Attachment 5B

County's Planning Commission Packet for May 25, 2005

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
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Flex your power!
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May 18, 2005

IGR/CEQA cs/050410 – Revised DEIR
County of Los Angeles
Heschel Day School West
US-101/ Palo Comado Canyon Rd.
Vic. LA-101-33.7; SCH # 1998101060

Mr. Daryl Koutnik
County of Los Angeles
Department of Regional Planning
320 West Temple St.
Los Angeles, California 90012

Dear Mr. Koutnik:

Thank you for including the California Department of Transportation in the environmental review process for the above-mentioned project. Based on the information received, we have the following traffic/circulation comments:

1. Palo Comado Canyon Road at US-101 Freeway Westbound Ramps
Proposed improvements to above location include:

a) Roundabout

Reconstruct the intersection including on/off ramps and local streets to install a traffic circle/roundabout. The roundabout would control all approaches to this intersection, including the northbound and southbound Palo Comado Canyon Road approaches, the westbound US-101 on/off ramps, and the Canwood Street approach. The recommended roundabout shall be designed and constructed to the satisfaction of Caltrans and the City of Agoura Hills. The roundabout is Caltrans preferred alternative due to geometric considerations.

b) Traffic Signal – Proposed Improvement

Reconfigure the intersection to include the Canwood Street approach as part of an overall intersection geometry and install a new traffic signal at this intersection. The new lane configuration for this East approach (US-101 Freeway westbound ramp): Widen and restripe of the westbound US-101 off-ramp to provide an additional right-turn only lane to accommodate the project traffic U-turn movement directly onto Canwood Street. East approach (Canwood Street): One shared left-turn/through lane and one exclusive right-turn lane instead of an exclusive left-turn lane and a shared through/right-turn lane. North approach (Palo Comado Canyon Road): One left-turn lane (to Canwood street), one through lane, and one right-turn only lane instead of one shared left-turn/through lane.

Either of the previously mentioned alternatives should take place prior to the initial occupancy of the school.

2. Chesebro Road and US-101 Freeway Eastbound Ramps at Dorothy Drive

This intersection currently meets the County's warrant for a traffic signal installation, indicating that a traffic signal is necessary to accommodate existing traffic volumes. Therefore, the project should contribute its "fair share" to the installation of a signal and the ultimate configuration as required by the City of Agoura Hills and Caltrans. However, if a traffic signal is not acceptable to the City of Agoura Hills as traffic impact mitigation, the new lane configuration should be implemented to improve the intersection design capacity.

Proposed restriping of South approach: One shared left-turn/through lane, and one shared through/right-turn lane instead of one shared left-turn/through/right-turn lane.

Proposed modification of Eastbound on-ramp: Two entering lanes with the right lane merging with the left.

Caltrans recommends combining the traffic signal alternative with a restriping and on-ramp widening alternative.

3. Widening of the Chesebro Rd. Overcrossing

Based on our review, a fair-share contribution will need to be made by the project applicant to conform with the provisions of the local agency involved in the future bridge widening project.

Caltrans Encroachment Permits

Any work to be performed within the State Right-of-way including installation of a round-about and traffic signals, restriping of lanes, ramp modifications, etc. will need a Caltrans Encroachment Permit. A standard Caltrans Encroachment Permit application along with 6 set of engineering plans will be needed for Caltrans review and approval. A Construction Transportation Management Plan will be needed for any lane closures, detours, parking restrictions, etc.

Traffic Analysis Mainline Freeway/Fair Share Funding of Traffic Mitigation Measures

The applicant will need to participate in fair-share funding on a pro rata basis on the project's percentage increase in AM/PM peak hour trips on the mainline US-101 Ventura Freeway. Based on Caltrans Traffic Impact Study Guide, traffic analysis of our mainline freeway may be needed. We recommend that the project consultant contact Caltrans staff to discuss this further.

Project Related Transportation Safety Measures

All applicable transportation related safety measures will need to be implemented. We also recommend the use of multi-passenger vehicles as well as participating in a rideshare program.

Construction Truck Trips

We recommend that construction related truck trips on State highways be limited to off-peak commute periods. Transport of over-size or over-weight vehicles on State highways will need a Caltrans Transportation Permit.

The contractor should agree to avoid excessive or poorly timed truck platooning (caravans of trucks) to minimize transportation related operational conflicts, minimize air quality impacts, and maximize safety concerns.

Stormwater Runoff

The proposed project will need to conform with the National Pollution Discharge Elimination System (NPDES) requirements relating to construction activities and Post-Construction Storm Water Management. To the maximum extent practicable, Best Management Practices will need to be implemented to address storm water runoff from new development. The responsible water quality control agencies will need to review storm water runoff facilities and drainage plans.

If you have any questions regarding our comments, please refer to our IGR/CEQA Record number cs/050410 and do not hesitate to contact me at (213) 897-3747.

Sincerely,

Cheryl J. Powell
IGR/CEQA Program Manager

cc: Scott Morgan, State Clearinghouse

United States Department of the Interior

NATIONAL PARK SERVICE
Santa Monica Mountains National Recreation Area
401 West Hillcrest Drive
Thousand Oaks, California 91360-4207

In reply refer to:
L76 (SAMO/Heschel School)

May 17, 2005

Dr. Daryl Koutnik, Impact Analysis Section
Los Angeles County Department of Regional Planning
320 W. Temple St., Room 1348
Los Angeles, CA 90012

Dear Dr. Koutnik:

The National Park Service has reviewed the revised draft Environmental Impact Report (RDEIR) for the proposed Heschel West School Project, Project No. 98-062. The project proposes to construct a 750-student private, religious elemetary and middle school on a 73-acre site. The proposed school would be located in the Old Agoura area just east of Chesebro Road and south and west of state-owned, but federally managed, parkland in lower Cheeseboro and Liberty Canyons.

The National Park Service appreciates the opportunity to participate in the public review process for Heschel West School. We provide comments on the effects of private and public land development in the Santa Monica Mountains at the invitation of state and local units of government with authority to prevent or minimize adverse uses. We respect the rights of land owners to develop their properties consistent with federal, state, and local laws. In providing comments, we assume a neutral position and do not support or oppose land development. To this end, we offer the following comments on the RDEIR.

The proposed project is located outside the federal boundary for Santa Monica Mountains National Recreation Area (SMMNRA). The site, however, is located within a sensitive wildlife corridor area and has potential to affect natural resource values within the SMMNRA. The corridor comprises a thin ribbon of open space near Liberty Canyon and is the last suitable connection between the Santa Monica Mountains and Simi Hills capable of supporting wildlife movement. Its protection is of highest importance to the conservation of biological diversity in the Santa Monica Mountains. Reducing the footprint of the corridor by introducing new development has the potential to affect corridor function. Open space protection of the land surrounding the Liberty Canyon wildlife corridor has been a priority among the regional park agencies as well as the local community, as reflected in the Santa Monica Mountains North Area Plan (Appendix A, Habitat Linkages). Additionally, the National Park Service's General Management Plan (GMP) places the surrounding parkland

into a "low-intensity" management zone to protect resources in the corridor from impacts of visitors and facility development (Pg. 53, SMMNRA GMP, 2002). Overall, we find the RDEIR has reduced project impacts to the wildlife corridor, as well as other park natural resources. We appreciate the applicant's actions to reduce effects and your careful review to help preserve the corridor's viability.

Biological Resources

Liberty Canyon Wildlife Corridor

A ridgeline runs roughly north-south in the eastern portion of the project site. The ridgeline provides a natural, topographic boundary at the western edge of the Liberty Canyon wildlife corridor. We appreciate the applicant's decision to relocate the large playfield downslope to the west, off the ridgeline. The relocation removes the significant direct impacts of ridgeline grading and placing a human construct in visible proximity to the wildlife corridor. Additionally, the sights and sounds of human activity at the playfield are now buffered by the intervening ridgeline.

The RDEIR states the "athletic field does not contain lights that could disturb nighttime wildlife movement in the area" (Pg. 4.5-43), although a specific illumination plan will only be defined after the project is approved (Pg. 4.5-49, Mitigation Measure 4.1-3). We recommend events at the playfield be limited to daylight and evening hours to eliminate or reduce night lighting spillage into the adjacent wildlife habitat.

The RDEIR states the applicant is willing to place a 29-acre conservation easement over the eastern edge of the property (Pg. 1.0-7). The terms of the conservation easement should dictate the land remain open space in perpetuity, as well as minimize human access to the area. The proposed conservation easement, written appropriately, would provide additional protection of the wildlife corridor.

Mitigation Measures - Sensitive Plant Communities

Figure 4.5.1, illustrating plant communities and special satus plan locations, would be more useful if contour lines were added as a feature. It is difficult to assess where the proposed restoration areas in Figure 4.5-4 are in relation to the existing communities. Also, it would be helpful to have both Figures 4.5.1 and 4.5-4 in either landscape or portrait orientation.

Mitigation Measure 4.5-6 recommends replacing the direct loss of 0.5 acres of Valley needlegrass grassland at a 2:1 ratio on site or at an alternative site. Figure 4.5-4 illustrates one location for native grassland revegetation as the graded, manufactured slopes along the entrance road. In our experience with native grassland restoration, it may be difficult to successfully implement the proposed revegetation. Disadvantageous conditions in combination with performance criteria for success may result in an expensive, futile attempt to accomplish the 2:1 replacement ratio. For this area, we suggest considering a comparable areal in-lieu fee for the 2:1 replacement ratio for lost native grassland.

Mitigation Measure 4.5-6 also recommends replacing lost coastal sage scrub habitat at a 1:1 ratio. Figure 4.5-4 illustrates native grassland restoration along the entrance road and along the southerly margin of the development footprint. Figure 4.5.1 indicates the current condition along the southerly margin is disturbed coastal sage scrub. The proposed entrance road and margin may be more successfully revegetated with coastal sage scrub and a potential understory of native grass, rather than just native grassland restoration.

Figure 4.5-4 illustrates a number of valley or coast live oak trees planted along the eastern perimeter of the property in the area of the conservation easement. Oak tree plantings should follow the pattern of oak tree persistence to the north in Cheeseboro Canyon. For example, oaks typically do not thrive on south and southwest-facing slopes. The proposed illustration presents an unrealistic effort to establish oaks in locations not propitious for oak survival and out of place in the natural landscape.

Figure 4.5-4 also illustrates oaks would be planted in the northern area around the secondary access road. The proposed location formerly hosted oaks. The site would be appropriate for oak savanna restoration. We recommend planting acorns from adjacent oaks on park property to the north. The monitoring period for the growing oaks should be at least ten years, to assure the trees are well-established and protected until large enough to survive herbivory, i.e. browsing by wildlife on the young saplings.

Mitigation Measure 4.5-6 states the monitoring plan would be approved by the County and appropriate resource agencies. Given the proximity of the site to state and federal parkland, we request the National Park Service be invited to review the proposed monitoring plan.

Indirect Impacts to Wildlife

We recommend the RDEIR assess how native and non-native rodent populations will be managed and prescribe mitigation measures that avoid the use of anticoagulant rodenticides. The National Park Service's wildlife studies in the national recreation area have shown that large mammals, including bobcats, coyotes, and mountain lions, are susceptible to secondary poisoning by ingesting anticoagulant rodenticides. We recommend the DEIR assess how native and non-native rodent populations will be managed, and that the DEIR prescribe mitigation measures that avoid the use of anticoagulant rodenticides.

Fuel Modification Impacts

The RDEIR states that a Fire/Vegetation Management Plan has been prepared that is consistent with County Fire Code. The plan was not available to review with the RDEIR. The Fire/Vegetation Management Plan and the proposed vegetation restoration plan (Mitigation Measure 4.5-6) should be coordinated so that fire hazard reduction requirements are met, but will not be inconsistent with proposed restoration plans. We hope the fire management plan includes provisions to minimize, if not completely avoid, removal of coastal sage scrub on the eastern edge of the development footprint, especially in the outer,

"thinning area" of the 200-foot fuel modification zone. Additionally, the proposed revegetation plan should be formulated in conjunction with the fire management plan to address non-native invasive plant species proliferation that, we find, inevitably occurs with repeated fuel modification activities.

Thank you for the opportunity to comment. If you have questions, please call Ray Sauvajot at (805)370-2339.

Sincerely,

Woody Smeck

Woody Smeck
Superintendent

cc: Joe Edmiston, Executive Director, Santa Monica Mountains Conservancy
Ron Schafer, Superintendent, Angeles District, State Department of Parks and Recreation
Dan Preece, District Manager, Resource Conservation District of the Santa Monica Mountains

Table ES-1
Summary Table of Project Impacts and Mitigation Measures

Project Impacts	Mitigation Measures	Residual Impact
VISUAL QUALITIES		
The project area is semi-suburban in character, containing large-lot residential dwellings along with highway-oriented commercial/office uses. Land north and east of the site is open space. Site development would result in a change in visual character from vacant land to one that is partially developed. However, the project has been designed to cluster development within the flatter, lower-lying portions of the property, thereby, mostly preserving the visually dominant landform features that characterize views of the site as observed from surrounding viewsheds. Moreover, the site plan has been designed to minimize mass and bulk conflicts with adjacent residences through use of a minimum 100-foot buffer and building architecture in keeping with the community of Old Agoura. The project would also introduce new sources of light and glare that could spill over onto adjacent sensitive uses, including the adjacent wildlife corridor, if not properly designed and installed. Mitigation is provided to reduce this impact to a less than significant level. On a cumulative basis, the US 101 corridor is experiencing a general trend towards urbanization. This cumulative development is contributing to the loss of open space and changing the visual character of the area to one that is more urban in character, which is considered a cumulatively significant visual impact.	4.1-1 Landscaping, consisting of natural vegetation, shall be placed along the southern perimeter of Chesebro Road, as defined on the site plan. The purpose of this vegetation is to screen vistas of the completed project from motorists, walkers, and riders. Installation of this vegetative screen shall occur prior to grading. Maintenance and monitoring reports shall be prepared annually for a minimum of three years to ensure long-term completion of this mitigation measure. 4.1-2 A landscape/revegetation plan shall be prepared by a registered landscape architect for review and approval by the County of Los Angeles Department of Regional Planning and California Department of Fish and Game (CDFG) prior to the issuance of the grading permit. The landscape/revegetation plan shall utilize indigenous plants and shall avoid invasive, non-native ornamentals to the maximum degree feasible. 4.1-3 The applicant shall prepare a lighting plan that identifies the type, layout, and luminaire wattage. At a minimum, the plan shall conform to the requirements defined below. The County of Los Angeles Department of Regional Planning shall approve final lighting orientation and design. (1) Nuisance Prevention: All outdoor lighting fixtures shall be designed, located, installed, and aimed downward or towards structures—if the light is effectively contained by the structure and no glare is visible off site—to prevent glare, light trespass, and light pollution. No lights shall be directed towards nearby residences or open space.	Less Than Significant Project Impact Unavoidably Significant Cumulative Impact

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
VISUAL QUALITIES (continued)		
	4.1-3 (continued) (2) Lighting Levels: Outdoor lighting installations shall be designed to avoid harsh contrasts in lighting levels between the project site and the adjacent properties. • The illumination provided by parking lot lighting shall average no more than 0.05 watts/square foot, which equates to a lighting power density consistent with parking lots in Lighting Zone 2. • The illumination provided by on-site roadway lighting shall average no more than 0.03 watts/square foot, which equates to a lighting power density consistent with a two-lane roadway in Lighting Zone 2. • The illumination provided by on-site walkway lighting shall average no more than 0.08 watts/square foot, which equates to a lighting power density consistent with walkways in Lighting Zone 2. (3) Lamp Types: Metal halide of high-pressure sodium lamps should be used only in areas deemed as security risks. Low-wattage incandescent or compact florescent lamps should be used in all other portions of the campus. (4) Fixture Types: All outdoor lighting shall use cut-off luminaries with the light source downcast and fully shielded with no light emitted above the horizontal plane. (5) Accent Lighting: Architectural features may be illuminated by uplighting provided that the light is effectively contained by the structures, the lamps are low intensity used only to provide subtle lighting effects, and no glare or light trespass is produced. (6) Security lighting should be activated with motion sensors to the extent feasible. 4.1-4 Project structures shall utilize non-reflective glass to avoid glare intruding onto adjacent residential properties.	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts		Mitigation Measures	Residual Impact
TRAFFIC AND ACCESS			
At maximum enrollment, the project would generate 2,638 daily trips, with 720 of these trips occurring during the morning peak hour, 508 trips occurring during the school P.M. peak hour, and an additional 79 trips occurring during the normal P.M. peak hour. This level of trip generation is expected to significantly impact three of the study intersections during one or more of the peak periods under consideration, prior to mitigation. With implementation of recommended mitigation measures, all project-related impacts will be reduced to less than significant levels. No significant impacts are anticipated to occur on any of the nearby neighborhood streets or to any of the Los Angeles County Congestion Management Program (CMP) monitoring intersections or freeway segments. Further, introduction of traffic generated by cumulative and related projects in the project vicinity will result in significant impacts at all five of the studied locations prior to mitigation. These significant cumulative impacts can be mitigated to less than significant levels through implementation of the project's recommended improvements, as well as the applicant's payment of a "fair share" contribution towards the cost of additional long-term intersection and freeway ramp improvements, some of which are already proposed by the City of Agoura Hills.	4.2-1	Canwood Street and Chesebro Road at Driver Avenue and Palo Comado Canyon Road – This unsignalized intersection currently meets the County's warrant for traffic signal installation, indicating that a traffic signal is necessary at this location to accommodate existing traffic volumes. Therefore, the project should contribute its fair share toward installation of a signal. However, the intersection is under the jurisdiction of the City of Agoura Hills. Should the City of Agoura Hills determine that a traffic signal is unacceptable, the following alternative "non-signalized" improvement is recommended. Improve the eastbound and westbound approaches of this intersection (Driver Avenue and Palo Comado Canyon Road, respectively) to install an exclusive left-turn lane, in addition to a shared through/right-turn lane, in both directions. Some minor roadway widening on both approaches within the existing rights-of-way will be required in order to implement this improvement. The intersection will remain four-way stop-sign controlled. To monitor the timing of implementation, the applicant shall prepare annual enrollment reports for submittal to the Los Angeles County Department of Public Works. This mitigation measure shall be implemented before enrollment reaches 660 private school students and 20 percent of the total preschool enrollment. 4.2-2 Palo Comado Canyon Road at US 101 Westbound Ramps – Two alternative improvements are proposed for this location. Either of these recommended improvements shall be implemented prior to initial occupancy of the school will provide appropriate traffic control for the intersection and will accommodate the new project's Canwood Street access location as part of an expanded intersection configuration. (a) Roundabout – Reconstruct the intersection, including all approaches, to install a new traffic roundabout, more commonly known as a "traffic circle." As proposed, the recommended roundabout design would include an approximately 45- to 50-foot radius inner circle, with a single travel lane around the circle. The roundabout would control all approaches to this intersection, including both the northbound and southbound Palo Comado Canyon Road approaches, the westbound US 101 on/off ramps, and the Canwood Street approach. It is possible that some or all of these approaches would be "flared" to provide two storage lanes, and the minor approach from Canwood Street may also be "yield" sign controlled. The final design of the roundabout shall be reviewed and approved by Caltrans and the County Department of Public Works, and may require rights-of-way in excess of that currently available.	Less than Significant Project and Cumulative Impacts

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
TRAFFIC AND ACCESS (continued)		
	4.2.2 (continued) (b) Traffic Signal – Reconfigure the intersection to include the Canwood Street approach as part of an overall intersection geometry, and install a new traffic signal at this intersection. Re-stripe the westbound Canwood Street approach to provide one shared left-turn/through lane and one exclusive right-turn lane. The southbound approach of Palo Comado Canyon Road should be re-striped to provide one left-turn lane (to Canwood Street), one through lane, and one right-turn only lane. Widen and re-stripe the westbound US 101 off ramp to provide an additional right-turn only lane, to accommodate the project traffic U-turn movement directly onto Canwood Street. The traffic signal will operate on a three-phase cycle, with the westbound approaches of the westbound US 101 off ramp and Canwood Street having separate phases. Special traffic signal heads will be installed to prevent confusion to drivers entering the intersection, and signal timing and phasing will be designed to prevent vehicles from becoming "trapped" within the intersection. The "roundabout" alternative was suggested by Caltrans during preliminary reviews of the initial traffic study. Caltrans has recently been exploring the roundabout interchange design, and has installed roundabouts at several freeway ramp/surface street intersections throughout the state. Although the original "traffic signal" mitigation proposal is acceptable to Caltrans, the characteristics of this intersection prompted Caltrans to request an analysis of a roundabout design. The ultimate decision regarding which of the two mitigation alternatives are actually installed at the Palo Comado and US 101 ramp/Canwood Street location rests with Caltrans. Although Canwood Street is within the City of Agoura Hills, Caltrans has jurisdiction of the intersection under access control provisions of its freeway agreement with the City. Preliminary discussions with Caltrans indicate that either the traffic signal or the roundabout designs for the intersection mitigation could be feasibly constructed within existing rights-of-way and fully address the project's impacts. However, it is Caltrans policy that no decision will be rendered until the project has been approved, and an encroachment permit to construct the proposed mitigation has been filed. At that time, Caltrans will conduct the necessary engineering studies to determine which of the two alternatives are selected. The roundabout alternative would not cause significant effects beyond those caused by the project as proposed.	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
TRAFFIC AND ACCESS (continued)		
	4.2-3 Chesebro Road and US 101 Eastbound Ramps at Dorothy Drive – This unsignalized intersection currently meets the County's warrant for traffic signal installation, indicating that a traffic signal is necessary at this location to accommodate existing traffic volumes. Therefore, the project should contribute its fair share toward installation of a signal. However, if a traffic signal is found to unacceptable, the following alternative "non-signalized" improvement is recommended. Re-stripe the northbound approach of this intersection to provide one shared left-turn/through lane, and one shared through/right-turn lane. Re-stripe the US 101 on ramp to provide two receiving lanes. The right lane of the on ramp should be striped as a "drop lane," which merges with the left lane. To monitor the timing of implementation, the applicant shall prepare annual enrollment reports for submittal to the Los Angeles County Department of Public Works. This mitigation measure shall be implemented before enrollment reaches 80 percent of the proposed total (approximately 531 of the 660 private school students). In addition to the three mitigation measures discussed above, the following roadway improvement is recommended as part of project implementation, to enhance travel in the project vicinity: 4.2-4 Palo Comado Canyon Road Improvements – Prior to initial occupancy of the school, Palo Comado Canyon Road shall be improved along the west side to complete a 32-foot half roadway from Canwood Street/Chesebro Road to the westbound US 101 on ramp. 4.2-5 At the time a fee district for roadway improvements is established within the North Area Plan, the project applicant shall contribute a "fair share" amount, as determined by the fee structure established for the district, to fund widening of the Chesebro Road overpass and reconfiguration of the Kanan Road interchange consistent with the proposed circulation improvements identified in the Santa Monica Mountains North Area Plan.	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
TRAFFIC AND ACCESS (continued)		
	4.2-6 Canwood Street and Chesebro Road at Driver Avenue and Palo Comado Canyon Road – In addition to the traffic signal improvements described previously to address project-specific impacts, re-stripe the eastbound approach of this intersection (Driver Avenue) to install an exclusive left-turn lane, in addition to a shared through/right-turn lane, and restripe the southbound approach of the intersection (Chesebro Road) to provide an exclusive left-turn lane plus a shared through/right-turn lane. Some minor roadway widening within the existing right-of-way will be required in order to implement this improvement. However, if the traffic signal is not acceptable, the following "non-signalized" improvement is recommended. In addition to the installation of the eastbound left-turn lane to address project specific mitigation, further improve the eastbound approach of this intersection (Driver Avenue) to install an additional through lane, for a final approach configuration of one exclusive left-turn lane, one through lane and one shared through/right-turn lane. It is likely that additional rights-of-way will be needed in order to accommodate the roadway widening necessary to implement this cumulative improvement, and the project shall pay its fair share toward the cost of acquiring any necessary rights-of-way. The intersection would retain the existing four-way STOP sign control. 4.2-7 Palo Comado Canyon Road at US 101 Westbound Ramps – No additional improvements are necessary under the "roundabout" alternative improvement at this location, as the proposed measure will be adequate to reduce cumulative impacts at this intersection to less than significant levels. However, if the traffic signal improvement alternative is selected for implementation, an additional through lane should be installed for both the northbound and southbound approaches, in addition to a new northbound left-turn lane. The cumulative improvement will result in a final intersection configuration of one left-turn lane, one through lane, and one shared through/right-turn lane for northbound traffic, and one left-turn lane, two through lanes, and one right-turn lane for the southbound approach. This ultimate improvement would require the existing two-lane bridge crossing the US 101 to be widened to its full width. The project is required to contribute its fair share funding toward this improvement. 4.2-8 Chesebro Road and US 101 Eastbound Ramps at Dorothy Drive – No additional improvements beyond the recommended project-specific improvement measure are necessary to address cumulative impacts, whether the traffic signal or "non-signalized" improvement is selected.	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
TRAFFIC AND ACCESS (continued)		
	4.2-9 Chesebro Road and Palo Comado Canyon Road at Chesebro Road – Install a traffic signal at this location, which is forecast to meet warrants under future 2010 ambient growth conditions. However, if a traffic signal is not acceptable, re-stripe the intersection to provide one left-turn lane and one right-turn lane for the eastbound (Chesebro Road) approach. Re-stripe northbound Palo Comado Canyon Road to add an exclusive left-turn lane in addition to a single through lane. Re-stripe the westbound direction of Chesebro Road west of Palo Comado Canyon Road to provide two "receiving" lanes (one each for the new northbound left-turn lane and for the existing southbound right-turn lane from Palo Comado Canyon Road). 4.2-10 Chesebro Road and Laura La Plante Drive at Agoura Road – Install a traffic signal at this location, which is forecast to meet warrants under future 2010 ambient growth conditions. If a traffic signal is not acceptable, re-stripe this intersection to provide a left-turn only lane and one shared through/right-turn only lane for the eastbound approach, one shared left-turn/through lane plus a right-turn lane on the westbound approach, and one left-turn lane and one shared through/right-turn lane for the southbound approach.	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
NOISE		
Noise levels generated during the construction stages would be temporary (short term) and would primarily affect adjacent sensitive uses. The off-site uses that would be most sensitive to construction noise would be the residential units located to the west of the project site, along Chesebro Road. Absent mitigation, any locations within these areas with an uninterrupted line of sight to the construction noise sources could be exposed to temporary noise levels, which could exceed the County's Noise Ordinance standards for construction equipment. All construction activity must comply with County of Los Angeles Plans and Policies for noise control (Ordinance No. 11743). Operation of the proposed project would result in a net increase of 2,638 daily vehicle trips to the area. The addition of these vehicle trips on local roadways would increase noise levels along studied roadway segments by approximately 0.1 dB(A), which represents a negligible increase in ambient noise levels. With regard to point noise sources, noise generated by on-site activity, such as kids playing, school bells, and people talking, would be well below the requirements of the Los Angeles County Noise Ordinance. Consequently, project operation would not result in a significant point-source noise impact to adjacent land uses. School operation would also generate multiple point source noises, such as children yelling or school bells ringing, that combine with other non-project noises. The combined effect of such noise would be within the background noise levels monitored in the area and would not exceed the County Exterior Noise Standard. Last, mobile source noise created by traffic generated by cumulative development would result in a maximum increase of 0.3 dB(A), which represents a negligible increase in ambient noise levels that is not audible to the human ear.	**Construction Noise Impacts** 4.3-1 All construction activity occurring on the project site shall adhere to the requirements of the "County of Los Angeles Construction Equipment Noise Standards," County of Los Angeles Ordinance No. 11743, §12.08.440, as identified in **Table 4.3-3**. 4.3-2 All construction equipment, fixed or mobile, shall be in proper operating condition and fitted with factory standard silencing features, including the muffling and shielding of intakes and exhausts. 4.3-3 All construction truck traffic shall avoid residential areas and other sensitive receptors to the extent feasible. 4.3-4 Construction equipment shall be turned off when not in direct use. 4.3-5 Sound blankets shall be used on all construction equipment for which use of sound blankets is technically feasible. 4.3-6 Portable acoustical barriers shall be placed along the back property boundary of the adjacent residential uses during grading activity associated with Phase I and II of campus construction. **Operational Noise Impacts** 4.3-7 All stationary and point sources of noise (e.g., bells amplified sound, etc.) occurring on the project site shall adhere to the requirements of the County of Los Angeles Ordinance No. 11743, §12.08.390, as identified in **Table 4.3-2, County of Los Angeles Exterior Noise Standards for Stationary and Point Noise Sources**. 4.3-8 No amplified sound shall be generated between the hours of 8:00 P.M. and 8:00 A.M. All school bells shall be oriented away from adjacent residential areas.	Less Than Significant Project and Cumulative Impact

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
HUMAN HEALTH		
The project site is located within approximately 0.75 mile of the Calabasas Landfill. The landfill contains a variety of design features that are intended to limit the potential environmental effects associated with operation of this facility, including surface water controls, groundwater protection mechanisms, and landfill gas collection systems. These systems have proven effective in limiting the risks to human health and the environment associated with operation of this facility. Due to the presence of these mechanisms and the distance of the project site from this facility, no significant human health risk is anticipated.	None Required.	Not Significant on Project or Cumulative Basis
BIOTA		
Implementation of the proposed project would directly impact 25 acres of the 73-acre property (about 34 percent). In order to minimize fire hazards, a Fire/Vegetation Management Plan has been prepared consistent with the County Code. Compliance with the requirements of the plan will result in additional disturbance to approximately 4.5 acres of natural areas. While project construction would not directly impact the individual special-status plant species found on site, there would be direct impacts to Valley needle grass grassland and coastal sage scrub, which are considered special-status plant communities. Buildout of the North Area Plan would result in the incremental conversion of open space to a "built environment." The cumulative loss of open space would reduce land available to meet various ecological and life history requirements (i.e., food, shelter, nesting) and this loss is considered to be cumulatively significant.	**Construction Impacts** 4.5-1 As a means of special-status species protection, prior to any grading/construction activities, pre-grading surveys for the mariposa lily and morning glory shall be conducted by a qualified botanist. Pre construction reports shall be provided to the County of Los Angeles Department of Regional Planning. The loss of any such species would be mitigated through on-site enhancement as articulated below under **Mitigation Measure 4.5-6.** 4.5-2 Prior to any grading/construction activities, the County shall install temporary fencing where site grading occurs adjacent to natural habitat to the north. Fencing shall be maintained and monitored by the applicant for the duration of the grading/construction period. Monthly reports shall be provided to the County of Los Angeles Department of Regional Planning. 4.5-3 No earlier than 20 days prior to any grading activity that would occur during the breeding season, pre-construction/grading survey of the entire area proposed for grading/construction activities for any special-status bird species shall be conducted by a qualified biologist. If nests of special-status or other protected migratory bird species are observed, construction within 100 feet shall be postponed or halted, at the discretion of the biological monitor, until the nest site is vacated and juveniles have fledged, as determined by the biologist. Implementation of this measure would ensure that no loss of active nests of either species will occur and, therefore, will reduce impacts on nesting birds to a less than significant level. Pre-construction reports shall be provided to the County of Los Angeles Department of Regional Planning.	Less Than Significant Project Impact Unavoidably Significant Cumulative Impact

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
BIOTA (continued)		
In addition to the loss of some wildlife habitat, construction activity and operation of the proposed project could directly disturb wildlife on, and immediately adjacent to, the project site. Operation of the project will also create indirect impacts associated with increased human presence, light and glare, as well as stormwater runoff. Implementation of recommended mitigation measures would reduce the potential direct project-specific impacts on plant communities, special-status plants, common and special-status bird nests, and special-status animals to a less than significant level. Indirect impacts on biological resources resulting from increased human presence, increased populations of non-native plants, increased light and glare, increased contaminant, sediment, and nutrient levels within natural water courses, and project construction activities would also be reduced to a less than significant level. Finally, the project design preserves the primary ridgelines separating the property from open land to the north and east, which serve as the primary wildlife movement corridor through the area.	**Construction Impacts** 4.5-4 Bird nests which are state and federally protected will not be disturbed during and following construction activities. The nesting/breeding season of native bird species potentially nesting on the site is typically February through August. In order to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the construction zone or within 300 feet (500 feet for raptors) of the construction zone, the applicant shall have weekly field surveys conducted by a qualified biologist between 45 to 20 days (only) prior to construction activities. If active nests are found, a minimum 300-foot (this distance may be greater depending on the bird species and construction activity, as determined by the biologist) fence barrier shall be erected around the nest site and clearing and construction within the fenced area shall be postponed or halted, at the discretion of the biological monitor, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur. In addition, fuel modification activities, including vegetation removal and pruning, will not be conducted during the nesting season (February through August). 4.5-5 Construction personnel shall be instructed on the sensitivity of the area. The project applicant or qualified biologist will record the results of the recommended protective measures described in order to document compliance.	Less Than Significant Project Impact

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
BIOTA (continued)		
	Special Status Plant Communities 4.5-6 A revegetation and maintenance plan shall be developed prior to the issuance of a grading permit by a qualified habitat restoration specialist acceptable to the Director of Planning, to be retained by the applicant, that describes the specific actions, tasks, and methodologies to address the revegetation, enhancement, and maintenance of revegetated or restored habitat areas. The plan would specify, at a minimum, the following: (1) the location of revegetation and enhancement areas; (2) the quantity and species of plants to be planted as well as those to be removed; (3) planting procedures, including the use of soil preparation and irrigation; (4) a schedule and action plan to maintain and monitor the plantings for a minimum five-year period; and (5) a list of criteria (e.g., growth, native plant cover, survivorship) by which to measure success of the plantings, as well as contingency measures if the plantings are not successful. This plan shall be approved by the County Department of Regional Planning (DRP) and appropriate resource agencies. At a minimum, the plan will provide for the following replacement ratios and monitoring requirements: • The direct loss of Valley needlegrass grassland community shall be replaced at a 2:1 ratio by revegetating land that currently supports non-native grassland vegetation. The mitigation area will be located on site or at an alternative site approved by the CDFG and the DRP. Because of the disturbed nature of the on-site, non-native, grassland community and because it does not support Rare, Threatened, or Endangered species, the replacement of portions of this non-native grassland community with a native grassland community will not result in additional significant impacts. • The direct loss of Venturan coastal sage scrub vegetation shall be replaced at a 1:1 ratio by enhancing remaining on-site disturbed or degraded Venturan coastal sage scrub.	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
BIOTA (continued)		
	4.5-6 (continued) • CDFG, the County of Los Angeles, and the selected biological monitor shall approve a monitoring plan. At a minimum, the plan shall include quarterly monitoring by a qualified biologist for the first three years, and on an annual basis for two following years. During each monitoring visit, hand removal of non-native vegetation will be conducted. Approved success criteria shall be based on an overall percentage of vegetation cover and percentage of non-native plant species consistent with on-site high quality coastal sage scrub habitat. The proposed project preserves approximately 45 acres of natural open space, which consists of approximately 1.59 acre of Valley needlegrass grassland, 31.42 acres of non-native grassland, 11.79 acres of Venturan coastal sage scrub, and 0.5 acres of riparian herb/scrub. Adequate acreage exists on the project site for mitigating impacts to these communities at the listed ratios. The revegetation shall occur in suitable locations on the site for each of the communities, as approved by CDFG, DRP, and a qualified restoration biologist. Native plant species similar to those being removed from each of the respective habitats would serve as a basis for the vegetation replacement. In addition, other indigenous species known from the immediate region and that occur within the revegetated habitats may be utilized to increase species diversity. Enhancement of selected areas shall, in addition to revegetation, include the removal of non-native vegetation that competes with native plant species. A conceptual revegetation plan is illustrated in **Figure 4.5-4**.	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
BIOTA (continued)		
	Jurisdictional Resources 4.5-7 The following measures will be required in order to comply with local, state, and federal regulations regarding impacts to U.S. Army Corps of Engineers (ACOE), CDFG, Natural Resources Conservation Service (NRCS), and Regional Water Quality Control Board (RWQCB) jurisdictional areas: (a) If determined practicable following review of the project plans by the Los Angeles County Fire Department, fuel modification zones shall not be closer than 75 feet to existing jurisdictional drainages. (b) Permitting, as required by ACOE and RWQCB, shall be executed pursuant to Section 404 of the Federal Clean Water Act, for all impacts to "waters of the U.S." All conditions of the permits and certifications from these agencies that are designed to minimize impacts to biological resources and all measures to mitigate for the loss of jurisdictional habitats shall be implemented. Prior to permitting, representatives of the ACOE must conduct a field verification, and subsequent certification, of the biological conditions, functions, (i.e., intermittent or ephemeral water flow) and extent of jurisdictional resources on the site. (c) If necessary, a Streambed Alteration Agreement shall be executed with CDFG under provisions of Section 1603 of the California Fish and Game Code. All conditions of that agreement designed to minimize impacts to biological resources, and all measures to mitigate for the loss of jurisdictional habitats, shall be implemented. 4.5-8 In order to protect the native plant communities that are located within the natural open space areas of the site, the plants listed in **Table 4.5-5** will not be planted. In addition, the landscaped areas and the fuel modification zones shall utilize locally-indigenous plants to the greatest extent feasible. The landscaping plans for the project shall be reviewed by a qualified botanist and DRP, for approval prior to grading permit, who shall recommend appropriate provisions to prevent other invasive plant species from colonizing remaining natural areas.	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
BIOTA (continued)		
	4.5-9 The applicant will obtain a County-approved biological monitor to coordinate and periodically monitor construction activity to ensure that incidental construction impacts on biological resources are avoided or minimized. The monitor will be given authorization to stop specific construction activities if violations of mitigation measures or any local, state, or federal laws are suspected. Responsibilities of the monitor include • Review/stake the construction limits in the field with the contractor and the County inspector in accordance with the final approved grading plan. The limits shall clearly delineate the location of Catalina mariposa lilies, California black walnuts, Valley oak trees, jurisdictional drainages, and the preserved natural open space areas on site. • Prepare an instruction sheet for all equipment operators who will work on the site. The instruction sheet shall include information that will be stated in the CDFG Streambed Alteration Agreement, including, but not limited to, nesting bird information, protection of the preserved jurisdictional areas from litter, contaminants, and debris. Each operator will be required to sign an acknowledgment that they are aware of these conditions and that their violation of such conditions may result in their termination of work on the site and financial responsibility for correction of damage. • The biological inspector shall conduct meetings with the contractor and other key construction personnel to describe the importance of restricting work to within the grading limit and outside of the preserved areas and to emphasize the sensitivity of nesting birds. The inspector should also discuss staging/storage areas for construction equipment and materials. The biological inspector shall investigate all on-site storage areas to minimize impacts to biological resources. Construction access, parking, and storage of equipment and materials shall not occur within 25 feet of the dripline of any California black walnut or Valley oak trees.	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
BIOTA (continued)		
	4.5-10 The construction contractor will ensure that temporary chain-link fencing is installed at the limit of grading near sensitive resources identified by the biological monitor. The fencing will remain in place until grading and excavation work is complete and will be removed under the direction of the biological inspector. Prior to fence installation, the fencing contractor will be instructed to avoid driving on, or immediately adjacent to, sensitive biological resources, including remaining trees, remaining jurisdictional resources, and remaining natural habitats. 4.5-11 Where necessary, erosion control measures shall be constructed on the slopes below grading areas to prevent erosion and deposition of materials into areas with remaining California black walnut or Valley oak trees during grading and construction activities. These erosion control measures will also prevent silts from entering drainages.	
GEOTECHNICAL AND SOIL RESOURCES		
The proposed Heschel School West project would involve development in portions of the site subject to expansive soils, differential settlement, and landslides. In addition, the site would be subject to hazards associated with seismic activity in the region. Development in areas of geologic instability on the site would result in significant impacts because it would expose people and structures to geologic hazards. However, implementation of mitigation measures would reduce these geologic impacts to below the level of significance, and no unavoidable significant impacts would occur. Geotechnical and soil resources are site-specific conditions that are not cumulative in nature. All development is subject to the requirements of the Uniform Building Code that are designed to address seismic and other geologic conditions.	A total of 15 separate mitigation measures are provided in this Draft EIR which address potential seismic hazards, including secondary hazards, such as liquefaction and settlement, as well as hazards unique to this site. Mitigation is provided to address foundation design/construction, seismic considerations, site preparation, and subsurface excavation. Please refer to **Section 4.6, Geotechnical Hazards**, for a complete listing of the geotechnical mitigation measures.	Less Than Significant Project and Cumulative Impacts

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
FIRE PROTECTION		
The entire project site is located in an area that has been designated as Fire Zone 4 (Very High Fire Hazard Severity Zone) by the County of Los Angeles Fire Department. This zone has the highest fire hazard potential. A comprehensive Fire/Vegetation Management Plan has been prepared to address the hazards associated with this condition. The plan identifies a specific palette of plant types and methods for irrigation and maintenance to minimize the effects of a high-intensity fire fueled by fire prone exotic grasses and scrub. Implementation of the comprehensive Fire/Vegetation Management Plan removes the threat of catastrophic wildfire from the Heschel West School site and provides a buffer for existing residential development located to the west. The school has been designed for the concept of "shelter in place" during a fire. This requires that the site meet or exceed all state and local wildfire regulations coupled with an aggressive training and monitoring program. Sheltering in place will allow students to remain on site, in the classroom, or other designated areas as a wildfire burns around the site. The project would also be required to meet County codes and requirements relative to ensuring adequate fire protection on the site during both the construction and operational stages of the project. As a result, the project would neither diminish the staffing or the response times of existing fire stations in Agoura Hills, nor would it create a special fire protection requirement on the site that would result in a decline in existing services levels. Based on the above, the project would not have a significant impact on fire protection services.	**Mitigation Measures Required by Los Angeles County Fire Department** 4.7-1 Concurrent with the issuance of building permits, the applicant shall pay the Los Angeles County Fire Department Developer Fee in effect at that time. 4.7-2 The site plan for the proposed project shall provide sufficient capacity for fire flows of 5,000 gallons per minute at 20 per square inch residual pressure for a five-hour duration for educational units and uses with a floor plan in excess of 35,000 square feet, or such other fire flow required by the County Fire Department. 4.7-3 Prior to framing, access shall be provided to comply with Section 902 of the Fire Code, which requires all weather access. 4.7-4 Vehicular access to all required fire hydrants must be provided and maintained serviceable throughout construction. 4.7-5 Prior to issuance of occupancy permits, the development shall comply with County Building and Safety Code and Fire Code requirements associated with the provision of adequate site vehicular access (County Fire Code 10.207) and fire prevention and suppression. 4.7-6 Prior to issuance of building permits, the project shall satisfy all conditions of approval for vehicular and Fire Department access. 4.7-7 The applicant shall install Fire Department-approved street signs and building numbers prior to issuance of occupancy permits. 4.7-8 The Fire/Vegetation Management Plan prepared for the project shall be reviewed and approved by the Fire Department and Department of Regional Planning prior to issuance of building permits.	Less Than Significant

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts		Mitigation Measures	Residual Impact
AIR QUALITY			
Implementation of the project would generate both construction-related and operation-related pollutant emissions. Construction-related emissions would be generated by on-site stationary sources, heavy-duty construction vehicles, construction worker vehicles, and energy use. Operation-related emissions would be generated by on-site and off-site stationary sources and by mobile sources. Construction activity would generate emissions that exceed thresholds of significance after implementation of all feasible mitigation. Operation of the proposed school would not generate a volume of air emissions that exceed the thresholds of significance.	4.8-1	Develop and implement a construction management plan, as approved by the County, which includes the following measures recommended by the SCAQMD, or equivalently effective measures approved by the SCAQMD: (a) Configure construction parking to minimize traffic interference. (b) Provide temporary traffic controls during all phases of construction activities to maintain traffic flow (e.g., flag person). (c) Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the degree practicable. (d) Re-route construction trucks away from congested streets. (e) Consolidate truck deliveries when possible. (f) Provide dedicated turn lanes for movement of construction trucks and equipment on and off site. (g) Maintain equipment and vehicle engines in good condition and in proper tune as per manufacturers' specifications and per SCAQMD rules, to minimize exhaust emissions. (h) Suspend use of all construction equipment operations during second stage smog alerts. Contact the SCAQMD at 800/242-4022 for daily forecasts. (i) Use electricity from power poles rather than temporary diesel- or gasoline-powered generators. (j) Use methanol- or natural gas-powered mobile equipment and pile drivers instead of diesel if readily available at competitive prices. (k) Use propane- or butane-powered on-site mobile equipment instead of gasoline if readily available at competitive prices.	Less Than Significant Project and Cumulative Impact

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
AIR QUALITY (continued)		
	4.8-2 Develop and implement a dust control plan, as approved by the County, which includes the following measures recommended by the SCAQMD, or equivalently effective measures approved by the SCAQMD: (a) Apply approved non-toxic chemical soil stabilizers according to manufacturers' specification or other measures agreed to by the City to all inactive construction areas (previously graded areas inactive for four days or more). (b) Replace ground cover in disturbed areas as quickly as possible. (c) Enclose, cover, water twice daily, or apply approved soil binders to exposed piles (i.e., gravel, sand, dirt) according to manufacturers' specifications. (d) Water active grading sites at least twice daily. (e) Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour. (f) Provide temporary wind fencing consisting of 3- to 5-foot barriers with 50 percent or less porosity along the perimeter of sites that have been cleared or are being graded, if necessary. (g) All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code. (h) Sweep streets at the end of the day if visible soil material is carried over to adjacent roads (recommend water sweepers using reclaimed water if readily available). (i) Install wheel washers where vehicles enter and exit unpaved roads onto paved roads or wash off trucks and any equipment leaving the site each trip. (j) Apply water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces.	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
AIR QUALITY (continued)		
	4.8-2 (continued) (k) Enforce traffic speed limits of 15 miles per hour or less on all unpaved roads. (l) Pave construction roads when the specific roadway path would be utilized for 120 days or more. 4.8-3 Painting contractors shall utilize low reactive organic compound (ROC)-content paints and solvents. The following SCAQMD website lists manufacturers who supply interior and exterior low or zero ROC paints: http://www.aqmd.Gov/business/brochures/zerovoc.htm.	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures		Residual Impact
HYDROLOGY AND WATER QUALITY			
The northernmost tip of the subject site is within the 100-year floodplain for Chesebro Creek, but no development is proposed in that location. Buildout of the project would increase the amount of impervious surfaces, thereby increasing storm water runoff volume and the rate of runoff leaving the property over existing conditions. The applicant has prepared a drainage concept that identifies the methods of capturing and controlling runoff during a design year storm event. The proposed drainage system is able to contain a design year storm event without causing flooding either on or off site. In fact, the project would have a beneficial impact on adjacent residences located along Chesebro Road because the land area tributary to the rear of these homes will be reduced in the developed condition. Given that none of the proposed uses are within a 100-year flood hazard zone, and no downstream flooding is anticipated as a result of project buildout, no significant impact is anticipated. With regards to water quality, construction and operation of the proposed school are subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) program. Use of Best Management Practices, as outlined in the Storm Water Pollution Prevention Plan and Standard Urban Storm Water Mitigation Plan, will reduce project-related water quality impacts to below a level considered significant.	4.9-1	Final drainage plans shall be prepared to ensure that no significant flooding would occur during or after site development. These plans shall be prepared to the satisfaction of the City of the Los Angeles County Department of Public Works.	Less Than Significant
	4.9-2	Final grading plans shall be prepared to ensure that no significant erosion or sedimentation would occur during or after site development. These plans shall be prepared to the satisfaction of the Los Angeles County Department of Public Works.	
	4.9-3	The applicant shall satisfy all applicable requirements of the NPDES program in effect at the time of project construction to the satisfaction of the Los Angeles County Department of Public Works. These requirements include preparation of a Standard Urban Storm Water Mitigation Plan containing structural treatment and source control measures appropriate and applicable to the project.	

BURDEN OF PROOF
CONDITIONAL USE PERMIT NO: 98-062
HESCHEL SCHOOL WEST

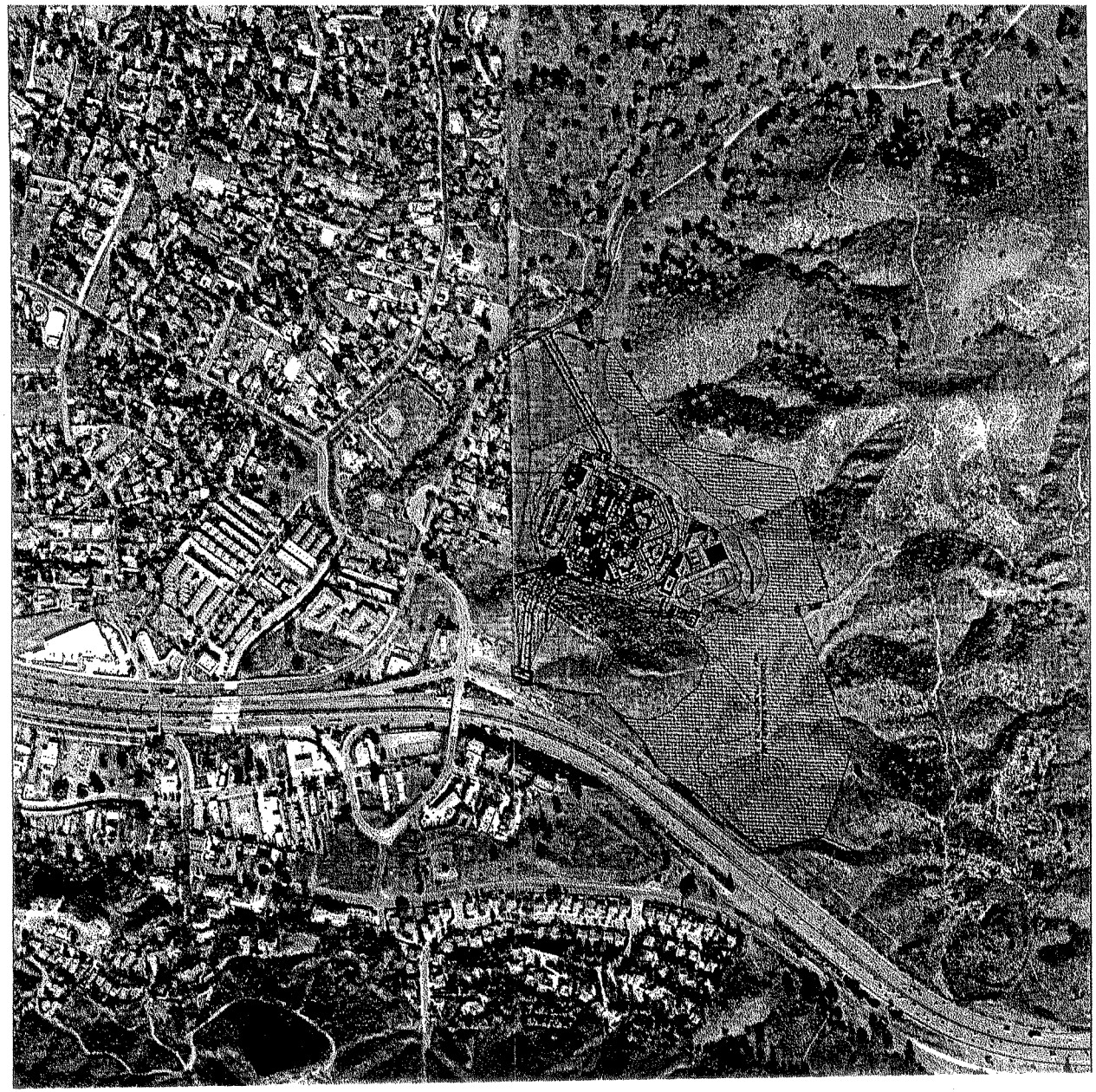
A. The proposed private elementary and middle school constitutes a necessary land use that contributes to the fabric of the local community. This private school will help meet the region's need for additional classroom space to educate the children and the facilities, provided by the school, will contribute to the larger community's recreational and educational program infrastructure. The location offers distinct advantages over typical neighborhood school sites, in that the direct access to the Ventura Freeway avoids routing school traffic through residential neighborhoods. The large seventy-one (71) acre site allows school facilities to be set back from the property boundary, providing space for the landscape screening of adjoining residential lots while buffering adjacent homes from noise. Overall, the site offers distinct advantages over typical neighborhood school sites by providing a location that is both convenient to the students yet buffered from adjacent homes and the community. The site is separated from freeway noise by intervening topography. An urban level of services are available to the site.

B. The seventy-one (71) acre site is more than adequate to accommodate the school's approximately twenty-five (25)-acre campus. Much of the remaining 46 acres, encompassing the surrounding hillsides will remain as open space including an open space buffer area along the eastern property boundary adjacent to the Liberty Canyon wildlife corridor. All required parking & loading areas are accommodated on-site with no spillover effects into residential areas. The circular roadway design provides for adequate on-site access and circulation. In addition, the size of the parcel allows for a substantial building setback (approximately 350 feet) from the residential homes to the west. The campus will incorporate several acres of landscaping. Adequate land area is available for all appurtenant facilities including parking and recreation venues.

C. The school has direct access to the Ventura Freeway (Hwy 101), at its intersection with Palo Camado Canyon Road, via Canwood Street within the City of Agoura Hills. The project proposal includes the improvement of this intersection to accommodate school traffic. These improvements would include signalization of the intersection to improve traffic flow in the peak traffic hours and the widening of Palo Camado Canyon Road and the improvement of Canwood Street. As proposed, these roadway improvements will provide for the efficient ingress and egress from the school site. The on-site entrance road will have a forty (40) foot wide pavement section to accommodate vehicular movement while providing an emergency center lane.

The site is adjacent to urban areas within the City of Agoura Hills and the Ventura Freeway corridor. Urban services and utilities are available. The Las Virgenes Municipal Water District's water and sewer trunk line infrastructure is available to the site.

CUP Case No. 98-062-(3) Heschel Day School West
Development Context



THE DEPARTMENT OF REGIONAL PLANNING
COUNTY OF LOS ANGELES

NOTICE OF PUBLIC HEARING
NOTICE OF COMPLETION AND AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT

CONDITIONAL USE PERMIT CASE NO. 98-062-(3)
Notice is hereby given that the Regional Planning Commission will conduct a public hearing concerning this land use proposal on Wednesday, May 25, 2005 at 9:00 a.m. in Room 150, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. Interested persons will be given an opportunity to testify. The environmental impact report associated with this proposal will also be considered.

CONDITIONAL USE PERMIT REQUEST: To authorize the construction, operation and maintenance of a private religious preschool, elementary and middle school for up to 750 students (pre-kindergarten through eighth grade) in the A-1-5 (Light Agricultural-Five Acres Minimum Required Area) zone.

LOCATION OF SUBJECT PROPERTY: The subject property is located northeast of the intersection of Palo Comado Canyon Road and Canwood Street in the Agoura Hills area of unincorporated Los Angeles County, and in the Malibu Zoned District.

These cases do not affect the zoning of surrounding property. If you are unable to attend the public hearing but wish to send written comments, please write to the Planning Commission, 320 West Temple Street, Los Angeles, California 90012. If the final decision on this proposal is challenged in court, testimony may be limited to issues raised at the public hearing or by written correspondence delivered to the Planning Commission at or prior to, the public hearing.

The County of Los Angeles Department of Regional Planning acting in the capacity of "Lead Agency" under the County Environmental Document Reporting Procedures and Guidelines, Chapter III, Section 304, has filed a "Notice of Completion" of a Revised Draft Environmental Impact Report (EIR) for this project. The formal public review period for the Revised Draft EIR will be from April 4, 2005 to May 18, 2005 (45 days). Written comments on the Revised Draft EIR should be submitted to Dr. Daryl Koutnik of the Department of Regional Planning at the above address. All comments received prior to the closing of the public hearing will be considered in the Final EIR. Comments received on the previous October, 2002 Draft EIR, will not be responded to in the Final EIR, in accordance with Section 15088.5(f) of the State CEQA Guidelines.

Case materials, including the Revised Draft EIR, are available for review between 7:30 a.m. and 6:00 p.m., Monday through Thursday **(closed on Fridays)** in the offices of the Department of Regional Planning, Hall of Records, Room 1348, 320 West Temple Street, Los Angeles, California 90012. Selected materials are also on the Regional Planning website at http://planning.co.la.ca.us/drp_agnd.html and beginning Monday, April 4, 2005 at the following locations:

Agoura Hills County Library
29901 Ladyface Court
Agoura Hills, CA 91301

Malibu County Library
23519 West Civic Center Way
Malibu, CA 90265

Westlake Village County Library
31220 Oak Crest Dr.
Westlake Village, CA 91361

Additional information concerning this case may be obtained by telephoning **Mr. Kim Szalay** at (213) 974-6443 between 7:30 a.m. and 6:00 p.m., Monday through Thursday. **Our offices are closed on Fridays.** Callers from North County areas may dial (661) 272-0964 (Antelope Valley) or (661) 253-0111 (Santa Clarita) toll free and then request a connection to 974-6443.

"Este es un aviso de una audiencia pública de acuerdo al Decreto de la Proteccion del Medio Ambiente de California. El proyecto que se considera por el Condado de Los Angeles es un Permiso de uso condicional para autorizar la construcción, operación y mantenimiento de una escuela religiosa de pre-kinder hasta el grado 8 para 750 estudiantes en la zona A-1-5. Una audiencia pública para considerar el proyecto tendra lugar el dia 25 de mayo, 2005. Si necesita mas información, o si quiere este aviso en Español, favor llamar al Departamento de Planificación al (213) 974-6466."

"ADA ACCOMMODATIONS: If you require reasonable accommodations or auxiliary aids and services such as material in alternate format or a sign language interpreter, please contact the ADA (Americans with Disabilities Act) Coordinator at (213) 974-6488 (Voice) or (213) 617-2292 (TDD), with at least three business days notice".

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

JAMES A. NOYES, Director

July 8, 2002

IN REPLY PLEASE
REFER TO FILE: LD-4

TO: James E. Hartl
Planning Director
Department of Regional Planning

Attention Frank Meneses

FROM: James A. Noyes JAN
Director of Public Works

HESCHEL CONDITIONAL USE PERMIT NO. 98-062
WAIVER OF HIGHWAY DEDICATION FOR
DRIVER AVENUE AND PALO COMADO CANYON ROAD

In connection with the subject proposed Conditional Use Permit, we received a letter on behalf of the applicant from Van Wert, Inc. (copy attached), requesting that Public Works waive the requirement for the dedication of proposed rights of way for Driver Avenue and Palo Comado Canyon Road. Both of these routes are still depicted on the County Highway Plan but are expected to be recommended for deletion when the County General Plan is updated.

We agree with the arguments as set forth in the June 6, 2002, Van Wert, Inc., letter leading to the conclusion that neither of these proposed highways can ever be constructed as planned. Also, it should be noted that the City of Calabasas does not recognize Driver Avenue as a highway through the Saratago Hills area and has vacated the right of way previously acquired by the County.

Pursuant to Section 22.48.290 B4 of the Planning and Zoning Code, and under my authority as Road Commissioner, the applicant is relieved of the requirement to dedicate and construct Driver Avenue and Palo Comado Canyon Road in accordance with Secondary Highway Standards and the previously approved or proposed alignments. This does not relieve the applicant of any conditions to construct required local access roads, parts of which may coincide with the subject highways.

If you have any questions, please contact Mr. Barry Witler of our Land Development Division at (626) 458-4351.

BSW:jmw
LDPUB\TRANS\BARRY\CUP 98-062

Attach.

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

January 21, 2005

Daryl Koutnik, Senior Biologist
Impact Analysis Section
County of Los Angeles
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Dear Mr. Koutnik:

PRELIMINARY DRAFT ENVIRONMENTAL IMPACT REPORT AND REQUEST FOR COMMENTS
PROJECT #98-062, HERSCHEL WEST SCHOOL PROJECT – AGOURA (EIR #2189/2004)

The Preliminary Draft Environmental Impact Report for the proposed project located in the Old Agoura area of Los Angeles County, east of Palo Comado and Chesebro Roads and north of US Highway 101.

PLANNING DIVISION:

We have a few comments on Section 4.7, Fire Services. With regard to the developer fee, the Summary states, "The current fee is $0.1930 per square foot." The current rate is $0.3716 per square foot, with a pending rate change by the City to $0.3877.

Under the heading "Existing Conditions," the report states "The Fire Department provides services to the Agoura Hills area from four (4) fire stations." While our previous correspondence listed the four (4) closest stations, any County Fire Department station may respond to an incident anywhere within our territory depending on need and availability. In addition, the same paragraph refers to "Jurisdictional Fire Stations 144 and 125." Only one (1) station can be jurisdictional (i.e., the first-due). In this case, it is Station 65.

Under the heading "Level of Significance After Mitigation," the report assumes an average travel speed of 35 mph. This may be optimistic in view of the frequent traffic congestion along the Ventura Freeway corridor. However, application of the NFPA guideline of four (4) minutes travel time to areas not fully urbanized is impractical. The project site is located in a suburban area characterized by pockets of urban development amidst low-density rural areas and undeveloped land. The level of service is adequate for the character of the area.

The report is correct in concluding that with the proposed mitigation, the project will not have a significant impact on fire protection service.

LAND DEVELOPMENT UNIT/GENERAL REQUIREMENTS:

The following comments, regarding this project, supersede the conditions that were detailed in the letter dated August 2, 2002. (EIR #1422/2002):

The proposed development will necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues. Final access requirements will be determined in the Conditional Use Permit process. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.

This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification plans must be met. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.

Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

Access roads shall be maintained with a minimum of ten (10) feet of brush clearance on each side. Fire access roads shall have an unobstructed vertical clearance clear-to-sky with the exception of protected tree species. Protected tree species overhanging fire access roads shall be maintained to provide a vertical clearance of thirteen (13) feet, six (6) inches.

The maximum allowable grade shall not exceed 15% except where topography makes it impractical to keep within such grade; in such cases, an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade including topographical difficulties shall be no more than 17%. Grade breaks shall not exceed 10% in ten (10) feet.

When involved with a subdivision in a city contracting fire protection with the County of Los Angeles Fire Department, requirements for access, fire flows and hydrants are addressed during the subdivision tentative map stage.

Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.

INSTITUTIONAL:

The development requires fire flows of 3,750 gallons per minute at 20 pounds per square inch residual pressure for a three-hour duration. Fire flows are based on the size of buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

1. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
2. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
3. Additional hydrants will be required if hydrant spacing exceeds specified distances.

Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length. All on-site driveways/roadways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to, and within 30 feet of an exterior wall on one side of the proposed structure.

1. Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans.
2. The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING – FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.

LIMITED ACCESS DEVICES (GATES, ETC.):

All access devices and gates shall meet the following requirements:

1. Any single-gated opening used for ingress and egress shall be a minimum of 26 feet in width, clear-to-sky.
2. Any divided gate opening (when each gate is used for a single direction of travel – i.e., ingress or egress) shall be a minimum width of 20 feet clear-to-sky.
3. Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way, and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of-way to the intercom control device.
4. All limited access devices shall be of a type approved by the Fire Department.
5. Gate plans shall be submitted to the Fire Department prior to installation. These plans shall show all locations, widths and details of the proposed gates.

TRAFFIC CALMING MEASURES:

All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review prior to implementation. Should any questions arise regarding design and construction, and/or water and access, please contact Inspector Marvin Dorsey at (323) 890-4243.

FORESTRY DIVISION:

The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire

Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. The areas germane to the statutory responsibilities of the County of Los Angeles Fire Department have been addressed.

This property is located within the area described by the Forester and Fire Warden as a Very High Fire Hazard Severity Zone or Fire Zone 4. The development of this project must comply with all Very High Fire Hazard Severity Zone code and ordinance requirements for fuel modification.

As required by Section 1117.2.1 of the County of Los Angeles Fire Code, a fuel modification plan, a landscape plan, and an irrigation plan shall be submitted with any subdivision of land or prior to any new construction, remodeling, modification or reconstruction where such activities increase the square footage of the existing structure by at least 50% within a 12-month period and where said structure or subdivision is located within an area designated as a Very High Fire Hazard Severity Zone or within Fire Zone 4.

A fuel modification plan, a landscape plan, and an irrigation plan shall be developed and approved prior to construction. Said plans shall be reviewed and approved by the County of Los Angeles Fire Department, Forestry Division. Specific questions regarding fuel modification requirements should be directed to the Fuel Modification Office at (626) 969-5205.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

David R. Leininger

DAVID R. LEININGER, CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

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