an EIR.**

j. Less Than Significant Impact. The project is not located in an area subject to inundation by a tsunami due to elevation and distance from the ocean (over 800 feet above mean sea level, and 7.5 miles inland). A seiche is a standing wave oscillating in a body of water, typically caused when strong winds and rapid changes in atmospheric pressure that may push water from one end of a body of water to the other stops, allowing the water to rebound to the other side of the enclosed area,[31] potentially breaching impoundment structures or overtopping normal shorelines. Seismic activity may also cause a seiche condition. There are no water bodies of significant size in the vicinity of the project site that could cause inundation by a seiche. A relatively small lake, Lake Lindero, located on the western edge of the City, is approximately 1.5 miles from the project site with substantial intervening development, including the 101 freeway. Lindero Canyon Creek is a primarily culverted drainage within the City that conveys runoff from near the Lake Lindero dam to the southeast to discharge at an unlined portion of Lindero Creek located west of the project site. As such, should a seiche occur within Lake Lindero that overtops the dam or otherwise sends flows beyond the normal area of confinement, any resulting overflow would be directed to the south and west of the project site by existing drainage patterns. Development of the project would not exacerbate the potential for a seiche to occur in Lake Lindero or other existing water bodies, given the site's location and that no changes to the surrounding water bodies are proposed. Therefore, the project would have no impact regarding inundation by seiche or tsunami. The project site is not located within a hillside area, and would incorporate retaining walls, rip-rap protection, and landscaping vegetation along the southern edge of the proposed development area to stabilize a designated seismically-induced landslide area associated with the Medea Creek bank. Potential mudflow impacts associated with the project would be less than significant based on the lack of substantial hillsides in the immediate vicinity as well as the distance from undeveloped hillsides upgrade from the project site (north of the City boundary) that could generate mudflows. **The project impact would result in a less than significant impact and no further analysis of this issue is necessary in an EIR.**

[31] National Oceanic and Atmospheric Administration, What is a seiche?, accessed at https://oceanservice.noaa.gov/facts/seiche.html on April 2, 2018.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X.	**LAND USE AND PLANNING**. Would the project:				
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Impact Analysis

a. No Impact. The project site is currently undeveloped and is located at the urban edge of the City within an urban/rural transitional area with urban uses to the north and primarily open space/undeveloped property to the south. The project would construct residential and commercial uses consistent with the "Village" concept envisioned by the AVSP for Zone A South at the urban edge of existing development and would not physically divide an established community. **The project would have no impact regarding this issue and no further analysis is necessary in an EIR.**

b. Potentially Significant Impact. The proposed project has been designed to be consistent with the allowed land use types and density for the project site as envisioned by the AVSP for Zone A South. Additionally, the project design incorporates features to comply with various policies and guidelines of the AVSP to develop a "Village" environment and be consistent with planned development within the AVSP.

The AVSP FEIR evaluated potential land use conflict impacts as Impact LU-2, which states that "The proposed Specific Plan would generally be compatible with the existing surrounding commercial, freeway, and open space land uses and over time is intended to enhance the existing commercial uses within the project area. However, buildout of mixed uses (including possible density bonuses if specific criteria are met) as an integral part of the Specific Plan would potentially result in land use conflicts between planned new commercial and residential land uses and between proposed equestrian uses and residential uses. This is considered a Class II, significant but mitigable, impact." The analysis of this issue in the AVSP FEIR indicated that uses such as bar/tavern, performing arts center, farmers market, and possibly other uses have the potential to result in increased traffic, including pedestrian traffic, possibly noise sources such as amplified music, and nighttime lighting that may cause nuisance effects with adjoining or nearby residential uses. The AVSP FEIR further concluded that application of mitigation measures identified in that document related to Aesthetics, Air Quality, Noise, and Traffic and Circulation would reduce land use compatibility impacts associated with mixed uses to less than significant.

The project's potential Aesthetics, Air Quality, Noise, and Traffic and Circulation impacts are evaluated within this Initial Study within those respective sections, and will be evaluated in an EIR.

The project's consistency with applicable land use plans and policies, including the City's General Plan

and the AVSP, as well as applicable mitigation measures identified in the AVSP FEIR, will be evaluated in an EIR for the proposed project. **Potential land use plan consistency impacts would be potentially significant and will be evaluated in an EIR.**

c. No Impact. The project proposes to construct and operate a mixed-use development within the AVSP area, on the portion of the site designated for mixed-use development, consistent with the allowable land uses envisioned for the site by the AVSP. The project would also be consistent with the applicable land use designations of the General Plan. The project would avoid development of portions of the site designated Zone G, open space that contain riparian habitat associated with Medea Creek in the southern portion of the site. There are no habitat conservation plan or natural community conservation plans applicable to the proposed project site or within the vicinity. **The project would have no impact regarding this issue and no further analysis is necessary in an EIR.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES.				
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. According to the City of Agoura Hills General Plan 2035 EIR, impacts to mineral resources are not found to be significant as there is no designated land for mineral resource mining within the City limits. There are no known valuable mineral resources or places to mine resources within the City. The only location where past mining activities were documented was in the Liberty Canyon area, where sand was used from the site to fill for construction purposes.[32] This issue area was not further addressed in the AVSP FEIR. **Therefore, this project would have no impact to the availability of known mineral resources and no further analysis of this issues would be necessary in an EIR.**

b. No Impact. There are no locally important mineral resource recovery sites within the City of Agoura Hills documented in the General Plan, AVSP, or other land use plan in the City.[33] This issue area was not further addressed in the AVSP FEIR. **Therefore, this project would have no impact to the availability of a locally important mineral resource and no further analysis of this issue would be necessary in an EIR.**

[32] City of Agoura Hills, General Plan 2035 EIR, February 2010.
[33] City of Agoura Hills, General Plan 2035 EIR, February 2010.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII.	**NOISE.** Would the project result in:				
a.	Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b.	Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Impact Analysis

Sound is created when objects vibrate and produce pressure variations that move rapidly outward into the surrounding air. The main characteristics of these air pressure waves are amplitude, which we experience as a sound's "loudness," and frequency, which we experience as a sound's "pitch." The standard unit of sound amplitude is the decibel (dB), which is a measure of the physical magnitude of the pressure variations relative to the human threshold of perception. The human ear's sensitivity to sound amplitude is frequency-dependent, and thus a modification is usually made to the decibel to account for this; A-weighted decibels (dBA) incorporate human sensitivity to a sound's frequency as well as its amplitude.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, during the night, or over a 24-hour period, called the Community Noise Equivalent Level (CNEL). Environmental noise levels are generally considered low when the CNEL is below 55 dBA, moderate in the 55 to 70 dBA range, and high above 70 dBA.

The following analysis considers the impact of the existing noise environment on the project site as well as the noise impacts of the project on the surrounding land uses. The General Plan recognizes the U.S. 101 Freeway 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 2035 provides an illustration of projected future noise contours with buildout of the General Plan based on distance from the freeway and other major roadways,

which indicate the majority of the project site lies within the 60 CNEL contour line, with portions of the site nearest to adjacent roadways within the 65 CNEL contour line.

According to the Noise/Land Use Compatibility Matrix, provided in Table N-1 of the General Plan, residential categories are considered "clearly compatible" in a noise environment up to 60 CNEL and "normally compatible" in a noise environment up to 70 CNEL. Therefore, the location of the proposed residential uses of the project would be within the limits of what the General Plan considers "normally compatible" with the identified future CNELs. For the project's residential structures, which would be considered "normally compatible" uses for the existing noise environment, 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 AVSP FEIR provides a mitigation measure (N-3(a)) that would require such an acoustical study for projects within the AVSP area, such as the proposed project. A noise analysis was prepared for the project by Advanced Engineering Acoustics (August 2016, addendum May 2018).

a. Potentially Significant Impact. 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

The project would generate short-term noise during construction, primarily associated with use of earth moving equipment, loading and unloading of materials, and use of construction tools. The City's Municipal Code Section 9656.4(E) prohibits construction activities from occurring between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a legal holiday.

According to the AVSP FEIR, residences, hospitals, schools, guest lodging, and libraries are most sensitive to noise intrusion. The nearest sensitive receptors most likely to be affected by temporary construction noise generated on the project site would be two self-storage facility caretaker residences on the north side of Agoura Road, one across from the northeastern portion of the project site, and one to the west, beyond the intersection of Kanan and Agoura Roads.

Operational Noise Impacts

During operations, the project would generate noise from onsite mechanical equipment such as air conditioning units, and vehicle use within the site and also on the roadway network in the area. The nearest sensitive receptors that could be affected by the project's operational noise from stationary and mobile sources would be two caretaker residences located at self-storage facilities located on the north side of Agoura Road, directly across from the project site and also to the west of Kanan Road.

The AVSP FEIR provides mitigation measures to address construction and operational noise impacts associated with the planned development of the AVSP. The proposed project's noise impacts would be anticipated to be less than significant with incorporation of applicable mitigation measures of the AVSP. **The proposed project's impacts associated with the generation of noise that could affect sensitive receptors would likely be considered potentially significant but mitigable, however, this issue will be further evaluated in an EIR to verify this initial conclusion.**

b. Potentially 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. Common sources of groundborne vibration include construction activities such as operating heavy earthmoving equipment.

The AVSP FEIR evaluated a potentially significant impact associated with blasting activities during construction. For development of the proposed project, blasting activities are not expected to occur. **The proposed project's impacts associated with the generation of vibrations from construction equipment that could affect sensitive receptors would be considered potentially significant, and will be further evaluated in an EIR.**

c. Potentially Significant Impact. The project would generate noise from stationary sources on the site, such as rooftop air conditioning units as well as mobile sources associated with project-related traffic on area roadways. An increase of 3 dBA is generally the minimum increase necessary to create a noticeable change in the noise environment. A doubling of sound energy is required to result in a 3 dBA or greater increase in ambient noise levels. **The project's impacts regarding a permanent increase in ambient noise levels would be considered potentially significant and will be further evaluated in an EIR.**

d. Potentially Significant Impact. 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.			

The AVSP FEIR evaluated temporary construction noise impacts of development within the AVSP area as Impact N-1, which states "Project construction, including possible blasting along the bases of the hillside areas within the project area during site preparation, would create temporary noise levels that would be audible to nearby residents. This is considered a Class II, significant but mitigable impact." The AVSP FEIR identified a mitigation measure N-1 to limit construction activity using equipment with noise levels in excess of 55 dBA to the hours of 7 AM and 8 PM, Monday through Saturday pursuant to City Ordinance and City Municipal Code. Mitigation measure N-1 also states that no construction activity shall occur between 8 PM and 7AM that generates noise in excess of the 50 dBA standard, and no construction activity shall take place on Sundays or legal holidays. Although the City's Municipal Code does not provide criteria that would indicate if a project may have significant construction noise impacts, **construction-related temporary increases will be further evaluated in an EIR.**

e-f. No Impact. The project site is not located within the vicinity of an airport or private airstrip. The closest airport is the Van Nuys Airport, about eighteen miles east of the site. There are no known private airstrips in the site vicinity **No impact would occur and further analysis of this issue in an EIR is not warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact Analysis

a. Less than Significant Impact. The proposed project involves constructing and operating a mixed-use development with residential, commercial, and hotel uses as part of the AVSP. The proposed residential uses would provide housing opportunities that would result in an increase in population in the area. The proposed project would not extend roads or infrastructure outside of the project site that could indirectly induce substantial population growth in the area. The project would employ workers during construction, which would vary in number based on phases and specialized trades required at any given point as the construction progresses. Due to the temporary nature of the specific phases of construction activities, it is unlikely that a substantial number of workers would relocate households to the City for this project, and would more likely commute, use hotels, or already reside in the community.

The General Plan land use designation for the project site is Planned Development (PD) – AVSP. General Plan Goal LU-26 and its policies specifically address the AVSP. Policy LU-26.4, in particular, requires that development be managed in accordance with the land use and development standards, design guidelines, public improvements and public infrastructure and services plans, and implementation processes specified by the AVSP. The project has been designed to be consistent with the allowable land use types and density for the project site as planned for in the AVSP.

The City's General Plan states that the average household size in the City, per 2008 estimates provided by the Department of Finance (DOF) was 3.13 persons per household. Current DOF data indicate that as of January 1, 2018, the average household size in the City is 2.81 persons per household, with a population of 20,878 and a total of 7,625 housing units.[34] As such, the proposed project's 118 residential units would provide housing for approximately 332 residents based on current average household sizes. Southern California Association of Governments (SCAG) projections for growth in Agoura Hills[35] alone would result

[34] State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2018. Sacramento, California, May 2018.
[35] Southern California Association of Governments, 2016-2040 RTPSCS, adopted April 2016. Demographics & Growth Forecast Appendix.

in a 2040 population of 22,700, with approximately 8,200 housing units.[36] Therefore, the project's approximately 332 residents would represent approximately 1.5 percent of the City's forecast population by 2040, or approximately 18 percent of the anticipated population growth from current 2018 levels to 2040. Therefore, the potential population growth associated with the proposed project would not exceed growth projections anticipated by the General Plan, which in turn, have been incorporated into regional plans by Countywide agencies or Municipal Planning Organizations, such as SCAG. This issue area was not further addressed in the AVSP FEIR. **The proposed project's potential physical environmental impact associated with inducing population growth would be considered less than significant, and no further analysis of this issue is necessary in an EIR.**

b. No Impact. The proposed project site is currently vacant, with no existing housing available within the site. The project would not displace any existing housing. **The project would have no impact regarding displacement of existing housing, and further analysis of this issue would not be necessary in an EIR.**

c. No Impact. The proposed project site is currently vacant land with no existing structures for housing people. **The project would have no impact regarding displacement of substantial numbers of people and further analysis of this issue would not be necessary in an EIR.**

[36] The City's General Plan indicates a maximum of 8,139 housing units could be provided based on current land use designations.

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

Impact Analysis

a. Less than Significant Impact. The proposed project is located within the City of Agoura Hills, which is served by the Los Angeles County Fire Department (LACFD). LACFD Stations #65, and #89 are both located approximately 0.7 miles from the project site, at 4206 Cornell Road in unincorporated Los Angeles County, and 29575 Canwood Street in the City of Agoura Hills, respectively. According to the AVSP FEIR, buildout of the AVSP would not require expansion of these facilities. The project is located within a very high severity wildfire zone, as is the entire City according to the General Plan. Buildout of the project would require compliance with the Fire Code and LACFD standards, including approval of building designs and access. Due to wildfire hazards of the area, all projects within the AVSP area are required to have a fuel modification plan and a landscape palette that does not have highly flammable species.[37] These measures are required for all developments within the AVSP area. Wildfire hazards are discussed above in Section VII.h. **The project's potential to result in the need for new or physically altered fire protection facilities would likely be less than significant; however this issue will be evaluated further in an EIR to verify this initial conclusion.**

b. Less than Significant Impact. The proposed project is located within the City of Agoura Hills, which is served by the Los Angeles County Sheriff Department (LACSD) Lost Hills Substation, which is located approximately 2.8 miles east of the project site in the City of Calabasas. According to the AVSP FEIR, buildout of the AVSP would not require expansion of these facilities. The proposed project's site plan would be subject to review and comment by the LACSD,[38] as would all developments within the AVSP. **The project's potential to result in the need for new or physically altered police protection facilities would likely be less than significant; however this issue will be evaluated further in an EIR to verify this initial conclusion.**

c. Less than Significant Impact. The proposed project is located within the City of Agoura Hills, which is in the Las Virgenes Unified School District jurisdiction. Public schools that would serve the project

[37] City of Agoura Hills, Agoura Village Specific Plan, Final Environmental Impact Report, March 2006.
[38] City of Agoura Hills, Agoura Village Specific Plan, Final Environmental Impact Report, March 2006.

site would be Sumac Elementary School, Lindero Canyon Middle School, and Agoura High School.[39] The project would provide residential dwelling units that would generate additional students that would attend these schools. Based on student generation rates reported in the AVSP FEIR, the proposed project would generate about 37 elementary school students, 23 middle school students, and 5 high school students that would attend local schools. According to the City's General Plan EIR, in 2009 the public schools that would serve the project site had excess capacity to accommodate 227 elementary students, 197 middle school students, and 148 high school students. Therefore, the students generated by the project would represent only 16 percent of the excess capacity at Sumac Elementary School reported in 2009, and smaller percentages of excess middle school and high school capacity based on attendance at that time for schools that would serve the project. Payment of required development fees for schools would mitigate adverse effects associated with new development within the City including the AVSP area.

As stated in the AVSP FEIR, "due to provisions of State law, the City is strictly limited in the mitigation measures it may impose against developers of residential projects to address school overcrowding issues. The presumption of State law is that the developer's payment of school impact fees to the local school district, in an amount established by the school district, would address school capacity impacts." Mitigation measures provided in the AVSP FEIR intended to reduce the adverse effects of the AVSP build out associated with provision of school services to less than significant will be required of the project and consist of the following:

> **PS-5(a) In Lieu Fees.** Individual project applicants shall pay the statutory school fees in effect at the time of issuance of building permits to the appropriate school districts. If permissible, at the time the application is processed, these fees shall include additional District costs associated with impacts to student transportation or other measures to alleviate student transportation overcrowding (e.g. pro-rata contribution to new school transportation systems, student carpooling bulletin boards, etc.)
>
> **PS-5(b) School District Noticing.** The applicant shall notify the Las Virgenes Unified School District of the expected buildout date of the project as soon as possible to allow the District to plan in advance for new students.

The payment of development fees for schools, as discussed in AVSP mitigation measure PS-5(a), is a regulatory requirement for residential developments such as the proposed project, without the need of a mitigation measure to ensure implementation. Pursuant to Section 65995(3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization."

Buildout of all projects within the AVSP area requires payment of fees at the time of issuance of building permits and noticing of Las Virgenes Unified School District.[40] Payment of required development fees would mitigate potential school impacts associated with the project's generation of students to a less than significant level. **The project's potential impacts to school services would be less than significant with regulatory requirements for payment of development fees; however, current capacity and enrollment at schools that would serve the site will be presented for informational purposes in an EIR.**

d. Less than Significant Impact. The AVSP FEIR noted that the City had a shortage of parklands per capita, according to its City standards at the time that the AVSP FEIR was prepared. As

[39] Decision Insite, My School Locator, Las Virgenes Unified School District, Accessed on January 23, 2018 at: http://locator.decisioninsite.com/?StudyID=85023#.
[40] City of Agoura Hills, Agoura Village Specific Plan, Final Environmental Impact Report, March 2006.

reported in the City's General Plan EIR, "Park and open space uses occupy the second largest land use category, making up approximately 32 percent of the City's land uses. This includes open space (including dedicated and deed-restricted permanent open space), local parks, and private recreation uses. The City has over 700 acres of vacant land (16 percent)." Additionally, the General Plan EIR states that "There are currently 498 acres (11 percent) of open space and 81 acres (2 percent) of private recreation uses in the City. Local parks account for 44 acres (1 percent) of the total existing land area.

The generation of new residents within the area would contribute to the number of persons using local and area parks; however, the AVSP preserves a larger area for open space preservation than is required by the City. The proposed project, as part of the AVSP, would increase demand for parks in the City of Agoura Hills, but would include public and private recreational facilities on-site that would reduce demand on existing park facilities. Recreational facilities within the project would include a pool, community building, and play yard for residents on-site, and a pool area for hotel guest use. Additionally, there would be approximately 250,852 square feet of public amenity space within the development area, including a corner plaza with a water feature near the intersection of Kanan and Agoura Roads, a public plaza with a fountain and seating areas in front of the proposed hotel, and a bocce ball court. The project would also include a public trail providing access from the development area of the project to passive recreation in open space areas in the western portion of the site, including a hilltop lookout. The General Plan identifies a goal of three acres per 1,000 persons for local park and recreation space. The City requires a parkland fee be dedicated by a subdivider for residential subdivisions containing 50 parcels or less, which would apply to this project (AHMC Article X, Chapter 8). The fee shall be used by the City to develop new, or rehabilitate existing, recreation facilities to serve the subdivision. **Given the fee requirement and the project's provision of substantial open space and indoor and outdoor recreational areas on-site, the project's potential impact on parks would be less than significant and no further analysis is warranted in an EIR.**

e. No Impact. The project would not impact other public facilities than those identified above. **Therefore, the project would have no impact with regard to this issue, and no further analysis is warranted in an EIR.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. 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. As noted in the AVSP FEIR, the City had a shortage of parklands per capita, according to its own standards (at the time that the AVSP FEIR was prepared). The generation of new residents within the area would contribute to the use of parks; however, the AVSP preserves a larger area for open space preservation than is required by the City. The proposed project, as part of the AVSP, would increase demand for parks in the City of Agoura Hills, but would include public and private recreational facilities on-site that would reduce demand on existing park facilities. Recreational facilities within the project would include a pool, community building, and play yard for residents on-site, and a pool area for hotel guest use. Additionally, there would be approximately 250,852 square feet of public amenity space within the development area, including a corner plaza with a water feature near the intersection of Kanan and Agoura Roads, a public plaza with a fountain and seating areas in front of the proposed hotel, and a bocce ball court. The project would also include a public trail providing access from the development area of the project to passive recreation in open space areas in the western portion of the site, including a hilltop lookout. The General Plan identifies a goal of three acres per 1,000 persons for local park and recreation space. The City requires a parkland fee be dedicated by a subdivider for residential subdivisions containing 50 parcels or less, which would apply to this project (AHMC Article X, Chapter 8). The fee shall be used by the City to develop new, or rehabilitate existing, recreation facilities to serve the subdivision. **Given the fee requirement and the project's provision of substantial open space and indoor and outdoor recreational areas on-site, the project's potential impact on parks or recreational facilities would be less than significant and no further analysis is warranted in an EIR.**

b. Less than Significant Impact. The proposed project includes public passive recreational gathering areas, and private recreation facilities such as swimming pools and play areas for residents (or hotel guests) within the project site. These facilities would be located within the proposed development area of the proposed project, of which the potential adverse physical effects on environmental issue areas are being evaluated in this Initial Study. The project would not include offsite recreational facilities that would have an adverse physical effect on the environment beyond those evaluated throughout this Initial Study. **The project's potential impacts associated with provision of recreational facilities would be less than significant and no further analysis is warranted in an EIR.**

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.	**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

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. The proposed project involves the construction and operation of residential and commercial uses on the project site, within the AVSP area. The proposed structures have been designed for the following uses: multi-family residential over commercial mixed-use; stand-alone multi-family residential; office; commercial/retail; and a hotel. Additionally, the residential component would include recreational amenities, such as a swimming pool and community room. The proposed density of land uses would be consistent with the allowable land uses for the site pursuant to the AVSP. As part of the AVSP, the project has been designed to encourage pedestrian travel within the site, as well as pedestrian connections to existing and planned commercial uses of the AVSP area.

The project site is located at the southeast corner of Kanan Road and Agoura Road. The project would provide three access driveways to the site, including two along Agoura Road and one on Kanan Road. The

Kanan Road driveway would be restricted to right turn in and right turn out movements. The eastern driveway on Agoura Road would allow full access for all turning movements, and the western Agoura Road driveway would allow right turn in and right turn out movements only. The project would provide parking areas in underground garage structures, in the surface parking lots within the site, and would add to the number of existing street parking spaces along Agoura Road.

According to the AVSP FEIR, Level of Service (LOS) ratings of A through F are used to rate roadway operations, with LOS A indicating very good operating conditions, and LOS F indicating poor conditions. The City of Agoura Hills considers LOS C or better acceptable for roadway operations. For freeway operations, the AVSP FEIR evaluated conditions based on the County of Los Angeles LOS E standard.

Full buildout of the entire AVSP was determined by the AVSP FEIR to result in one roadway segment in the area studied (Agoura Road east of Kanan Road) to operate at LOS D. This was considered to be a significant and unavoidable impact by the AVSP FEIR based on the City policy that was applicable at that time, since measures to improve LOS at this segment, such as road widening, would not be consistent with the objectives of the AVSP to develop the area with a pedestrian-friendly village environment. A Statement of Overriding Considerations was adopted by the City Council for this impact. The General Plan 2035, Infrastructure and Community Services Element (2010), prepared subsequent to the AVSP and AVSP FEIR, establishes flexible criteria for minimum LOS for roadway segments. A reduced LOS standard of D, E and F is considered acceptable on Agoura Road east of Kanan Road due to a desire to maintain 2-lane cross-section with bicycle lanes and in order to minimize grading, encourage a semi-rural road appearance and to complement Agoura Village goals.

A project-specific Traffic Impact Analysis (TIA) was prepared for the proposed project[41]to evaluate traffic impacts of the project based on current conditions, including recent roadway and intersection improvements in the area and current traffic volumes (LL&G, December 2017 and May 2018). The project-specific traffic study considers potential project-related traffic impacts based on currently applicable standards and criteria, considering allowable vehicle movements into and out of the proposed driveway locations. As a standard practice, the project-specific traffic includes an evaluation of traffic impacts, including expected future growth and development of other projects in the area. In addition, a street segment analysis was conducted for Agoura Road east of Kanan Road,[42] which determined that the two-lane Agoura Road street segment east of Kanan Road would operate at LOS A and B for all traffic volume scenarios with or without the proposed project, including near-term and long-term (cumulative) conditions. Therefore, as this roadway segment is forecast to operate at LOS C or better, the relative traffic impacts of the project on the Agoura Road street segment would be less than significant.

Based on the conclusions of the project's TIA, operation of the proposed development would not result in a significant impact on the performance of the local traffic circulation network. **Potential impacts associated with traffic measures of effectiveness have been analyzed and would not be potentially significant; however, additional discussion of this analysis will be provided and evaluated in an EIR.**

b. Less Than Significant Impact. A project may have a potentially significant impact if a project would conflict with an applicable congestion management program. The Los Angeles County Congestion Management Program (CMP) describes the County's CMP Highway System, requiring that Level of Service E or better be maintained on this network. The nearest CMP facility in the study area would be the U.S. 101 Freeway. For purposes of this Initial Study, the proposed project would be anticipated to generate

[41] Linscott, Law & Greenspan, Engineers, Traffic Impact Analysis The AVE Project City of Agoura Hills, December 14, 2017.
[42] Linscott, Law & Greenspan, Engineers, Street Segment Analysis for Agoura Road East of Kanan Road Prepared for the AVE Project, May 17, 2018.

vehicle trips that would utilize the U.S. 101 Freeway and associated on- off-ramps. Analysis of a project's impact on a freeway segment would be required of any project that would add 150 or more trips in either direction during the AM or PM hours, and analysis of a project's impact on CMP monitored non-freeway intersections is required if a project contributes 50 or more peak hour trips to the intersections.[43] The AVSP FEIR traffic impact evaluation estimated that the majority of trips generated by future development within the AVSP would involve travel on the U.S. 101 Freeway.

The project involves constructing a mixed-use development on a property within the AVSP area that would be consistent with the allowable land uses envisioned for the project site. Based on the AVSP FEIR, development of the Zone A South portion of the AVSP, which would be developed as part of the proposed project, would generate approximately 157 and 236 AM and PM Peak Hour trips, respectively. A Traffic Impact Analysis (TIA) has been prepared for the proposed project that determined the proposed development would generate 149 and 263 PM Peak Hour trips, respectively. The TIA evaluated the project's potential CMP impacts, which determined that the project will not add 50 or more trips during either the AM or PM weekday peak hours to CMP monitoring intersections in the project vicinity, which is stated in the CMP manual as the threshold criteria for a traffic impact assessment. Additionally, the TIA determined that the project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. **Potential impacts associated with the applicable Congestion Management Plan have been analyzed and would not be potentially significant; however, additional discussion of this analysis will be provided and evaluated in an EIR.**

c. No Impact. A project may have a potentially significant impact if a project would result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. This would apply to projects that involve an aviation-related use or would influence changes to existing flight paths. Neither applies to the proposed project because the nearest airport, Van Nuys Airport, is located 18 miles from the project site, and there are no aviation uses proposed with the project. The AVSP FEIR did not further analyze this item. Therefore, **the project would have no impact on air traffic patterns and no further analysis is warranted in an EIR**.

d. Potentially Significant Impact. A project may have a potentially significant impact if a project would substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The project is consistent with the allowable land uses for the site pursuant to the AVSP, the General Plan land use designation, and zoning, and would not be considered an incompatible use. Under existing conditions, Kanan Road travel lanes adjacent to the western proposed project boundary include a curved segment along a road cut that obstructs views across the site to the east, and somewhat affects the field of view approaching the proposed location of the project driveway access from Kanan Road. The existing road cut area adjacent to Kanan Road is associated with a Zone G open space knoll area that the project would retain as open space.

Driveway access from Kanan Road would be designed with a northbound turnout approach lane, so that vehicles accessing the site would be able to move out of the primary travel lane before slowing to enter the driveway. Turning movements at the Kanan Road driveway would be restricted to right turn in and right turn out movements only. The steep slope of the driveway entering the project site from Kanan Road could cause line-of-sight visibility concerns for cross traffic from the hotel parking lot and main parking lot near Building A. This is a potentially significant safety concern. Although the proposed driveways on Agoura Road occur along a relatively straight roadway segment, due to the proximity to the existing intersection of

[43] Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program, Chapter 5: Land Use Analysis Program, Page 46.

Kanan and Agoura Roads, the western driveway along Agoura Road would be restricted to right turn in and right turn out movements only to avoid conflicts along Agoura Road. In addition, any monument signs that may be proposed at driveway entrances would be required to meet applicable standards to avoid impinging on sight lines along the adjacent roadways. A sight-line analysis is being prepared that will determine appropriate setbacks and/or heights of signage or shrubbery to maintain adequate line of sight between vehicles entering or exiting the site. The potential for the project's driveway access to substantially increase hazards on existing public roadways to a design feature would be evaluated in an EIR. The project's internal driveway configuration design is under review in consultation with the City to minimize potential internal vehicle conflicts associated with underground garage exits, and intersections within the internal driveway areas of the site. The project also involves retaining and restriping an existing Class II bike lane along Agoura Road with dashed areas to indicate crossover segments for vehicles entering or exiting project driveways on Agoura Road. Additionally, pursuant to traffic mitigation measure T-3(f) of the AVSP FEIR, short-term construction vehicle traffic effects will be evaluated. **The project's potential to substantially increase hazards to a design feature would be potentially significant and will be evaluated in an EIR.**

e. Less than Significant Impact. A project may have a potentially significant impact if it would result in inadequate emergency access. The project would be accessed from two driveways along Agoura Road and one driveway along Kanan Road. An internal driveway network would allow emergency vehicle access to each of the proposed structures within the site. The project plans have been submitted to the Los Angeles County Fire Department, and have received preliminary approval from that agency. During final plan check, emergency vehicle access, including driveway entrances, lane widths, turnaround areas, etc. would be required to be submitted to the County Fire Department for review and final approval regarding adequate emergency access to and within the site prior to the City's issuance of a Building Permit.

Potential impacts regarding emergency access within the site would be less than significant, as review and approval of site plans by the Fire Department would be required to ensure adequate emergency access to the site is provided. The AVSP FEIR did not further address this issue. **The potential impact regarding adequacy of emergency access would be less than significant and no further analysis is warranted in an EIR.**

f. Potentially Significant Impact. A project may have a potentially significant impact if a project would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The project involves constructing a mixed-use development of residential and commercial uses as part of the AVSP. The City has not adopted specific programs or plans for transit, bikes, or pedestrians; however, the General Plan encourages land use patterns that support public transit, increased opportunities for pedestrians, bicycle, and transit-use. Additionally, the AVSP vision of developing a village environment and "transform the Agoura Road corridor into a pedestrian-oriented center" provide guidance for land use developments to incorporate features that would support pedestrian connectivity within the vicinity of the project site.

The project would incorporate sidewalks and walkways within the site for internal pedestrian access to all proposed uses. Additionally, the project would retain the existing sidewalk along Agoura Road (with added driveway aprons) and would construct a pedestrian path on-site along the Kanan Road frontage from Agoura Road to the proposed driveway on Kanan Road. An existing Class II bike lane on Agoura Road along the northern project boundary would be retained by the project. As part of the AVSP, the project has been designed to provide a "Village" setting and would allow for pedestrian connections to existing and

planned commercial developments within the AVSP consistent with the AVSP policies regarding pedestrian facilities. **The project's potential to result in significant pedestrian, bike, or transit plan conflicts will be evaluated in an EIR.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

Impact Analysis

a., b. Potentially Significant Impact. A project could result in a significant impact to tribal cultural resources if a project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074. As discussed in Section V, Cultural Resources, the project site includes a known archaeological resource site, CA-LAN-41. In accordance with Assembly Bill 52,[44] the City has prepared and distributed notification letters to tribal groups that have registered with the City requesting notification of pending development projects. The City conducted consultation with the tribal groups requesting such consultation regarding potential project impacts, the Fernandeno/Tataviam Band of Mission Indians and the Barbareno/Ventureno Band of Mission Indians, and consultation will continue for CEQA purposes. **This potentially significant impact will be discussed in an EIR.**

[44] California Public Resources Code Sections 21080.3.1(a) and 65352.4.

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

Impact Analysis

a. Less than Significant Impact. A project may have a potentially significant impact if a project would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board ("Regional Board"). The project wastewater generated within the City flows to the Tapia Water Reclamation Facility for treatment. The Las Virgenes Municipal Water District (LVMWD) and Triunfo Sanitation District operate the Tapia Water Reclamation Facility under a Joint Powers Authority. The Tapia Water Reclamation Facility operates according to existing Regional Board wastewater treatment requirements (NPDES #CA0056014).[45] These requirements would not be exceeded with the addition of project-generated wastewater given the treatment capacity of this facility, as discussed below, and ongoing compliance efforts by the LVMWD. The AVSP FEIR did not further evaluate this issue. **Therefore, the project impact would be less than significant and no further analysis is warranted in an EIR.**

[45] Los Angeles Regional Water Quality Control Board, accessed April 6, 2018, at: http://www.swrcb.ca.gov/losangeles//board_decisions/tentative_orders/individual/npdes/tapia/index.shtml

b. Less than Significant Impact. A project may have a potentially significant impact if a project would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Wastewater generated by the project would be conveyed to the Tapia Water Reclamation Facility for treatment. The Tapia Water Reclamation Facility has an existing intake capacity of up to 16 million gallons of wastewater per day (MGD) and currently averages about 9.5 MGD,[46] with approximately 6.5 MGD excess treatment capacity. The AVSP FEIR estimated that development of the entire AVSP would generate approximately 144,031 gallons per day, which would be about 2.2 percent of the currently unused treatment capacity of the existing facility. Therefore, the overall AVSP development was determined to have a less than significant impact regarding wastewater treatment capacity by the AVSP FEIR. The proposed AVE project's wastewater generation would be even less than the overall AVSP, and would likewise be less than significant.

The LVMWD supplies potable water to the City of Agoura Hills. The LVMWD does not use local sources of water and imports potable water from the Metropolitan Water District of Southern California that, in turn, imports water from the State Water Project and other sources. The LVMWD 2015 Urban Water Management Plan concludes that LVMWD anticipates having adequate supplies to meet demands during average, single-dry, and multiple-dry years throughout the 25-year planning period.[47] The Urban Water Management Plan's projected water demands includes an estimated 5,254 new dwelling units resulting in additional population of 16,378 by 2040 as well as an associated population growth rate of approximately 1 percent annually through the end of the planning period. The AVSP FEIR determined that build out of the AVSP would generate net increase in water demand of approximately 165,994 gallons of water per day (gpd), and concluded that the AVSP development impacts on water supply would be less than significant. The proposed AVE project would generate a water demand of even less than the overall demand for the AVSP, and therefore would likewise be less than significant.

In addition to the LVMWD potable water sources, the LVMWD-operated Tapia Water Reclamation Facility uses state-of-the-art technology to turn wastewater into high-quality recycled water used for non-potable uses such as irrigation, to reduce the needs for imported water supplies.

The project would consist of the construction and operation of a mixed-use development with residential, commercial, and hotel uses, which would generate demand for water supplies and wastewater treatment. Given the available excess treatment capacity of the Tapia Water Reclamation Facility, and the projected sufficiency of LVMWD water supplies to meet the needs of projected growth, the project would not be expected to require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. **Therefore, the project impact would likely be less than significant; however, project specific impacts to wastewater treatment and water supply facilities will be further evaluated in an EIR to verify this initial conclusion.**

c. Less than Significant Impact. A project may have a potentially significant impact if a project would require or result in the construction of new storm water drainage facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects. The project's potential stormwater impacts are discussed in Section IX. Hydrology and Water Quality above.
The proposed project would introduce impervious surfaces within the site that would alter the amount of stormwater runoff generated from the site. The project would be required to implement Low Impact Development (LID) Best Management Practices (BMPs) to capture and treat the increased runoff volumes

[46] LVMWD, "Tapia Water Reclamation Facility," accessed at lvmwd.com/your-water/wastewater-services/tapia-water-reclamation-facility on April 2, 2018.
[47] LVMWD, Final 2015 Urban Water Management Plan, August 17, 2016, Section 7: Water Reliability, pg. 7-2.

onsite according to current City Code requirements. The project has been designed with stormwater catch basins, underground storage of excess runoff, and modular wetland systems to filter and treat runoff generated onsite. With implementation of these design features, the project would not be expected to require new or expanded offsite storm water drainage facilities. **Project impacts regarding drainage facilities would be less than significant, and as stormwater issues would be discussed in a Hydrology and Water Quality section of the project EIR, no further analysis within the Utilities section is warranted in an EIR.**

d. Less than Significant Impact. As discussed above regarding wastewater and water treatment facility impacts, LVMWD's Urban Water Management Plan indicates that sufficient water supplies will be available to meet projected needs, including projected new development and growth in the area. **The project's potential water supply impacts would likely be less than significant; however project specific potential impacts will be further evaluated in an EIR to verify this initial conclusion.**

e. Less than Significant Impact. A project may have a potentially significant impact if a project would result in a determination by the wastewater treatment provider, which serves or may serve the project, that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. As discussed in the above response regarding wastewater and water treatment facility impacts, the Tapia Water Reclamation Facility has an existing intake capacity of up to 16 million gallons of wastewater per day (MGD) and currently averages about 9.5 MGD,[48] which leaves a substantial excess capacity to serve future development such as the proposed project. **Therefore, the project's impact would likely be less than significant; however this issue will be evaluated further in an EIR to verify this initial conclusion.**

f. Less than Significant Impact. A project may have a potentially significant impact if a project would be served by a landfill without sufficient permitted capacity to accommodate a project's solid waste disposal needs. The proposed project would generate solid waste during construction and operations. Private contractors provide solid waste collection and disposal services to commercial uses within the City. Contractors haul most solid waste to the Calabasas Landfill for disposal. This landfill is owned by the County of Los Angeles and operated by the County Sanitation District No. 2. The maximum permitted intake capacity of the Calabasas Landfill is 3,500 tons per day and in 2016, the average waste quantities disposed were 951 tons per day[49] for a remaining intake capacity of 2,549 tons per day. The remaining permitted capacity of the Calabasas Landfill was 5.95 million tons as of December 31, 2016, with an estimated 14 years of remaining life based on the Solid Waste Facility Permit. Haulers also use the Simi Valley Landfill and Recycling Center, an out-of-county landfill currently available for use by jurisdictions in Los Angeles County. The remaining permitted disposal capacity of the Simi Valley Landfill and Recycling Center was 52 million tons with over 67 years of estimated remaining design life as reported in the County of Los Angeles Countywide Integrated Waste Management Plan 2016 Annual Report.[50]

According to the AVSP FEIR, build out of new development within the AVSP area would generate an estimated 1,058 tons of additional solid waste annually, or about 2.87 tons per day. This waste would be reduced by 50 percent per California Department of Resources Recycling and Recovery (CalRecyle) requirements, and would be disposed of at the Calabasas landfill. The AVSP FEIR concluded that the Calabasas Landfill has adequate capacity to accommodate the solid waste disposal needs for buildout of the entire AVSP planned development, such that impacts related to solid waste generated within the AVSP would be less than significant. The proposed project's solid waste generation would be approximately 0.96

[48] LVMWD, "Tapia Water Reclamation Facility," accessed at lvmwd.com/your-water/wastewater-services/tapia-water-reclamation-facility on April 2, 2018.
[49] County of Los Angeles, Countywide Integrated Waste Management Plan, 2016 Annual Report, September 2017.
[50] Ibid.

tons per day, or approximately 350 tons annually.[51] Following diversion of 50 percent of the project's generated solid waste would result in a total of approximately 175 tons of solid waste to be disposed of in a landfill due to project operations. This would represent only a small portion of that estimated for buildout of the entire AVSP, which in total was determined to be less than significant by the AVSP FEIR, and would be less than one percent of the currently unused daily intake capacity permitted for the Calabasas Landfill. Based on the existing capacity of landfills that would serve the project, the project would not be served by a landfill without sufficient capacity to accommodate the project's solid waste disposal needs. **The project's potential impacts associated with landfill capacity would be less than significant and no further analysis is warranted in an EIR.**

g. No Impact. A project may have a potentially significant impact if a project would not comply with federal, state, and local statutes and regulations related to solid waste. During both building construction and operations, the project would be required to comply with federal, state, and local statutes and regulations related to solid waste, including the City's Construction and Demolition Debris Recycling Program, which aims to reduce and recycle waste from construction sites, and requires a minimum 65 percent diversion from landfills. **Therefore, the project would have no impact with regard to this issue and no further analysis is warranted in an EIR.**

[51] Solid waste generation rates for each proposed land use were based on Table 4.14-5 of the City of Agoura Hills General Plan 2035 EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIV. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☒	☐	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Impact Analysis

a. Potentially Significant Impact. As discussed in Section IV. Biological Resources and Section V. Cultural Resources evaluation, as well as Section XVII. Tribal Cultural Resources above, project impacts to biological resources and cultural resources would be considered potentially significant. **The project's potential impacts associated with these issues will be further evaluated within the respective impact analysis sections in an EIR.**

b. Potentially Significant Impact. As evaluated above, the project could have potentially significant impacts. These impacts may be significant in a cumulative context as well. **The project's potential to result in cumulatively considerable impacts will be evaluated within the respective impact analysis sections in an EIR.**

c. Potentially Significant Impact. Environmental effects that could cause substantial adverse effects on human beings, including Air Quality, Greenhouse Gases, Geology and Soils, Hydrology and Water Quality, Noise, and Transportation and Circulation could be potentially significant as discussed above. **The project's potential to result in adverse effects on human beings will be evaluated within the respective impact analysis sections in an EIR.**

5.0 REFERENCES AND PERSONS CONTACTED

Advanced Engineering Acoustics, Proposed The AVE MFD Residential/Mixed Use Project Ambient Noise Study and Architectural Acoustics Study Report, Re. 3, August 31, 2016.

Advanced Engineering Acoustics, Proposed The AVE MFD Residential/Mixed Use Project Letter Report Update, Revision 3, May 24, 2018.

California Code of Regulations, Section 15364.5.

California Geological Survey, Earthquake Zones of Required Investigation Thousand Oaks Quadrangle, November 17, 2000.

California Public Resources Code Sections 21080.3.1(a) and 65352.4.

Caltrans, California Scenic Highway Mapping System, - Los Angeles County, Accessed on January 26, 2018 at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/.

City of Agoura Hills, Agoura Village Specific Plan, October 22, 2008.

City of Agoura Hills, Agoura Village Specific Plan Updated Final Revised and Recirculated Environmental Impact Report, August 2008.

City of Agoura Hills, General Plan 2035 Final EIR, February 2010.

City of Agoura Hills, General Plan 2035, March 2010.

City of Agoura Hills, Traffic Impact Analysis Guidelines, July 2011, pg.1.

County of Los Angeles, Countywide Integrated Waste Management Plan, 2015 Annual Report, Dec. 2016, pg 63.

County of Los Angeles, Countywide Integrated Waste Management Plan, 2015 Annual Report, Dec. 2016, Appendix E-2, Table 3.

County of Los Angeles Department of Public Works, Low Impact Development Standards Manual, February 2014.

County of Los Angeles, Department of Regional Planning, Figure 12.6: Disaster Routes Map, May 2014.

Decision Insite, My School Locator, Las Virgenes Unified School District, Accessed on January 23, 2018 at: http://locator.decisioninsite.com/?StudyID=85023#.

Ecological Sciences, Inc., Results of Focused Sensitive Plant Survey, Agoura Town Center Site, City of Agoura Hills, Los Angeles County, California, September 14, 2015.

Ecological Sciences, Inc., Results of Focused Sensitive Plant Survey, Agoura Town Center Site, City of Agoura Hills, Los Angeles County, California, August 1, 2017.

Ecological Sciences, Inc., Results of Focused Protocol Surveys for California Gnatcatcher, Agoura Town Center Site, Los Angeles County, California, September 12, 2015.

Ecological Sciences, Inc., Results of Protocol Surveys for the Least Bell's Vireo, Agoura Town Center Project, City of Agoura Hills, Los Angeles County, California, September 10, 2015

Giroux & Associates, The AVE Caretakers Unit Noise Impact Analysis, March 4, 2018.

Gold Coast Geoservices, Inc., Geotechnical Report Proposed Agoura Town Center APN 2061-031-020 Kanan Road and Agoura Road Agoura Hills, CA, August 15, 2015.

Gold Coast Geoservices, Inc., Geotechnical Report "The AVE" Commercial and Residential Development Kanan Road and Agoura Road Agoura Hills, CA, December 13, 2016.

Gold Coast Geoservices, Inc., Response to City of Agoura Hills Geotechnical Review Sheet, "The AVE", southeast corner of Kanan Road and Agoura Road, Agoura Hills, April 17, 2017

Gold Coast Geoservices, Inc., Response to City of Agoura Hills Geotechnical Review Sheet, "The AVE", southeast corner of Kanan Road and Agoura Road, Agoura Hills, May 2, 2017.

Gold Coast Geoservices, Inc., Response to City of Agoura Hills Geotechnical Review Sheet, "The AVE", southeast corner of Kanan Road and Agoura Road, Agoura Hills, June 6, 2017.

Gold Coast Geoservices, Inc., Response to City of Agoura Hills Geotechnical Review Sheet, "The AVE", southeast corner of Kanan Road and Agoura Road, Agoura Hills, September 21, 2017.

Gorian and Associates, Geotechnical Plan Review and Responses to City of Agoura Hills Geotechnical Review dated October 5, 2017, The Ave., Vesting Tentative Tract Map No. 73881, Southeast Corner of Kanan and Agoura Roads, Agoura Hills, California, December 22, 2017.

Gorian and Associates, Response to the City of Agoura Hills Geotechnical Review Sheet dated January 8, 2018, The Ave., Vesting Tentative Tract Map No. 73881, Southeast Corner of Kanan and Agoura Roads, Agoura Hills, California, January 18, 2018.

Gorian and Associates, Response to Verbal Questions from the City of Agoura Hills Geotechnical Reviewer on January 22, 2018, The Ave., Vesting Tentative Tract Map No. 73881, Southeast Corner of Kanan and Agoura Roads, Agoura Hills, California, January 23, 2018.

Linscott, Law & Greenspan, Engineers, Traffic Impact Analysis The AVE Project City of Agoura Hills, December 14, 2017.

Linscott, Law & Greenspan, Engineers, Street Segment Analysis for Agoura Road East of Kanan Road Prepared for the AVE Project, May 17, 2018.

Lord Environmental Services, Phase I All Appropriate Inquiries Environmental Site Assessment of Vacant Land SEC Kanan & Agoura Roads Agoura Hills, California 91301, March 16, 2015.

Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program, Chapter 5: Land Use Analysis Program, Pg. 46.

Los Angeles Department of Public Works, Disaster Routes Los Angeles County Operational Area, Accessed on February 2, 2018 at: https://dpw.lacounty.gov/dsg/DisasterRoutes.

Los Angeles Department of Public Works, Disaster Route Maps, Disaster Management Area B, City of Agoura Hills, Accessed on February 2, 2018 at: http://dpw.lacounty.gov/dsg/disasterRoutes/map/Agoura%20Hills.pdf.

Los Angeles Regional Water Quality Control Board, Accessed on August 22, 2017 at: http://www.swrcb.ca.gov/losangeles//board_decisions/tentative_orders/individual/npdes/tapia/index.shtml.

LVMWD, Final 2015 Urban Water Management Plan, 17 August 2016, Section 7: Water Reliability, pg. 7-2.

LVMWD, "Tapia Water Reclamation Facility," accessed at lvmwd.com/your-water/wastewater-services/tapia-water-reclamation-facility on April 2, 2018.

Pacific Coast Civil, Inc., Conceptual Hydrology and MS4 Calculations for The AVE, July 25, 2017.

Singer, Clay A., C.A. Singer & Associates, Inc., Phase II Archaeological Investigations at CA-LAN-41, a Prehistoric Deposit in the City of Agoura Hills, Los Angeles, County, California, 2004. (not available for public viewing)

Southern California Gas Company, Los Angeles County Gas Transmission and High Pressure Distribution Pipeline Interactive Map, Accessed at: https://www.socalgas.com/stay-safe/pipeline-and-storage-safety/natural-gas-pipeline-map/los-angeles on October 8, 2018.

Southern California Association of Governments, 2016-2040 RTPSCS, adopted April 2016. Demographics & Growth Forecast Appendix.

State of California, Department of Conservation, California Important Farmland Finder, Accessed on January 22, 2018 at: https://maps.conservation.ca.gov/DLRP/CIFF/.

State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2018. Sacramento, California, May 2018.

TeraCor Resource Management, Biological Resources Inventory Report for the Agoura Village East Project Site City of Agoura Hills, California, May 20, 2015.