Ladyface Vista Professional Center Project

Draft Initial Study/ Mitigated Negative Declaration

September 2022

Lead Agency:

City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 91301
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1.0 INTRODUCTION

1.1 Statutory Authority and Requirements

This Initial Study has been conducted in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq.). Pursuant to State CEQA Guidelines §15063, this Initial Study has been conducted to determine if the proposed Ladyface Vista Professional Center Project ("Project") would have a significant effect on the environment. The Project site is located at 29555 Canwood Street, on an approximately 3.23-acre hillside property (Assessor Parcel Number [APN] 2053-001-008), in the City of Agoura Hills ("City"). The Applicant proposes to develop approximately 20,279 square feet (SF) of medical/general professional office uses, resulting in a floor area ratio (FAR) of 0.14:1. The proposed development is comprised of five single-story buildings that would range in size from 3,526 SF to 5,767 SF and would be clustered at the Project site's center, with parking along the perimeter. The Project site is currently undeveloped and is generally bound by undeveloped land (zoned Open Space-Deed Restricted [OS-DR]) to the north, Canwood Street to the south, office uses to the east, and Los Angeles County Fire Department Fire Station 89 (LACFD Fire Station) to the west.

The Project seeks approval of the following entitlements: Conditional Use Permit (CUP-2021-0004); Site Plan/Architectural Review (SPR-2021-0007); Tentative Tract Map (TRM-2021-0001); Oak Tree Permit (OAK-2021-0012); and Sign Permit (SIGN-2021-0013).

Pursuant to State CEQA Guidelines §15063(c), the purposes of an Initial Study are to:

- Provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or a Negative Declaration (ND);
- Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a ND;
- Assist in the preparation of an EIR, if one is required;
- Facilitate environmental assessment early in the design of a project;
- Provide documentation of the factual basis for the finding in a ND that a project will not have a significant effect on the environment;
- Eliminate unnecessary EIRs; and
- Determine whether a previously prepared EIR could be used with the project.

This Initial Study is intended to be used as a decision-making tool for the Lead Agency and responsible agencies in considering and acting on the proposed Project. Responsible agencies would comply with CEQA by considering this environmental analysis for discretionary actions associated with Project implementation, if any.

State CEQA Guidelines §15063(g) specifies that as soon as a Lead Agency has determined that an Initial Study will be required for a project, the Lead Agency shall consult informally with all Responsible Agencies and all Trustee Agencies responsible for resources affected by a project to

obtain their recommendations as to whether an EIR, Mitigated Negative Declaration (MND), or ND should be prepared.

1.2 Summary of Findings

Pursuant to State CEQA Guidelines §15367, the City, as Lead Agency, has the authority for environmental review and adoption of the environmental documentation, in accordance with CEQA. This Initial Study has evaluated the environmental issues outlined in **Section 3.2: Environmental Factors Potentially Affected**. It provides decision-makers and the public with information concerning the Project's potential environmental effects and recommended mitigation measures, if any.

Based on the Environmental Checklist Form and supporting environmental analysis, the Project would have no impact or a less than significant impact concerning all environmental issue areas, except the following, for which the Project would have a less than significant impact with mitigation incorporated:

- Biological Resources
- Cultural Resources (Archaeological Resources)
- Geology and Soils (Paleontological Resources)
- Tribal Cultural Resources

As set forth in State CEQA Guidelines §15070, an Initial Study leading to a Mitigated Negative Declaration (IS/MND) can be prepared when the Initial Study identifies potentially significant effects, but (1) revisions…would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

1.3 Initial Study Public Review Process

The Notice of Intent (NOI) to Adopt an MND has been provided to the Clerk of the County of Los Angeles and mailed to all Responsible Agencies and Trustee Agencies concerned with the Project and other public agencies with jurisdiction by law over resources affected by the Project. A 30-day public review period has been established for the IS/MND in accordance with State CEQA Guidelines §15073. During the public review period, the IS/MND, including the Technical Appendices, was made available for review on the City website, at:

https://www.agourahillscity.org/department/planning-community-development/environmental-documents-for-public-review.

In reviewing the IS/MND, affected Responsible Agencies, Trustee Agencies, and the interested public should focus on the document's adequacy in identifying and analyzing the Project's potential environmental effects and the ways in which the potentially significant effects can be avoided or mitigated. Written comments on this IS/MND may be sent to:

Valerie Darbouze, Associate Planner
City of Agoura Hills, Department of Planning and Community Development
30001 Ladyface Court
Agoura Hills, CA 91301
Email: VDarbouze@agourahillscity.org

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City will determine whether any substantial new environmental issues have been raised. If so, further documentation may be required. If no substantial new environmental issues have been raised or if the issues raised do not provide substantial evidence that the Project would have a significant effect on the environment, the IS/MND will be considered for adoption and the Project for approval.

1.4 Incorporation by Reference

Pursuant to State CEQA Guidelines §15150, an MND may incorporate by reference all, or portions of, another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the MND's text.

Unless otherwise noted, the references outlined below are available for review on the City's website, at:

https://www.agourahillscity.org/department/planning-community-development/general-plan

City of Agoura Hills General Plan (PBS&J, March 2010). The City adopted its comprehensive City of Agoura Hills General Plan ("General Plan") in March 2010. On August 28, 2013, the Agoura Hills City Council adopted the 2013-2021 Housing Element which addresses the 5th Cycle Regional Housing Needs Assessment (RHNA), establishes the City's strategy for housing development, and guides all housing activities in the City. The General Plan outlines the City's goals, plans, and objectives for land use within the City's jurisdiction. The General Plan was used throughout this IS/MND as a source of baseline data and City policy requirements.

City of Agoura Hills General Plan Final Environmental Impact Report (PBS&J, February 2010) (State Clearinghouse [SCH] No. 2009051013). The General Plan Final Environmental Impact Report ("General Plan FEIR") analyzed the potential environmental impacts that would result from General Plan implementation, with a forecast 2035 buildout. The General Plan FEIR assumed a population of 25,394 persons, a housing stock of 8,139 dwelling units (DUs), and non-residential development totaling 1,997,530 SF at buildout. The General Plan FEIR was used throughout this IS/MND as a source of baseline data and mitigation requirements.

City of Agoura Hills General Plan Update (Karen Warner Associates, August 2022). The City updated the Housing Element, Community Conservation and Development Element (Land Use and Community Form section), Infrastructure and Community Services Element (Mobility section), Natural Resources Element (Air Quality section), and Community Safety Element of the General Plan. The General Plan Update is a comprehensive update to the Housing Element and related updates to other elements of the General Plan.

City of Agoura Hills General Plan Update Final Subsequent Program Environmental Impact Report (EcoTierra Consulting, August 2022) (SCH No. 2021090588). The General Plan Update Subsequent Program Environmental Impact Report ("General Plan Update FEIR") analyzed the potential environmental impacts that would result from the General Plan Update. The General Plan Update FEIR assumed, with the inclusion of the 6th Cycle Housing Element, a population of 26,937 persons and a housing stock of 9,991 DUs.

Agoura Hills Municipal Code. The Agoura Hills Municipal Code (AHMC) regulates municipal affairs within the City's jurisdiction including, without limitation, the zoning regulations codified in AHMC Article IX: *Zoning* (known as the "Zoning Ordinance of the City of Agoura Hills"). The Zoning Ordinance was adopted to accomplish the General Plan's stated goals, objectives, and policies, and to implement the General Plan. To accomplish these matters, the Zoning Ordinance is intended to regulate: the use of buildings, structures and land; the location, height, bulk, number of stories and size of buildings and structures; the size and use of lots, yards, courts and other open spaces; the percentage of a lot which may be occupied by a building or structure; and the intensity of land use. The Zoning Ordinance is also intended to establish requirements for: off-street parking and loading; building setback lines; and other aspects of land use regulation which may be deemed necessary for the public peace, health, safety, morals, and general welfare of the people working and living within the City. Further, the Zoning Ordinance is intended to preserve and maintain the natural character and visual quality of hillsides as a scenic resource by establishing regulations for hillside development. The AHMC is referenced throughout this IS/MND to establish the Project's baseline regulatory requirements. The AHMC is available for review at:

https://library.municode.com/ca/agoura_hills/codes/code_of_ordinances

1.5 Report Organization

This document is organized into the following sections:

Section 1.0: Introduction provides a Project introduction and overview, cites the State CEQA Guidelines to which the proposed Project is subject, and summarizes the IS/MND's conclusions.

Section 2.0: Project Description details the Project's location, environmental setting, background and history, characteristics, discretionary actions, construction program, phasing, agreements, and required permits and approvals. This Section also identifies the IS/MND's intended uses, including a list of anticipated permits and other approvals.

Section 3.0: Environmental Checklist Form provides the Project background and an overview of potential impacts that may or may not result from Project implementation.

Section 4.0: Evaluation of Environmental Impacts provides an analysis of potential environmental impacts identified in the environmental checklist.

Section 5.0: References identifies resources used to prepare the Initial Study.

2.0 PROJECT DESCRIPTION

2.1 Location

The Project site is in the County of Los Angeles (County), in the City of Agoura Hills (City), approximately 36 miles west of downtown Los Angeles; see **Exhibit 2-1: Regional Vicinity Map**. The approximately 3.23-acre Project site consists of one hillside property (APN 2053-001-008) located at 29555 Canwood Street. Regional access to the Project site is provided via U.S. 101 (Ventura Freeway) south of the Project site, State Route (SR)-23 to the west of the Project site, and SR-27 to the east of the Project site. Local access to the Project site is provided via Canwood Street from the south.

2.2 Environmental Setting

Agoura Hills is in the foothills of the Santa Monica Mountains on the western edge of the County in the Conejo Valley. The City encompasses approximately seven square miles. The City is bordered by unincorporated Ventura County territory to its north, the City of Westlake Village to the west, and the City of Calabasas to the east. The City is fully urbanized with a mix of residential, retail commercial, office, and industrial uses. Open space areas are generally located north of the Ventura Freeway and serve as a buffer to separate the residential neighborhoods. City parks are located within residential neighborhoods north of the Ventura Freeway.

2.2.1 On-Site and Surrounding Land Uses

As depicted on **Exhibit 2-2: Site Vicinity Map**, the Project site is currently undeveloped and vegetated with non-native grassland/fuel reduction areas, developed areas, non-native tree stands, native and non-native grass/forb habitats, and a small mulefat scrub thicket. There are seven surveyed oak trees on the Project site, which include four valley oaks (*Quercus lobata*) and three coast live oaks (*Quercus agrifolia).*[1] Based on the size of the oak trees, all seven are Protected Trees pursuant to AHMC Division 7, §9657: Oak Tree Preservation Guidelines. The Project site gradually slopes up in a south to north direction with elevations ranging from approximately 869 feet to 951 feet above mean sea level.

[1] Envicom. (2021). Protected Oak Tree Report for Ladyface Vista Office Project.

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EXHIBIT 2-1: REGIONAL VICINITY MAP

Ladyface Vista Professional Center Project

City of Agoura Hills

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EXHIBIT 2-2: SITE VICINITY MAP

Ladyface Vista Professional Center Project

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Table 2-1: On-site and Surrounding Land Uses summarizes the on-site and surrounding land uses.

Table 2-1: On-site and Surrounding Land Uses

Description	Existing Land Use	Zoning[1]
Project Site	Undeveloped	Business Park – Office Retail with Freeway Corridor Overlay District (BP-OR-FC)
North	Undeveloped	Open Space – Deed Restricted (OS-DR); North of the OS-DR zoned areas: Single Family Residential Development (RS-(5)-7,000 and RS-(3)-10,000)
South	Ventura Freeway	South of the Ventura Freeway: Planned Office and Manufacturing with Freeway Corridor Overlay District (POM-FC)
East	Medical Offices and Medical Care Facilities	BP-OR-FC
West	LACFD Fire Station, Multi-family residential uses	BP-OR-FC; Medium Density Residential with Cluster Development and Freeway Corridor Overlay District (RM-(6)-CD-FC)

Notes:
1. City of Agoura Hills. (2014). *City of Agoura Hills Zoning Map*. https://www.agourahillscity.org/home/showpublisheddocument/15934/635905134588000000.

2.2.2 General Plan and Zoning

The Project site is designated Business Park – Office Retail (BP-OR).[2] The BP-OR land use designation is intended to allow a range of general, professional, and medical offices and smaller scale retail uses. The retail uses typically serve as support to the primary office uses. The maximum permitted Floor Area Ratio (FAR) within the BP-OR land use designation is 0.7:1.

The Project site is zoned Business Park – Office Retail and is within the Freeway Corridor Overlay District (BP-OR-FC).[3] The BP-OR Zone is intended to provide areas for smaller planned developments, renovations, and additions, including offices and incidental retail commercial uses, within a campus environment that are harmonious with the adjacent commercial or residential development; see AHMC Chapter 3, Part 8: BP-OR Business Park-Office Retail District. The FC Overlay District is intended to establish the importance of the land use, architectural design, and appearance of development within the freeway corridor to the City's image, to establish special design guidelines for all development within said areas, and to establish findings to ensure that future developments are compatible with the City's historic character and preservation of distant natural vistas; see AHMC Chapter 5, Part 5: FC Freeway Corridor Overlay District.

[2] City of Agoura Hills. (2010). *City of Agoura Hills General Plan.* Figure LU-2. https://www.agourahillscity.org/home/showpublisheddocument/8305/635045247851600000.

[3] City of Agoura Hills. (2014). *City of Agoura Hills Zoning Map*. https://www.agourahillscity.org/home/showpublisheddocument/15934/635905134588000000.

2.3 Project Characteristics

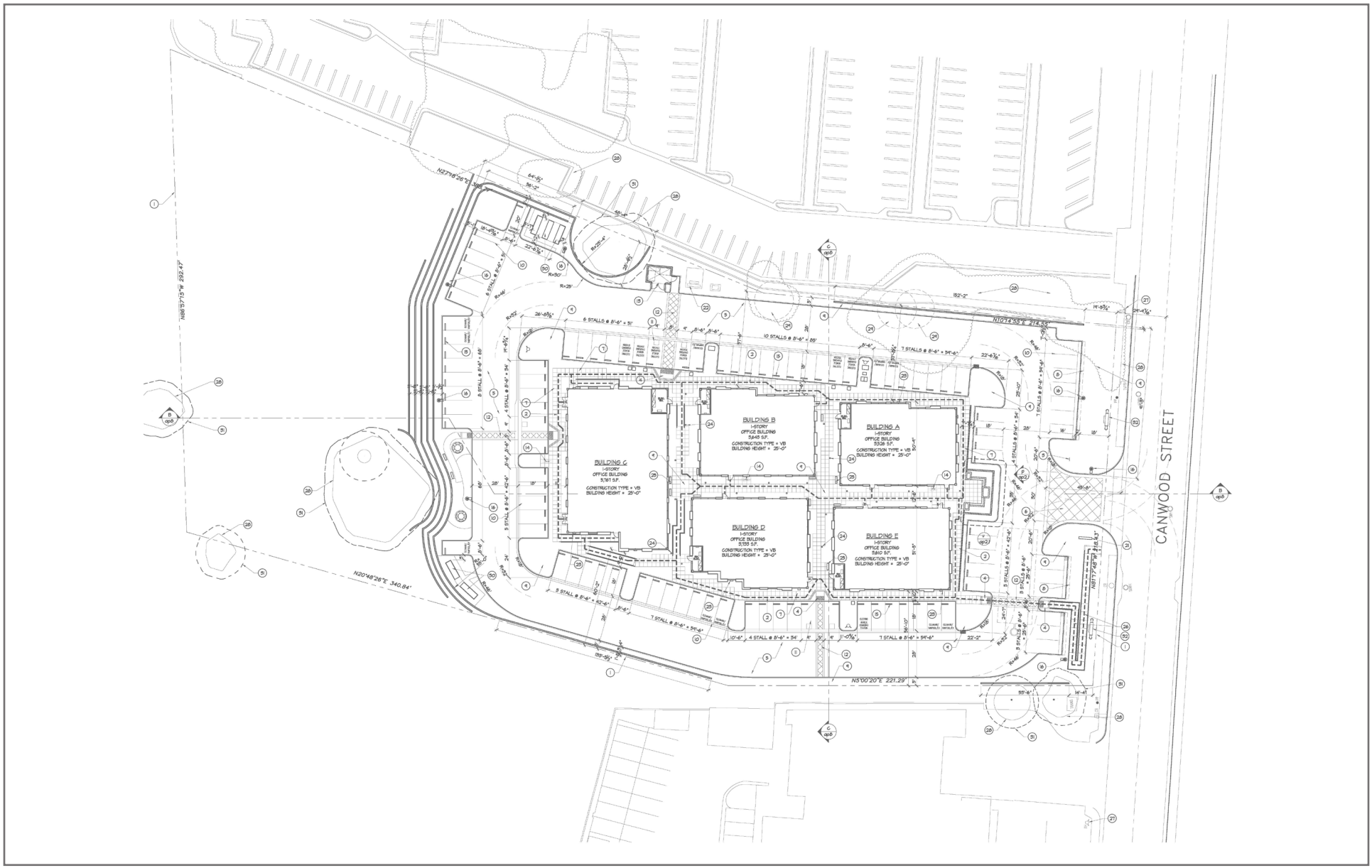
2.3.1 Project Overview

The Applicant proposes to develop approximately 20,279 SF of medical/general professional office uses, resulting in a FAR of 0.14:1. As depicted in **Exhibit 2-3: Conceptual Site Plan**, the proposed development is comprised of five single-story buildings that would range in size from 3,526 SF to 5,767 SF. The maximum height of the five buildings would be 25 feet. The buildings would be clustered at the Project site's center, with parking along the perimeter. In total, 100 vehicular parking spaces and 6 bike racks are proposed along the Project site's perimeter. In addition to the proposed landscaped areas described in **Section 2.3.3: Open Spaces and Landscaping**, approximately 30 percent of the northern portion of the Project site – where the parcel is the steepest – is proposed to remain undeveloped. Vehicular access to the Project site would be provided via one proposed driveway at Canwood Street. The Project would also include signage, retaining walls, trash enclosures, and up to five backup generators. The buildings' rooftops would be solar ready. See **Appendix A: Conceptual Architectural Site Plans** for further detail.

2.3.2 Architectural Design

The Project would be located adjacent to the single-story modern, residentially-scaled LACFD Fire Station to the west and the larger multi-story mission-style medical office buildings to the east. The proposed buildings would be developed to serve as a transition between the LACFD Fire Station and the medical office buildings, and would be compatible with its surrounding environment, in terms of scale, shape, and color.

The buildings would be clustered at the Project site's center, with parking along the perimeter to allow for equal parking opportunity for the buildings' users. The buildings would be articulated with soft sloping roof lines which range from 22.5 feet to 25 feet in height. Rooftop mechanical units would be screened. The building exteriors would be treated with smooth, colored stucco with large glass openings. The Project would comply with AHMC §9305.B: Performance Standards, such that no light spillage occurs. Each elevation would use vertical steps and horizontal reveals to provide relief to the building façade. The buildings would be constructed with a multi-frame aluminum window system. Horizontal metal trellises would add shade and shadow to portions of the buildings' exteriors. Corten metal ("weathered" steel) would be used on portions of the exterior to add color and detail to the facades. The buildings' bases would be treated with stone.



Source: p:karchitecture, March 21, 2022

EXHIBIT 2-3: CONCEPTUAL SITE PLAN
Ladyface Vista Professional Center Project
City of Agoura Hills

Not to Scale

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2.3.3 Open Spaces and Landscaping

As previously mentioned, approximately 30 percent (approximately 0.92 acre) of the approximately 3.23-acre Project site is proposed to remain undeveloped. Throughout the remaining 2.31 acres, the Project proposes approximately 65,085 SF of open spaces/landscaping between the five office buildings, throughout parking areas, and along the Project site boundaries. The proposed vegetation includes various trees, shrubs, and other ground cover vegetation. The Project's open space/landscaping would represent approximately 46 percent of the Project site, which exceeds the BP-OR Zone which requires a minimum of 20 percent to be landscaped.

All seven on-site Protected Trees and adjacent off-site Protected Trees would be preserved/ retained in place.[4] Of the seven on-site Protected Trees, five are proposed to remain in place with no encroachment into their Protected Zone (PZ).[5] Two Protected Trees are proposed to remain in place with some encroachment into their PZ.

The Project's undeveloped areas and landscaping would be subject to compliance with the LACFD Fuel Modification and AHMC §9541.1: Corridor Standards, which require the use of naturalistic and native landscaping throughout the development.

2.3.4 Parking and Access

The parking standards applicable to the BP-OR Zone where the Project site is located are found in AHMC §9654.2: General Standards. Based on these standards and the proposed land uses described above, the Project would be required to provide 89 parking spaces, as follows: 68 vehicle spaces, 9 electric vehicle charging station spaces, and 12 clean air vehicle spaces. The Project proposes 100 vehicle spaces, including 9 electric vehicle charging station spaces and 12 clean air vehicle spaces. The Project also proposes six bicycle racks, one more than the five bicycle racks required by AHMC §9654.3(L): Design standards.

Vehicular access to the Project site would be provided via one driveway at Canwood Street. The driveway would provide access to the on-site parking spaces.

2.3.5 Utilities and Infrastructure

The Project site has immediately available power from Southern California Edison, water and sewer service from the Las Virgenes Municipal Water District (LVMWD), natural gas from Southern California Gas, and internet service from Spectrum.

2.4 Project Construction Activities and Phasing

Project construction is anticipated to occur as a single-phase, lasting approximately 14 months, beginning in late 2022 and ending in late 2023. For purposes of this environmental analysis, opening year is assumed to be 2024.

[4] Envicom. (2022). Arborist Site Plan Review Letter.

[5] The Protected Zone is defined as the area within the dripline and extending a minimum of 5 feet outside the dripline or 15 feet from the trunk of a tree, whichever is greater (Agoura Hills Oak Tree Preservation Guidelines Appendix A.II).

Grading for the proposed improvements would require cut and fill to create building pads. Grading is estimated to require approximately 18,385 cubic yards (CY) of cut and 4,687 CY of fill, with 13,698 CY of export. The hillside would be retained with soil nail walls along the Project site's northern boundary and conventional walls along the eastern and western boundaries. Soil nail walls are used to bring soil stability in areas where erosion and landslides may be an issue. All infrastructure (i.e., storm drain, water, wastewater, dry utilities, and street improvements) would be installed during grading. Final grading plans would be approved by the City before Grading Permit issuance.

2.5 Agreements, Permits, and Approvals

The City, as Lead Agency, has discretionary authority over the proposed Project. Other agencies in addition to the City are expected to use this IS/MND in their decision-making process. To implement this Project, at a minimum, the following discretionary permits/approvals must be granted by the City and others:

- Conditional Use Permit (CUP-2021-0004) to review projects proposed on a hillside lot.
- Site Plan/Architectural Review (SPR-2021-0007) to ensure that all proposed uses which involve new construction requiring building permits are compatible with surrounding uses and the community as a whole and include adequate public improvements and infrastructure so as to prevent any conflict with the General Plan,
- Tentative Tract Map (TRM-2021-0001) to subdivide the land into five lots (one per building) and one lot for continually maintained amenities (e.g., access, parking, landscaping, and refuse disposal services).
- Oak Tree Permit (OAK-2021-0012) to undertake construction nearby an oak tree, and
- Sign Permit (SIGN-2021-0013) to allow for permanent signs to be constructed, displayed, or altered.

3.0 ENVIRONMENTAL CHECKLIST FORM

3.1 Background

1.	**Project Title:** Ladyface Vista Professional Office Complex Project
2.	**Lead Agency Name and Address:** City of Agoura Hills Department of Planning and Community Development 30001 Ladyface Court Agoura Hills, CA 91301
3.	**Contact Person and Phone Number:** Valerie Darbouze, Associate Planner Tel: 818.597.7328 Email: VDarbouze@agourahillscity.org
4.	**Project Location:** 29541 – 29555 Canwood Street, Agoura Hills
5.	**Project Sponsor's Name and Address:** Ladyface Vista, LP 29601 Agoura Road Agoura Hills, CA 91301
6.	**General Plan Designation:** Business Park – Office Retail (BP-OR)
7.	**Zoning:** Business Park – Office Retail with Freeway Corridor Overlay District (BP-OR-FC)
8.	**Description of Project:** See **Section 2.3: Project Characteristics**
9.	**Surrounding Land Uses and Setting:** See **Section 2.2.1: On-Site and Surrounding Land Uses**
10.	**Other public agencies whose approval is required (e.g., permits):** N/A
11.	**Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code §21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of the significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** Consultation with one California Native American tribe (Kizh Nation) was initiated on February 16, 2022; see also Section 4.18: Tribal Cultural Resources.

3.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the proposed Project, involving at least one impact that is a "Potentially Significant Impact" or “Less Than Significant With Mitigation Incorporated,” as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

Lead Agency Determination

On the basis of this initial evaluation:

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

CITY OF AGOURA HILLS

Valerie Darbouze

Valerie Darbouze
Associate Planner

September 7, 2022

Date

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4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

The following environmental analysis is patterned after State CEQA Guidelines Appendix G**.** An explanation is provided for all responses except "No Impact" responses, which are supported by the cited information sources. The responses consider the whole action involved with the proposed Project: on site and off site, Project- and cumulative-level, direct and indirect, and short-term construction and long-term operational. The explanation of each issue also identifies the significance criteria or threshold, if any, used to evaluate each question, and the mitigation identified, if any, to avoid or reduce the impact to less than significant. To each question, there are four possible responses:

- **No Impact.** The Project would not have any measurable environmental impact.
- **Less Than Significant Impact.** The Project would have the potential to impact the environment, although this impact would be below-established thresholds that are considered to be significant.
- **Less Than Significant With Mitigation Incorporated.** The Project would have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the Project's physical or operational characteristics could reduce these impacts to a less than significant level.
- **Potentially Significant Impact.** The Project could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation. A determination that there is a potential for significant effects indicates the need to more fully analyze the Project's impacts and identify mitigation.

4.1 Aesthetics

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code §21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway?				X
c) If in a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Impact Analysis

4.1a Would the Project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A scenic vista is a viewpoint that provides expansive views of a highly-valued landscape for the public's benefit. The General Plan EIR notes that scenic vistas within the City include views of Strawberry Hill, the Morrison Ranch Hills, and the Ladyface Mountain within the Santa Monica Mountains.[6] The Project site is approximately 4,700 feet north of the peak of the Ladyface Mountain. The Project site is approximately 1,000 feet north of Agoura Road and 1,200 feet west of Kanan Road, which are considered General Plan-recognized scenic roadways. However, the surrounding area is largely developed and built out. Views of the Ladyface Mountain, which is visible from the Project site, are already partially obstructed by existing development and uses including offices, hotels, and manufacturing use-related structures; ornamental landscaping; utility pole lines; and mature trees located south of Canwood Street. Buildout of the Project would allow the surrounding uses to maintain a view of the peak of Ladyface Mountain, similar to what can be seen in existing conditions. Project buildout would also not obstruct views of Agoura Road due to the Ventura Freeway. Project buildout would also not obstruct views of Kanan Road due to intervening existing development.

[6] City of Agoura Hills. (2010). *General Plan 2035 EIR Volume I: Final EIR.* Page 4.1-2. Retrieved from https://www.agourahillscity.org/home/showpublisheddocument/8007/635045247851600000.

The City's Architectural Design Standards and Guidelines provide design guidelines regarding site and building design to maintain scenic corridor and viewsheds in the form of preserving natural grades, landscapes, stepped back facades, and landscaped screenings.[7] The proposed Project would comply with the City's Architectural Design Standards and Guidelines by maintaining an approximately 80 foot setback between the proposed office buildings and Canwood Street.

The Project proposes five, 25-feet tall single-story buildings, which would be consistent with the building height limit of 35-feet as outlined in AHMC Part 5: FC Freeway Corridor Overlay District. Agoura Hills General Plan Natural Resources Element Policy NR-2.4, requires development within visually sensitive areas to minimize impacts to scenic resources. The Project's design involves the clustering of buildings at the center of the Project site. Further, the Project would only develop on the southern end of the Project site fronting onto Canwood Street, which would retain approximately 30 percent of the Project site, on the northern portion where the parcel is the steepest, undeveloped. Therefore, following compliance with the City's Architectural Design Standards and Guidelines, AHMC, and General Plan requirements relating to scenic vistas, Project implementation would not have an adverse effect on a scenic vista, and impacts would be less than significant.

4.1b Would the Project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway?

No Impact. Canwood Street, which is directly adjacent to the Project site's southern boundary, is not an eligible or officially designated State Scenic Highway.[8] Therefore, the Project would have no impact on scenic resources within a State scenic highway.

4.1c If in a non-urbanized area, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The Project is located in an urbanized area and is currently undeveloped. Land uses surrounding the Project site include vacant land and office, residential, and commercial uses.

The Project proposes to construct five office buildings. The maximum proposed building height would be approximately 25 feet. The proposed Project would introduce an office land use that would complement the existing surrounding land uses. As stated in **Section 2.3.3: Architectural Design**, the Project's buildings would serve as a transition between the single-story modern LACFD Fire Station west of the Project site and the multi-story mission-style medical office east of the Project site. The Project would be consistent with the BP-OR-FC zoning development standards and regulations, including standards governing scenic quality. The Project would

[7] City of Agoura Hills. (2015). *Architectural Design Standards and Guidelines Revised.* Retrieved from https://www.agourahillscity.org/home/showpublisheddocument/14582/635573479544430000.

[8] California Department of Transportation. *California State Scenic Highway System Map*. Retrieved from https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

comply with AHMC §9541.1: Corridor standards, including the requirement for development in the FC Freeway Corridor Overlay District to use compatible colors and materials to preserve and enhance the scenic quality of the freeway corridor. The Project would require a Conditional Use Permit and would be required to comply with AHMC §9545.1: Findings, which indicates that the Planning Commission will assess the Project's compatibility with the City's development style and scenic resources prior to the granting of a Conditional Use Permit. Further, the Project would comply with the City's Architectural Design Standards and Guidelines related to scenic quality. Therefore, following compliance with all required development standards and the local regulatory framework, the Project would not conflict with applicable zoning and other regulations governing scenic quality, and impacts on scenic quality would be less than significant.

4.1d Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Existing outdoor lighting at or near the Project site include residential, office, commercial and fire station-related lighting, commercial signage and parking lot lighting, and street lighting along the U.S. 101, as well as freeway lighting. The proposed Project would generate lighting from interior sources, such as lighting from building interiors that would pass through windows, and from exterior sources, such as signage and building illumination, security lighting, parking lot lighting, and landscape lighting.

Project lighting would be required to comply with AHMC §9303.1: Site plan design, which requires on-site lights would be provided to ensure a safe environment, while at the same time not cause areas of intense light or glare. AHMC §9305: Performance standards, requires that all light and glare would be shielded or directed so as not to illuminate adjacent locations or cause glare to motorists. The Applicant has submitted a Site Photometrics Plan that complies with the maximum one footcandle at the property line, when measured at ground level. In addition, the City's Planning and Community Development Department and the Building and Safety Department would review any proposed lighting to ensure conformance with the California Green Building Standards Code (CALGreen Code), such that only the minimum amount of lighting is used and no light spillage occurs. Further, although the proposed Project would introduce new light sources, the surrounding area is urban and already illuminated. Therefore, the proposed lighting conditions would be similar to the existing conditions of the Project site's surroundings, which would not cause adverse effects.

Additionally, glare can be caused by the reflection of sunlight or artificial light from finished surfaces like window glass or other reflective materials. However, the proposed Project would not involve the use of highly-reflective materials known to cause such glare. Therefore, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and impacts would be less than significant.

4.2 Agricultural and Forestry Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Impact Analysis

4.2a Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

4.2b Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

4.2c Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?

4.2d Would the project result in the loss of forest land or conversion of forest land to non-forest use?

4.2e Would the Project involve other changes in the existing environment which, due to their

location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. No Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance is mapped in the City.[9] Further, there are no lands subject to a Williamson Act Contract within the City.[10] The Project site is zoned BP-OR-FC, which does not permit farmland or agricultural uses. Further, no agricultural, forest land, or timberland zoning exists in the City. Therefore, the Project would have no potential to convert farmlands, no impacts on Williamson Act contracts or agricultural resources, would not conflict with forest land or timber land zoning, result in the loss of forest land, or the conversion of farmland or forest land.

[9] California Department of Conservation. (2016). *California Important Farmland Finder.* Retrieved from https://maps.conservation.ca.gov/dlrp/ciff/.

[10] California Department of Conservation. (2016). *Williamson Act/Land Conservation Act.* http://www.conservation.ca.gov/dlrp/lca.

4.3 Air Quality

An air quality analysis was prepared for the proposed Project by Kimley-Horn and Associates, Inc. (Kimley-Horn). The air quality modeling outputs and results are included in **Appendix B: Air Quality and GHG Modeling Outputs**.

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Air Quality Background

Mass Emissions Thresholds

The City is within the South Coast Air Basin (SCAB), which is under South Coast Air Quality Management District's (South Coast AQMD) jurisdiction. The South Coast AQMD significance criteria may be relied upon to make the above determinations. According to the South Coast AQMD, an air quality impact is considered significant if a proposed project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The South Coast AQMD has established thresholds of significance for air quality during project construction and operations; see **Table 4.3-1: South Coast Air Quality Management District Emissions Thresholds.**

Table 4.3-1: South Coast Air Quality Management District Emissions Thresholds

Criteria Air Pollutants and Precursors (Regional)	Average Daily Emissions (pounds/day)	
	Construction-Related	Operational-Related
Nitrogen Oxides (NO_X)	100	55
Volatile Organic Compounds (VOC)[1]	75	55
Particulate Matter up to 10 Microns (PM_{10})	150	150
Particulate Matter up to 2.5 Microns ($PM_{2.5}$)	55	55
Sulphur Oxides (SO_X)	150	150
Carbon Monoxide (CO)	550	550

Notes:
1. VOCs and reactive organic gases (ROGs) are subsets of organic gases that are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. Although they represent slightly different subsets of organic gases, they are used interchangeably for the purposes of this analysis.

Source: South Coast Air Quality Management District. (2019). *South Coast AQMD Air Quality Significance Thresholds*.

Localized Carbon Monoxide

In addition to the daily thresholds listed above, the proposed Project would be subject to the California Ambient Air Quality Standards (CAAQS). These are addressed through an analysis of localized carbon monoxide (CO) impacts. The California 1-hour and 8-hour CO standards are:

- 1-hour = 20 parts per million (ppm)
- 8-hour = 9 ppm

The significance of localized impacts depends on whether ambient CO levels near a project site exceed State and federal CO standards. The SCAB has been designated as attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the South Coast AQMD developed Local Significance Thresholds (LSTs) for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project site without expecting to cause or substantially contribute to an exceedance of the most stringent national or State ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the South Coast AQMD, and the distance to the nearest sensitive receptor.[11] A LST analysis for construction is applicable for all projects that disturb five acres or less on a single day. The Project site is located within South Coast AQMD SRA 6 (West San Fernando Valley), which includes a monitoring station that provides the representative ambient concentrations for the City. **Table 4.3-2: Local Significance Thresholds (Construction/Operations)** provides the LSTs for a 1.0-acre, 2.0-acre, and 5.0-acre project site in SRA 6 with sensitive receptors located within 25 meters of a project site.

[11] The South Coast AQMD maintains a network of air quality monitoring stations located throughout the SCAB and has divided the SCAB into 38 SRAs in which 38 monitoring stations operate. The LSTs were developed by the South Coast AQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor.

Table 4.3-2: Local Significance Thresholds (Construction/Operations)

Project Size	Nitrogen Oxide (NO_x): pounds per day	Carbon Monoxide (CO): pounds per day	Coarse Particulates (PM_{10}): pounds per day	Fine Particulates ($PM_{2.5}$): pounds per day
1.0 Acre:				
Construction	103	426	4	3
Operations	103	426	1	1
2.0 Acres:				
Construction	147	644	6	4
Operations	147	644	2	1
5.0 Acres:				
Construction	221	1,158	11	6
Operations	221	1,158	4	2

Source: South Coast Air Quality Management District. (2008). *Localized Significance Threshold Methodology*.

Impact Analysis

4.3a Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. As part of its enforcement responsibilities, the United States Environmental Protection Agency (U.S. EPA) requires that each state with nonattainment areas prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, State, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the National Ambient Air Quality Standards (NAAQS) and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The South Coast AQMD is required, pursuant to the federal Clean Air Act (FCAA), to reduce criteria pollutant emissions for which SCAB is in nonattainment. To reduce such emissions, the South Coast AQMD prepared the 2016 Air Quality Management Plan (AQMP), which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State and national air quality standards. The AQMP is a regional and multi-agency effort including the South Coast AQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the U.S. EPA. The AQMP's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which includes the latest growth forecasts for the region and provides updated emission inventory methodologies for various source categories. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1**: A proposed project would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new

violations, or delay the timely attainment of the AQMP's air quality standards or the interim emissions reductions.

- **Consistency Criterion No. 2**: A proposed project would not exceed the AQMP's assumptions or increments based on the years of the project buildout phase.

Consistency Criterion No. 1 refers to the CAAQS and NAAQS. As indicated in **Table 4.3-3** and **Table 4.3-4** under Response 4.3b, Project construction and operational emissions would be below South Coast AQMD's thresholds. As the Project would not generate localized construction or regional construction or operational emissions that would exceed South Coast AQMD thresholds of significance, the Project would not violate any air quality standards. Therefore, the Project would be consistent with Criterion No. 1.

Consistency Criterion No. 2 refers to SCAG's growth forecasts and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities located within the SCAG region. Therefore, projects that are consistent with the applicable assumptions used in AQMP development would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the South Coast AQMD's recommended daily emissions thresholds.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts; SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. Therefore, it is reasonable to conclude that if a project is consistent with the applicable general plan land use designation, and if the general plan was adopted prior to the applicable AQMP, then the increase in vehicle miles traveled (VMT) and/or population generated by said project would have been included in the applicable AQMP's assumed VMT and population growth.

The proposed Project would not conflict with the BP-OR designation's intended uses (i.e., a range of general, professional, and medical offices and retail uses of smaller scale). Additionally, with a FAR of approximately 0.14:1, the Project would be below the BP-OR land use designations permitted FAR of 0.7:1. The Project's proposed land uses would be consistent with the General Plan's land use designations, which are the basis for the AQMP. Therefore, the Project's forecast population growth and VMT would be consistent with the AQMP's assumed population growth and VMT for the Project site. It is also noted that the Project's construction and operational air emissions would not exceed the South Coast AQMD regional thresholds, and localized emissions during construction and operations would not exceed South Coast AQMD LST thresholds; see Responses 4.3b and 4.3c below for further analysis. As such, the Project would be consistent with Criterion No. 2.

Therefore, the Project would not conflict with or obstruct implementation of the applicable air quality plan. Impacts would be less than significant.

4.3b Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact.

Construction Emissions

Project construction activities would generate short-term criteria air pollutant emissions. The criteria air pollutants of primary concern at the Project site include ozone-precursor pollutants (i.e., ROG and NO_x) and PM_{10} and $PM_{2.5}$. Construction-related emissions are short term and temporary, lasting only while construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the South Coast AQMD's thresholds of significance.

Construction activities temporarily generate emissions from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and movement of construction equipment, especially on unpaved surfaces. Airborne particulate matter emissions are largely dependent on the amount of ground disturbance associated with site preparation activities, as well as weather conditions and the application of water.

The Project's construction-related emissions were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. For purposes of this analysis, Project construction would occur over approximately 14 months, with site preparation and grading anticipated to begin in November 2022.[12] See **Appendix B** for additional information regarding the construction assumptions used in this analysis.

Table 4.3-3: Construction-Related Emissions (Maximum Pounds Per Day) presents the Project's estimated maximum daily construction-related emissions and indicates that all criteria pollutant emissions would remain below their respective thresholds. While impacts would be less than significant, the proposed Project would be subject to compliance with South Coast AQMD Rules 402, 403, and 1113, to further reduce specific construction-related emissions. The proposed Project emissions would not worsen ambient air quality, create additional violations of federal and State standards, or delay SCAB's AQMP goal for meeting attainment standards. Therefore, the Project's construction-related air quality impacts would be less than significant.

[12] While the exact start date of construction is unknown, a November 2022 construction start data was used in the modeling results for a conservative analysis because CalEEMod uses cleaner emissions factors in future years due to regulatory and technological improvements and fleet turnover. This approach is conservative given that emissions factors decrease in future years.

Table 4.3-3: Construction-Related Emissions (Maximum Pounds Per Day)

Construction Year	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_X)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
2022	5.25	54.36	36.35	0.07	14.37	8.24
2023	11.27	16.78	20.86	0.04	1.64	0.97
South Coast AQMD Threshold	75	100	550	150	150	55
Exceed South Coast AQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Note: South Coast AQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the South Coast AQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Refer to **Appendix B** for Model Data Outputs.
Source: CalEEMod version 2020.4.0; see **Appendix B** for model outputs.

Operational Emissions

The Project's operational emissions would be associated with area sources, energy sources, and mobile sources. CalEEMod was used to calculate the Project's area source, energy source, and mobile source, and mobile pollutant emissions. **Table 4.3-4: Operational Emissions (Maximum Pounds Per** Day) provides the CalEEMod estimated emissions from Project operations. It is noted that emission rates differ from summer to winter because weather factors are dependent on the season and these factors affect pollutant mixing, dispersion, ozone formation, and other factors.

Area Source Emissions. Area-specific CalEEMod default inputs were used to calculate the Project's area source emissions. Area source emissions would be generated from gasoline-powered landscaping and maintenance equipment, and consumer products (such as household cleaners). Area source emissions would also be generated from consumer products, architectural coatings, and landscaping that were previously not present on the Project site. Typically, area sources are small sources that contribute very little emissions individually, but when combined may generate substantial amounts of pollutants.

Energy Source Emissions. CalEEMod default inputs were used to calculate the Project's energy source emissions. Energy source emissions would be generated from the Project's electricity and natural gas usage. The Project's primary uses of electricity and natural gas would be for water heating and space heating and cooling, ventilation, lighting, appliances, and electronics.

Mobile Source and Mobile Emissions. CalEEMod default inputs, vehicle mix, and trip distances were used to calculate the Project's mobile source emissions. Mobile source emissions are generated from motor vehicle use, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern. NO_X and ROG react with sunlight to form ozone, known as photochemical smog. Additionally, wind currents readily transport PM_{10} and $PM_{2.5}$. However, CO tends to be a localized pollutant that disperses rapidly at the source.

Table 4.3-4: Operational Emissions (Maximum Pounds Per Day)

Source	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Area	0.48	<0.01	0.01	<0.01	<0.01	<0.01
Energy	<0.01	0.05	0.04	<0.01	<0.01	<0.01
Mobile	2.36	2.67	25.08	0.06	5.97	1.62
Stationary	0.08	0.43	0.48	<0.01	0.05	0.05
Total Emissions	**2.93**	**3.15**	**25.61**	**0.06**	**6.02**	**1.67**
South Coast AQMD Threshold	55	55	550	150	150	55
Exceed South Coast AQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Emissions were calculated using the California Emissions Estimator Model version 2020.4.0 (CalEEMod), as recommended by the South Coast AQMD. Worst-case seasonal maximum daily emissions are reported.
Source: CalEEMod version 2020.4.0; see **Appendix B** for model outputs.

Total Emissions. Based on the proposed land uses and operational characteristics, **Table 4.3-4** summarizes the CalEEMod estimated emissions from Project operations and indicates the Project's unmitigated area, energy, and mobile source emissions combined would not exceed South Coast AQMD thresholds for worst-case seasonal maximum daily emissions for any criteria air pollutants. As such, the Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. The Project's operational air quality impacts would be less than significant.

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for ozone, PM_{10}, and $PM_{2.5}$ for State standards and nonattainment for ozone and $PM_{2.5}$ for federal standards. The South Coast AQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. South Coast AQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout SCAB, which would include related cumulative projects. As concluded above, the Project's construction-related air quality impacts would be less than significant. Compliance with South Coast AQMD rules and regulations would further minimize the construction-related emissions. Therefore, construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. The Project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Impacts

The South Coast AQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant

adverse air quality impacts. The South Coast AQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to SCAB's existing air quality conditions. Therefore, a project that exceeds the South Coast AQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As concluded above, the Project's operational-related air quality impacts would be less than significant. As a result, operational emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to South Coast AQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Therefore, Project operations would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant.

4.3c Would the Project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact.

Localized Construction Significance Analysis

Sensitive receptors closest to the Project site are the single-family residential uses located approximately 150 feet (46 meters) to the northeast. To determine potential impacts to sensitive receptors, the South Coast AQMD recommends addressing Localized Significance Thresholds (LSTs) for construction. LSTs were developed in response to South Coast AQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The South Coast AQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level analyses.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, the data provided in **Table 4.3-5: Equipment-Specific Grading Rates** was used to determine the maximum daily disturbed acreage for comparison to LSTs. For this Project, the appropriate SRA for the localized significance thresholds is the West San Fernando Valley (SRA 6) area because this SRA includes the Project site. LSTs apply to NO_X, CO, PM_{10}, and $PM_{2.5}$. The South Coast AQMD produced look-up tables for projects that disturb areas less than or equal to five acres. Based on the daily equipment modeled in CalEEMod, Project construction is anticipated to disturb approximately 2.5 acres in a single day.

Table 4.3-5: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Tractor	3	1.5	8	1.5
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	0	0	8	0
				Total Acres Graded per Day	**2.5**
Source: CalEEMod version 2020.4.0; see **Appendix B** for model outputs.					

The South Coast AQMD's methodology indicates that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, for the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. LSTs are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. South Coast AQMD's LST guidance recommends using the 25-meter threshold for receptors located 25 meters or less from a project site. The sensitive receptors nearest the Project site are residential uses located approximately 150 feet (46 meters) to the northeast of the Project site. Therefore, the LSTs for 2.5 acres at 46 meters were used for the construction analysis.

Table 4.3-6: Localized Significance of Construction Emissions (Maximum Pounds per Day), presents the results of localized Project construction emissions and indicates that on the peak day of construction, these pollutant emissions would not result in significant concentrations at nearby sensitive receptors. Further, the Project would implement a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which would include Best Management Practices (BMPs) (i.e., watering, screening, covering, etc.) that would control fugitive dust. Therefore, the Project's construction-related activities would result in a less than significant impact concerning LSTs.

Table 4.3-6: Localized Significance of Construction Emissions (Maximum Pounds Per Day)

Construction Activity	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Site Preparation (2022)	33.08	19.70	10.02	5.80
Grading (2022)	20.86	15.27	3.97	2.33
Paving (2022)	9.52	12.19	0.49	0.45
Building Construction (2023)	14.38	16.24	0.70	0.66
Architectural Coating (2023)	1.30	1.81	0.07	0.07
Maximum Daily Emissions	*33.08*	*19.70*	*10.02*	*5.80*
South Coast AQMD Localized Screening Threshold (3.0 acres at 46 meters)	156	964	18	6
Exceed South Coast AQMD Threshold?	**No**	**No**	**No**	**No**
Source: CalEEMod version 2020.4.0; see **Appendix B** for model outputs.				

Localized Operational Significance Analysis

According to the South Coast AQMD LST methodology, operational LSTs apply to on-site sources. LSTs for receptors located at 46 meters for SRA 6 were utilized in this analysis. The three-acre LST threshold was used for the 3.23-acre Project site. **Table 4.3-7: Localized Significance of Operational Emissions**, compares the on-site operational emissions to the LST thresholds and indicates the Project's maximum daily operational emissions of these pollutants would not result in significant concentrations at nearby sensitive receptors. Therefore, Project operations would result in a less than significant impact concerning LSTs.

Table 4.3-7: Localized Significance of Operational Emissions (Maximum Pounds Per Day)

Activity	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
On-Site Emissions (Area, Stationary, and Energy Sources)	0.57	0.53	0.05	0.05
South Coast AQMD Localized Screening Threshold (3 acres at 46 meters)	156	964	5	2
Exceed South Coast AQMD Threshold?	**No**	**No**	**No**	**No**
Source: CalEEMod version 2020.4.0; see **Appendix B** for model outputs.				

The Project would not involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants (TACs), and no significant toxic airborne emissions would result from Project operations. Project construction activities are subject to regional, State, and federal regulations and laws concerning toxic air pollutants that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, Project impacts concerning the release of TACs would be less than significant.

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] 6 Cal.5th 502). The South Coast AQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and South Coast AQMD Rule 1303 for new or modified sources. The NSR Program was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based NAAQS. The NAAQS establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the South Coast AQMD's mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts would occur.

NO_X and ROG are precursor emissions that form ozone in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. Breathing ground-level ozone can result in health effects that include reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency

and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to the South Coast AQMD's AQMP, the SCAB's ozone, NO_X, and ROG have been decreasing since 1975 and are projected to continue to decrease in the future. Although the SCAB's VMT continue to increase, NO_X and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_X emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The AQMP demonstrates how the South Coast AQMD's control strategy to meet the 8-hour ozone standard in 2023 would lead to sufficient NO_X emission reductions to attain the 1-hour ozone standard by 2022. In addition, since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the ozone standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.

The South Coast AQMD's air quality modeling demonstrates that NO_X reductions prove to be much more effective in reducing ozone levels and will also lead to a significant decrease in $PM_{2.5}$ concentrations. NO_X-emitting stationary sources regulated by the South Coast AQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The AQMP identifies robust NO_X reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_X emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The South Coast AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

The AQMP also emphasized that beginning in 2012, continued implementation of previously adopted regulations will lead to NO_X emission reductions of 68 percent by 2023 and 80 percent by 2031. With the addition of 2016 AQMP proposed regulatory measures, a 30 percent reduction of NO_X from stationary sources is expected in the 15-year period between 2008 and 2023. This is in addition to significant NO_X reductions from stationary sources achieved in the decades prior to 2008.

As previously discussed, the Project's construction-related and operational emissions would not exceed South Coast AQMD thresholds, thus, would be less than significant; see **Table 4.3-3** and **Table 4.3-4**, respectively. The on-site Project emissions' localized effects on nearby receptors were also found to be less than significant; see **Table 4.3-6** and **Table 4.3-7**. The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS. The LSTs were developed by the South Coast AQMD based on the ambient concentrations of that pollutant for each SRA and

distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. As shown above, Project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels more than the health-based ambient air quality standards.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The AQMP is the most recent version that addresses CO concentrations. As part of the South Coast AQMD *CO Hotspot Analysis*, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with approximately 100,000 average daily traffic (ADT), was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm federal standard. The proposed Project would not produce the volume of traffic required to generate a CO hot spot in the context of South Coast AQMD's *CO Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 ADT, it can be reasonably inferred that CO hotspots would not be experienced at any Project area intersections from the Project's 734 ADT. Therefore, the Project would result in minimal emissions far below SCAQMD thresholds; impacts would be less than significant.

Construction-Related Diesel Particulate Matter

Construction of the proposed Project would generate diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment would dissipate

rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities.

The California Office of Environmental Health Hazard Assessment (OEHHA) has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout a site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time. Construction activities would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five minutes to further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. For these reasons, DPM generated by construction activities would not expose sensitive receptors to substantial amounts of air toxins, and the Project would result in a less than significant impact.

4.3d Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact.

Construction

Odors that could be generated by construction activities are required to follow South Coast AQMD Rule 402 to prevent odor nuisances on sensitive land uses. South Coast AQMD Rule 402, Nuisance, states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

During construction, emissions from construction equipment, such as diesel exhaust and VOCs from architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, the Project's construction-related impacts concerning odors would be less than significant.

Operations

The South Coast AQMD *CEQA Air Quality Handbook* identifies certain land uses as odor sources (i.e., agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding). The Project proposes development of office use, which would not involve the types of uses that would emit objectionable odors affecting substantial numbers of people. The proposed Project would not include any of the land uses that have been identified by the South Coast AQMD as odor sources. Project operations would not create objectionable odors. No impact would occur.

4.4 Biological Resources

The discussion below regarding potential impacts on biological resources is based in part on the Protected Oak Tree Report (see **Appendix C: Protected Oak Tree Report and Review Letter**), Arborist Site Plan Review Letter (see **Appendix C**), and the Biological Resources Inventory and Impact Analysis (Biological Resources Report) (see **Appendix D: Biological Resources Inventory and Impact Analysis**) prepared for the Project site by Envicom Corporation (Envicom).

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Impact Analysis

4.4a Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant Impact. According to the Biological Resources Report, no candidate, sensitive, or special-status plant or animal species were observed on the Project site during the conducted field investigations. Additionally, while there is potential for occurrence of special-status animal species due to the presence of suitable habitats adjacent to or in the vicinity of the Project site, the Biological Resources Report notes that all potential special-status animal species have the ability to escape harm during Project development. Therefore, the Project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local and regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW), previously known as the California Department of Fish and Game (CDFG), or U.S. Fish and Wildlife Services (USFWS). Impacts would be less than significant.

4.4b Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

4.4c Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than Significant Impact. According to the Biological Resources Report, one sensitive plant community, Coast Live Oak – Arroyo Willow Woodland, was recorded within the Biological Resources Report's study area, which includes both the Project site and areas within 200 feet of the proposed office buildings to account for areas where vegetation could potentially be removed or thinned in accordance with the LACFD fuel modification requirements. Development of the Project would occur approximately 100 feet east of the Coast Live Oak – Arroyo Willow Woodland, and potential fuel modification activities would remain outside the associated understory and not require the removal of the live tissue (e.g., the living cells within the trunk that are vital to the tree's growth) of the trees because of the LACFD Station located between the Coast Live Oak and the Project site. Based on findings from the Biological Resources Report, impacts to sensitive plant communities would be less than significant.

No riparian habitats are located on the Project site. The nearest riparian habitat is a riverine habitat located approximately 106 feet west of the Project site and west of the Fire Station.[13] Project construction would not take place near the off-site riverine habitat and would be limited to the Project site. Additionally, drainage into the riverine system would be unlikely due to

[13] United States Fish and Wildlife. *National Wetlands Inventory.* Retrieved from https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/.

Project's proposed detention basin and drainage control facilities. Therefore, impacts on riparian and wetland habitat would be less than significant.

4.4d Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant With Mitigation Incorporated. According to the Biological Resources Report, the Project site is not within an area that has been identified as important to wildlife movement, such as a regional-scale habitat linkage or a wildlife movement corridor. Although the perimeter of the Biological Resources Report's study area provides habitats with suitable vegetative cover for the movement of a diversity of species, it is not of particular importance to wildlife for movement. The Project is an infill development and the Project site is not within a bottleneck of habitat between larger areas of core suitable habitat and it is not necessary for wildlife to pass through the site to access essential resources for water, foraging, breeding, or cover. Also, approximately 30 percent of the northern portion of the Project site would remain undeveloped. The Project site is situated among existing development (the LACFD Fire Station and a medical office building) and a freeway frontage road. Therefore, development of the Project would not fragment natural habitats and would not impede wildlife movement or reduce wildlife access to the undeveloped isolated natural habitats to the northwest of the Study Area. Therefore, impacts to wildlife movement would be less than significant.

The Project would be required to comply with the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC), which would further protect migratory birds. Under MBTA provisions, it is unlawful "by any means or manner to pursue, hunt, take, capture (or) kill" any migratory birds except as permitted by regulations issued by the USFWS. The term "take" is defined by USFWS regulation to mean to "pursue, hunt, shoot, wound, kill, trap, capture or collect" any migratory bird or any part, nest or egg of any migratory bird covered by the conventions, or to attempt those activities. In addition, the CFGC extends protection to non-migratory birds identified as resident game birds (CFGC §3500) and any birds in the orders Falconiformes or Strigiformes (birds-of-prey) (CFGC §3503). To address potential impacts to migratory birds, the Project would be subject to compliance with Mitigation Measure (MM) BIO-1, which addresses construction activities during the nesting season. Therefore, following compliance with the relevant regulatory framework and MM BIO-1, the Project's potential impacts to nesting migratory birds would be mitigated to a less than significant level.

Mitigation Measure

MM BIO-1 **Nesting Migratory Birds.** During construction, grubbing, brushing, or tree removal shall be conducted outside of the State identified nesting season for migratory birds (i.e., typically March 15 through September 1), if possible. If construction activities cannot be conducted outside the nesting season, a Pre-Construction Nesting Bird Survey within and adjacent to the Project site shall be conducted by a qualified biologist within three days prior to initiating construction activities. If active nests are found during the Pre-Construction Nesting Bird Survey, a Nesting

Bird Plan (NBP) shall be prepared by a qualified biologist and implemented during construction. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, monitoring, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, nesting sage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity.

4.4e Would the Project conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. According to the Biological Resources Report, there are seven coast live and valley oak trees on and adjacent to the Project site. Coast live oak trees and valley oak trees meeting certain size requirements are protected pursuant to the City's Oak Tree Preservation Guidelines (AHMC Division 7, §9657: Oak tree preservation regulations; purpose). Additionally, the City defines a PZ for protected trees as the area within the dripline and extending a minimum of 5 feet outside the dripline or 15 feet from the trunk of a tree, whichever is greater (Agoura Hills Oak Tree Preservation Guidelines Appendix A.II). The Protected Oak Tree Report and Arborist Site Plan Review Letter determined that five out of the seven Protected Trees would remain in place without being impacted. However, the proposed Project would potentially encroach into the PZ of two Protected Trees. The two Protected Trees and their PZ impacts are described in **Table 4.8-1: Trees to Remain With Protection Zone Impacts**.

Table 4.4-1: Trees to Remain With Protection Zone Impacts

Tree #	Species	Trunk Diameter (in.)	Reason for Disturbance	Protection Zone (PZ) Impacts
1	*Quercus lobata*	14.6	Grading and construction activities associated with the retaining wall proposed along the eastern boundary of the Project site	PZ Including Canopy – 12.1% Canopy Impact – 0.05% Not anticipated to significantly affect the health of Tree #1
2	*Quercus lobata*	35.5	Grading and construction activities associated with the terraced retaining walls proposed along the northern boundary of the Project site	PZ Including Canopy – 1% Canopy Impact – 0.0% Not anticipated to significantly affect the health of Tree #2
Source: Envicom. (2021). *Protected Oak Tree Report.* Envicom. (2022). Arborist Site Plan Review Letter. See **Appendix C**.				

According to the Protected Oak Tree Report and the Arborist Site Plan Review Letter, less than one linear foot (approximately 0.05 percent) of the canopy along the southwestern edge of Tree #1 would need to be raised to allow for equipment clearance during grading for the proposed retaining wall. Because the construction activities would occur approximately 20 feet from the trunk, would impact approximately 12.1 percent of the PZ, and would allow for approximately 99 percent of the existing canopy and grade beneath the dripline to be retained, these resulting PZ impacts are not anticipated to significantly affect the health of Tree #1.

Proposed construction activities associated with the construction of terraced soil nail walls along the northern perimeter of the Project site would encroach on approximately 1 percent of Tree #2's southern canopy, approximately 29 to 31 feet from the trunk. At existing grade, the soil nail would pass approximately 15 to 20 feet below Tree #2's trunk. The design of the terraced soil nails walls would allow for both the canopy and grade within the dripline to be retained and would not require the canopy to be trimmed or the roots to be removed. According to the Protected Oak Tree Report and the Arborist Site Plan Review Letter, the canopy would not need to be trimmed, and effects on Tree #2's PZ are not anticipated to significantly affect the health of Tree #2.

In summary, the Protected Tree Report and the Arborist Site Plan Review Letter conclude that approximately 0.1 percent of the total canopy would be removed.[14] No Protected Trees would be removed to allow for Project development. Based on the findings of the Protected Tree Report, no mitigation is required for the Protected Trees.

Although, no trees would be removed from the Project site, the Applicant would be required to comply with AHMC §9657.5: Oak Tree Permit, which prohibits the removal, pruning, endangerment of or encroachment on oak trees in the City unless an Oak Tree Permit is obtained from the Director of Planning and Community Development because the Project would undertake construction near the oak trees. Through compliance with AHMC, the Project would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts would be less than significant.

4.4f Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. No areas within the City are located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.[15] Therefore, no impact would occur.

[14] As shown in Table 4 of the Protected Tree Report, Trees #1, 2, 5, and 6, in total, would remove approximately 72.5 SF of canopy area of the total canopy area of 5,185.5 SF. As detailed in the Arborist Site Plan Review Letter, only Trees #1 and #2 would be affected, resulting in approximately 6.1 SF of canopy area to be removed.

[15] City of Agoura Hills. (2010). *General Plan 2035 EIR*. Retrieved from: https://www.agourahillscity.org/home/showpublisheddocument/8007/635045247851600000.

4.5 Cultural Resources

The discussion below regarding potential impacts on cultural resources is based in part on the Cultural Resources Phase I Assessment (Cultural Resources Assessment) (see **Appendix E: Cultural Resources Assessment**) prepared for the Project site by Envicom.

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

Impact Analysis

4.5a Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

No Impact. The City is predominately built out with a majority of land dedicated to residential uses. The Project site is undeveloped and vacant. Additionally, there are no structures on the Project site or historic properties (properties that are 50 years old or older) visible from or on to the Project site. Therefore, the Project would not cause any adverse change to the significance of any historical resource.

4.5b Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact with Mitigation Incorporated. As stated in the Cultural Resources Assessment (see **Appendix E**), the South Central Coastal Information Center (SCCIC) record search found no previously identified cultural resources within the Project site, but identified seven cultural resources within the 0.25-mile radius of the Project site. The SCCIC further noted that no cultural resource report included the Project site; however, there are 23 cultural reports have been prepared for sites that are wholly or partly within the 0.25-mile radius of the Project site. These reports did not indicate any cultural resource issues of relevance to the Project. The 2021 Native American Heritage Commission (NAHC) record search returned with negative findings.

Because the Project site is not currently developed, there is the potential for buried and/or surface prehistoric and historic resources to be encountered. To address potential impacts to archaeological resources, the Project would be subject to compliance with MM CUL-1 through

MM CUL-4. Therefore, following compliance with MM CUL-1 through MM CUL-4, the Project's potential impacts to historic and prehistoric archaeological resources would be mitigated to a less than significant level.

Mitigation Measures

Please also refer to mitigation measures provided in **Section 4.18: Tribal Cultural Resources**.

MM CUL-1 Prior to the issuance of a grading permit, the Applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology (Qualified Archaeologist) to oversee an archaeological monitor who shall be present during construction excavations such as clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils and older versus younger soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered, as determined by the Qualified Archaeologist. The frequency of monitoring shall be determined based on the factors presented above, and can be reduced to part-time inspections or ceased entirely if determined appropriate by the Qualified Archaeologist. Prior to commencement of excavation activities, the Qualified Archaeologist shall prepare a Worker's Environmental Awareness Program (WEAP) and provide training to construction personnel to alert field personnel to the possibility of buried prehistoric or historic cultural deposits. The training shall be carried out by the Qualified Archaeologist and shall focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event.

MM CUL-2 Prior to the issuance of a grading permit, the Applicant shall retain a Native American tribal monitor from a consulting Tribe approved by the City. The appropriate Native American tribal monitor shall be selected based on ongoing consultation under Assembly Bill 52. The Native American monitor shall be present during construction excavations such as clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The frequency of monitoring shall take into account the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils and older versus younger soils), and the depth of excavation, and if found, the abundance and type of prehistoric archaeological resources encountered. The frequency of monitoring shall be determined based on the factors presented above, and can be reduced to part-time inspections or ceased entirely if determined appropriate by the consulting Tribe.

MM CUL-3 In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A 50-foot buffer within which construction activities shall not be allowed to continue shall be established by the Qualified Archaeologist around the find. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by the Qualified Archaeologist and the consulting Tribe.

If the resources are Native American in origin, the consulting Tribe shall consult with the City and Qualified Archaeologist regarding the treatment and curation of any prehistoric archaeological resources. If a resource is determined by the Qualified Archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines §15064.5(a) or a "unique archaeological resource" pursuant to Public Resources Code §21083.2(g), the Qualified Archaeologist shall coordinate with the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines §15064.5(f) for historical resources and Public Resources Code §21083.2(b) for unique archaeological resources. The treatment plan shall be provided to the consulting Tribe for review. The treatment plan shall incorporate the consulting Tribe's treatment and curation recommendations. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If in coordination with the City, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the Qualified Archaeologist in coordination with the City and may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. In coordination with the consulting Tribe, any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school, Tribe, or historical society in the area for educational purposes.

MM CUL-4 The Qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation (DPR) 523 Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources and CEQA. The report and the Site Forms shall be submitted to the City, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the development and required mitigation

measures. The City shall also disseminate the report to consulting tribes that requested consultation under Assembly Bill 52.

4.5c Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact. California Health and Safety Code §§7050.5, 7051, and 7054 collectively address the illegality of interference with human burial remains, as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction, and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation and reburial procedures.

As discussed above, there is some potential for archaeological resources to be present on the Project site. Similarly, there is a possibility that human remains could be interred underneath the Project site. Should human remains be encountered during Project construction, State Health and Safety Code §7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code §5097.98. Pending direction from the Coroner and/or City, the Applicant shall be responsible for ensuring that the NAHC and the appropriate Native American representatives are contacted, and in turn that the NAHC contacts the most appropriate Most Likely Descendant (MLD). Treatment of the remains shall be conducted as directed by the Department of Community Development, pursuant to Coroner and MLD recommendations. Therefore, following compliance with all required regulations, the Project would not disturb any human remains, including those interred outside of dedicated cemeteries. Impacts would be less than significant.

4.6 Energy

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Background: Building Energy Efficiency Standards

Building energy efficiency standards for new nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission [CEC]) in June 1977 and are updated every three years (CCR Title 24, Part 6). CCR Title 24, Part 6 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 9, 2018, the CEC adopted the 2019 Building Energy Efficiency Standards (2019 Standards), which went into effect on January 1, 2020. On August 11, 2021, the CEC adopted the 2022 Energy Code. In December 2021, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023 must comply with the 2022 Energy Code.

The 2019 Standards improved upon the previous 2016 Standards for new construction of and additions and alterations to nonresidential buildings. Under the 2019 Standards, nonresidential buildings are approximately 30 percent more energy efficient due mainly to lighting upgrades.

The CALGreen Code is a Statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. The CALGreen Code require new commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The CALGreen Code also provides voluntary measures (CALGreen Tier 1 and Tier 2) that local governments may adopt which encourage or require additional measures in the five topical areas.

Renewable Portfolio Standard

In 2002, California established its Renewable Portfolio Standard (RPS) program[16] with the goal of increasing the annual percentage of renewable energy in the State's electricity mix by the equivalent of at least 1 percent of sales, with an aggregate total of 20 percent by 2017. The California Public Utilities Commission subsequently accelerated that goal to 2010 for retail sellers of electricity (Public Utilities Code §399.15(b)(1)). Then-Governor Schwarzenegger signed Executive Order S-14-08 in 2008, increasing the target to 33 percent renewable energy by 2020. In September 2009, then-Governor Schwarzenegger continued California's commitment to the Renewable Portfolio Standard by signing Executive Order S-21-09, which directs the CARB under its AB 32 authority to enact regulations to help the State meet its Renewable Portfolio Standard goal of 33 percent renewable energy by 2020. In September 2010, the CARB adopted its Renewable Electricity Standard regulations, which require all the State's load-serving entities to meet this target. In October 2015, then-Governor Brown signed into legislation Senate Bill (SB) 350, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. Signed in 2018, SB 100 revised the program's goal to achieve the 50 percent renewable resources target by December 31, 2026 and a 60 percent renewable resources target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Under SB 100, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Impact Analysis

4.6a Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact.

Electricity

Southern California Edison (SCE) provides electricity to the City. Total electricity demand in SCE's service area is forecast to increase by approximately 12,000 gigawatt hours (GWh)—or 12 billion kilowatt hours (kWh)—between 2015 and 2026.[17]

The Project's electricity demand is expected to be served by existing SCE electrical facilities. The Project's construction-related electrical demand is anticipated to be nominal because most construction equipment would be gas- or diesel-powered.

During Project operations, given that the Project proposes relatively small (ranging from 3,526 SF to 5,767 SF) commercial uses comprised of five single-story buildings, the estimated

[16] The Renewable Portfolio Standard is a flexible, market-driven policy to ensure that the public benefits of wind, solar, biomass, and geothermal energy continue to be realized as electricity markets become more competitive. The policy ensures that a minimum amount of renewable energy is included in the portfolio of electricity resources serving a state or country.

[17] California Energy Commission. (2018). *California Energy Demand 2018-2030 Revised Forecast*. Figure 49 Historical and Projected Baseline Consumption SCE Planning Area.

operational electrical demand would represent a less than significant percent increase compared to the SCE service area's overall demand. It is also noted that the Project (i.e., design and materials) would be subject to compliance with the most current Building Energy Efficiency Standards. Prior to Building Permit issuance, the City of Agoura Hills Building Division would review and verify that the Project site plans demonstrate compliance with the current Building Energy Efficiency Standards. The Project would also be required to comply with the CALGreen Code, which establishes planning and design standards for sustainable site development, energy efficiency (more than California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The Project would also be required to comply with General Plan Policies S-17.2 and S-17.3, which encourage energy evaluations and audits from utility companies, as well as exploring incentives to achieve complete electrification. Therefore, Project construction and operations would not result in wasteful, inefficient, or unnecessary consumption of electrical resources.

Natural Gas

Southern California Gas Company (SoCalGas) provides natural gas service to the City.[18] From 2019 to 2035, commercial demand in the SoCalGas service area is expected to decline from 101 billion cubic feet (bcf) to 81 bcf per year,[19] while supplies would decline from 1995 bcf per year in 2020 to 1585 bcf[20] per year in 2035.[21]

The Project's natural gas demand is expected to be adequately served by existing SoCalGas facilities. No construction-related natural gas demand is anticipated since most construction equipment would be gas- or diesel-powered. Anticipated natural gas demand would only be for water heating and space heating, and would represent a nominal percentage of overall demand in SoCalGas' service area. Therefore, Project site's construction and operations would not result in wasteful, inefficient, or unnecessary consumption of natural gas resources.

Fuel

During Project construction, transportation energy use would depend on the type and number of trips, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would be from transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel/gasoline. The use of energy resources by these vehicles would fluctuate according to the construction phase and would be temporary. Most construction equipment during demolition and grading would be gas- or diesel-powered, and the later construction phases would require electricity-powered equipment. Impacts related to transportation energy use during construction would be

[18] City of Agoura Hills. (2022). *Utilities*. Retrieved from https://www.agourahillscity.org/department/city-manager/emergency-services/cert-training/utility-service-providers.

[19] California Gas and Electric Utilities. (2020). *2020 California Gas Report.* Pages 100-101.

[20] 1 million cubic feet (MMcf) per day is equivalent to approximately 0.37 bcf per year.

[21] California Gas and Electric Utilities. (2020) *2020 California Gas Report.* Pages 18-19.

temporary and would not require expanded energy supplies or construction of new infrastructure. Project would not result in wasteful, inefficient, or unnecessary fuel consumption.

During Project operations, energy consumption would be associated with employee and customer trips, and periodic delivery truck trips and maintenance and repair crew trips. Los Angeles County's annual gasoline fuel use in 2021 was 3.8 billion gallons.[22] The County's annual diesel fuel use in 2021 was 507.2 million gallons.[23] Given that the Project proposes relatively small office uses of less than 21,000 SF, the estimated operational gasoline and diesel fuel demand would represent a less than significant percent increase compared to the County's overall demand. The Project proposes an office development near existing services and near the Ventura Freeway, reducing the need to travel long distances to a major highway and services. Consequently, the proposed Project would not result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Therefore, Project operations would not result in wasteful, inefficient, or unnecessary fuel consumption.

The Project would be subject to compliance with applicable energy standards and new capacity would not be required. Proposed construction and operations would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, the Project would result in a less than significant environmental impact concerning consumption of energy resources.

4.6b Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. Project design and operations would be subject to compliance with State Building Energy Efficiency Standards, appliance efficiency regulations, and CALGreen standards. As concluded in Response 4.6a, Project construction and operations would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

SCAG's 2020–2045 RTP/SCS establishes emissions goals for automobiles and light-duty trucks to achieve the per-capita greenhouse gas (GHG) emission reduction target of 19 percent by 2035, consistent with both the AB 32 target date and Executive Orders 5-03-05 and B-30-15 GHG reduction goals. CARB reviewed and approved this conclusion in October 2020 by their Executive Order G-20-239, specifying that SCAG's adopted RTP/SCS would, when implemented, achieve the applicable GHG emissions reduction target for automobiles and light trucks by 2035, relative to 2005 levels, as established for the region.[24] The Project is consistent with regional strategies to reduce passenger VMT (and thereby reduce transportation energy consumption) by providing community-serving uses in proximity to residences. The Project would be consistent with regional

[22] California Air Resources Board. (2021). EMFAC2021. Retrieved from https://arb.ca.gov/emfac/emissions-inventory/e5157af89c0277c21457875965f40dd5ee0b0a2a.

[23] California Air Resources Board. (2021). EMFAC2021. Retrieved from https://arb.ca.gov/emfac/emissions-inventory/e5157af89c0277c21457875965f40dd5ee0b0a2a.

[24] Southern California Association of Governments. (2021). 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) Amendment #1. Retrieved from https://scag.ca.gov/sites/main/files/file-attachments/final-amendment-01-connect-socal-110421.pdf?1636060850.

goals to reduce trips and VMT by locating office uses adjacent to other uses, which reduces vehicle trip lengths. The Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

4.7 Geology and Soils

The discussion below regarding potential impacts on geology and soils is based in part on the Geotechnical Site Evaluation (see **Appendix F: Geotechnical Site Evaluation**) prepared for the Project site by Gorian & Associates, Inc.

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Impact Analysis

4.7ai Would the Project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). No Holocene-active faults are known to cross the Project site, and the Project site is not located within an Alquist-Priolo Earthquake Fault Zone. The closest Holocene-active faults are the Malibu Coast fault, located approximately 7.7 miles southeast of the Project site, and the Simi-Santa Rosa Fault Zone, located approximately 9.3 miles northeast of the site.[25] Therefore, the Project would not expose people or structures to adverse effects involving rupture of a known earthquake fault, and there would be no impact.

4.7aii Would the Project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving strong seismic ground shaking?

Less Than Significant Impact. As previously mentioned, there are no identified Alquist-Priolo Earthquake Fault Zones within the City. However, there are several known faults near the Project site. The closest Holocene-active faults are the Malibu Coast fault, located approximately 7.7 miles southeast of the Project site, and the Simi-Santa Rosa Fault Zone, located approximately 9.3 miles northeast of the Project site.[26] The City's location in Southern California is characterized by high regional seismicity. Ground shaking originating from earthquakes along active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults.

The faults described above could cause moderate to intense ground shaking during the Project's lifetime. Therefore, Project could expose people and structures to potential adverse effects involving strong seismic ground shaking. The intensity of ground shaking on a site would depend upon the earthquake's magnitude, distance to the epicenter, and geology of the area between the site and epicenter. Regulatory controls to address potential seismic hazards would be imposed on the Project through the permitting process.

Pursuant to AHMC Article VIII: Building Regulations, the City has adopted the California Building Standard's Commission's (CBSC) most recent 2019 California Building Code (CBC), including those

[25] Gorian & Associates, Inc. (2021). Geotechnical Site Evaluation for Ladyface Vista Business Center. Page 8.

[26] Gorian & Associates, Inc. (2021). Geotechnical Site Evaluation for Ladyface Vista Business Center. Page 8.

that address seismic resistance. CBSC design standards correspond to the level of seismic risk in a given location and are intended primarily to protect public safety and secondly to minimize property damage. The Project would be subject to compliance with all applicable regulations in the CBC, which specifies design requirements to minimize the effects of potential earthquake hazards. Following compliance with standard engineering practices, the established regulatory framework (i.e., AHMC and CBSC), potential impacts concerning exposure of people or structures to potential adverse effects involving strong seismic ground shaking would be less than significant.

4.7aiii Would the Project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving seismic-related ground failure, including liquefaction?

No Impact. Liquefaction is a phenomenon where earthquake-induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburden pressure. When this occurs, the soil can completely lose its shear strength and enter a liquefied state. For liquefaction to occur, three criteria must be met: underlying loose, coarse-grained (sandy) soils, a groundwater depth of approximately 25 feet, and a potential for seismic shaking from nearby large-magnitude earthquakes.

The Project site is not within a liquefaction zone.[27] The closest area deemed at risk of liquefaction is approximately 0.73-mile to the southeast. Therefore, the Project site would not be at risk of liquefaction and there would be no impact.

4.7aiv Would the Project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving landslides?

No Impact. Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The Project site is not within an Earthquake Induced Landslide Zone.[28] Therefore, the Project would not directly or indirectly cause potential adverse effects involving landslides, and there would be no impact.

4.7b Would the Project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. The Project site is undeveloped and is covered in non-native grassland/fuel reduction areas, developed areas, non-native tree stands, native and non-native grass/forb habitats, and a small mulefat scrub thicket with no obvious large patches of exposed topsoil. During the Project's construction phase, activities such as grading and site preparation could leave soils at the Project site susceptible to soil erosion. The Applicant would be required to comply with South Coast AQMD Rule 403 – Fugitive Dust to minimize wind- and waterborne erosion at the Project site, as

[27] Gorian & Associates, Inc. (2021). Geotechnical Site Evaluation for Ladyface Vista Business Center. Page 1.

[28] Gorian & Associates, Inc. (2021). Geotechnical Site Evaluation for Ladyface Vista Business Center. Page 1.

well as to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities and AHMC §5507: Low impact development requirements for new development and redevelopment. A site-specific SWPPP would be prepared prior to earthwork activities and would be implemented during Project construction. The SWPPP would include best management practices (BMPs) and erosion control measures to prevent pollution in storm water discharge. Typical BMPs that could be used during construction include good housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City for compliance with the City's goals for storm water control per AHMC §5507(h): Low impact development requirements for new development and redevelopment. Following compliance with the established regulatory framework (i.e., the AHMC and NPDES), the Project's potential impacts concerning soil erosion and loss of topsoil would be less than significant.

4.7c Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

4.7d Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. According to the Geotechnical Site Evaluation, topsoil on the Project site is highly expansive. This finding is consistent with the General Plan Final EIR Figure 4.5-2: Expansion Potential of Soils which identifies the Project site as being located within an area designated as having a high potential for expansive soils.[29] The Project would be subject to compliance with the CBC, AHMC, and the design recommendations of the Geotechnical Site Evaluation, which would ensure that impacts involving unstable and expansive soils are less than significant.

4.7e Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Project's wastewater would discharge to the local City sewer line for conveyance to a LVMWD trunk sewer. Access to the City's sanitary sewer system would be provided with connection to an existing 8-inch line within Canwood Street, at the Project site's southern entrance; see Responses 4.19aii and 4.19aiii. The Project would not utilize septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

[29] City of Agoura Hills. (2010). *General Plan 2035 EIR*. Figure 4.5-2: Expansion Potential of Soils.

4.7f Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact with Mitigation Incorporated. There are two unique geologic features proximate to the Project site.[30] Ladyface Mountain is approximately 0.44 mile to the south of the Project site and a hilltop is approximately 0.24 mile northwest of the Project site. These unique geologic features are not adjacent to nor would their structural integrity be affected by the Project.

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These resources are valued for the information they yield about the Earth's history and its past ecological settings. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area. The Natural History Museum of Los Angeles County (NHM) record search findings received on February 8, 2021 indicated that the Project stie is near areas considered to be sensitive for paleontological resources, which include older alluvial terrestrial formations and older marine formations (e.g., Topanga and Calabasas Formations).

The Geotechnical Site Evaluation indicated that the Topanga Formation was encountered between 1 and 6.5 feet beneath the ground surface at the Project site. Most of the Topanga Formation material encountered was brown siltstone and sandstone, but two borings encountered a dark gray basalt-rich layer that is often linked to the Middle Topanga at between 14 and 24 feet in depth. Conejo Volcanic intrusions were also encountered in the northern portion of the site, with some invasive remnant sandstone from the Topanga Formation. However, no bedroom formation elements were visible on the surface to assess, and no older alluvial materials were present on the Project site. Due to the National History Museum of Los Angeles County record search findings, the Project site visit findings, and the Geotechnical Site Evaluation findings, a further paleontological assessment of the Project property prior to entitlement is not recommended.

Because of the presence on the Project site of sensitive older alluvial material and the Topanga Bedrock Formation, a geological formation known to contain marine fossils, there is potential for unanticipated discovery of paleontological resources. To address potential impacts to paleontological resources, the Project would be subject to compliance with MM GEO-1, which requires a qualified paleontological monitor to be on site during Project grading within sensitive older alluvial material and the Topanga Bedrock Formation. Therefore, following compliance with MM GEO-1, the Project's potential impacts to paleontological resources would be mitigated to a less than significant level.

Mitigation Measures

MM GEO-1 Prior to issuance of grading permit, the Applicant shall retain a qualified paleontologist who meets the Society of Vertebrate Paleontology guidelines to oversee a paleontological monitor who shall be present during grading activities

[30] Unique geologic features are typically topographic features such as hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, or wetlands.

within sensitive older alluvial material and the Topanga Bedrock Formation. The monitor does not have to be present if recent alluvial material or volcanic material is being encountered. The paleontological monitor shall be approved by the City of Agoura Hills and retained and paid for by the Applicant. The paleontological monitor will also be able to halt construction within a 50-foot radius of a fossil discovery until the fossil can either be removed off site or the City is notified of the need to further assess the discovery. If the find is large enough to warrant further evaluation and/or extraction, then the following fossil "discovery" protocol shall be followed:

a) The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

b) The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study, or report.

c) Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

d) Prior to the issuance of any building permit, the Applicant shall submit a letter to the City for the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

4.8 Greenhouse Gas Emissions

A Greenhouse Gas (GHG) analysis was prepared for the proposed Project by Kimley-Horn and Associates, Inc. The GHG modeling outputs and results are included in **Appendix B: Air Quality and GHG Modeling Outputs**.

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Impact Analysis

4.8a Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The proposed Project would include direct and indirect GHG emissions from construction and operations. Construction is considered a direct source since these emissions occur at the Project site. Direct operational-related GHG emissions from the proposed Project would include emissions from area and mobile sources, while indirect emissions are from energy consumption, water demand, and solid waste.

Short-Term Construction Greenhouse Gas Emissions

Project construction would result in direct emissions of CO_2, N_2O, and CH_4 from construction equipment, the transport of materials, and construction worker travel to and from the Project site. Once construction is complete, the generation of construction-related GHG emissions would cease. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.[31]

Total GHG emissions generated during all phases of construction for the Project were combined and are presented in **Table 4.8-1: Construction-Related Greenhouse Gas Emissions.** The CalEEMod outputs are contained within **Appendix B.** As shown in **Table 4.8-2**, the Project total construction would result in 553 metric tons of CO_2 equivalent ($MTCO_2e$) (approximately 18.4 $MTCO_2e$ per year when amortized over 30 years).

[31] The project lifetime is based on the standard 30-year assumption of the South Coast AQMD (South Coast AQMD, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

Table 4.8-1: Construction-Related Greenhouse Gas Emissions

Construction Year	$MTCO_2e$
Year 1 Construction Emissions (2022)	123
Year 2 Construction Emissions (2023)	430
30-Year Amortized Construction	18.4
Source: CalEEMod version 2020.4.0; see **Appendix B** for model outputs.	

Long-Term Operational Greenhouse Gas Emissions

Operational (long-term emissions) would occur over the Project's life. The Project would result from direct emissions such as vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water and wastewater, and emissions associated with solid waste, and any fugitive refrigerants from air conditioning or refrigerators.

Table 4.8-2: **Project Greenhouse Gas Emissions** provides the Project's total operational GHG emissions and indicates they would total approximately 1,153.4 $MTCO_2e$ annually from both Project construction and operations.

Table 4.8-2: Project Greenhouse Gas Emissions

Emissions Source	$MTCO_2e$ per Year
Construction Amortized over 30 Years	18.4
Area Source	0
Energy	62
Mobile[1]	951
Waste	55
Water & Wastewater	67
Total Emissions[2]	**1,153.4**
South Coast AQMD Project Threshold	3,000
Exceeds Threshold?	**No**
Notes: 1. Mobile source emissions include CalEEMod results plus on-site idling emissions calculated with EMFAC2021. 2. Totals may be slightly off due to rounding. Source: CalEEMod version 2020.4.0. Refer to **Appendix B** for model data outputs.	

Table 4.8-2 indicates that the proposed Project would not exceed the South Coast AQMD's proposed GHG threshold of 3,000 MTCO2e per year.[32] Approximately 88 percent of the Project's emissions are from energy and mobile sources which would be further reduced by

[32] On September 28, 2010, air quality experts serving on the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group recommended an interim screening level numeric bright-line threshold of 3,000 metric tons of CO2e annually. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, various city and county planning departments. The numeric bright line and efficiency-based thresholds, which were developed for consistency with CEQA requirements for developing significance thresholds, are supported by substantial evidence and provide guidance to CEQA practitioners and lead agencies for determining whether GHG emissions from a proposed project are significant.

implementation of Statewide programs and measures, including the reduction in the carbon content of fuels, CARB's advanced clean car program, CARB's mobile source strategy, fuel efficiency standards, cleaner technology, and fleet turnover. Additionally, SCAG's 2020-2045 RTP/SCS is also expected to help California reach its GHG reduction goals, with reductions in per capita transportation emissions of 19 percent by 2035.[33] Accordingly, the Project would not interfere with the State's efforts to reduce GHG emissions in 2030.

Project operations would benefit from the implementation of current and potential future energy regulations including the SB 100 renewable electricity portfolio target of 60 percent renewable energy by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Further, the proposed Project would be subject to compliance with all building codes in effect at the time of construction which include energy conservation measures mandated by Title 24 of the CBSC – Energy Efficiency Standards. Title 24 is part of the State's plans and regulations for reducing emissions of GHGs to meet and exceed AB 32 and SB 32 energy reduction goals. Because Title 24 standards require energy conservation features in new construction, they help reduce GHG emissions. Building Energy Efficiency Standards are updated on an approximately three-year cycle and the most recent 2019 standards took effect January 1, 2020. Therefore, the proposed Project would have a less than significant impact on GHG emissions.

4.8b Would the Project conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact.

City of Agoura Hills Climate Action and Adaptation Plan

The City approved the City of Agoura Hills Climate Action and Adaptation Plan (CAAP) in 2021, which serves as a long-term plan for reducing GHG emissions and enhancing the community's resilience towards vulnerabilities and risks posed by climate change. By using energy more efficiently, harnessing renewable energy to power buildings, recycling waste, and enhancing access to sustainable transportation modes, implementation of the CAAP would contribute to improving community quality of life. The goals outlined in the CAAP that are applicable to the Project are shown in **Table 4.8-3: City of Agoura Hills Climate Action and Adaption Plan Consistency**. As shown in **Table 4.8-3**, the Project would not conflict with the goals in the CAAP.

[33] Southern California Association of Governments. *SB 375 Regional Plan Climate Targets*. Retrieved from https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets.

Table 4.8-3: City of Agoura Hills Climate Action and Adaptation Plan Consistency

CAAP Goals		Compliance	
GOAL 4:	Increase Energy Efficiency in New Commercial Development.	Consistent:	The proposed Project would develop office uses, and would be required to comply with California Building Energy Efficiency Standards and the CALGreen Code, which includes planning and design standards for energy efficiency.
GOAL 5:	Increase energy efficiency through water efficiency.	Consistent:	The proposed Project would be required to comply with California Building Energy Efficiency Standards and the CALGreen Code, which include planning and design standards for energy efficiency.
GOAL 6:	Decrease Energy Demand through Reducing Urban Heat Island Effect.	Consistent:	The Project would preserve/retain seven on-site Protected Trees, which would incrementally reduce the urban heat island effect. The Project would also be required to comply with California Building Energy Efficiency Standards and the CALGreen Code, which would decrease energy demand.
GOAL 7:	Decrease GHG Emissions Through a Reduction in VMT	Consistent:	The VMT Assessment Memorandum (see **Appendix K**) concludes that the proposed Project would have a less than significant impact regarding VMT. Therefore, the Project would be consistent with this goal.
GOAL 8:	Decrease GHG Emissions through Reducing Solid Waste Generation.	Consistent:	Operational activities would be subject to compliance with all applicable federal, State, and local statutes and regulations for solid waste, including those identified under the CALGreen Code. See also Section 4.19. Therefore, the Project would be consistent with this goal.
GOAL 9:	Decrease GHG Emissions through Increased Clean Energy Use.	Consistent:	The Project would provide 9 electric vehicle charging station stalls and 12 clean air vehicle stalls. Therefore, the Project would promote clean energy use and decrease GHG emissions.
Source: City of Agoura Hills. (2021). *City of Agoura Hills Climate Action and Adaptation Plan*.			

California Air Resource Board Scoping Plan Consistency

In December 2017, CARB approved the California's 2017 *Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target* (2017 Scoping Plan). This update focuses on implementation of a 40 percent reduction in GHGs by 2030 compared to 1990 levels. To achieve this, the 2017 Scoping Plan draws on a decade of successful programs that addresses the major sources of climate changing gases in every sector of the economy:

- *More Clean Cars and Trucks:* The plan sets out far-reaching programs to incentivize the sale of millions of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight statewide.

- *Increased Renewable Energy:* California's electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The 2017 Scoping Plan guides utilities to 50 percent renewables, as required under SB 350.
- *Slashing Super-Pollutants:* The plan calls for a significant cut in super-pollutants such as methane and hydrofluorocarbon refrigerants, which are responsible for as much as 40 percent of global warming.
- *Cleaner Industry and Electricity:* California's renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions would continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.
- *Cleaner Fuels:* The Low Carbon Fuel Standard drives further development of cleaner, renewable transportation fuels to replace fossil fuels.
- *Smart Community Planning:* Local communities would continue developing plans which would further link transportation and housing policies to create sustainable communities.
- *Improved Agriculture and Forests:* The 2017 Scoping Plan also outlines innovative programs to account for and reduce emissions from agriculture, as well as forests and other natural lands.

Achieving the 2030 target under the 2017 Scoping Plan continues to spur the transformation of the California economy and fix its course securely on achieving an 80 percent reduction in GHG emissions by 2050, consistent with the global consensus of the scale of reductions needed to stabilize atmospheric GHG concentrations at 450 ppm CO_2e and reduce the likelihood of catastrophic climate change.

The Project includes the development of five office buildings. These improvements would be subject to the local and regional regulatory framework, including the California Building Energy Efficiency Standards and the CALGreen Code. As such, the Project would not conflict with the broader goals listed in the 2017 Scoping Plan. Impacts would be less than significant.

SCAG Regional Transportation Plan/Sustainable Communities Strategy Consistency

The RTP/SCS accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve State GHG emissions reduction goals and FCAA requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the State. The Project's consistency with the applicable RTP/SCS goals is analyzed in detail in **Table 4.8-4: Regional Transportation Plan/Sustainable Communities Strategy Consistency**.

Table 4.8-4: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals		Consistency
GOAL 5:	Reduce greenhouse gas emissions and improve air quality.	Consistent: The Project would be required to comply with California Building Energy Efficiency Standards and the CALGreen Code, thus would not dramatically impact air quality. The Project's emissions would not exceed the SCAQMD's 3,000 $MTCO_2e$ per year threshold and would result in a less than significant GHG impact.
GOAL 6:	Support healthy and equitable communities	Consistent: As indicated in **Section 4.3, Air Quality**, the Project would not exceed regional or localized thresholds for criteria pollutants. Based on the Friant Ranch decision, projects that do not exceed the SCAQMD's LSTs would not violate any air quality standards, contribute substantially to an existing or projected air quality violation, nor result in no criteria pollutant health impacts.
Source: Southern California Association of Governments. (2020). *Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy*.		

The applicable goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in **Table 4.8-4**, the Project would be consistent with the stated goals of the RTP/SCS. Therefore, the Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

4.9 Hazards and Hazardous Materials

The discussion below regarding potential impacts on hazards and hazardous materials is based in part on the 2020 Phase I Environmental Site Assessment (Phase I ESA) prepared for the Project site by Certified Environmental Consultants (**Appendix G: Phase I Environmental Site Assessment**).

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

Impact Analysis

4.9a Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Project construction would involve the transport, storage, use and/or disposal of limited quantities of hazardous materials, such as fuels, solvents, degreasers,

and paints. The use of these materials during Project construction would be short-term and would occur in accordance with standard construction practices, as well as with applicable federal, State, and local regulations. Potentially hazardous materials would be contained, stored, and used during construction in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Examples of such activities include fueling and servicing construction equipment and applying paints and other coatings. Project construction would be temporary, and existing regulations of several agencies would govern these activities. Construction activities would be subject to compliance with relevant regulatory requirements and restrictions concerning the transport, use, or disposal to prevent a significant hazard to the public or environment. The primary regulatory requirements include South Coast AQMD Rule 1166 (volatile organic compound emissions) and Rule 1466 (fugitive dust TACs).

The Project would not emit hazardous emissions or involve hazardous or acutely hazardous materials, substances, or waste. However, the proposed Project could involve the use of materials associated with routine maintenance of the property, such as janitorial supplies for cleaning purposes and/or herbicides and pesticides for landscaping. All potentially hazardous waste generated by medical offices would be required to be disposed of according to the Occupational Safety and Health Administration (OSHA) requirements. These uses would not involve the routine transport, use, or disposal of quantities of hazardous materials that could create a significant hazard to the public or environment. The hazardous materials used during operations would be stored, handled, and disposed of in accordance with applicable regulations per AHMC §3103: Responsibility, that establishes the responsibility of hazardous material handlers. Therefore, following compliance with the regulatory requirements, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

4.9b Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. The vacant Project site does not have any recorded past uses. According to the Phase I ESA, there are no recognized environmental conditions associated with the Project site. Therefore, it is unlikely that development of the Project site would result in the release of hazardous materials into the environment. The Project would have a less than significant impact.

4.9c Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The proposed Project is not within one-quarter mile of an existing school. The closest school is Agoura Hills High School, located at 28545 West Driver Avenue, approximately 0.8-mile northeast of the Project site. Additionally, the Project would not involve the handling of nor would it emit hazardous materials. Therefore, the proposed Project would have no impact.

4.9d Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. Government Code §65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the California Department of Toxic Substances Control (DTSC). The Project site is not identified on a compiled hazardous materials site list pursuant to California Government Code §65962.5. Additionally, there are no recognized Cortese List sites in the City. Therefore, no impact would occur.

4.9e For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The nearest airport to the Project site is Camarillo Airport, located approximately 18 miles to the west. The Project site is not within an airport land use plan or within two miles of a public airport or public use airport. Therefore, there would be no impact related to airport-related safety hazard or excessive noise.

4.9f Would the Project impair implementation of or physically interfere with an emergency response plan or emergency evacuation plan?

Less Than Significant Impact.

The City's Emergency Operations Center establishes that emergencies may warrant any road to be used as both a disaster route and/or an evacuation route. Project-related construction activities could temporarily impact street access and traffic flow due to roadway improvements and potential extension of construction activities into the rights-of-way for utility connections, resulting in temporary lane closures. However, Project construction activities would be monitored by the City's Public Works/Engineering Department and would not require the complete closure of any public streets during construction. Temporary construction activities would not impede use of the streets for emergencies or access for emergency response vehicles. Further, the Project design and site access would be reviewed by the LACFD and the Los Angeles County Sheriff's Department (LACSD) to ensure that emergency access would be maintained. Therefore, the Project would not conflict with the City's adopted emergency response plan or emergency evacuation plan.

4.9g Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant Impact. According to the State of California Department of Forestry and Fire Protection (CalFire) Fire Hazard Severity Zone Map, the Project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) for both a Local Responsibility Area (LRA) and State Responsibility Area (SRA).[34] However, VHFHSZ are located northwest of the Project site and approximately 300 feet south of the Project site (across the Ventura Freeway). Project design and

[34] California Department of Forestry and Fire Protection. (2011). *Agoura Hills Very High Fire Hazard Severity Zones in LRA*. Retrieved from https://osfm.fire.ca.gov/media/5800/agoura_hills.pdf.

site access would adhere to LACFD regulations. The Project's undeveloped areas and landscaping would also be subject to compliance with the LACFD Fuel Modification and AHMC §9541.1: Corridor standards, which require the use of naturalistic and native landscaping throughout the development. Therefore, the Project would not expose people or structures, either directly or indirectly, to a significance risk of loss, injury, or death involving wildland fires, and impacts would be less than significant.

4.10 Hydrology and Water Quality

The discussion below regarding hydrology is based in part on the Preliminary Drainage and Best Management Practices Report (see **Appendix H: Preliminary Drainage and Best Management Practices Report**) prepared for the Project site by Delane Engineering.

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the projects may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site.			X	
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Impact Analysis

4.10a Would the Project violate water quality or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact.

Water Quality Standards/Waste Discharge Requirements - Short-Term Construction

The Project's construction-related activities would include excavation, grading, and trenching, which would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Construction-related erosion effects would be addressed through compliance with the National Pollutant Discharge Elimination System (NPDES) program's Construction General Permit. Construction activity subject to the Construction General Permit includes any construction or demolition activity including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than one acre. The Project would disturb approximately 3.23 gross acres and would be subject to the Construction General Permit. AHMC Chapter 5: Storm Water Management and Discharge Control, specifies development requirements to reduce pollutants in stormwater and urban runoff to the maximum extent practicable. AHMC §5507(c): Low impact development requirements for new development and redevelopment, requires new development projects, like the proposed Project, to comply with the current Municipal Separate Storm Sewer System (MS4) permit (Order No. R4-2012-0175) to less the water quality impacts of development by using smart growth practices, and integrate low impact development (LID) requirements for stormwater pollution maintenance.

In addition to compliance with NPDES and the AHMC, any future development disturbing one acre or greater is required to obtain coverage under the Construction General Permit. To obtain coverage under the Construction General Permit, dischargers are required to file with the State Water Board the Permit Registration Documents, which include a Notice of Intent (NOI) and other compliance-related documents. The Construction General Permit requires development and implementation of a SWPPP and monitoring plan, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. The types of required BMPs would be based on the amount of soil disturbed, the types of pollutants used or stored at the Project site, and proximity to water bodies. Following compliance with NPDES and AHMC Chapter 5 requirements, which would be monitored by the City's Public Works/Engineering Department, construction-related activities would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality. Therefore, impacts would be less than significant.

Water Quality Standards/Waste Discharge Requirements - Long-Term Operations

The Los Angeles County Flood Control District (LACFCD), the County of Los Angeles, and the City of Agoura Hills, along with 85 other incorporated cities within the County (Permittees) discharge pollutants from their MS4s. Stormwater and non-stormwater enter and are conveyed through the MS4 and discharged to Los Angeles Region surface water bodies. These discharges are regulated under countywide waste discharge requirements contained in Order No. R4-2012-

0175[35] (NPDES Permit No. CAS004001), *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges Within the Coastal Watersheds of Los Angeles County, Except Discharges Originating from the City of Long Beach MS4*, which was adopted November 8, 2012.[36] The MS4 Permit Order provides the revised waste discharge requirements for MS4 discharges within the Los Angeles County watersheds, which includes Agoura Hills. The MS4 Permit Order, which became effective December 28, 2012, supersedes Order No. 01-182. Los Angeles County uses its LID Ordinance to require that projects comply with NPDES MS4 Permit water quality requirements.

The MS4 Permit Order requires development and implementation of a Planning and Land Development Program for all "New Development" and "Redevelopment" projects subject to the Order. New development and redevelopment projects/activities subject to the County's LID Ordinance include all development projects equal to 1.0 acre or greater of disturbed area and residential new or redeveloped projects that create, add, or replace 10,000 SF or greater impervious surface area. The Project would add more than 10,000 SF of impervious surface area; as such, the Project is subject to Los Angeles County's LID Ordinance. Additionally, AHMC §5507: Low impact development requirements for new development and redevelopment, specifies that new development subject to the MS4 Permit must comply with post-construction runoff pollution reduction BMPs implemented through the Standard Urban Stormwater Mitigation Plan (SUSMP). SUSMP conditions assigned by the City would consist of LID BMPs, source control BMPs, and structural and nonstructural BMPs for specific types of uses. LID controls effectively reduce the amount of impervious area of a completed Project site and promote the use of infiltration and other controls that reduce runoff. Source control BMPs prevent runoff contact with pollutant materials that would otherwise be discharged to the MS4. Specific structural controls are also required to address pollutant discharges from certain uses including but not limited to housing developments, parking lots, and new streets.

The Project includes an underground storage system to detain and treat storm water prior to comingling with off-site runoff. Both Project site runoff and off-site run-on would discharge as pipe flow to the existing public storm drain within Canwood Street, consistent with pre-development conditions.[37]

Following compliance with NPDES requirements (i.e., Los Angeles County's LID Ordinance and AHMC), which include LID BMPs, operations would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Therefore, impacts would be less than significant.

4.10b Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

[35] California State Water Quality Control Board. *Order No. R4-2012-0175 NPDES Permit No. CAS004001*.

[36] California State Water Quality Control Board. *Order No. R4-2012-0175 NPDES Permit No. CAS004001*.

[37] Delane Engineering. (2021). *Preliminary Drainage and Best Management Practices Report.*

Less Than Significant Impact. Basin recharge occurs through percolation of precipitation and artificial recharge activities at spreading grounds, among other sources. The Project site undeveloped. According to the Preliminary Drainage and Best Management Practices Report, Project implementation would increase impervious surfaces to 53 percent. Although imperviousness would increase due to Project implementation, the soils on site are not suitable for infiltration as they are high in clay and are likely to be highly expansive. Currently, stormwater runs off into a public storm drain within Canwood Street. According to the Preliminary Drainage and Best Management Practices Report, the soils engineer recommends proprietary biofiltration seized with 1.5 times the stormwater quality design volume. All runoff would be treated prior to off-site flow and would discharge from the site to the storm drain within Canwood Street, which would be consistent with existing site conditions. Stormwater quality would be improved by implementation of the Project and the detention basin as part of the LID BMPs, and quantity would not change as it would drain similarly to existing site conditions. Therefore, impacts would be less than significant.

4.10c Would the Project substantially alter the existing drainage pattern of the site or area, including through the alterations of the course of stream or river or through the addition of impervious surfaces, in a manner which would:

(i) Result in substantial erosion or siltation on- or off-site?

(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

(iv) Impede or redirect flood flows?

Less Than Significant Impact. There are no streams or rivers on the Project site. While the Project would increase impervious surfaces, the existing soil characteristics do not permit groundwater infiltration. Implementation of the Project would improve stormwater runoff quality through construction of a detention basin and would maintain similar drainage patterns to pre-implementation site conditions as recommended in the Preliminary Drainage and Best Management Practices Report. Therefore, impacts to erosion, runoff, drainage systems, and flows would be less than significant.

4.10d Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?

No Impact. The City is not within a flood hazard[38], tsunami[39], or seiche zone. Additionally, an office complex would not risk the release of pollutants (See Section 4.9). No impacts would occur.

[38] California Department of Water Resources. *Best Available Map (BAM).* Retrieved from https://gis.bam.water.ca.gov/bam/.

[39] California Department of Conservation. *California Tsunami Maps and Data.* Retrieved from https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/?extent=-13221477.432%2C4048431.6211%2C-13221116.1476%2C4048804.8488%2C102100&utm_source=cgs%2Bpassive&utm_content=statewide.

4.10e Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The Project would comply with applicable water quality regulations for short-term and long-term impacts (see Response 4.10a). Specifically, the Project would be subject to the consistency with the Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. The Project would improve stormwater runoff quality and would not alter the drainage of the site. Additionally, the Project would be subject to comply with AHMC Chapter 5: Storm Water Management and Discharge Control, which specifies development requirements to reduce pollutants in stormwater and urban runoff to the maximum extent practicable. AHMC §5507(c): Low impact development requirements for new development and redevelopment, requires new development projects, like the proposed Project, to comply with the current MS4 permit (Order No. R4-2012-0175) to lessen the water quality impacts of development by using smart growth practices, and integrate LID requirements for stormwater pollution maintenance. Therefore, the Project would have a less than significant impact.

4.11 Land Use Planning

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Impact Analysis

4.11a Would the Project physically divide an established community?

No Impact. Examples of projects that could physically divide an established community include a new freeway or highway that traverse an established neighborhood. The Project is an infill development, and the Project site is currently undeveloped and does not contain any built structures. Therefore, the Project would not physically divide an established community and no impact would occur.

4.11b Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact.

General Plan

The Project site's General Plan land use designation is BP-OR.[40] The BP-OR land use designation is intended to allow a range of general, professional, and medical offices and retail uses of smaller scale. The retail uses typically serve as support to the primary office uses. The land use designation also permits a maximum FAR of 0.7:1.

The Project proposes five, single-story buildings in an office building complex that is consistent with the intended uses in the BP-OR land use designation. The Project's FAR is 0.14:1, which is under the maximum FAR designated in the City's General Plan. **Table 4.11-1: General Plan Consistency** describes Project consistency with applicable policies of the City's General Plan.

[40] City of Agoura Hills. (2010). *City of Agoura Hills General Plan.* Figure LU-2: Land Use Diagram. Retrieved from https://www.agourahillscity.org/home/showpublisheddocument/8305/635045247851600000.

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Table 4.11-1: General Plan Consistency

Goal	Policy	Consistency
Goal LU-1. Growth and Change. Sustainable growth and change through orderly and well-planned development that provides for the needs of existing and future residents and businesses, ensures the effective and equitable provision of public services, and makes efficient use of land and infrastructure.	**LU 1.1. Building Intensity and Population Density.** Regulate the levels of building intensity and population density according to the standards and land use designations specified by the General Plan and Agoura Hills Municipal Code. Within these designations, cumulative development shall not exceed 8,139 housing units, 1,850,907 square feet of retail services, 3,341,448 square feet of business park/office uses, and 1,118,126 square feet of business park manufacturing uses.	**Consistent.** The Project would be built within the standards of the BP-OR land use designation and would comply with all applicable municipal codes.
	LU 1.2 Development Locations. Prioritize future growth as infill of existing developed areas re-using and, where appropriate, increasing the intensity of development on vacant and underutilized properties, in lieu of expanded development outward into natural areas and open spaces. Allow for growth on the immediate periphery of existing development in limited designated areas, where this is guided by standards to assure seamless integration and connectivity with adjoining areas and open spaces.	**Consistent.** The Project proposes the development of a vacant lot bordered by a medical office complex to the east and the LACFD Fire Station to the west. The Project would result in furthering connectivity of land uses in the area and would also better utilize vacant land.
Goal LU-2. City of Diverse Uses. A mix of land uses that meets the diverse needs of Agoura Hills' residents, offers a variety of employment opportunities, and allows for the capture of regional population and employment growth.	**LU-2.3 Employment Opportunities.** Provide for a variety of commercial uses that offer job opportunities for Agoura Hills' residents, including retail, office, light industrial, and research and development.	**Consistent.** The Project proposes a new office complex that would provide new employment opportunities to the residents of Agoura Hills.
Goal LU-4. City Form and Structure. Structure and form of development that respects Agoura Hills' natural setting; maintains distinct and interconnected places for residents to live, shop, work, and play; and is more compact to reduce automobile dependence.	**LU-4.1 Primary Contributor to Urban Form.** Locate and design development to respect Agoura Hills' environmental setting, focusing development on lowland areas and configured to respect hillside slopes, topographic contours, and drainage corridors. Figure LU-2 (Open Space Framework) depicts the key environmental elements that shape the City.	**Consistent.** The proposed Project would be built in a lowland area of the City and would retain the hillside with soil nail walls along the Project site's northern boundary and conventional walls along the eastern and western boundaries.
	LU-4.4 Concentration of Development Density. Focus the highest densities of development along the freeway corridor facilitating access to and from regional transportation systems.	**Consistent.** The proposed Project would be located along the Ventura Freeway corridor and would increase density along the freeway corridor.

Table 4.11-1: General Plan Consistency

Goal	Policy	Consistency
	LU-4.6 Building Scale and Design. Encourage development of buildings and exterior spaces that are of human scale and encourage pedestrian activity, and discourage structures that do not relate to exterior spaces and designs that do not consider such features.	**Consistent.** The proposed Project would have design features such as bike racks and pedestrian access that would encourage multi-modal transportation and pedestrian activities.
	LU-4.7 Building Relationship to Public Places. Require buildings to be oriented to and actively engage the public realm through such features as location, incorporation of windows, avoidance of blank walls, and articulation of building elevations fronting sidewalks and public spaces, and location of parking to their rear or side.	**Consistent.** The proposed Project would be built in an accessible location, would be designed to enhance community character, would have pedestrian access, and would have parking spaces along the perimeter of the buildings. The buildings would be accessible from the fronting sidewalks and Canwood Street.
	LU-4.8 Connectivity. Promote the development of complete pedestrian, bicycle, and vehicular connections that provide access from all residential neighborhoods to commercial, employment, cultural, civic, recreational, and open space destinations.	**Consistent.** The proposed Project includes design features such as bike racks and pedestrian access that would encourage connectivity through the Project site.
Goal LU-5. City Sustained and Renewed. Development and land use practices that sustain natural environmental resources, the economy, and societal well-being for use by future generations, which, in turn, reduce greenhouse gas emissions and impacts on climate change.	**LU-5.1 Sustainable Building Practices.** Promote sustainable building practices that utilize materials, architectural design features, and interior fixtures and finishings to reduce energy and water consumption, toxic and chemical pollution, and waste in the design and construction of buildings.	**Consistent.** The proposed Project would be consistent with all Title 24 regulations that would result in energy and water conservation on the Project site.
	LU-5.3 Heat Island Effect. Seek innovative ways to reduce the "heat island effect" by promoting such features as white roofs, light-colored hardscape paving, and shade structures and trees, and by reducing the extent of unshaded parking lots.	**Consistent.** The Project would preserve/retain seven on-site Protected Trees, which would incrementally reduce the urban heat island effect.
Goal LU-6. Land Use Distribution and Urban Form. Community conservation and managed growth that protects and enhances the distinguishing qualities of the City, livability of neighborhoods, economically vigorous and viable	**LU-6.1 Land Use Diagram.** Accommodate development consistent with the Land Use Diagram shown in Figure LU-3 (Land Use Diagram) and Land Use Classifications specified in the preceding section.	**Consistent.** The proposed Project is consistent with BP-OR standards and intended uses.

Table 4.11-1: General Plan Consistency

Goal	Policy	Consistency
business districts, sustained environmental resources, and well-being and health of residents.		
Goal LU-12. Diverse Districts and Corridors. A diversity of vital and active commercial districts providing a choice of uses and activities for Agoura Hills' residents and visitors.	**LU-12.1 Diversity of Uses.** Provide for and encourage the development of a broad range of uses in Agoura Hills' commercial centers and corridors that reduce the need to travel to adjoining communities, and that capture a greater share of local spending.	**Consistent.** The Project proposes a new office complex that would serve the residents of Agoura Hills.
	LU-12.2 Freeway Corridor. Accommodate the development of commercial centers within the freeway corridor to provide a strong fiscal base for the City. Facilitate the development of vacant and underutilized freeway parcels with commercial uses that capitalize on their freeway access and visibility in an aesthetically pleasing manner.	**Consistent.** The Project would develop an office complex on a vacant lot visible from the Ventura Freeway corridor. As determined in Response 4.1a, the surrounding area is largely developed and built out, and buildout of the Project would be similar to what can be seen in existing conditions. The Project's design involves clustering buildings at the center of the Project site, with the 30 percent of the Project site on the northern portion where the parcel is the steepest would remain undeveloped.
Goal LU-13. Well-Designed and Attractive Districts. Retail centers and corridors that are well-designed and attractive, providing a positive experience for visitors and community residents, and fostering business activity.	**LU-13.2 Architecture and Site Design.** Ensure that new development and the renovation, addition, or remodel of existing buildings in existing commercial centers and corridors complement existing uses and exhibit a high level of architectural and site design quality in consideration of the following principles: • Seamless connections and transitions with existing buildings, in terms of building scale, elevations, and materials • Incorporation of signage that is integrated with the buildings' architectural character and provides meaningful identification • Landscaping contributing to the appearance and quality, and reducing the heat-island effect, of development • Clearly delineated pedestrian connections between business areas, parking areas, and to adjoining neighborhoods and districts by such	**Consistent.** The proposed Project would incorporate styles and design that would integrate the space with surrounding land uses. Additionally, the Project would include pedestrian and bicycle racks to encourage multi-modal access and create a positive experience for visitors and to foster business activity.

Table 4.11-1: General Plan Consistency

Goal	Policy	Consistency
	elements as paving treatment, pedestrian paths through parking lots, landscape, wayfinding signage • Incorporation of plazas and expanded sidewalks to accommodate pedestrian, outdoor dining, and other activities	
	LU-13.5 Connectivity to Neighborhoods. Require that commercial districts be linked to adjoining residential neighborhoods and other retail districts by well-designed and attractive pedestrian sidewalks and corridors.	**Consistent.** The Project includes design features such as bike racks and pedestrian access that would encourage connectivity through multi-modal transportation and pedestrian activities.
	LU-13.6 Bicycle Facilities. Encourage developers of retail commercial centers to incorporate facilities that promote customer and employee access by bicycles, such as secured storage, showers, and lockers.	**Consistent.** The Project includes design features such as bike racks and pedestrian access that would encourage connectivity through multi-modal transportation and pedestrian activities.
Goal LU-15. Quality Business Parks. A diversity of business parks accommodating office and light industrial uses that provides a variety of job opportunities for Agoura Hills' residents.	**LU-15.1 Diversity of Business Park Uses.** Provide for a variety of business park uses that offer job opportunities for Agoura Hills' residents, including office, light industrial, and research and development.	**Consistent.** The Project proposes a new office complex that would provide new employment opportunities to the residents of Agoura Hills.
	LU-15.3 Business Park and Office Locations. Target the development of office centers and business park uses within the freeway corridor, facilitating their development on vacant and underutilized parcels that capitalize on their freeway access and visibility.	**Consistent.** The Project would result in the development of a vacant lot within the Ventura Freeway corridor.
	LU-15.5 Bicycle Facilities. Encourage major business park and industrial business park projects to incorporate facilities that promote employee access by bicycles, such as secured storage, showers, and lockers.	**Consistent.** The Project includes design features such as bike racks that would encourage connectivity through multi-modal transportation.
Goal LU-16. Well-Designed and Attractive Business Parks. Business park and light industrial districts that are designed as an attractive working environment and valuable place to do business.	**LU-16.1 Site Planning.** Require that new and renovated business park development projects are designed to accommodate safe and convenient walking, biking, and transit, and exhibit a high-quality, attractive, and cohesive "campus environment," characterized by the following:	**Consistent.** The Project proposes open space and landscaping between the office buildings, throughout the parking areas and along the Project site boundaries. The Project also includes design features such as bike racks that would encourage

Table 4.11-1: General Plan Consistency

Goal	Policy	Consistency
	• Location of buildings around common plazas, courtyards, walkways, and open spaces, including amenities for the comfort of employees, such as outdoor seating areas • Incorporation of landscape that enhances a park-like setting along property edges, building frontages, and to break the visual continuity of surface parking lots • Common signage program for tenant identification and wayfinding • Readily observable site access, entrance drives, building entries, and pedestrian paths through parking lots to create a safe haven for pedestrians and minimize conflict between service vehicles, private automobiles, and pedestrians	connectivity through multi-modal transportation.
	LU-16.2 Development Form and Architecture. Require that new and renovated business park, office, and supporting buildings are designed to convey a unified and high-quality character in consideration of the following principles: • Modulation of bulking mass, heights, and elevations and articulation of building elevations, with particular sensitivity to views along the freeway corridor • Avoidance of blank building walls that internalize uses with no outdoor orientation to public spaces • Architectural design vocabulary, articulation, materials, and color palette that are generally consistent, but allow for some variation • Integration of signage with the building's architectural style and character • Architectural treatment of parking structures consistent with their primary commercial or office building, including possible incorporation of retail and service uses along their periphery	**Consistent.** As described in **Section 2.3.2: Architectural Design**, the buildings would be clustered at the Project site's center, with parking along the perimeter to allow for to allow for equal parking opportunity for the buildings' users. The buildings would be articulated with soft sloping roof lines which range from 22.5 feet to 25 feet in height. A portion of the height would be used to screen the rooftop mechanical units would be screened. The building exteriors would be treated with smooth, colored stucco with large glass openings. Each elevation would use vertical steps and horizontal reveals to provide relief to the building façade. The Project would be consistent and cohesive with existing the design and vision put forth by the City.
	LU-16.3 Buffering from Adjacent Properties. Ensure that business park developments are positive additions to the City's community setting, incorporating adequate landscaped buffers to minimize any negative impacts to surrounding neighborhoods and development, and controlling on-site	**Consistent.** The Project would be landscaped and would be cohesive with surrounding developments. See LU-16.2.

Table 4.11-1: General Plan Consistency

Goal	Policy	Consistency
	lighting, noise, odors, vibrations, toxic materials, truck access, and other elements that may impact adjoining nonbusiness park and non-industrial land uses.	
Goal LU-17. Cohesive and Integrated Districts. Districts containing buildings developed on multiple properties that convey the character of cohesive and distinctly identifiable places, which respect their natural setting and are well designed, reflecting the traditions of the City.	**LU-17.1 Site Development.** Require that planned development districts seamlessly integrate uses and buildings as a cohesive project characterized by: • A connected and unifying network of public streets, sidewalks, and public open spaces • Property setbacks, frontage design, and building massing that are generally consistent, but allow for some variation to enhance design • Orientation and design of the ground floor of buildings to promote pedestrian activity • Inclusion of attractively landscaped public sidewalks and open spaces • Consideration of shared parking in lieu of separate parking for each use, where appropriate • Transitions of development in scale and mass, and pedestrian linkages with adjoining neighborhoods and districts	**Consistent.** The Project proposes walkways and common outdoor spaces as part of the design. Additionally, the Project would follow all applicable design standards governing setbacks, landscaping requirements, and parking. See LU-16.2.
	LU-17.2 Environmental Context. Require that buildings and improvements respect their environmental setting, addressing such elements as topographic form, slopes, drainages, native landscapes, and viewsheds	**Consistent.** Project design takes into account the slope and environmental setting of the Project site.

Zoning

The Project site is zoned BP-OR-FC. AHMC Article IX, Chapter 3: Commercial Districts. Part 8: BP-OR Business Park-Office Retail District defines BP-OR as land to be used for smaller planned developments, renovations, and additions, including offices and incidental retail commercial uses, within a campus environment that are harmonious with the adjacent commercial or residential development. The Project proposes the development of a low density office complex, which would be consistent with the Project site's designated zoning.

The Project would be consistent with all applicable goals, policies and regulations regarding land use. Therefore, impacts would be less than significant.

4.12 Mineral Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

Impact Analysis

4.12a Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

4.12b Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the area's known or inferred mineral potential.[41] No known mineral resources and locally important mineral resource recovery sites are located within the City.[42,43] Additionally, the Project site is in an area designated as MRZ-1, which indicates that there is enough information to determine that no significant mineral deposits are present in the area. Therefore, the proposed Project would have no impact regarding mineral resources.

[41] California Department of Conservation. (2020). *Statutes and Regulations*. Retrieved from https://www.conservation.ca.gov/index/Documents/DMR-SR-1%20Web%20Copy.pdf.

[42] City of Agoura Hills. *General Plan Natural Resources Element*. Retrieved from https://www.agourahillscity.org/home/showpublisheddocument/25984/637812098684870000.

[43] California Department of Conservation. (2015). *CGS Information Warehouse: Mineral Land Classification*. Retrieved from https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/.

4.13 Noise

The discussion below regarding noise is based in part on the Noise Study (see **Appendix I: Noise Study and Supplemental Memorandum**) prepared for the Project site by Envicom.

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generate of excessive ground borne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Noise Background

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of various distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise as well as the time of day when the noise occurs. For example, the equivalent continuous sound level

(L_{eq}) is the average acoustic energy content of noise for a stated period of time; thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. The Day-Night Sound Level (L_{dn}) is a 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The Community Noise Equivalent Level (CNEL) is a 24-hour average L_{eq} with a 10-dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. and an additional 5 dBA weighting during the hours of 7:00 p.m. to 10:00 p.m. to account for noise sensitivity in the evening and nighttime.

Existing Setting

The Project site is impacted by various noise sources. Mobile noise sources are primarily from traffic along Ventura Freeway and Canwood Street to the south, Strawberry Hill Drive to the west, Ventura Freeway, Canwood Avenue, and the operational noise from LACFD Station to the west. The primary sources of stationary noise near the Project site include parking lot noise at the nearby medical office buildings, mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] units) and other urban-related activities (e.g., idling cars/trucks, pedestrians, car radios and music playing, dogs barking, etc.). The noise associated with these sources may represent a single-event noise occurrence or short-term noise.

Noise Measurements

Transportation systems are a primary source of urban noise. Management of noise from the most significant of these sources (aircraft, trains and freeways) is generally preempted by federal and State authority. The primary local authority is municipal regulation of land use (i.e., land use planning) and establishment and enforcement of noise ordinances. Management of noise emanating from freeways is generally within the authority of federal and state jurisdictions, namely, the Federal Highway Administration (FHWA) and California Department of Transportation (Caltrans).

The City of Agoura Hills General Plan Noise Element provides roadway noise contours for an existing year scenario and a future year of 2035. According to the existing and future noise contours, most of the Project site is within the 70 dBA CNEL noise contour of the nearest major roadway, the Ventura Freeway, while part of the site is outside the 70 dBA CNEL traffic noise contour and within the 65 dBA CNEL noise contour.

Ambient noise levels were measured in 15-minute intervals at two locations (short term, or ST), one location near the southern boundary and one location in the northern portion of the site. One 24-hour (long term, or LT) measurement was taken approximately 50 feet north of the Project site's northerly boundary.

The average noise levels and sources of noise measured at each location are listed in **Table 4.13-1: Existing Noise Measurements** and shown on **Exhibit 4.13-1: Noise Measurement Locations**.

Source: Envicom Corporation. (2021). Noise Study for Ladyface Vista Professional Center March 21, 2022

EXHIBIT 4.13-1: Noise Measurement Locations
Ladyface Vista Professional Center Project
City of Agoura Hills

Not to Scale

Kimley»Horn
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Table 4.13-1: Existing Noise Measurements

Site	Location	Duration	Time	L_{eq}[1] (dBA)	CNEL (dBA)	Primary Noise Sources
ST-1	Project site – Southern Boundary	15 minutes	8:54 a.m.	71.4	--	Traffic on the Ventura Freeway and light traffic on Canwood Street
ST-2	Project site – Northern Limits of Disturbance	15 minutes	9:27 a.m.	69.0	--	Traffic on the Ventura Freeway, some HVAC noise from the LACFD Station for a few minutes
ST-3	North of Project site – Near single-family residences to the north	1 minutes	1:00 p.m.	56.9-64.9[a]	67.7	Traffic on the Ventura Freeway

Notes:
1. L_{eq} is the average noise level equivalent to the energy content of the time period.
2. Range of hourly averages from 24-hour measurement.

Source: Envicom Corporation, field visit February 23, 2021. Measured using a Larson Davis LxT Sound Level Meter meeting the American National Standards Institute (ANSI) Type 1 Standard.

Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. The nearest sensitive receptors to the Project site are shown in **Table 4.13-2: Sensitive Receptors.**

Table 4.13-2: Sensitive Receptors

Receptor Description	Distance and Direction from the Project Boundary
Single-Family Residential Dwellings	120 feet to the west
Single-Family Residential Dwellings	125 feet to the southeast
Single-Family Residential Dwellings	170 feet to the southwest
Multi-Family Residential Dwellings	280 feet to the west
Single-Family Residential Dwellings	720 feet to the northwest

Source: Google Maps, 2022.

Local Regulatory Setting

City of Agoura Hills General Plan

The City of Agoura Hills General Plan Noise Element (Noise Element) has a number of policies directed at controlling or mitigating environmental noise effects.

Table 4.13-1: Noise and Land Use Compatibility Matrix identifies the California State guidelines established by the State Department of Health Services for acceptable noise levels for each county and city. These standards and criteria are incorporated into the City's land use planning process to reduce future noise and land use incompatibilities. **Table 4.13-3** is the primary tool

that allows the City to ensure integrated planning for compatibility between land uses and outdoor noise.

Table 4.13-3: Noise and Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low Density, Single-Family, Duplex, Multiple Family	50-60	60-70	70-75	>75
Residential - Mobile Homes	50-60	60-65	65-75	>75
Commercial - Transient Lodging, Motel, Hotels	50-60	50-70	70-75	>75
Institutional - Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-65	65-75	>75
Commercial - Auditoriums, Concert Halls, Amphitheaters	NA	50-60	60-70	>70
Commercial – Commercial Retail, Bank, Restaurant, Movie Theater	50-70	70-80	>80	NA
Open Space - Playgrounds, Neighborhood Parks	50-65	65-70	70-75	>75
Open Space - Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	70-75	>75	NA
Commercial - Office Buildings, Business Commercial and Professional	50-65	65-75	75-80	>80
Industrial – Warehousing, Utilities, Automobile, Manufacturing, Utilities, Agriculture	50-70	70-80>	NA	NA

Notes:
Normally Acceptable (A) – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable (B) – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.
Normally Unacceptable (C) – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable (D) – New construction or development should generally not be undertaken.
NA: Not Applicable

Source: City of Agoura Hills, General Plan, Chapter 5: Community Safety, Section G: Noise, Table N-1.

The following goals and policies from the General Plan Community Safety Element are applicable to the proposed Project:

Goal N-1: ***Minimized land use conflicts between various noise sources and other human activities.***

Policy N-1.1: Require noise mitigation for all development where the projected noise levels exceed those shown in Table N-2, to the extent feasible.

Policy N-1.2: Require buildings and sites to be designed such that surrounding noise sensitive uses are adequately buffered from noise generating uses.

Policy N-1.3: Require, whenever physically possible, new mixed-use developments to locate noise sources away from the residential portion of the development and apply physical construction standards to reduce noise between uses.

Policy N-1.4: Ensure that all new development provides adequate sound insulation or other protection from existing and anticipated noise sources.

Policy N-1.5: Incorporate ambient noise level considerations into land use decisions involving schools, hospitals, and similar noise sensitive uses.

Policy N-1.6: Enforce standards that specify acceptable noise limits for various land uses throughout the City. Table N-1 (Noise/Land Use Compatibility Matrix) shows criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the bases of specific Noise Standards. These standards, presented in Table N-2 (Interior and Exterior Noise Standards), define City policy related to land uses and acceptable noise levels.

Goal N-2: ***Minimized motor vehicle traffic noise impacts on sensitive noise receptors.***

Policy N-2.1: Encourage the enforcement of state motor vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and the Los Angeles County Sheriff's Department.

Policy N-2.2: Ensure the employment of noise mitigation measures in the design of roadway improvement projects consistent with funding capability. Support efforts by the California Department of Transportation and others to provide for acoustical protection of existing noise-sensitive land uses affected by these projects.

Policy N-2.3: Require sound-attenuating devices, such as walls and berms, or construction best management practices, in the design of residential and other noise-sensitive land uses that are adjacent to the Ventura Freeway and major arterials.

Policy N-2.4: New development along the freeway corridor and major thoroughfares will be required to prepare noise studies, as deemed necessary by the Planning Department.

Goal N-3: ***Minimized non-transportation related noise impacts on sensitive noise receptors.***

Policy N-3.1: Continue to enforce interior and exterior noise standards to ensure that sensitive noise receptors are not exposed to excessive noise levels from stationary noise sources, such as machinery, equipment, fans, and air conditioning equipment.

Policy N-3.2: Continue to regulate the use of sound-amplifying equipment.

Policy N-3.3: Incorporate noise reduction measures into all development proposals, as necessary.

Policy N-3.4: Continue to enforce restrictions on hours of construction activity so as to minimize the impacts of noise and vibration from the use of trucks, heavy drilling equipment, and other heavy machinery, including property maintenance equipment, to adjacent uses, particularly in residential areas.

City of Agoura Municipal Code

The City of Agoura Hills has established a Citywide Noise Ordinance in AHMC §9656: Noise Regulations. The purpose of the Noise Ordinance is to control loud, unnecessary, and unusual noises, sounds, or vibrations emanating from areas of the City. AHMC §9656.2: Exterior Noise Standards, establishes maximum permissible sound limits or levels in the City. AHMC §9656.4: Special Provisions, exempts certain activities from the Noise Ordinance, such as construction, repair, remodeling, or grading activity noise provided the activities do not occur between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a legal holiday. Further, as enforced by AHMC §4100: Building construction noise – Prohibition, construction hours are further prohibited from 7:00 p.m. and 7:00 a.m. and on Sundays or holidays.

AHMC §9305: Performance standards, applies to commercial districts. AHMC §9302: Commercial districts, states that BP-OR land uses are established as commercial districts. The applicable standards are:

> §9305(A)1: "All commercial activities shall not create any noise that would exceed an exterior noise level of sixty (60) dBA during the hours of 10:00 p.m. to 7:00 a.m. and sixty-five (65) dBA during the hours of 7:00 a.m. to 10:00 p.m."
>
> §9305(A)2: "Loading and unloading. No person shall cause the loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects between the hours of 10:00 p.m. and 7:00 a.m., in a manner which would cause a noise disturbance to a residential area."

Impact Analysis

4.13a Would the Project result in generation a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact.

Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the buildings near the construction site.

Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating. Such activities may require concrete/industrial saws, dozers,

and tractors/loaders/backhoes during demolition; graders, tractors/loaders/backhoes and dozers during site preparation; graders, dozers, and tractors/loaders/backhoes during grading; forklifts, generator sets, tractors/loaders/backhoes, and welders during building construction; pavers, rollers, mixers, tractors/loaders/backhoes, and paving equipment during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. The site preparation and grading phases of Project construction tend to be the shortest in duration and create the highest construction noise levels due to the operation of heavy equipment required to complete these activities. It should be noted that only a limited amount of equipment can operate near a given location at a particular time. Typical noise levels associated with individual construction equipment are listed in **Table 4.13-4: Typical Construction Noise Levels.**

Table 4.13-4: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	80
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scraper	85
Shovel	82
Truck	84
Source: Federal Transit Administration. (2018). *Transit Noise and Vibration Impact Assessment Manual*.	

Following the methodology for quantitative construction noise assessments in the Federal Transit Administration's (FTA's) *Transit Noise and Vibration Impact Assessment Manual* (FTA Noise and Vibration Manual), the FHWA Roadway Construction Noise Model (RCNM) was used to predict construction noise at the nearest receptors. **Table 4.13-5: Project Construction Noise Levels** shows the estimated exterior construction noise levels at the nearest sensitive receptors.

Table 4.13-5: Project Construction Equipment Noise Levels

Construction Phase	Equipment Type[1]	L_{max} at 50 feet (dBA)[2]	Usage Factor[3]	L_{eq} at 50 feet (dBA)[4]	Noise Threshold (dBA L_{eq})[5]	Exceeded?
Grading	Rubber-Tired Dozer	82	40	78	80	No
	Tractors/Loaders/Backhoe	79	40	75	80	No
Building Construction	Forklift	75	20	68	80	No
	Tractors/Backhoe	78	40	74	80	No
Paving	Paver	77	50	74	80	No
	Roller	80	20	73	80	No
	Tractor/Loader	79	40	75	80	No
	Paving Equipment	83	20	76	80	No

Notes:
1. Construction Equipment List from Martin Teitelbaum Construction Inc., email correspondence with Envicom Corporation, February 24, 2021.
2. Noise levels are for individual equipment pieces. Each piece of equipment would operate at a distance from other equipment.
3. Usage Factor (U.F.) is the portion of time equipment is operating at full power.
4. Since the City does not have thresholds for construction noise, FTA's 8-hour construction noise thresholds were used and are provided in FTA *Transit Noise and Vibration Impact Assessment Manual* Table 7-3 (September 2018).

Source: FHWA. (2006). *Roadway Construction Noise Model*. Refer to **Appendix I** for noise modeling results. FHWA. (2006). *Construction Noise Handbook*. Chapter 9: Construction Equipment Noise Levels and Ranges.

Following the FTA methodology, when calculating construction noise, all equipment is assumed to operate at the center of the Project site because equipment would operate throughout the site and not at a fixed location for extended periods of time. As shown in **Table 4.13-6: Project Construction Activity Noise Levels,** the Project's anticipated construction noise levels would not exceed the FTA noise thresholds of 80 dBA for residential uses during any construction phase. In addition, construction activities would also be limited to normal daytime hours between 7:00 a.m. and 7:00 p.m. on weekdays in compliance with the AHMC §9656.4(E): Special provisions. Therefore, because Project construction noise levels would not exceed FTA noise standards and construction activities would be required to comply with AHMC provisions, noise impacts would be less than significant. Further, although construction noise levels may exceed the existing ambient levels in the area, construction would be temporary and would not result in a permanent increase in ambient noise levels in the area. Therefore, construction noise impacts would be less than significant.

Table 4.13-6: Project Construction Activity Noise Levels

Receptor	Construction Phase	Equipment Type	Distance from Construction Activity (feet)[1]	Individual Equipment L_{eq} (dBA)[2]	Total Composite L_{eq} (dBA)[3]
Multi-Family Residences 280 feet to the west	Grading	Rubber-Tired Dozer	280	63	65
		Tractors/Loaders/Backhoe		60	
	Building Construction	Forklift	340	51	58
		Tractors/Backhoe		57	
	Paving	Tractor/Loader	280	60	64
		Paving Equipment		61	
Single-Family Residences 160 feet to the north	Grading	Rubber-Tired Dozer	320	62	64
		Tractors/Loaders/Backhoe		59	
	Building Construction	Forklift	430	49	56
		Tractors/Backhoe		55	
	Paving	Tractor/Loader	340	58	62
		Paving Equipment		59	

Notes:
1. Distance from the center of construction activity for a given phase of construction to the property lines of the nearest residences.
2. Noise levels for individual equipment at the residences after distance attenuation.
3. Composite noise level for the two loudest pieces of equipment for a given phase.

Source: FHWA. (2006). *Roadway Construction Noise Model*. Refer to **Appendix I** for noise modeling results.

Operational Noise

The Project proposes five, one-story office buildings with associated surface parking on an approximately 3.23-acre vacant site. The primary noise sources associated with the Project would be parking lot noise, mechanical equipment, and mobile traffic noise. A discussion of each of these Project noise sources is provided below.

Parking Lot Noise. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the one-hour L_{eq} and CNEL scales. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA[44] and may be an annoyance to adjacent noise-sensitive receptors. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech.[45] Parking lot noise would occur at the proposed surface parking lot as close as approximately 340 feet from the residences to the north of the Project site. Ambient noise measurements were taken north of the Project site near the single-family residences. The dBA L_{eq} from a 24-hour measurement ranged from 56.9 to 64.9, and the 24-hour average CNEL noise level is 67.7.[46] These noise levels are used as the existing daytime ambient noise levels in this analysis.

[44] Kariel, H. G. (1991). *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5). Page 3-10.

[45] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. (2015). *Noise Navigator Sound Level Database with Over 1700 Measurement Values*.

[46] Envicom. (2021). *Noise Study. Table 4-1: Ambient Noise Measurements.*

Traffic Noise. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes (measured by ADT) on Project area roadways would have to approximately double (i.e., result in a 200 percent increase) for the resulting traffic noise levels to generate a 3-dBA increase.[47] **Table 4.13-7: Existing Year Traffic Noise Increase 2021** shows the existing year (at the time of the Noise Study, 2021) Project-related traffic noise increase. **Table 4.13-8: Future Year Traffic Noise Increase 2023** shows the future year (2023) Project-related traffic noise increase. **Table 4.13-9: Future Year Traffic Noise Increase 2035** shows the Project-related and cumulative noise increases in the future year (2035).

Table 4.13-7: Existing Year Traffic Noise Increase 2021

Roadway Segment	Existing Without Project (2021) ADT	Existing (2021) With Project ADT	Existing Project-Related Noise Increase (dBA CNEL)
Reyes Adobe Road north of Canwood Street	14,200	14,350	0.0
Reyes Adobe Road south of Canwood Street	14,120	14,300	0.1
Reyes Adobe Road north of U.S. 101 NB Ramps	15,870	16,050	0.0
Reyes Adobe Road south of U.S. 101 NB Ramps	21,480	21,580	0.0
Reyes Adobe Road north of U.S. 101 SB Ramps	14,020	14,120	0.0
Reyes Adobe Road south of U.S. 101 SB Ramps	11,050	11,070	0.0
Canwood Street west of Reyes Adobe Road	5,110	5,110	0.0
Canwood Street east of Reyes Adobe Road	3,480	3,810	0.4
Canwood Street west of Kanan Road	4,330	4,740	0.4
Kanan Road north of Canwood Street	32,920	33,070	0.0
Kanan Road south of Canwood Street	19,610	19,830	0.0
Kanan Road north of Roadside Drive	30,150	30,370	0.0
Kanan Road south of Roadside Drive	14,920	14,950	0.0
Roadside Drive east of Kanan Road	6,370	6,370	0.0

ADT = average daily traffic
Source: Linscott, Law, & Greenspan, Engineers. (2021). *Local Transportation Impact Assessment*. See **Appendix J**.

[47] According to the California Department of Transportation, *Technical Noise Supplement to Traffic Noise Analysis Protocol* (September 2013), it takes a doubling of traffic to create a noticeable (i.e., 3 dBA) noise increase.

Table 4.13-8: Future Year Traffic Noise Increase 2023

Roadway Segment	Future Year Without Project (2023) ADT	Future Year With Project (2023) ADT	Future Year Project-Related Noise Increase (dBA CNEL)
Reyes Adobe Road north of Canwood Street	15,330	15,480	0.0
Reyes Adobe Road south of Canwood Street	14,830	15,010	0.1
Reyes Adobe Road north of U.S. 101 NB Ramps	17,040	17,220	0.0
Reyes Adobe Rd south of U.S. 101 NB Ramps	23,460	23,560	0.0
Reyes Adobe Road north of U.S. 101 SB Ramps	15,510	15,610	0.0
Reyes Adobe Road south of U.S. 101 SB Ramps	12,310	12,330	0.0
Canwood Street west of Reyes Adobe Road	5,210	5,210	0.0
Canwood Street east of Reyes Adobe Road	3,640	3,970	0.4
Canwood Street west of Kanan Road	4,530	4,940	0.4
Kanan Road north of Canwood Street	35,120	35,270	0.0
Kanan Road south of Canwood Street	23,210	23,430	0.0
Kanan Road north of Roadside Drive	36,010	36,230	0.0
Kanan Road south of Roadside Drive	19,230	19,260	0.0
Roadside Drive east of Kanan Road	6,900	6,900	0.0

ADT = average daily traffic
Source: Linscott, Law, & Greenspan, Engineers. (2021). *Local Transportation Impact Assessment*. See **Appendix J**.

Table 4.13-9: Future Year Traffic Noise Increase 2035

Roadway Segment	Future Year Without Project (2035) ADT	Future Year With Project (2035) ADT	Future Year Project-Related Noise Increase (dBA CNEL)	Cumulative Noise Increase (dBA CNEL)
Reyes Adobe Road north of Canwood Street	15,540	15,690	0.0	0.4
Reyes Adobe Road south of Canwood Street	15,060	15,240	0.1	0.3
Reyes Adobe Road north of U.S. 101 NB Ramps	17,290	17,470	0.0	0.4
Reyes Adobe Road south of U.S. 101 NB Ramps	23,780	23,880	0.0	0.5
Reyes Adobe Road north of U.S. 101 SB Ramps	15,720	15,820	0.0	0.5
Reyes Adobe Road south of U.S. 101 SB Ramps	12,480	12,500	0.0	0.5
Canwood Street west of Reyes Adobe Road	5,290	5,290	0.0	0.2
Canwood Street east of Reyes Adobe Road	3,690	4,020	0.4	0.6
Canwood Street west of Kanan Road	4,600	5,010	0.4	0.6
Kanan Road north of Canwood Street	35,630	35,780	0.0	0.4
Kanan Road south of Canwood Street	23,500	23,720	0.0	0.8
Kanan Road north of Roadside Drive	36,460	36,680	0.0	0.9
Kanan Road south of Roadside Drive	19,450	19,480	0.0	1.2
Roadside Drive east of Kanan Road	6,980	6,980	0.0	0.4

ADT = average daily traffic
Source: Linscott, Law, & Greenspan, Engineers. (2021). *Local Transportation Impact Assessment*. See **Appendix J**.

The Project would increase noise levels by 0.4 dBA on Canwood Street east of Reyes Adobe Road and by 0.1 dBA Reyes Adobe Road south of Canwood Street in the existing year, future year 2023, and future year 2035. The cumulative increase in traffic noise levels (future year 2035 With Project compared to existing Without Project) would be 1.2 dBA on Kanan Road south of Roadside Drive, and the cumulative noise increase on other local roadways would be 0.9 dBA or less (**Table 4.13-9**). Noise level increases below 3 dBA would not be readily perceptible to the human ear in an outdoor environment and noise level increases below 1 dBA would not be perceptible even in a controlled laboratory environment. Therefore, these Project-related noise increases would not be perceptible. In addition, traffic noise on the majority of Canwood Street and Roadside Drive would continue to be overshadowed by traffic noise on the Ventura Freeway, which has a traffic volume of 160,000 ADT in the Project vicinity. Therefore, traffic-related permanent increases in noise levels would be less than significant.

Mechanical Equipment. During operations, the Project's rooftop HVAC units could be a source of noise affecting existing ambient noise levels in the immediate vicinity. The Project's rooftop HVAC would be most active during the daytime as the Project would develop office buildings. This analysis assumes that the Project would include one commercial packaged rooftop HVAC unit for each of the five proposed office buildings. The sound power generated by a typical HVAC unit of this type is 79 dBA.[48] The nearest sensitive receptors (single-family residences to the southeast) would be located as close as 340 feet from the rooftop HVAC equipment. Because the exact location of HVAC units is not known, this analysis conservatively assumes that HVAC units could be placed near the edge of the roof of each proposed building. As shown below in **Table 4.13-10: HVAC Noise Levels**, the estimated operative noise level from the proposed HVAC units would be 37.0 dBA L_{eq} at the closest multi-family residences to the west and 34.1 dBA L_{eq} at the single-family residences to the north, after accounting for distance attenuation. These noise levels would not exceed the City's exterior daytime noise standard of 55 dBA L_{eq} for time periods of 15 minutes or more in an hour.

[48] Bryant Corporation. (2019). Product Data: 582k/559k Legacy Line™ Single Packaged Rooftop 3 to 6 Nominal Tons.

Table 4.13-10: HVAC Noise Levels

Receptor	Reference HVAC Noise Level at 3.28 feet (dB)[1]	Distance to Receptor	Distance Attenuation (db)	Noise Level at Sensitive Receptor (dB L_{eq})	Total HVAC Noise Level at Sensitive Receptor (dB L_{eq})
Multi-Family Residences to the West	71	340	40.3	30.7	37.0
	71	340	40.3	30.7	
	71	360	40.8	30.2	
	71	400	41.7	29.3	
	71	410	41.9	29.1	
Single-Family Residences to the North	71	430	42.4	28.6	34.1
	71	500	43.7	27.3	
	71	520	44.0	27.0	
	71	580	45.0	26.0	
	71	600	45.2	25.8	

1. Bryant Corporation, Product Data: 582k/559k Legacy Line™ Single Packaged Rooftop 3 to 6 Nominal Tons, 2019. The specified sound power (L_w) of 79 dB is equivalent to a sound pressure level of 71 dB L_{eq} at 3.28 feet, assuming a half-spherical propagation of sound due to roof mounting.

Source: FHWA. (2006). *Roadway Construction Noise Model*. See also Envicom Corporation, Noise Study, in **Appendix I** for noise modeling results.

During operations, the Project would also construct concrete pads at the northwest and northeast corners of the Project's parking lot, in which two and three emergency generators could be installed, respectively, if needed. One generator would generate a noise level of 70.2 dB at 23 feet.[49] This analysis assumes that all five potential emergency generators would be installed and could operate at once. The nearest sensitive receptors (multi-family residences to the west) would be located as close as 360 feet from the potential emergency generator location. As shown below in **Table 4.13-11: Emergency Generator Noise Levels**, the estimated operative noise level from the proposed emergency generators would be 51.3 dBA L_{eq} at the closest multi-family residences to the west and 52.3 dBA L_{eq} at the single-family residences to the north, after accounting for distance attenuation. Additionally, it should be noted that noise levels at the single-family residences to the north may be further reduced below those in Table 4.13-11 due to the Project's retaining wall and intervening topography. These noise levels would not exceed the City's exterior daytime noise standard of 55 dBA L_{eq} for time periods of 15 minutes or more in an hour.

Table 4.13-11: Emergency Generator Noise Levels

Receptor	Reference HVAC Noise Level at 23 feet (dB)[1]	Distance to Receptor	Distance Attenuation (db)	Noise Level at Sensitive Receptor (dB L_{eq})[2]	Total Noise Level at Sensitive Receptor (dB L_{eq})[3]
Multi-Family Residences to the West	70.2	380	24.4	45.8	52.3
	70.2	390	24.6	45.6	
	70.2	400	24.8	45.4	
	70.2	420	25.2	45.0	

[49] Envicom. (2022). *Ladyface Vista Professional Center: Evaluation of Operational Noise from Potential Future Emergency Generators.*

Receptor	Reference HVAC Noise Level at 23 feet (dB)[1]	Distance to Receptor	Distance Attenuation (db)	Noise Level at Sensitive Receptor (dB L_{eq})[2]	Total Noise Level at Sensitive Receptor (dB L_{eq})[3]
	70.2	440	25.6	44.6	
Single-Family Residences to the North	70.2	360	23.9	46.3	51.3
	70.2	370	24.1	46.1	
	70.2	570	27.9	42.3	
	70.2	570	27.9	42.3	
	70.2	570	27.9	42.3	

1. Cummins, Specification Sheet: Spark-ignited Generator Set, 2018. Specifications for C70 N6 with F217-2 sound attenuated level 2 enclosure, aluminum.
2. Noise levels from each individual emergency generator.
3. Combined noise levels from all five emergency generators.

Source: Envicom Corporation, Ladyface Vista Professional Center: Evaluation of Operational Noise from Potential Future Emergency Generators.

Table 4.13-12: Emergency Generator Noise Level Increase shows the worst-case emergency generator noise levels added to the existing ambient noise levels.

Table 4.13-12: Emergency Generator Noise Level Increase

Receptor	Daytime (7:00 a.m. to 10:00 p.m.)			Nighttime (10:00 p.m. to 7:00 a.m.)		
	Existing Daytime Ambient Noise Level (dB L_{eq})	Noise Level with Emergency Generators (dB L_{eq})	Emergency Noise Increase (dB L_{eq})	Existing Nighttime Ambient Noise Level (dB L_{eq})	Noise Level with Emergency Generators (dB L_{eq})	Emergency Noise Increase (dB L_{eq})
Single-Family Residences to the North	59.7	60.4	0.7	56.9	58.2	1.3
Multi-Family Residences to the West	59.0	59.7	0.7	54.7[1]	56.3	1.6

1. Nighttime noise level was based on the measurement at ST-2 (short-term measurement location) minus the difference between the corresponding 9:00 a.m. hour and the lowest hourly nighttime level of LT-1 (long-term measurement location). Also, an assumed 10 dBA barrier insertion loss for the existing wall at the southern property line of the multi-family residential development was subtracted.

Source: Envicom Corporation, Ladyface Vista Professional Center: Evaluation of Operational Noise from Potential Future Emergency Generators.

As shown in Table 4.13-12, operation of the emergency generators would result in a daytime noise level increase of 0.7 dB at the nearest residences. Noise level increases of less than 1 dB are not perceptible to humans even in a controlled laboratory setting. Operation of the emergency generators would result in a nighttime noise level increase of 1.3 dB at the single-family residences to the north and 1.6 dB at the multi-family residences to the west. Noise level increases of 3 dB would be less than perceptible in an outdoor environment. In addition ,these noise levels would only occur on an emergency basis during power outages or during periodic testing in support of emergency operation, and would not typically affect overall average noise levels at sensitive receptors. All other residences would experience lower noise levels due to attenuation. Noise impacts from the Project's potential emergency generators would be less than significant.

Therefore, Project operation would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and impacts would be less than significant.

4.13b Would the Project generate excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Construction

Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Project construction would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.50 in/sec is considered safe and would not result in any construction vibration damage. This evaluation uses the FTA architectural damage criterion for continuous vibrations at non-engineered timber and masonry buildings of 0.2 inch-per-second peak particle velocity (PPV) and human annoyance criterion of 0.4 inch-per-second PPV in accordance with Caltrans guidance.[50]

Table 4.13-11: Typical Construction Equipment Vibration Levels lists vibration levels at 25 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in the table, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 inches per second peak particle velocity (in/sec PPV) at 25 feet from the source of activity.

[50] California Department of Transportation. (2013). *Transportation and Construction Vibration Guidance Manual.* Table 20.

Table 4.13-11: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer/Tractors	0.003
Source: FTA. (2018). *Transit Noise and Vibration Impact Assessment Manual*.	

The concentration of construction activities would occur at least 25 feet from the nearest off-site structures/receptors. As shown in **Table 4.13-11**, at 25 feet, construction equipment vibration velocities could reach approximately 0.089 in/sec PPV, which is below the FTA's 0.20 PPV threshold and Caltrans' 0.4 in/sec PPV threshold for human annoyance. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest off-site structure. Impacts from construction vibration would be less than significant.

Operations

The Project proposes an office complex that would not involve railroads or substantial heavy truck operations. Therefore, Project operations would not generate excessive groundborne vibration. Impacts from operational vibration would be less than significant.

4.13c Would the Project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?

No Impact. The nearest airport to the Project site is Camarillo Airport, located approximately 18 miles to the west. There re are no private airstrips located near the Project site. Therefore, the Project would not expose people residing or working in the Project area to excessive airport- or airstrip-related noise levels. Therefore, the Project would not result in the exposure of residents or those working in the Project area to excessive noise levels, and there would be no impacts.

4.14 Population and Housing

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Impact Analysis

4.14a Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. Given the scale and nature of office uses, it is assumed any employment associated with these uses would not induce direct population growth in the City. It is assumed the new jobs could be filled by local residents who already reside within the City or in the surrounding area. No residential uses are proposed; therefore, the Project site would not induce direct population growth in the City. Impacts would be less than significant.

4.14b Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site would not displace existing housing or require construction of replacement housing elsewhere. No housing is located on site and no housing is proposed. Therefore, no impact would occur.

4.15 Public Services

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

Impact Analysis

4.15a Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

Less Than Significant Impact. The City contracts with the LACFD to provide fire protection and emergency medical services. LACFD operates two fire stations within the City: Fire Station 89, located at 29575 Canwood Street, and Fire Station 65, located at 4206 Cornell Road.[51] The Project site is adjacent to LACFD Fire Station 89.

The Project would add additional office uses to the City. As such, the Project site could potentially increase the number of LACFD service calls due to an increase in on-site employees and visitors. However, based on the size of the proposed uses being added, it would not require the construction of a new or expanded fire station, and impacts would be less than significant. To ensure that fire protection services are adequate within the Project site, the Project would be required to comply with the City's General Plan Policy S-3.3, which ensures that all new development meets current State, County, and City fire safe building code requirements, as appropriate, such as the California Fire Code and the CBC. The Project would also be required to comply with the City's General Plan Policy S-3.8, which requires review by the LACFD of proposed structures and developments to assure adequacy of structural fire protection. With compliance with the General Plan and other regulations mentioned above, the Project would not result in

[51] City of Agoura Hills. *Fire Stations in Agoura Hills.* Retrieved from https://www.agourahillscity.org/department/fire-l-a-county-fire.

substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, and impacts would be less than significant.

4.15b Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Less Than Significant Impact. The City contracts with the LACSD for public safety services. The Agoura Hills Sheriff Station/Community Safety Center is located at 27050 Agoura Road in the City of Calabasas.

The Project site would add additional office uses to the City. As such, the Project could potentially increase the number of police service calls due to an increase in on-site employees and visitors. However, based on the size of the proposed uses being added, it would not require the construction of a new or expanded police station, and impacts would be less than significant.

4.15c Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

No Impact. The Project site is within the boundaries of the Las Virgenes Unified School District, which serves public school needs for the City and surrounding cities. Eight elementary schools, three middle schools, and two high schools serve the region. The Project would utilize employees from an existing employee base in the region. Because the Project site do not include the development of any residential land uses, no residential population would be created. Therefore, the Project site would not generate an increase in the student population within the School District's service area that would necessitate construction of a new or expanded school facility.

4.15d Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

No Impact. See Response 4.16 below.

4.15e Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

No Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities, such as libraries,

which could exceed the capacity to serve the City, including Project residents. The Project site would not include residential uses and as such, would not create demand for library services. Therefore, no impacts related to this issue would occur.

4.16 Recreation

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Impact Analysis

4.16a Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

4.16b Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The Project proposes five single-story office buildings with surface parking on a 3.23-acre parcel. The Project site does not propose residential development and as such, would not directly increase the demand for parks and recreational facilities. Further, the Project's employees that would utilize local parks and recreational facilities would not increase the use of those facilities such that substantial physical deterioration would occur or be accelerated. It is assumed that employees of the Project would instead visit parks and recreational facilities near their homes during non-work hours. Therefore, no impacts related to this issue would occur.

4.17 Transportation

The discussion below regarding potential impacts on transportation is based in part on the Local Transportation Impact Assessment (see **Appendix J: Local Transportation Impact Assessment**) and the Vehicle Miles Traveled Assessment (see **Appendix K: VMT Assessment**) prepared for the Project site by Linscott Law & Greenspan Engineers (LLG).

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycles, and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?				X
d) Result in inadequate emergency access?			X	

Site Access

Regional access to the site is provided via Ventura Freeway to the south, SR-23 to the west, and SR-27 to the east. Canwood Street is a two lane undivided roadway adjacent to and south of the Project site. No on-street parking is permitted on Canwood Street. The speed limit is 40 miles per hour (mph). Canwood Street is classified as a secondary Arterial in the General Plan Infrastructure and Community Services Element.

Transit Service

Public transit service is provided by Los Angeles Metropolitan Transit Authority Bus (Metro) and the Agoura Hills Dial-a-Ride. Only Metro Bus Line 161 goes through the City and does not go near the Project site. Los Angeles Department of Transportation (LADOT) Commuter Express 423 provides transit service from Agoura Hills/Thousand Oaks to downtown Los Angeles and the University of Southern California (USC) in the morning, and from USC to the Thousand Oaks Community Transit Center in the evening. Three Caltrans Park & Ride lots are located in the City: (1) the northwest corner of Canwood Street and Kanan Road; (2) the southwest corner of Kanan Road and Roadside Drive; and (3) the southeast corner of Kanan Road and the Ventura Freeway.[52]

[52] Los Angeles Department of Transportation. *Commuter Express 423*. Retrieved from https://www.ladottransit.com/comexp/routes/423/423.html.

Pedestrian and Bicycle Facilities

There are existing pedestrian sidewalks along the north and south sides of Canwood Street. Pedestrian access within the Project site would be provided by an ADA-compliant walkway connecting the Project to the existing public sidewalk along Canwood Street. The walkway would connect to the public right-of-way (ROW) west of the Project driveway, and a switchback/dogleg ramp that would connect the walkway to the parking spaces. No bicycle facilities are present along Canwood Street. The Project would provide six bicycle racks.

Impact Analysis

4.17a Would the Project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact.

Project Construction Trip Generation

Automobile and truck traffic volumes associated with Project-related construction activities would vary throughout the construction phases, as different activities occur. However, Project-related construction traffic would be temporary and cease upon construction completion. Construction traffic associated with the Project would have a less than significant impact.

Project Operations Trip Generation

The Project proposes five office buildings totaling 21,100 SF.[53] The Project site is vacant and undeveloped. **Table 4.17-1: Project Trip Generation** indicates the proposed Project's trip generation estimate based upon Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) trip generation rates. The proposed Project is estimated to generate 734 daily trips with 59 trips during the morning peak hour and 73 trips during the evening peak hour.

Agoura Hills General Plan Consistency – Infrastructure and Community Services Element

The General Plan's Infrastructure and Community Services Element discusses the City's goals to provide a balanced, multi-modal transportation network. Class II bicycle lanes are provided along Canwood Street between Reyes Adobe Road and Forest Cove Lane, and along Forest Cove Land between Rainbow Crest Drive and Canwood Street. The City's General Plan also indicates that Rainbow Crest Drive is designated as a Class III Bicycle Route between Mainmast Drive and Forest Cove Lane. Pedestrian and bicycle access to the nearest existing transit stops at the Kanan Road/Canwood Street intersection (approximately 0.5 miles east of the Project site) are expected to be accommodated by the existing public sidewalks and roadway networks. Pedestrian access from the Canwood Street sidewalk would be provided adjacent to the drive aisle into the Project's office buildings and parking areas. The proposed Project does not propose any modifications to existing bicycle lanes and would not interfere with any future plans as none are located in the Project vicinity.

[53] The Local Transportation Impact Assessment prepared by LLG for the Project (see **Appendix J**) provides trip generation for two options: (1) 21,100 SF medical office and (2) 11,000 SF general office and 10,100 SF medical office. The 21,100 SF medical office option is analyzed to provide a more conservative estimate as it would provide a higher trip generation.

Table 4.17-1: Project Trip Generation

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
				AM Peak Hour			PM Peak Hour		
			Daily	In %	Out %	Total	In %	Out %	Total
Medical-Dental Office Building	720	KSF	34.80	78	22	2.79	28	72	3.46
Land Use	**Quantity**	**Unit**	**Trip Generation Estimates**						
				AM Peak Hour			PM Peak Hour[2]		
			Daily[2]	In	Out	Total	In	Out	Total
Medical-Dental Office Building	21.1	KSF	734	46	13	59	20	53	73
Total Project Trips			**734**	**46**	**13**	**59**	**20**	**53**	**73**

KSF = thousand square feet; DU = dwelling unit
1. Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017.
2. Trips are one-way traffic movements, entering or leaving.
Source: Linscott, Law & Greenspan, Engineers. (2021). *Local Transportation Impact Assessment*.

Pursuant to AHMC §9602.5: Required transportation improvement fund participation, and as required in General Plan Infrastructure and Community Services Element Policy M-1.9, the Project would be required to contribute to the City's Transportation Improvement Fund (TIF), as provided by the City Council, to mitigate cumulative impacts from the development of all new uses and structures to the level of traffic and congestion on the surrounding and community-wide streets and highways. Therefore, the proposed Project would not conflict with the City's General Plan.

Public Transit

Project construction would be temporary in nature and would not result in any road closures. The nearest public bus transit stops are provided at the Kanan Road/Canwood Street intersection, approximately 0.5 miles east of the Project site; therefore, Project construction and operation would not affect public transit service operation. Therefore, the proposed Project would not conflict with transit. Impacts would be less than significant.

4.17b Would the Project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

Less Than Significant Impact. In compliance with SB 743, the City developed a methodology for evaluating transportation impacts based on VMT for land use projects, which is consistent with the recommendations provided by the California Office of Planning and Research (OPR) in the Technical Advisory released in December 2018.[54] Consistent with the OPR recommendations, the City's Transportation Assessment Guidelines (TAG) recognize a number of screening criteria which may be applied to screen proposed projects out of detailed VMT analysis. The purpose of

[54] California Office of Planning and Research. (2018). *Technical Advisory on Evaluating Transportation Impacts in CEQA*.

screening is to determine if a presumption of less than significant transportation impacts can be made on the facts of the project. The TAG screening criteria are as follows:

- Small Projects: Expected to cause a less-than-significant impact if project generation is less than 110 trips per day
- Local-Serving Retail: Expected to cause a less-than-significant impact if no single store on-site exceeds 50,000 SF of gross floor area
- Local Essential Service: Expected to cause a less-than-significant impact if day care center, public K-12 school, police or fire stations, medical/dental office building, or government offices (in-person services such as post office, library, and utilities)
- Redevelopment projects: Expected to cause a less-than-significant impact if project replaces an existing VMT-generating land use and does not result in a net overall increase in VMT

The Project would develop approximately 20,279 SF of medical and general professional office uses.[55] The VMT Assessment assumes that the Project would consist of up to 10,100 SF of medical offices, which would be screened out under the local essential service criterion. The remaining 10,179 SF of general professional office uses would generate approximately 107 trips, which would be screened out under the small projects criterion. Therefore, as the Project would meet the screening criteria, the Project would result in a less than significant VMT impact.

4.17c Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. Vehicular access would be provided from one driveway at Canwood Street. Internal drive aisles would accommodate standard fire lane turning radiuses and hammerhead turnaround maneuvers design for emergency vehicles and fire services. The proposed Project driveway and internal drive aisle configuration would be constructed pursuant to LACFD standards, as detailed in AHMC Article III Chapter 1: Fire Prevention. The Project would not require any off-site roadway improvements.

Because of the nature of the proposed land use, the Project does not include the use of any incompatible vehicles or equipment on the site. No Project component would increase hazards to the public due to incompatible use; the office uses proposed by the Project are consistent with the land use designations for the site and are compatible with surrounding land uses. All on-site improvements and the driveway would also be constructed as approved by the City of Agoura Hills Public Works Department. Sight distance at the Project driveway would be subject to

[55] It should be noted that while the final land use mix is not currently known, based on information provided by the Project Applicant, the Project would, at most, accommodate up to 11,000 SF of general office space. Should the Project ultimately accommodate less than 11,000 SF of general office space, the general office component will correspondingly generate fewer daily trips than estimated in the VMT Assessment, and the small projects criterion would continue to be satisfied.

compliance with applicable American Association of State Highway and Transportation Officials (AASHTO) §9.5.2: Sight Triangles sight distance standards. Therefore, no impacts would occur.

4.17d Would the Project result in inadequate emergency access?

Less Than Significant Impact. Emergency access is determined by the number of private and public access points, the width of the access point, and internal roadways serving a Project site. As discussed in Response 4.17c, primary vehicular access to the Project site is proposed via a two-way entrance off Canwood Street at the Project site's southern boundary. Pedestrian access from the sidewalk on Canwood Street would be provided adjacent to the drive aisle into the building complex and parking area. Additionally, the Project would be required to comply with General Plan Policy S-3.8, which requires the LACFD review Project plans, and Policy S-4.5, which requires law enforcement review Project plans. Therefore, adequate emergency access to the would be provided. Impacts would be less than significant.

4.18 Tribal Cultural Resources

The discussion below regarding potential impacts on tribal cultural resources is based in part on AB 52 communications initiated by the City (see **Appendix L: AB 52 Communications**).

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

Impact Analysis

4.18ai Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k); or

4.18aii Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public

Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact With Mitigation Incorporated. Chapter 532 Statutes of 2014 (AB 52) requires that lead agencies evaluate a project's potential impact on "tribal cultural resources," which include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource."

In compliance with PRC §21080.3.1(b), the City provided formal notification to California Native American tribal representatives identified by the California NAHC. Native American groups may have knowledge about the area's cultural resources and may have concerns about a development's adverse effects on tribal cultural resources, as defined in PRC §21074. The City has contacted the tribal representatives of the tribe noted below. Correspondence to and from tribal representatives is included as **Appendix L**.

AB 52 Native American Groups Contacted:

- **Barbareno/Ventureno Band of Mission Indians,** Julie Tumamait-Stenslie
- **Fernandeño Tataviam Band of Mission Indians,** Jairo Avila
- **Gabrieleno Tongva San Gabriel Band of Mission Indians,** Anthony Morales

The City initiated consultation with the Fernañdeno Tataviam Band of Mission Indians pursuant to AB 52 and engaged with Jairo Avila in consultation on the Project on April 29, 2022. Consultation with the Fernañdeno Tataviam Band of Mission Indians concluded that while there are no previously identified tribal cultural resources located within the Project site, there is potential for as-yet undiscovered tribal cultural resources. As discussed in Response 4.5b, the SCCIC identified 23 cultural reports that are wholly or partly within the 0.25-mile buffer of the Project site. While the reports did not indicate any cultural resource issues of relevant to the Project, the Project would be subject to compliance with MM TCR-1 through MM TCR-4. Therefore, following compliance with MM TCR-1 through MM TCR-4, the Project's potential impacts to tribal cultural resources would be mitigated to a less than significant level.

Mitigation Measures

MM TCR-1 The Project shall retain a professional Native American monitor to be present during construction excavations such as clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. If cultural resources are encountered, the Native American monitor will have the authority to request ground disturbing activities cease within 50-feet of discovery to assess and document potential finds in real time. Monitoring activities will cease when potential for significant buried resources have been exhausted (e.g., at the completion of construction excavation activity), as determined by the Qualified

Archaeologist and in consultation with the Native American monitor. The Native American monitor and archaeological monitor will be present during construction excavation activity. Personnel needs would be determined during a pre-construction meeting.

MM TCR-2 If significant Pre-Contact (predating Native American contact with Europeans) and/or Post-Contact (postdating Native American contact with Europeans) cultural resources are discovered and avoidance cannot be ensured, the Qualified Archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the consulting Tribe retained Native American monitor for review and comment, as detailed within CUL-3.

MM TCR-3 The Applicant shall, in good faith, consult with the Tribe or Tribal Government that requested consultation under AB 52 retained Native American monitor on the disposition and treatment of any artifacts or other cultural materials if encountered during the Project grading.

MM TCR-4 If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 50-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code shall be enforced for the duration of the Project.

4.19 Utilities and Service Systems

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Impact Analysis

4.19a Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

i) Water

Less Than Significant Impact. A significant impact may occur if a Project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers.

The Project would be served by the LVMWD, which has approximately 20,253 water service connections within its service area. LVMWD ensures that its water supply is uninterrupted; collects water samples on a weekly basis to make sure the water meets or exceeds all water

quality standards; maintains the Las Virgenes Reservoir (containing 3 billion gallons of water), 25 storage tanks, and 24 pump stations; and operates a recycled water distribution system of that serves more than 20 percent of LVMWD's customers.[56] Water is distributed to consumers through a City-owned system of pipes, ranging in size from 8 inches to 48 inches in diameter. Water lines are available in all commercial zones of the City.

According to the LVMWD 2020 Urban Water Management Plan (2020 UWMP), the City's water is provided from groundwater, imported water, and recycled water. The 2020 UWMP indicates that water supply will be able to meet full service demands through 2045 during normal years, for a single dry year, and multiple dry years. As noted in the 2020 UWMP, the LVMWD can accommodate water demand projections until 2045 with an estimated projected water demand of 27,787 acre feet per year (afy). The LVMWD aims to meet this demand by decreasing its reliance on imported water by pursuing a variety of water conservation strategies and increasing local supplies.[57]

Water demand during construction of the Project would be required for dust control and cleaning of equipment. During construction, the contractor would bring their own portable bathroom and wash stations which would have their own self-contained water source and wastewater storage. These facilities would not connect to the adjacent sewer or water infrastructure. Therefore, Project construction would have a less than significant impact on water facilities.

As shown in **Table 4.19-1: Estimated Project Water Consumption**, Project operations would result in a total water demand of 4,867 gallons per day (gpd) or approximately 5.45 afy.[58]

Table 4.19-1: Estimated Project Water Consumption

Proposed Land Use	Size	Water Consumption Rate[1]	Total (gpd)
Office Buildings	20,279 SF	240 gpd/1,000 SF	4,867

SF =square feet; gpd = gallons per day
1. Water consumption rates are assumed as 120 percent of the wastewater generation rates.
Source: Los Angeles County Sanitation District. Table 1: Loadings for Each Class of Land Use. Retrieved from https://www.lacsd.org/home/showpublisheddocument/3644/637644575489800000.

The Project would be designed to provide the minimum irrigated landscape coverage requirement of the BP-OR Zone, and would incorporate a large expanse of unirrigated open space. The anticipated amount of water used for landscaping complies with the State of California State Model Water Efficient Landscape Ordinance with a total of estimated applied water use of 315,272 gallons per year (gpy), which is less than the 347,384 gpy which would be allowed based on the landscaped area on the Project site. Project landscaping would be limited to native and low to moderate water demand plants.

[56] Las Virgenes Municipal Water District. (2018). *Facility Facts.* Retrieved from https://www.lvmwd.com/home/showpublisheddocument/707/637056973847670000.
[57] Las Virgenes Municipal Water District. (2021). *2020 Urban Water Management Plan.*
[58] 1 afy = 892.742 gpd.

No off-site water improvements are proposed. The Project is consistent with the growth estimates of the 2020 UWMP. LVMWD will have an adequate combination of imported water and groundwater to meet future demand. Conservation and recycled water will further help LVMWD meet forecasted demands. Therefore, there would be adequate water supplies for the Project from existing entitlements and resources. Impacts related to the Project's water demand would be less than significant. No new water facilities are required to serve the proposed Project.

ii) Wastewater Treatment

Less Than Significant Impact. The City is served by the LVMWD, and local sewer lines are maintained, owned, and operated the large trunk sewers of the regional wastewater conveyance system by the LVMWD. The Tapia Water Reclamation Facility (TWRF) is owned by LVMWD and treats wastewater flow originating from the City, with a remaining capacity of approximately 16 million gallons per day (mgd). A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving a site would be exceeded.

As shown in **Table 4.19-2: Wastewater Demand Generation**, it is estimated the Project would generate approximately 4,056 gpd of wastewater. This is a small fraction of the 16 mgd currently available for capacity in the LVMWD. No industrial discharge into the wastewater or drainage system would occur. Additionally, there is adequate treatment capacity within TWRF and the LVMWD; therefore, the increase in wastewater generation would not have a significant impact on treatment plant capacity. The Project's estimated wastewater generation is well within the existing capacity (approximately 16 mgd); therefore, the Project would not exceed the wastewater treatment requirements.

Table 4.19-2: Wastewater Demand Generation

Proposed Land Use	Size	Wastewater Demand Rates	Total (gpd)
Office Buildings	20,279 SF	200 gpd/1,000 SF	4,056

SF =square feet; gpd = gallons per day

Source: Los Angeles County Sanitation District. Table 1: Loadings for Each Class of Land Use. Retrieved from https://www.lacsd.org/home/showpublisheddocument/3644/637644575489800000.

iii) Stormwater Drainage

Less Than Significant Impact. See Response 4.10ciii.

iv) Electric Power, Natural Gas, and Telecommunications

Less Than Significant Impact. See Response 4.6a regarding electric power and natural gas.

The Project site is located in an urbanized area in the City that is served by existing telecommunication services. The Project would require installation of new underground telecommunication lines (for internet, telephone, and other services) to serve the office uses proposed on the Project site. Construction impacts associated with the installation of new telecommunication infrastructure would primarily involve trenching in order to place the lines

below ground surface. When considering impacts resulting from the installation of any required telecommunications infrastructure, all impacts are of a relatively short duration and would cease to occur when installation is complete. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the public system. As telecommunication providers already deliver their services to a large number of residents and commercial users in the vicinity of the Project site, it is anticipated that existing telecommunications facilities would be sufficient to support the Project's needs for telecommunication services. As such, no upgrades to off-site telecommunications facilities are anticipated. Therefore, the Project would not require or result in the relocation or construction of new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.

4.19b Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. As stated in 4.19a, the LVMWD's 2020 UWMP indicates that water supply will be able to meet full service demands through 2045 during normal years, a single dry year, and multiple dry years. As noted in the 2020 UWMP, the LVMWD can accommodate water demand projections based on an estimated projected water demand of 27,787 afy. The Project would result in a total water demand of 5.45 afy. The City aims to meet this demand by decreasing its reliance on imported water by pursuing a variety of water conservation strategies and increasing local supplies.[59] Therefore, there would be sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years from existing entitlements and resources. Therefore, impacts related to water supply would be less than significant.

4.19c Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving a project would be exceeded. The Project's estimated wastewater generation of 4,056 gpd (.004 mgd) generation of wastewater can be accommodated as part of the approximately 16 mgd remaining capacity at TWRF.

The Project's wastewater would discharge to the local City sewer line for conveyance to a LVMWD trunk sewer. Access to the City's sanitary sewer system would be provided with connection to an existing 8-inch line in Canwood. No off-site wastewater improvements are proposed or required. LVMWD has adequate capacity to serve the Project. Impacts would be less than significant.

[59] Las Virgenes Municipal Water District. (2021). *2020 Urban Water Management Plan*.

4.19d Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

4.19e Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. The City Based on the 2019 Countywide Integrated Waste Management Plan (CoIWMP) Annual Report, the most recent report available, the total remaining permitted Class III landfill capacity at the County is estimated at 148.40 million tons, with a total estimated daily disposal rate of 34,305 tons per day (tpd).[60] In addition to in-County landfills, out-of-County disposal facilities may also be available to the City. Aggressive waste reduction and diversion programs on a Countywide level have helped reduce disposal levels at the County's landfills, and based on the 2019 CoIWMP Annual Report, the County anticipates that future Class III (nonhazardous municipal waste) disposal needs can be adequately met through 2034 (the Annual Report's horizon year) through a combination of landfill expansion, waste diversion at the source, out-of-County landfills, and other practices. It should also be noted that with annual reviews of demand and capacity in each subsequent Annual Report, the 15-year planning horizon provides sufficient lead time for the County to address any future shortfalls in landfill capacity.

Waste is transported mainly to the Calabasas Landfill (in-County) and Simi Valley Landfill & Recycling Center (out-of-County) for disposal, as the City is within the designated waste area for these landfills. The Calabasas Landfill received approximately 262,765 tons of waste in 2019 (approximately 842 tons per day [tpd]). The remaining permitted capacity as of December 31, 2019 of the Calabasas Landfill is 4,315,593 tons. The Calabasas Landfill is permitted to receive 3,500 tpd. [61] The current disposal rate averages 1,000 tpd of municipal solid waste.[62] The Simi Valley Landfill & Recycling Center received approximately 1,455,100 tons of waste in 2019 (approximately 4,663 tpd). The remaining permitted capacity, as of December 31, 2019, for the Simi Valley Landfill & Recycling Center is 48 million tons. The Simi Valley Landfill & Recycling Center is permitted to receive 9,250 tpd. [63]

The California Department of Resources and Recycling and Recovery (CalRecycle) is the California State Agency that promotes the importance of reducing waste and oversees California's waste management and recycling efforts. CalRecycle has issued jurisdiction waste diversion rate targets equivalent to 50 percent of the waste stream as expressing in pounds per person per day. As

[60] County of Los Angeles Department of Public Works. (2020). *Countywide Integrated Waste Management Plan (CoIWMP) 2019 Annual Report*. Retrieved from https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF.

[61] County of Los Angeles Department of Public Works. (2020). *CoIWMP 219 Annual Report*. Page 59.

[62] Los Angeles County Sanitation District. (2021). *Calabasas Landfill*. Retrieved from https://www.lacsd.org/services/solid-waste/energy-recovery-and-fueling-facilities/landfill-gas-to-energy-facilities/calabasas-landfill-gas-to-energy-facility#:~:text=The%20Calabasas%20Landfill%20is%20located,operated%20by%20the%20Sanitation%20Districts.

[63] County of Los Angeles Department of Public Works. (2020). *CoIWMP 219 Annual Report*. Appendix E-2, Table 6.

shown in **Table 4.19-3: Solid Waste Generation**, based on solid waste generation factors from CalRecycle, the Project is estimated to generate approximately 121.67 pounds of waste per day, or 0.06 tpd, without diversion.[64]

Table 4.19-3: Solid Waste Generation

Proposed Land Use	Size	Waste Generation Rate	Waste Generated (lb/day)
Office Buildings	20,279 SF	6 lb/1,000 SF/day	121.67

lb = pounds; SF =square feet

Source: CalRecycle. Estimated Solid Waste Generation Rates. Retrieved from https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates.

Solid waste generation would be further reduced through required source reduction, recycling, and composting. With the required 50 percent diversion, the Project is estimated to generate approximately 60.84 pounds of waste per day, or 0.03 tpd.[65] The City has a list of permitted and approved haulers to provide commercial solid waste services. Therefore, the Project would be served by landfills with sufficient remaining permitted capacity to accommodate solid waste disposal needs. Therefore, impacts related to solid waste disposal would be less than significant.

The CALGreen Code requires a 65 percent diversion rate for construction and demolition (C&D) projects. Pursuant to AB 939, the City has adopted a Construction & Demolition Debris Re-use and Recycling Program to divert recyclable construction material from reaching landfills.[66] All new construction is subject to the requirements of the ordinance.

During operation, the Project would be required to comply with CalRecycle's waste diversion rate target of 50 percent of the waste stream. The Project would also be subject to AB 1826, which requires businesses to provide separate recycling bins for organic waste. Therefore, the Project would be subject to compliance with the CALGreen Code, State regulations, and City regulations regarding solid waste management and reduction. Impacts would be less than significant.

[64] Based on approximately 261 business days per year, the Project is estimated to generate approximately 15.9 tons per year of waste: (121.67 pounds * 261 business days per year) / (2,000 pounds/ton) = 15.9 tons per year

[65] With diversion, based on approximately 261 business days per year, the Project is estimated to generate approximately 7.9 tons per year of waste: (60.84 pounds * 261 business days per year) / (2,000 pounds/ton) = 7.9 tons per year

[66] City of Agoura Hills. *Construction and Demolition (C&D) Debris Re-use and Recycling Program*. Retrieved from https://www.agourahillscity.org/home/showpublisheddocument/2842/637782895353470000.

4.20 Wildfire

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

Impact Analysis

4.20a Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

4.20b Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

4.20c Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

4.20d Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. As stated in Response 4.9g, the Project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) for a LRA or SRA. However, VHFHSZ are located northwest of the Project site and approximately 300 feet south of the Project site (across the Ventura Freeway). Project design and site access would adhere to LACFD regulations. The Project's undeveloped areas (e.g., the 30 percent of the northern portion of the Project site that

would remain undeveloped and would serve as a fire break) and landscaping would also be subject to compliance with the LACFD Fuel Modification and AHMC §9541.1: Corridor standards, which require the use of naturalistic and native landscaping throughout the development. Therefore, the Project would not result in impacts regarding wildfires, and impacts would be less than significant.

4.21 Mandatory Findings of Significance

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

Impact Analysis

4.21a Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact With Mitigation Incorporated. As discussed throughout this Initial Study, the Project does not have the potential to degrade the environment's quality or result in significant environmental impacts that cannot be reduced to less than significant following compliance with the established regulatory framework (i.e., local, State, and federal regulations) and the recommended mitigation measures.

As concluded in **Section 4.4: Biological Resources**, following compliance with MM BIO-1, which addresses potential impacts to migratory birds, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

As concluded in **Section 4.5: Cultural Resources**, following compliance with MM CUL-1 through MM CUL-4, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.

As concluded in **Section 4.7: Geology and Soils**, following compliance with MM GEO-1, the Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

As concluded in **Section 4.18: Tribal Cultural Resources**, following compliance with MM TCR-1 through MM TCR-4, the Project could not cause an adverse change in the significance of a tribal cultural resource.

4.21b Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact. State CEQA Guidelines §15065(a)(3) defines "cumulatively considerable as times when "the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." The proposed Project would result in significant impacts unless mitigated for the following environmental issues: biological resources, cultural resources (archaeological resources), geology and soils (paleontological resources), and tribal cultural resources. The impacts associated with these resource areas are localized, thus, would not result in cumulative impacts. Mitigation measures have been prepared for each of these environmental issue areas to reduce impacts to a less than significant level.

All other Project impacts were determined either to have no impact or to be less than significant following compliance with the established regulatory framework, without the need for mitigation. Cumulatively, the proposed Project would not result in any significant impacts that would substantially combine with impacts of other current or probable future impacts. Therefore, the proposed Project would not result in any cumulatively considerable significant impacts.

4.21c Does the Project have environmental effects which will cause substantial adverse effects on human beings, directly or indirectly?

Less Than Significant Impact. A significant impact may occur if the Project has the potential to result in significant environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly. All potential impacts of the Project have been identified in the respective sections of this Initial Study, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less than significant levels. As such, upon implementation of mitigation measures identified and compliance with existing regulations, the proposed Project would not have significant environmental effects, and the Project would not have substantial adverse effects on human beings, directly or indirectly. Therefore, impacts would be less than significant.

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5.0 REFERENCES

Bryant Corporation. (2019). *Product Data: 582k/559k Legacy Line™ Single Packaged Rooftop 3 to 6 Nominal Tons.*

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