

# EXECUTIVE SUMMARY

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## PURPOSE

*It is the intent of the Executive Summary to provide the reader with a clear and simple description of the proposed project and its potential environmental impacts. Section 15123 of the CEQA Guidelines requires that the summary identify each significant effect, recommended mitigation measure(s), and alternatives that would minimize or avoid potential significant impacts. The summary is also required to identify areas of controversy known to the lead agency, including issues raised by agencies and the public and issues to be resolved, including the choice among alternatives and whether or how to mitigate significant effects. This section focuses on the major areas of the proposed project that are important to decision makers and utilizes non-technical language to promote understanding.*

## INTRODUCTION

The Conejo Valley, located near the project site in Ventura County, contains one of the fastest-growing Jewish populations in North America. The Heschel West program began in 1994 in response to the lack of private Jewish educational institutions in the San Fernando Valley. The school has been located within the Agoura area since its inception and presently operates out of leased space down the road from the current project site.

The school's enrollment has grown from 14 students and 3 staff in 1994 to a present enrollment of 187 students supported by 40 staff.<sup>1</sup> Enrollment projections predict average enrollment growth of 50 students annually. At the present growth rate, the school will outgrow its current space over the next few years. To meet current and projected future demand for space, the school is proposing to create a permanent school facility in the local community.

The applicant is requesting approval of the entitlements necessary to construct a school on the project site. As discussed in greater detail within **Section 1.0, Project Description**, the actions needed to construct the project include (1) a Conditional Use Permit from Los Angeles County for construction and operation of a private school in a A-1-5 zone; (2) a grading permit from Los Angeles County for earthwork in excess of 100,000 cubic yards, and; (3) a permit to connect utilities located within the City of Agoura Hills.

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<sup>1</sup> Communication with staff of the Abraham Joshua Heschel Day School West, October 2004.

## **SITE LOCATION AND DESCRIPTION**

The 73-acre site is located just north of the U.S. Highway 101 (US 101) adjacent to the eastern boundary of the City of Agoura Hills. More specifically, the site is located east of Chesebro Road and is nestled into a canyon formed by the presence of a series of ridgelines that bound the proposed development on the north, east, and southern border. Large lot suburban residential homes are found to the west of the property associated with the community of Old Agoura.

## **PROJECT DESCRIPTION**

The project would construct a private school on approximately 73 acres located in unincorporated Los Angeles County. The school would provide education to grades pre-K–9. A total of nine one- and two-story buildings are planned, totaling approximately 166,450 square feet of floor space. These structures would be constructed on a 20.7-acre portion of the property, with the balance of the site remaining as play fields, open space, and landscaped areas. A total of 223 parking spaces will be provided for staff and guests on the project site.

## **ISSUES OF CONCERN/AREAS OF CONTROVERSY**

The environmental topics addressed in this EIR are based on the Initial Study (IS) and comments received in response to the Notice of Preparation (NOP), prepared by the County of Los Angeles and distributed in October of 1998, as well as comments raised during the review period on the original Draft EIR circulated in October 2002. A copy of the NOP and the County's IS for the project are presented in **Appendix 1.0(a)** of this EIR. Copies of written responses to the NOP are presented in **Appendix 1.0(b)** of this EIR. Based on the above, this EIR addresses the following topics:

- Visual Resources;
- Transportation and Access;
- Noise;
- Human Health;
- Biological Resources;
- Geotechnical Hazards;
- Fire Services and Hazards;
- Air Quality; and
- Hydrology and Water Quality.

A Draft EIR was previously prepared and circulated for public review in October 2002. During the public review period, public agencies and private parties submitted written comments concerning the adequacy of the document. Two public hearings, at which time public testimony was heard, were held in March and May 2003 before the Los Angeles County Regional Planning Commission to consider the proposed project, the requested entitlements, and the adequacy of the October 2002 Draft EIR. At the conclusion of these public hearings, the Los Angeles County Regional Planning Commission requested that the issues raised in the testimony be responded to in a new and recirculated EIR consistent with the procedural requirements of Section 15088.5 of the *CEQA Guidelines*.

## **IMPACTS, MITIGATION MEASURES AND UNAVOIDABLE SIGNIFICANT IMPACTS**

This revised DEIR has been prepared to assess each potentially significant impact to the environment that could result from implementation of the proposed project. For a detailed discussion regarding potential impacts, refer to **Section 4.0** of this EIR.

In accordance with the *CEQA Guidelines*, summaries of the project's impacts are provided in **Table ES-1**. Also provided in **Table ES-1** is a list of the proposed mitigation measures that are recommended in response to the significant impacts identified in this EIR along with a determination of the level of significance of the impact after implementation of the recommended mitigation measures.

## **ALTERNATIVES**

In response to the significant impacts resulting from the project, four on-site alternatives to the project have been defined and analyzed in addition to an off-site alternative.

**Alternative 1 – The No Project Alternative.** This alternative is required by the *CEQA Guidelines*, and it discusses the existing conditions as well as comparing the impacts that might occur if the project is not approved.

**Alternative 2 – Subdivision Alternative.** This alternative considers the environmental impacts associated with development and operation of a 13-unit residential subdivision consistent with existing plans and infrastructure.

**Alternative 3 – Modified Site Plan.** Alternative 3 would relocate the developed footprint of the project in order to avoid direct impacts to native grassland and coastal sage scrub that are considered sensitive.

Alternative 3 would shift the site plan to minimize grading and place development on disturbed areas of the property. This location would bring the developed uses closer to existing residences. Alternative 3 proposes to construct a school that is the same capacity as the proposed project (166,450 square feet).

**Alternative 4 – Reduced Density.** This alternative would construct a smaller campus that accommodates 472 students and staff. This represents a 37 percent reduction in the development footprint of the proposed project.

**Alternative 5 – Alternative Access.** The last alternative selected for evaluation involves modifying the school's primary point of access to one of two possible locations: (1) along Chesebro Road frontage approximately 1/3 mile north of the intersection of Canwood Street/Chesebro Road at Driver Avenue/Palo Comado Canyon Road and (2) along the east side of Palo Comado Canyon Road, approximately half way between the US 101 ramps and Canwood Street/Chesebro Road.

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

Project Impacts	Mitigation Measures	Residual Impact
<p><b>VISUAL QUALITIES</b></p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>(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.</p>	<p>Less Than Significant Project Impact</p> <p>Unavoidably Significant Cumulative Impact</p>

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

Project Impacts VISUAL QUALITIES (continued)	Mitigation Measures	Residual Impact
4.1-3 (continued)	<p>(2) Lighting Levels: Outdoor lighting installations shall be designed to avoid harsh contrasts in lighting levels between the project site and the adjacent properties.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>(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 fluorescent lamps should be used in all other portions of the campus.</p> <p>(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.</p> <p>(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.</p> <p>(6) Security lighting should be activated with motion sensors to the extent feasible.</p>	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 TRAFFIC AND ACCESS	Mitigation Measures	Residual Impact
<p>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.</p> <p>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.</p>	<p>4.2-1 <u>Canwood Street and Chesebro Road at Driver Avenue and Palo Comado Canyon Road</u> – 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.</p> <p>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.</p> <p>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.</p> <p>4.2-2 <u>Palo Comado Canyon Road at US 101 Westbound Ramps</u> – 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.</p> <p>(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.</p>	<p>Less than Significant Project and Cumulative Impacts</p>

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

Project Impacts	Mitigation Measures	Residual Impact
<p>TRAFFIC AND ACCESS (continued)</p>	<p>4.2.2.2 (continued)</p> <p>(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-stripped 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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	



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

Project Impacts	Mitigation Measures	Residual Impact
TRAFFIC AND ACCESS (continued)	<p>4.2-3 <u>Chesebro Road and US 101 Eastbound Ramps at Dorothy Drive</u> – 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.</p> <p>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.</p> <p>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).</p> <p>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:</p>	
	<p>4.2-4 <u>Palo Comado Canyon Road Improvements</u> – 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.</p>	
	<p>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.</p>	

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

Project Impacts TRAFFIC AND ACCESS (continued)	Mitigation Measures	Residual Impact
4.2-6	<p><u>Canwood Street and Chesebro Road at Driver Avenue and Palo Comado Canyon Road</u> – 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.</p> <p>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.</p>	
4.2-7	<p><u>Palo Comado Canyon Road at US 101 Westbound Ramps</u> – 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.</p>	
4.2-8	<p><u>Chesebro Road and US 101 Eastbound Ramps at Dorothy Drive</u> – 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.</p>	

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

Project Impacts TRAFFIC AND ACCESS (continued)	Mitigation Measures	Residual Impact
4.2-9	<p><u>Chesebro Road and Palo Comado Canyon Road at Chesebro Road</u> – 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).</p>	
4.2-10	<p><u>Chesebro Road and Laura La Plante Drive at Agoura Road</u> – 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.</p>	

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

Project Impacts	Mitigation Measures	Residual Impact
<p><b>NOISE</b></p> <p>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).</p> <p>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 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.</p> <p>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.</p>	<p><b>Construction Noise Impacts</b></p> <p>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.</p> <p>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.</p> <p>4.3-3 All construction truck traffic shall avoid residential areas and other sensitive receptors to the extent feasible.</p> <p>4.3-4 Construction equipment shall be turned off when not in direct use.</p> <p>4.3-5 Sound blankets shall be used on all construction equipment for which use of sound blankets is technically feasible.</p> <p>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.</p> <p><b>Operational Noise Impacts</b></p> <p>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.</p> <p>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.</p>	<p>Less Than Significant Project and Cumulative Impact</p>

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

Project Impacts	Mitigation Measures	Residual Impact
<p><b>HUMAN HEALTH</b></p> <p>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.</p>	<p>None Required.</p>	<p>Not Significant on Project or Cumulative Basis</p>
<p><b>BIOTA</b></p>		
<p>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.</p>	<p><b>Construction Impacts</b></p> <p>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 <b>Mitigation Measure 4.5-6.</b></p> <p>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.</p> <p>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.</p>	<p>Less Than Significant Project Impact</p> <p>Unavoidably Significant Cumulative Impact</p>
<p>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.</p>		

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

Project Impacts	Mitigation Measures	Residual Impact
<p><b>BIOA (continued)</b></p>		
<p>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.</p>	<p><b>Construction Impacts</b></p> <p>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).</p> <p>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.</p>	<p>Less Than Significant Project Impact</p>

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

Project Impacts	Mitigation Measures	Residual Impact
<p><b>BIOTA (continued)</b></p>	<p><b>Special Status Plant Communities</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>	

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

Project Impacts	Mitigation Measures	Residual Impact
BIODIVERSITY (continued)	<p>4.5-6 (continued)</p> <ul style="list-style-type: none"> <li>                             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.                         </li> </ul> <p>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.</p> <p>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.</p>	



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

Project Impacts	Mitigation Measures	Residual Impact
<p><b>BIOTA (continued)</b></p>	<p><b>Jurisdictional Resources</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>(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.</li> <li>(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.</li> <li>(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.</li> </ul> <p>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.</p>	

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

Project Impacts	Mitigation Measures	Residual Impact
<p>BIOTA (continued)</p>	<p>4.5-9</p> <p>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</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	

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

Project Impacts	Mitigation Measures	Residual Impact
<p><b>BIOTA (continued)</b></p>	<p>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.</p> <p>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.</p>	
<p><b>GEOTECHNICAL AND SOIL RESOURCES</b></p> <p>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.</p> <p>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.</p>	<p>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, <b>Geotechnical Hazards</b>, for a complete listing of the geotechnical mitigation measures.</p>	<p>Less Than Significant Project and Cumulative Impacts</p>

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

Project Impacts	Mitigation Measures	Residual Impact
<p><b>FIRE PROTECTION</b></p> <p>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.</p> <p>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.</p> <p>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.</p>	<p><b>Mitigation Measures Required by Los Angeles County Fire Department</b></p> <p>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.</p> <p>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.</p> <p>4.7-3 Prior to framing, access shall be provided to comply with Section 902 of the Fire Code, which requires all weather access.</p> <p>4.7-4 Vehicular access to all required fire hydrants must be provided and maintained serviceable throughout construction.</p> <p>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.</p> <p>4.7-6 Prior to issuance of building permits, the project shall satisfy all conditions of approval for vehicular and Fire Department access.</p> <p>4.7-7 The applicant shall install Fire Department-approved street signs and building numbers prior to issuance of occupancy permits.</p> <p>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.</p>	<p>Less Than Significant</p>

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

Project Impacts	Mitigation Measures	Residual Impact
<p><b>AIR QUALITY</b></p> <p>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.</p>	<p>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:</p> <ul style="list-style-type: none"> <li>(a) Configure construction parking to minimize traffic interference.</li> <li>(b) Provide temporary traffic controls during all phases of construction activities to maintain traffic flow (e.g., flag person).</li> <li>(c) Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the degree practicable.</li> <li>(d) Re-route construction trucks away from congested streets.</li> <li>(e) Consolidate truck deliveries when possible.</li> <li>(f) Provide dedicated turn lanes for movement of construction trucks and equipment on and off site.</li> <li>(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.</li> <li>(h) Suspend use of all construction equipment operations during second stage smog alerts. Contact the SCAQMD at 800/242-4022 for daily forecasts.</li> <li>(i) Use electricity from power poles rather than temporary diesel- or gasoline-powered generators.</li> <li>(j) Use methanol- or natural gas-powered mobile equipment and pile drivers instead of diesel if readily available at competitive prices.</li> <li>(k) Use propane- or butane-powered on-site mobile equipment instead of gasoline if readily available at competitive prices.</li> </ul>	<p>Less Than Significant Project and Cumulative Impact</p>

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

Project Impacts	Mitigation Measures	Residual Impact
<p>AIR QUALITY (continued)</p>	<p>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:</p> <ul style="list-style-type: none"> <li>(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).</li> <li>(b) Replace ground cover in disturbed areas as quickly as possible.</li> <li>(c) Enclose, cover, water twice daily, or apply approved soil binders to exposed piles (i.e., gravel, sand, dirt) according to manufacturers' specifications.</li> <li>(d) Water active grading sites at least twice daily.</li> <li>(e) Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour.</li> <li>(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.</li> <li>(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.</li> <li>(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).</li> <li>(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.</li> <li>(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.</li> </ul>	

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

Project Impacts	Mitigation Measures	Residual Impact
<p>AIR QUALITY (continued)</p>	<p>4.8-2 (continued)</p> <p>(k) Enforce traffic speed limits of 15 miles per hour or less on all unpaved roads.</p> <p>(l) Pave construction roads when the specific roadway path would be utilized for 120 days or more.</p> <p>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: <a href="http://www.aqmd.gov/business/brochures/zerovoc.htm">http://www.aqmd.gov/business/brochures/zerovoc.htm</a>.</p>	

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

Project Impacts	Mitigation Measures	Residual Impact
<p><b>HYDROLOGY AND WATER QUALITY</b></p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p>	<p>Less Than Significant</p>