City of Agoura Hills

Agoura Hills Business Park

Final
Initial Study and Mitigated Negative Declaration

June 2008

Agoura Hills Business Park

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Initial Study and Mitigated Negative Declaration

Prepared by:

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June 2008

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INTRODUCTION

This Draft Initial Study and Mitigated Negative Declaration (IS/MND) addresses the potential environmental effects resulting from the construction of 103,070 square feet of light industrial space and office space at the northerly side of Canwood Street and approximately 600 feet westerly of Derry Avenue in the City of Agoura Hills.

LEGAL AUTHORITY AND FINDINGS

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with the *CEQA Guidelines* and relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended.

Initial Study. Section 15063(c) of the *CEQA Guidelines* defines an Initial Study as the proper preliminary method of analyzing the potential environmental consequences of a project. The purposes of an Initial Study are:

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

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

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

Negative Declaration or Mitigated Negative Declaration. Section 15070 of the *CEQA Guidelines* states that a public agency shall prepare a negative declaration or mitigated negative declaration for a project subject to CEQA when:

(a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment; or

(b) The Initial Study identifies potentially significant effects but:

1. Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review 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.

An IS/MND may be used to satisfy the requirements of CEQA when the physical effects of the proposed project are anticipated to have no significant unmitigable effects on the environment.

As discussed further in subsequent sections of this document, implementation of the proposed project would not result in any significant effects on the environment that cannot be reduced to below of a level of significance with the mitigation measures included herein.

IMPACT ANALYSIS AND SIGNIFICANCE CLASSIFICATION

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

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

Following the evaluation of each environmental effect determined to be potentially significant is a discussion of mitigation measures and the residual effects or level of significance remaining after the implementation of the measures. In those cases where a mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect.

USE OF PREVIOUS ENVIRONMENTAL DOCUMENTS IN THIS ANALYSIS

The following environmental analyses and technical studies were used as a basis for this document. Each study is available upon request at the City of Agoura Hills Planning Department Front Counter.

- *Hans Giroux- Noise Impact Analysis. September 13, 2006.*
- *Hans Giroux- Air Quality Impact Analysis. September 13, 2006.*
- *Michael Brandman Associates – Biological Resource Assessment. November 14, 2006.*
- *Westland Civil, Inc. – Preliminary Drainage Study. February, 2006.*
- *Associated Transportation Engineers, Revised Traffic and Circulation Study, May 23, 2007.*
- *John K. Innes Landscape Architect, Inc., Revised Oak Tree Report, July 16, 2007.*
- *The J. Byer Group, Inc., Geologic and Soils Engineering Exploration Update, August 19, 2004.*

INITIAL STUDY

PROJECT TITLE

Agoura Hills Business Park

LEAD AGENCY and CONTACT PERSON

City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 91301
Contact: Doug Hooper, Assistant Director of Community Development

PROJECT PROPONENT

SFIP Agoura Hills, LLC
23 Corporate Plaza, Suite 247,
Newport Beach, CA 92660

PROJECT SITE CHARACTERISTICS

Location: The project site is located on the north side of Canyon Street and approximately 600 feet westerly of Derry Avenue in the City of Agoura Hills, Los Angeles County (see Figures 1 and 2). The project site is a rectangular-shaped parcel measuring approximately 10 acres.

Assessor Parcel Numbers: The site is identified by Assessor's Parcel No. 2048-012-026.

Existing General Plan Designation: The City of Agoura Hills General Plan land use designation is Business Park Manufacturing (BP-M).

Existing Zoning: The project site is zoned Business Park – Manufacturing – Freeway Corridor (BP-M-FC).

Surrounding Land Uses: The project site is located adjacent to Canwood Road and Highway 101 to the south; multi-family residential development is located north of the project site; commercial buildings are located south and west of the project site; and vacant land is located adjacent to the project site to the east. Photos of surrounding land uses can be seen on Figure 3.

DESCRIPTION OF THE PROJECT

The proposed project includes an Oak Tree Permit request, a Tentative Parcel Map (see Figure 4) for office condominiums and the construction of seven, one-story light industrial buildings amounting to 103,070 square feet (sf) of floor area. Of this square footage, 19,950 sf is dedicated office space. Rooftop elevations range from 25 to 29 feet (ft). Figure 5 shows the proposed site plan.

Building 1

Building 1 would be situated in the southwestern portion of the project site, immediately north of Canwood Street. The 13,140 sf building would serve largely as warehouse space, with office space at the northeastern and northwestern corners of the building. Rooftop elevations range from 22.5 ft to 28.5 ft. Access to the warehouse would be via a bay door at the northern face of the building. Parking for Building 1 would include 22 spaces along the north side of the building and 4 parking spaces along the west side of the building.

Building 2

Building 2 would be situated in the southeastern portion of the project site immediately north of Canwood Street. The 13,140 sf building would serve largely as warehouse space, with office space at the northeastern and northwestern corners of the building. Rooftop elevations range from 22.5 to 28.5 ft. Access to the warehouse would be via a bay door at the northern face of the building. Parking for Building 2 would include 28 spaces along the north side of the building and 6 parking spaces along the east side of the building.

Building 3

Building 3 would be situated in the northern center of the project site. The 24,140 sf building would serve largely as warehouse space, with office space at the northeastern, northwestern, southwestern, and southeastern corners of the building. Rooftop elevations range from 23 to 29 ft. Access to the warehouse would be via bay doors at the northern and southern faces of the building. Parking for Building 3 would include 10 parking spaces along the southern side of the building, 18 parking spaces along the west side of the building and 10 parking spaces along the north side of the building.

Building 4

Building 4 would be situated in the upper western portion of the project site. The 12,000 sf building would serve largely as warehouse space, with four clusters of office space in the eastern half of the building. Rooftop elevations range from 22.5 to 25 ft. Access to the warehouse would be via bay doors at the northern and eastern faces of the building. Four (4) parking spaces abut the north side of the building. Parking for Building 4 would include 15 parking spaces along the east side of the building.

Building 5

Building 5 would be situated in the northwestern portion of the project site. The 9,000 sf building would serve largely as warehouse space, with three clusters of office space in the southern half of the building. Rooftop elevations range from 22.5 to 25 ft. Access to the warehouse would be via bay doors at the southern and western faces of the building. Parking for Building 5 would include 5 parking spaces along the western side of the building and 10 parking spaces along the south side of the building.

Building 6

Building 6 would be situated in the northeastern portion of the project site. The 15,000 sf building would serve largely as warehouse space, with four clusters of office space in the southern half of the building. Rooftop elevations range from 22.5 to 25 ft. Access to the warehouse would be via bay doors at the southern face of the building. Parking for Building 6 would include 6 parking spaces along the west side of the building and 9 parking spaces along the south side of the building.

Building 7

Building 7 would be situated in the upper eastern portion of the project site. The 16,650 sf building would serve largely as warehouse space, with five clusters of office space in the eastern half of the building. Rooftop elevations range from 22.5 to 28 ft. Access to the warehouse would be via bay doors at the southern, northern, and eastern faces of the building. 6 parking spaces abut the northern face of the building. Parking for Building 7 would include 18 parking spaces along the east side of the building and 4 spaces along the south side of the building.

Additional Parking

A total of 43 parking spaces are proposed to border the open space at the south central portion of the project site; spaces are located on the north, south, and west sides. Additionally, 18 parking spaces are proposed along the upper eastern edge of the project site and 10 along the western portion.

Landscaping

As part of the proposed project, landscaping would be included throughout the project site. Figure 6 shows the proposed landscape plan. Additional site improvements would include the removal of several walls, the construction of berms, the installation of signs and the extension of utilities.

Site Preparation/Oak Tree Removal

Site preparation would require removal of one oak tree protected under the City's Oak Tree Ordinance and the encroachment into the protected zones of one other protected oak tree. Site preparation would involve grading and earth moving activities of 83,750 cubic yards of fill, which would require 30,760 cubic yards of earth material to be imported to the site.

PUBLIC AGENCIES WHOSE APPROVAL MAY BE REQUIRED FOR SUBSEQUENT ACTIONS (e.g. permits, financing approval, or participation agreement):

None required.

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that could be lessened to a level of insignificance through incorporation of mitigation.

☒ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology / Soils
☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☒ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities / Service Systems		

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 would be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION would be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" 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 pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Doug Hooper
Assistant Director of Community Development
City of Agoura Hills

4/3/08
Date

EVALUATION OF ENVIRONMENTAL IMPACTS

I. AESTHETICS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☒	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Photosimulations of the proposed project were prepared by Architects Orange in 2006 and are shown in Figures 7 through 10. Note that Figure 7 is a photosimulation key that maps the point of reference for the photosimulations.

a. The proposed project includes the construction of seven light industrial buildings, the addition of parking lots and landscaping. The project site is previously disturbed, vacant hillside land. Litter is scattered across the northern portion of the site. Vegetation within the site is sparse and is dominated by non-native, ruderal species (see Figure 3). Two protected oak trees would be removed and/or encroached upon by project development. (Refer to Section IV., *Biological Resources*, for further discussion and mitigation associated with potential impacts to trees). The project site generally slopes upward from south to north. The portion of the project site along Canwood Street is the lowest point of the project site and the northern site boundary is the highest point. Figure 8 shows the proposed post-project view of the project site from Canwood Street looking at the project site the north. The project would alter the topography of the land, requiring grading and the construction of retaining walls. However, the proposed project would be located among existing development, would be similar in size and scale to existing surrounding uses, and would utilize grading, and landscaping sensitive to the existing landscape within the area. Figure 9 shows post-project views of the project site from the south side of Canwood Street compatibility with surrounding uses.

The project site is bordered by Canwood Street to the south, commercial and light-industrial development to the west, residential development to the north, and a vacant lot and light-industrial to the east (see Figure 2 for the site location). According to the City of Agoura Hills General Plan Scenic Highways Element (1993), Canwood Street is designated as a Local Scenic Highway and identified as a source of "excellent vistas of Ladyface Mountain and the ridgelines along the south side of the City." As noted in the Scenic Highways Element in the Agoura Hills General Plan (1993), the goals in protecting the scenic resources of Canwood Street are as follows:

- *Landscaping sensitive to freeway views*
- *Significant reduction of unsightly signs on existing commercial structures*

- *Restrict Street lighting*
- *Utility Undergrounding*
- *Removal of pole signs and billboards*

For its entire alignment in Agoura Hills, Canwood Street runs north of Ladyface Mountain. Although development of the proposed project would alter views looking north of Canwood Street, the project would be similar to surrounding uses with respect to scale and architectural style as shown in Figure 9. The proposed project would include the undergrounding of utilities. Additionally, a screen of vegetation would act as a visual buffer between the proposed project, and both Canwood Street and U.S. 101. The proposed project would not alter public viewsheds between Canwood Street and Ladyface Mountain, or the ridgelines along the southern side of the City (on the southern side of U.S. 101). Therefore, development of the proposed project would not adversely affect scenic vistas from public viewpoints.

The Agoura Hills General Plan notes that the Palo Comado Hills are important scenic resources and that the preservation of these hillside viewsheds is guarded by designation of the Palo Comado area as a Significant Ecological Area (SEA). The designated SEA is located approximately 0.7 miles northeast of the project site and sits approximately 200 feet higher than the project site. Therefore, the proposed buildings, which would have a maximum elevation of 29 feet, would not obstruct views of the SEA.

Currently, the residences to the north of the project site have south-facing views of Ladyface Mountain, a locally designated scenic resource. The proposed buildings that would be located along the northerly site boundary would alter the residences' south-facing views of Ladyface Mountain. The residences are not located in a designated public viewpoint area or along a designated scenic road. The City of Agoura Hills does not consider the loss of private views as a significant impact. Therefore, impacts related to scenic vistas would be **less than signifcant.**

b. The project site is visible from U.S. 101, albeit restricted by existing development along Canwood Street. Upon buildout of the proposed project, the two southerly buildings would be partially visible from views along US 101. The other five more northerly buildings would not be visible from US 101. While U.S. 101 is eligible for designation as a state scenic highway, it is not officially designated as such. There are no rock outcropping, historic buildings, or other scenic resources on the project site. The majority of the knoll that fronts Canwood Street would remain undisturbed. Oak trees, however, exist on the project site and the proposed project involves the removal of one oak tree. As oak trees are protected by Resolution No. 374, the removal of an oak tree would be potentially significant. Mitigation measure BIO-3 would lessen the impact of the removal Oak Tree Number 14 on the project site. For a more detailed discussion of impacts related to oak tree removal see Section IV, *Biological Resources*. Impacts would be **less than significant with mitigation incorporated.**

c. The maximum building height of 29 feet and one story would not exceed the maximum allowed height of 35 feet and/or two stories. The surrounding uses consist mostly of one- to two-story buildings and have a similar effect on the skyline, as they are situated on similar elevations. The building coverage is estimated at 24% (103,070 square feet on a 435,600 square

foot site), consistent with the 30% coverage maximum allowed within the Business Park-Manufacturing zone. As shown in Figure 3, there would be five buildings clustered in the western portion of the site and two buildings along the eastern boundary of the site. Figure 10 illustrates the scale of the buildings as they would be seen from the eastern portion of the project site. The middle portion of the site would be open space. The proposed project would provide infill development at a scale and intensity similar to surrounding uses, which include multi-family residential development to the north; a U-Haul and furniture store to the south; commercial and light-industrial to the west; and a vacant parcel and light industrial development to the east. However, because the project site is currently vacant, implementation of the proposed project would substantially alter the existing character of the project site and its surroundings. Based on the nature of surrounding land uses, it is expected that the residences to the north would be particularly affected by the intensification of land use as a result of the proposed project. Impacts related to the visual character of the project site and its surroundings, as viewed by the residences to the north, would potentially significant unless mitigation incorporated.

Although the site has previously been graded, the project would require further grading. Along with grading, the construction of retaining walls is necessary for the site. The proposed retaining walls would be located along the site's perimeter.

Landscaping for the proposed project includes the removal and replacement of an oak tree, site perimeter and building area trees, shrubs, groundcovers and vines. Figure 6 shows the proposed landscape plan. Section IV, *Biological Resources*, contains a detailed discussion of the proposed landscape plan and oak tree removal. Although, the removal of an oak tree could have an adverse affect on the existing character of the site it would be mitigated by BIO-3 as discussed in Section IV, *Biological Resources*.

Therefore, impacts to the existing visual character of the site would be **less than significant with mitigation incorporated.**

d. The applicant has proposed a photometric site lighting plan that includes installation of light fixtures (see Figure 11), including perimeter lighting, parking lot lighting, pedestrian walkway lighting and lighting of the service building and canopy. The light poles would be no more than 16 feet tall and oriented to minimize light spill. To the east of the project site, night lighting already exists for the adjacent light-industrial parks. To the west, night lighting exists for the business park, child care center and furniture store. To the south, existing night lighting services commercial development. The residential development to the north does not have exterior night lighting adjacent to the project site. According to the photometric plan, eleven light fixtures would abut the northern edge of the project site. Landscaping (including trees and shrubs) would serve as a limited buffer between the light fixtures and residential development. Additionally, the existing retaining wall between the residential property and project site would further buffer night lighting. Although the proposed project would include light fixtures for pedestrian access and security abutting an unlit residential development, the photometric plan indicates that lighting fixtures along the northern boundary would emit zero foot candles. Therefore, impacts would be **less than significant.**

Mitigation Measure

Implementation of the following measure, along with Mitigation Measure BIO-3, as discussed in Section IV, *Biological Resources,* would reduce impacts related to the visual character of the project site and its surroundings, especially as it pertains to the residences to the north of the site, to a less than significant level.

AES-1 **Landscaping Plan**. Landscape plans shall be approved prior to the issuance of building permits. Landscape plans shall consist of predominantly drought tolerant native and/or naturalized species. In order to soften the visual effects of the structures, vegetation shall be planted along walls or fences located adjacent to the residences to the north.

II. AGRICULTURE RESOURCES: 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

a. The project site is previously disturbed, vacant land. The project site is zoned Business Park Manufacturing Freeway Corridor (BP-M-FC) and is designated by the General Plan as Business Park Manufacturing (BP-M). The Farmland Mapping and Monitoring Program classifies the project site as Other Land (California Department of Conservation, 2004). **No impact** would occur.

b. The project site is zoned Business Park Manufacturing Freeway Corridor (BP-M-FC). There are no agricultural zoning or Williamson Act contracts. **No impact** would occur.

c. The project site is previously disturbed, vacant land. Construction of the proposed project would not result in the loss of farmland. **No impact** would occur.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Result in a temporary increase in the concentration of criteria pollutants (i.e., as a result of the operation of machinery or grading activities)?	☐	☐	☒	☐
e) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
f) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

a. The project site is located in the South Coast Air Basin, which is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). According to the SCAQMD Guidelines, to be consistent with the Air Quality Management Plan (AQMP), a project must conform to the local General Plan and must not result in or contribute to an exceedance of the Agoura Hills' projected population growth forecast. Development of the proposed buildings would not generate population growth, as no residential development would occur. Therefore, the project would not contribute to an exceedance of the City's projected population growth forecast. The project is consistent with the City's General Plan. Therefore, the project's potential impact associated with air quality management plans would be **less than significant**.

b, c. The SCAQMD monitors air pollutant concentrations throughout the basin at various monitoring stations. The SCAQMD has divided the basin among 38 separate monitoring stations. The nearest SCAQMD monitoring station lies approximately 12.5 miles away in Reseda in the San Fernando Valley; however, the Ventura County Air Pollution Control District (APCD) monitoring station located in Simi Valley is closer at approximately 10 miles to the north (APCD's Thousand Oaks monitoring station is approximately 9 miles to the northwest of the project site, but does not monitor for CO). The air quality data gathered at the Simi Valley station more accurately reflects the pollutant concentrations present in Agoura Hills because both are in inter-mountain valleys north of the Santa Monica Mountains. The most recent average 1-hour CO levels at the Reseda monitoring station and the Simi Valley monitoring station are well below the 20.0 ppm state and federal 1-hour standard. At the Reseda air quality monitoring station, the most recent average 1-hour CO level, recorded in 2006, is 3.6 parts per million (ppm); and at the Simi Valley air quality monitoring station the most recent 1-hour average CO level, recorded in 2004, is 5.1 parts per million (ppm).

A project's localized air quality impact is considered significant if the additional CO emissions resulting from the project create a "hot spot" where the 1-hour standard is exceeded. This typically occurs at severely congested intersections, and may occur as a result of vehicles idling for extended periods of time. The California Air Resources Board specifies that screening for possible elevated CO levels should be conducted for severely congested intersections. Due to the proximity of the project site to sensitive receptors, including residential development to the north and child care centers to the west and south (approximately 260 ft and 700 ft respectively), the potential for a CO hotspot as a result of the proposed project was analyzed.

To investigate the potential, a screening-level CO impact analysis based upon the Caltrans CALINE4 roadway pollution model was conducted (see Table 6 in Appendix A). CO concentrations due to local traffic were calculated on the sidewalks adjacent to five area intersections where project traffic may contribute to any possible "hot spot" formation. Five traffic scenarios were analyzed (existing, 2008 without and with project, and 2020 buildout without and with project). The results of the study found that there would be no measurable difference in CO exposures without and with the project. Therefore, impacts associated with CO concentration hotspots would be less than significant.

The South Coast Air Basin is currently in non-attainment status of state and federal regulatory standards for ozone (O_3), and fine particulate matter (PM_{10}). A project's impact is considered significant if emissions exceed any of the thresholds for criteria pollutants found in Table 1.

Table 1
Regional Air Quality Thresholds

Pollutant	Construction	Operation
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
CO	550 lbs/day	550 lbs/day

Source: SCAQMD CEQA Air Quality Handbook, 1993.

Long-term emissions associated with the proposed project were estimated using the URBEMIS 2007 v.9.2.2 computer model. Operational emissions were determined based on the proposed square footage with a trip generation rate of 6.97 daily trips per 1,000 sf (Institution of Transportation Engineers, 2003). Appendix A contains the modeling assumptions and detailed results. Project emissions estimates, as determined in the modeling analysis, are presented in Table 2.

Table 2
Operational Emissions (pounds per day)

Emission Source	Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Mobile Emissions	7.17	9.60	86.04	13.32	2.60
Area Emissions	0.79	0.83	2.28	0.00	0.00
Gross Emissions	**7.96**	**10.43**	**88.32**	**13.32**	**2.60**
SCAQMD Thresholds	*55*	*100*	*550*	*150*	*55*
Exceed SCAQMD Thresholds?	***NO***	***NO***	***NO***	***NO***	***NO***

ROG= Volatile Organic Compound
NO_x= Nitrogen Oxide
CO= Carbon Monoxide
PM_{10}= Particulate Matter (10 micrometers or smaller)

Mobile emissions are based on trip generation rates determined by Fehr & Peers/Kaku Associates, Inc. See Appendix B for the Traffic Study.
Source: URBEMIS 2007 v.9.2.4 (See Appendix A for model assumptions and results)

As shown in Table 2, emissions generated by the proposed project would not exceed the SCAQMD's daily operational thresholds for any pollutant and, therefore, would not significantly affect regional air quality. Thus, the project's long-term impact to regional air quality would be **less than significant** and no mitigation is required.

d. Construction vehicles and equipment traveling along unpaved roads, grading, trenching, and stockpiled soils have the potential to generate fugitive dust (PM_{10}) through the exposure of soil to wind erosion and dust entrainment. In addition, exhaust emissions associated with heavy construction equipment would potentially degrade air quality. PM_{10} and exhaust emissions associated with construction activities are considered to be temporary air quality impacts.

Temporary construction emissions were estimated using the California Air Resources Board's (ARB's) URBEMIS 2007 v.9.2.4 computer model (see Appendix A for air quality data).

The number and type of equipment to be used during construction were estimated based on construction projects similar in size to the proposed project. During project site preparation, the soils that underlie portions of the site could be turned over and pushed around, exposing the soil to wind erosion and dust entrainment by onsite operating equipment. The majority of emissions associated with construction activities on-site come from off-road vehicles such as cranes and backhoes, but some emissions are also associated with construction worker trips and the application of architectural coatings, which release volatile or reactive organic gases (ROG) during the drying phase. Table 3 shows maximum daily construction emissions.

Table 3
Maximum Daily Construction Emissions*
(maximum pounds per day)

Emission Source	ROG	NO_x	CO	PM_{10}
Grading	5.29	53.92	24.88	91.92
Building Construction	5.41	29.04	28.94	1.89
Architectural Coatings	73.63	0.06	1.08	.01
Threshold (peak day)	*75*	*100*	*550*	*150*

** Includes SCQAMD required Best Available Control Measures (BACMs)*

As indicated in Table 3, emissions generated by the construction of the proposed project would be below SCAQMD regional thresholds.

In addition to the regional air quality thresholds shown in Table 1, SCAQMD has also developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the SCAQMD's CEQA Air Quality Handbook. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, distance to the sensitive receptor, etc. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation, and LSTs have been developed only for NO_x, CO, PM_{10} and $PM_{2.5}$. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003). As such, LSTs for operational emissions would not apply to the proposed project as the majority of emissions would be generated by cars on the roadways.

LSTs have been developed for emissions within areas up to 5 acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup table for project sites that measure 1, 2 or 5 acres. The project site measure approximately 10 acres and is located in Source Receptor Area 6 (SRA-6) which is designated by the SCAQMD as the West San Fernando Valley and includes the City of Agoura Hills. For the purposes of this EIR, it is assumed that construction activity project site would generally occur within a 5-acre area at any one time. The LST construction emission thresholds shown in Table 4 are from the LST lookup tables for 5-acre project sites.

Table 4
SCAQMD LSTs for Construction in SRA-6

Pollutant	Allowable emissions 82 feet from the 5-acre site boundary (lbs/day)
Gradual conversion of NO_x to NO_2	260
CO	564
PM_{10} (10.4 mg/m^3)	11
$PM_{2.5}$ (10.4 mg/m^3)	6

Source: http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf, accessed online March 2008.

A comparison of estimated construction emissions using the SCAQMD's spreadsheet for LST's is shown in Table 5. As indicated, the estimated daily construction emissions of criteria pollutants are below the LST's for this location.

Table 5
Total On-Site Construction Criteria Pollutant Emissions for Localized Significance Thresholds

	CO	NO_x	PM_{10}	$PM_{2.5}$
Demolition	N/A	N/A	N/A	N/A
Site Preparation	48.4	99.0	9.5	5.6
Grading	34.8	76.6	7.0	4.4
Building	22.6	52.4	3.1	2.9
Arch Coating and Paving	18.4	38.1	2.7	2.4
Localized Significance Threshold*	**564**	**260**	**11**	**6**
Exceed Significance?	**No**	**No**	**No**	**No**

Source: SCAQMD's Sample Construction Scenarios spreadsheet for LST analysis. See Appendix A for calculations.
**LSTs are for a five acre project in SRA-6 at a distance of 82 feet from the site boundary.*
Please consult http://www.aqmd.gov/cega/handbook/LST/LST.html for the Methodology Paper for applicable LSTs.

Because emissions generated by the construction of the proposed project would be below both SCAQMD regional thresholds and Localized Significance Thresholds, impacts would be **less than significant.** Nevertheless, Rule 403 of the SCAQMD Handbook requires implementation of measures to minimize emissions for all dust generating activity, regardless of whether it exceeds the thresholds. The non-attainment status of the South Coast Air Basin for PM_{10} dust emissions requires that Best Available Control Measures (BACMs) such as adequate watering and the utilization of vegetative covering be implemented to minimize regional cumulative

PM_{10} impacts from all construction activities, even if any single project does not cause the thresholds to be exceeded. Additionally, the non-attainment basin status and the cumulative impact of all construction suggests that all reasonably available control measures for diesel exhaust shall be implemented even if individual thresholds are not exceeded. Implementation of SCAQMD rules would further ensure construction impacts to air quality would be **less than significant.**

e. Certain population groups are considered particularly sensitive to air pollution. Sensitive receptors consist of land uses that are more likely to be used by these population groups. Sensitive receptors include health care facilities, retirement homes, school and playground facilities, and residential areas. Sensitive receptors in the vicinity of the project site include multi-family residential development immediately north of the project site, one child care center approximately 275 feet to the west and two preschools approximately 2450 and 2800 feet to the southeast of the project site. However, as shown in sections b, c and d above, the proposed project would not result in an exceedance of any thresholds for construction or operational emissions, nor would project operation create a CO hotspot. As such, the proposed project would not expose sensitive receptors to substantial pollutant concentrations and impacts would be **less than significant.**

f. The proposed light industrial buildings are not anticipated to generate any objectionable odors. The proposed use of the site is not shown in Figure 5-5 "Land Uses Associated with Odor Complaints" of the 1993 SCAQMD's CEQA Air Quality Handbook. Therefore, it is unlikely that the proposed project would generate objectionable odors affecting a substantial number of people. Impacts associated with odors would be **less than significant.**

Mitigation Measure

Implementation of the following measure would meet SCAQMD requirements for minimizing emissions for dust generating activities.

AQ-1 **Dust Minimization.** Pursuant to Rule 403 of the SCAQMD, the following dust minimizing measures shall be implemented.

a) The simultaneous disturbance of the site shall be minimized to the extent feasible.
b) The project proponent shall comply with all applicable SCAQMD Rules and Regulations, including Rule 403 insuring the clean up of construction-related dirt on approach routes to the site. Rule 403 prohibits the release of fugitive dust emissions from any active operation, open storage pile or disturbed surface area visible beyond the property line of the emission source. Particulate matter on public roadways is also prohibited.
c) The project proponent shall comply with all SCAQMD established minimum requirements for construction activities to reduce fugitive dust and PM-10 emissions.
d) Adequate watering techniques shall be employed to mitigate the impact of construction-related dust particulates. Portions of the site that are undergoing surface earth moving operations shall be watered such that a

crust will be formed on the ground surface, and then watered again at the end of each day. Site watering shall be performed as necessary to adequately mitigate blowing dust.

e) Any vegetative cover to be utilized onsite shall be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems required for these plants shall be installed as soon as possible to maintain good ground cover and to minimize wind erosion of the soil.

f) Any construction access roads (other than temporary access roads) shall be paved as soon as possible and cleaned up after each work day. The maximum vehicle speed on unpaved roads shall be 15 mph.

g) Grading operations shall be suspended during first stage ozone episodes or when winds exceed 25 mph. A high wind response plan shall be formulated for enhanced dust control if winds are forecast to exceed 25 mph in any upcoming 24-hour period.

h) Any construction equipment using direct internal combustion engines shall use a diesel fuel with a maximum of 0.05 percent sulfur and a four-degree retard.

i) Construction operations affecting off-site roadways shall be scheduled by implementing traffic hours and shall minimize obstruction of through traffic lanes.

j) The engines of idling trucks or heavy equipment shall be turned off if the expected duration of idling exceeds five (5) minutes.

k) On-site heavy equipment used during grading and construction shall be equipped with diesel particulate filters unless it is demonstrated that such equipment is not available or its use is not cost-competitive.

l) All haul trucks leaving or entering the site shall be covered or have at least two feet of freeboard.

m) Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered three times daily.

n) Any site access points within 30 minutes of any visible dirt deposition on any public roadway shall be swept or washed.

IV. BIOLOGICAL RESOURCES – Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
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?	☐	☒	☐	☐
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?	☐	☐	☐	☒

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

A Biological Resources Assessment, dated November 14, 2006, was conducted for the project site by Michael Brandman Associates, and is contained in Appendix B. The report was prepared as an assessment of the potential impacts to biological resources related to the proposed development of seven light industrial condominium buildings. The following analysis of biological resources is partially base on the Biological Resources Assessment conducted by Michael Brandman Associates.

a. The project site consists of disturbed, rolling hills sloping from the north to the south. While vegetation within the site is sparse and dominated by non-native, ruderal species, there are 14 native valley oak trees clustered in the center of the site. In order to accommodate the proposed project, one of the valley oaks would be removed. Subsection *e* of this section further discusses impacts associated with the removal/encroachment of oak trees.

The project site provides suitable habitat for four sensitive wildlife species: coast horned lizard (*Phrynosoma coronatum blainvillei*), coastal western whiptail (*Aspidoscelis tigris stejnegeri*), golden eagle (*Aquila chryaetos*) and the burrowing owl (*Athene cunicularia*). These four species are classified by the California Department of Fish and Game as California Species of Concern; however, none of these sensitive wildlife species are federally or state-listed as endangered or threatened. One of the fours species, the burrowing owl (*Athene cunicularia)*, is protected by the Migratory Birds Treaty Act (MBTA) and California Fish and Game Code (CFG). The project site has been highly disturbed for fire prevention. As a result, the probability of state and/or federally listed-species to roost, nest, or breed onsite is low. Nonetheless, Mitigation Measures BIO-1 and BIO-2 are required to avoid the accidental take of any special status species. Impacts to sensitive species would be **less than significant with mitigation incorporated.**

b, c. The project site is located in an urban area lacking riparian habitat, federally protected wetlands or other sensitive natural communities. The closest sensitive habitat is Palo Comado Creek, a designated blueline stream (City of Agoura Hills General Plan Update 1993).

However, construction and operation of the proposed project would not adversely affect this sensitive habitat, as it is located approximately 1,100 feet south of the project site beyond U.S. 101. Therefore, **no impact** to riparian habitat, federally protected wetlands or other sensitive natural communities would occur.

d. The project site is located in an area characterized by multi-family residential and industrial development. Although the project site is not developed, the northern portion has been previously graded and is generally surrounded by development that limits wildlife use surrounding the site. The site does not occur within a significant wildlife corridor, nor is it located within a significant wildlife movement corridor or native wildlife nursery (City of Agoura Hills General Plan, 1993). Thus, impacts to wildlife migration or nursery sites would be **less than significant**.

e. Oak trees (*Quercus spp*.) within the City of Agoura Hills are protected by the City's Oak Tree Ordinance (City Council Resolution No. 374). For an oak tree larger than two inches in diameter, measured 3.5 feet above the tree's natural grade, a permit is required to cut, move, or remove any oak tree. In addition, a permit is required for encroachment within a qualified oak tree's protected zone.

John K. Innes, ASLA, IS, prepared an oak tree survey for the project. The survey, dated January 26, 2006, is included in Appendix B. The survey identified 20 oak trees within the vicinity of the project site, 14 of which are located on the project site. The City's Oak Tree Consultant, Ms. Kay Greeley, reviewed the oak tree survey and concluded that the proposed project would result in the removal of Oak Tree Number No. 14 and the encroachment into the dripline of Oak Tree Number No. 12. (see Appendix B, Memo from Ms. Kay Greeley, City Oak Tree Consultant, dated September 11, 2007). These would be considered **potentially significant impacts to oak trees that would be less than significant with mitigation incorporated.**

The Agoura Hills General Plan (1993) encourages the use of drought-tolerant plant materials and low volume irrigation. The proposed landscaping plan (see Figure 6) includes many non-native and non-drought-resistant species. As such, the proposed landscaping plan could be found to be inconsistent with the intent of Policy 2.10 of the Land Use Element (Agoura Hills General Plan, 1993), which says to "promote extensive landscaping in all new projects while emphasizing the use of drought-tolerant plant materials and low volume irrigation." Therefore, since the proposed landscape plan conflicts with local policies, impacts would be **potentially significant unless mitigation incorporated.**

f. The project site is located in an urban area that is not subject to an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan (City of Agoura Hills General Plan Update 1993). **No impact** would occur.

Mitigation Measures

Mitigation Measures BIO-1 and BIO-2 would reduce impacts to nesting birds to a less than significant level. Mitigation BIO-3 would reduce potential impacts to oak trees to a less than significant level. Mitigation BIO-4 would ensure that project landscaping would fulfill the

intent of Policy 2.10 of the Land Use Element of the Agoura Hills General Plan, thereby reducing impacts to a less than significant level.

BIO-1 **Nesting Birds.** To avoid the accidental take of any migratory bird species or raptors, the removal or pruning of trees shall be conducted between September 15 and February 15, outside of the typical breeding season, as feasible. Should avoidance of the nesting season not be feasible as determined by the city, a qualified biologist/ ornithologist satisfactory to the City's Environmental Analyst shall be retained by the applicant to conduct focused nesting surveys weekly for 30 days prior to grading or initial construction activity. The results of the nest survey shall be submitted to the City's Environmental Analyst within one week of completion for review via a letter report prior to initiation of grading or other construction activity with the last survey conducted no more than three days before any clearance of vegetation or other construction activity. In the event that a nesting migratory bird species or raptor is observed in the habitat to be removed or in other habitat within 300 feet of the construction work areas (500 feet for raptors), the applicant has the option of delaying all construction work in the suitable habitat area or within 300 feet thereof (500 feet for raptors), until after September 15, or continuing focused surveys in order to locate any nests. If an active nest is found, clearing and construction within 300 feet (500 feet for raptors) of the nest shall be postponed until the nest is vacated and juveniles have fledged, and there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest site shall be established by the city-approved biologist in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the ecological sensitivity of the area.

BIO-2 **Burrowing Owl.** During both the wintering and nesting seasons (unless the species is detected on the first survey), a qualified biologist shall conduct surveys for burrowing owls in potential habitat areas 30 days prior to construction in accordance with the guidelines described in the *CDFG Staff Report on Burrowing Owl Mitigation, 1995*. Winter surveys shall be conducted between December 1 and January 31, and the nesting season survey shall be conducted between April 15 and July 15 within two(2) weeks of the surveys. The results of the surveys shall be summarized and submitted to the City Planning and Community Development Department. If burrowing owls are detected within the proposed disturbance area, the City Planning and Community Development Department and CDFG shall be contacted immediately to develop and implement a mitigation plan to protect owls and their nest sites.

BIO-3 **Oak Trees.** The project shall incorporate all recommendations listed in the memo dated September 11, 2007 (Appendix B) from Ms. Kay Greeley, the City Oak Tree Consultant. The memo includes, but is not limited to, the following recommendations:

- The removal of Oak Tree Number 14 shall be mitigated by the planting of four (4) replacement oak trees.

- The applicant shall provide forty-eight (48) hour notice to the City and the applicant's oak tree consultant prior to the start of any approved work within the protected zone of any oak tree.
- Prior to the start of any work or mobilization at the site, each oak tree to be preserved shall be fenced with temporary chain link fencing at the edge of the protected zone or at the approved work limits.
- No vehicles, equipment, materials, spoil or other items shall be used or placed within the protected zone of any oak tree at any time, except as specifically required to complete the work.
- No irrigation or planting shall be installed within the drip line of any oak tree unless specifically approved by the City Oak Tree Consultant and the Director.

These requirements are set forth to mitigate the removal of Tree No. 14 and the encroachment of Tree No. 12.

BIO-4 **Landscaping.** The project landscape plan shall be revised to incorporate drought-tolerant plant species that better fulfill the intent of Policy 2.10 of the Land Use Element of the Agoura Hills General Plan. The applicant shall submit the landscape plan for review and approval by an Agoura Hills Planning Department approved Biologist prior to grading or project development. The project shall be developed and operated in compliance with the approved plans and any conditions imposed by the City.

V. CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

a. The project site is an infill vacant parcel and is, therefore, lacking historical resources (Rincon Consultants, Inc. site visit, January 19, 2008). **No impact** to historical resources would occur.

b,d. The project site is not known to contain any archaeological resources or human remains (City of Agoura Hills General Plan Update, 1993). Though no archaeological resources are known to be present onsite, site grading has the potential to disturb as yet undiscovered archaeological resources during grading. This is a potentially significant impact; however impacts would be **less than significant with mitigation incorporated**.

c. The geologic study determined that the site soils are composed of natural residual soils, natural colluvium, and bedrock (The J. Byer Group, Inc., 2004). A minor amount of fill underlies the extreme northern portion of the site to a maximum observed depth of two feet in. Therefore, construction of the proposed project would result in **no impact**, either directly or indirectly, to a unique paleontological resource or site of unique geologic features.

Mitigation Measures

Implementation of Mitigation Measures CR-1 and CR-2 would reduce impacts to unknown archaeological resources and human remains to a less than significant level.

CR-1 **Archaeological Monitoring.** A qualified archaeologist shall monitor any grading, trenching, excavation, or other subsurface work that occurs in undisturbed soil. If artifacts are discovered, the developer shall notify the City of Agoura Hills' Environmental Analyst immediately, and construction activities shall cease until the archaeologist has documented and recovered the resources. Equipment stoppages prescribed by the archaeologist shall only involve those pieces of equipment that have actually encountered significant or potentially significant resources, and should not be construed to require stoppage of all equipment on the site unless the resources are thought by the archaeologist to be distributed throughout the entire site. The purpose of stopping the equipment is to protect cultural/scientific resources that would otherwise be adversely affected, and said equipment may undertake work in other areas of the site away from the discovered resources. If the find is determined by the archaeologist to be a unique archaeological resource, as defined by Section 2103.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code. If the find is determined not to be a unique archaeological resource, no further action is necessary and construction may continue.

CR-2 **Evaluation and Notification.** Should archaeological resources be discovered and avoidance proves infeasible, the importance of the site shall be evaluated by a qualified archaeologist. In general, the following guidelines shall be followed:

- Preservation of sites in-place is the preferred manner of avoiding damage to historic and prehistoric archaeological resources.
- In the event of discovery of human remains, work shall stop until the coroner has determined that no investigation of the cause of death is required; or, if descendants have made a recommendation of the property owner regarding proper disposal of the remains, or until descendants have failed to make a recommendation within 24 hours of notification. If no recommendation is received, remains shall be interred with appropriate dignity on the property in a location not subject to future development.

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

The J. Byer Group, Inc. prepared the Geologic Soils and Exploration report for the site in 1996, an updated report in 2004 and three addendums to the 2004 report. Additionally, a rippability study was performed for the project site. The following analysis is based on these documents, which can be found in their entirety in Appendix C.

a (i). The J. Byer Group Geologic and Soils Engineering Exploration Update (2004) indicated that there are no known active faults within close vicinity of the project site. Ancient inactive faults exist around the property, though these are similar to thousands that exist throughout the Santa Monica Mountains and present no hazard to planned land use and development. Therefore, impacts relating to rupture of a known fault would be **less than significant.**

a (ii.). Several active and/or potentially active faults in the surrounding region could produce ground shaking at the site. These faults include the San Fernando, Northridge, San Andreas, Newport-Inglewood and Malibu Coast Faults. Each of these faults is located in close enough proximity to cause potentially significant earth shaking during high magnitude earthquakes (The J. Byer Group, Inc.). However, buildings constructed in adherence to the construction requirements set by the Uniform Building Code (UBC) and the California Building Code (CBC)

are designed to resist ground shaking through the use of shear panels, frames, and reinforcement. Therefore, impacts would be **less than significant.**

a (iii). Although it is possible that ground shaking may occur at the project site due to its proximity to active faults, secondary effects such as surface rupture, lurching, liquefaction, consolidation, ridge shattering, and landsliding should not occur (J. Byer Group, 2004). Therefore, impacts related to seismic-related ground failure, including liquefaction, would be **less than significant.**

a (iv). The project site is not located in an area delineated as a landslide hazard zone (City of Agoura Hills Seismic Safety Element, 1992). Therefore, impacts related to landslide hazards would be **less than significant.**

b. The proposed project involves grading of the project site, including 52, 990 cubic yards of onsite cut material and 30,760 cubic yards of imported fill material, and the construction of seven light industrial buildings and associated parking. During construction, the potential for soil erosion exists due to wind entrainment and/or sediment traveling in stormwater runoff. However, standard dust control measures (AQMD Rule 403 – see Section III, *Air Quality*) and a Stormwater Pollution Prevention Plan are required for project development (refer to Section VIII, *Hydrology and Water Quality*). Therefore, impacts would be **less than significant** with the mandatory compliance with standard dust and stormwater measures.

c. The J. Byer Group, Inc. completed multiple ground borings on the project site to determine the status of the underlying soil and to assess liquefaction potential. Soil materials encountered in the borings consisted of artificial fill, colluvium, topsoil/slope debris and bedrock. The results indicated that the potential for liquefaction, surface rupture, ridge shattering, lurching, consolidation and landsliding potential on the project site is low. Therefore, impacts related to these issues would be **less than significant.**

d. The J. Byer Group, Inc. (2004) performed compaction and expansion tests to analyze the expansiveness potential of soils on the project site and future soils to be used for fill. Tests indicated that surface and near-surface soils have a moderate to critical expansion potential and high to critical potential for future fill. However, the J. Byer Group, Inc. reported that the geologic structure of the project site would be suitable for the proposed project provided that the recommendations in the Geologic and Soils Engineering Exploration Update and subsequent addendums be incorporated. Therefore, impacts related to expansive soils would be **less than significant with mitigation incorporated**.

e. The proposed project would be connected to the City's sewer system and would not use a septic system. **No impact** would occur**.**

Mitigation Measures

Implementation of the mitigation measure GEO-1 would reduce impacts related to expansive soils to a less than significant level.

GEO-1 Design and Construction. The project shall incorporate design and construction recommendations contained in the Geologic and Soils Engineering and Exploring Update and subsequent addendums, conducted by the J. Byer Group, Inc., and the Responses to the City of Agoura (2007) as accepted by the City Engineer. The reports contains recommendations regarding site preparation; foundation design; retaining walls; floor, slabs, decking and paving; drainage; waterproofing; and construction maintenance. Compliance would be verified by the City of Agoura Hills Building Department prior to issuance of a grading permit, through submission of a letter from the Project Engineer that documents incorporation of all applicable design and construction recommendations.

VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

a. The proposed project would involve the construction of seven new light-industrial buildings and associated parking areas. Light industrial and office uses such as those proposed are not

likely to involve the routine transport, use or disposal of hazardous substances, other than minor amounts typically used for maintenance. Often hazardous materials associated with maintenance may include phenols, acids, solvents, hydraulic oils, PCB's, fuels, and metals. Adherence to City requirements, as well as state and federal regulations, reduce potential impacts from hazardous materials to a **less than significant** level.

b. There would be no hazardous materials, substances, or waste associated with project development other than those typically used for routine maintenance other than those associated with maintenance. Often hazardous materials associated with maintenance may include phenols, acids, solvents, hydraulic oils, PCB's, fuels, and metals. Adherence to City requirements, as well as state and federal regulations, reduce potential impacts from hazardous materials to a **less than significant** level.

c. Existing preschools, a high school, and a day care are located in the general vicinity of the project site. Existing preschools are 2,450 and 2,800 feet to the southeast of the project site; Agoura High School is approximately 875 feet to the north; and the day care is approximately 275 feet to the west. However, the proposed business park project would not involve the use of large quantities of hazardous materials or substances other than those used for maintenance. Often hazardous materials associated with maintenance may include phenols, acids, solvents, hydraulic oils, PCB's, fuels, and metals. Adherence to City requirements, as well as state and federal regulations, reduce potential impacts from hazardous materials to a **less than significant** level.

d. The project site does not appear on any hazardous material site list compiled pursuant to Government Code Section 65962.5. The following databases were checked (January 11,2008) for known hazardous materials contamination at the project site:

- *Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database;*
- *Geotracker search for leaking underground fuel tanks;*
- *Investigations- Cleanups (SLIC) and Landfill sites, Cortese list of Hazardous Waste and Substances Sites; and*
- *The Department of Toxic Substances Control's Site Mitigation and Brownfields Database.*

The project site does not appear on any of the above lists. In addition, there are no hazardous materials, substances, or waste associated with project development other than those used for maintenance. Often hazardous materials associated with maintenance may include phenols, acids, solvents, hydraulic oils, PCB's, fuels, and metals. Adherence to City requirements, as well as state and federal regulations, reduce potential impacts from hazardous materials to a **less than significant** level.

e, f. The nearest airports located in Los Angeles, Burbank, and Oxnard are more than 20 miles from the project site. Therefore, the project site is not within an area covered by an airport land use plan, nor is it located in the vicinity of a private air strip. **No impact** would occur.

g. The proposed project involves the development of seven buildings and associated parking on a vacant parcel surrounded by development. Implementation of the proposed project would

not interfere with existing emergency evacuation plans, or emergency response plans. The project would be required to comply with Fire Code and Los Angeles County Fire Department (LACFD)standards, including specific construction specifications, access design, location of fire hydrants, and other design requirements. **No impact** would occur.

h. The project involves construction of two commercial buildings and associated parking areas. Wildland fires are a major concern due to the hilly, mountainous, and undeveloped character of much of the surrounding areas of Agoura Hills (Public Safety Element, 1992). However, the City of Agoura Hills includes mandatory building and design standards that help to prevent the threat of loss during a wildland fire. Mandatory compliance with building standards and regulations would reduce impacts to a **less than significant** level.

VIII. HYDROLOGY AND WATER QUALITY – Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Result in temporary modifications to existing drainage patterns that may increase the flow rate of stormwater, violate water quality discharge requirements, or result in substantial erosion on or off-site due to construction activities?	☐	☐	☒	☐
g) Otherwise substantially degrade water quality?	☐	☐	☒	☐
h) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒

VIII. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
j) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
k) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

A Preliminary Drainage Report of the site was conducted for the proposed project by Westland Civil, Inc. The following analysis was partially based on this document, which can be found in its entirety in Appendix D.

a, f, g. The project site has been previously disturbed and portions of the project site have been graded. The proposed project involves the construction of seven light-industrial buildings with associated parking areas. Development would increase the amount of impermeable surface area to approximately 75% of the project site. Drainage from the site is managed by existing storm drains and catch basins. The proposed project includes the construction of an onsite storm drain system that would be connected to an existing offsite storm drainage system.

According to the drainage study conducted by Westland Civil, Inc., after development the majority of the site would be tributary to the proposed offsite storm drain extension. The remaining portion would be allowed to flow westerly in Canwood Street, as it currently does. The proposed onsite drainage system would include Structural Best Management Practices (BMPs) to remove the target pollutants contained in the runoff from the site. For the majority of the site, the proposed private onsite drainage system would be provided with a mainline Treatment Control Facility, before the runoff would enter the proposed offsite extension. For the southwestern portion of the site, catch basin insert filters would be provided at several locations before the drainage from the site discharges into Canwood Street.

Construction of the project site would include grading of soils that would have the potential to erode during rains. The amount of material potentially eroded from the site during construction is greater than under existing conditions due to the loss of vegetation and movement of soils. In the event that runoff occurs during construction periods, potentially significant impacts would exist. To reduce these impacts, the proposed project would be required to submit a site-specific Storm Water Pollution Prevention Plan (SWPPP), a Wet-Weather Erosion-Control Plan, and a Standard Urban Storm Water Mitigation Plan (SUSMP). These items are explained below.

Regulations under the federal Clean Water Act require that a NPDES storm water permit be obtained for projects that would disturb greater than one acre during construction. Per State regulations, the applicant would be required to file a Notice of Intent with the Los Angeles Regional Water Quality Control Board (LARWQCB) and prepare a Storm Water Pollution Prevention Plan (SWPPP) that is kept at the construction site and implemented during

construction activities. The SWPPP would list a series of measures, such as best management practices, to be employed during construction to prevent storm water runoff pollution. Also as part of the SWPPP, the applicant would need to prepare a Wet Weather Erosion Control Plan to minimize erosion from the site and potential pollution of local waterways and ultimately the Pacific Ocean. Lastly, the applicant would be required to prepare a Standard Urban Storm Water Mitigation Plan (SUSMP), to address post construction best management practices to reduce the potential for pollutants to enter the storm drain system. These measures would be ongoing for the life of the project. The SWPPP, Wet Weather Erosion Control Plan, and SUSMP would need to be provided to the City prior to issuance of a grading permit. Therefore, while the project has the potential to result in significant water quality impacts from runoff during construction, the state and federal requirements for the preparation of the aforementioned plans would reduce potential impacts to a **less than significant** level.

b. The proposed project involves the construction of light-industrial buildings and associated parking areas. The project would utilize water from the Las Virgenes Municipal Water District (LVMWD), which has no local sources of water. The LVMWD receives water from the State Water Project. Therefore, the project would not substantially deplete groundwater supplies. Project development would incrementally increase impermeable surface area onsite, which may incrementally reduce groundwater recharge. However, because of the size of the site and depth to groundwater (groundwater was not encountered during exploration), the project would not be expected to adversely affect groundwater. Therefore, impacts would be **less than significant.**

c. The drainage pattern throughout the site would be substantially modified by project development. However, the potential for adverse erosion and sedimentation effects is diminished to a level of less than significant with preparation and implementation of a SWPPP, a "site-specific wet weather erosion-control plan," and a Stormwater Management Plan, as mentioned above under issue 'a'. Therefore, impacts would be **less than significant**.

d, e. Existing drainage to the site is primarily overland sheet flow from the northerly and westerly boundary of the project site, southerly and easterly towards a broad natural and graded swale that conveys the drainage to the existing inlet structure located along the north side Canwood Street. Approximately 7.0 acres of the project site drain to this inlet. Additional offsite drainage also flows to the inlet. The southerly portion of the property currently surface drains into Canwood Street. Approximately 3.0 acres of the project site drain onto Canwood Street. The majority of this surface flow is intercepted by an existing storm drain.

Although the current storm drain system is compatible with discharges, the proposed project includes the construction of an onsite storm drain system that would connect to the existing drain system. The proposed project would alter existing drainage and direct flows to the onsite storm drain system that would be connected to an offsite extension of the existing storm drain line. The total capacity of the existing storm drain system is 74.4 cfs. According to the Preliminary Drainage Study provided by Westland Civil, Inc., the storm drain capacity would exceed the projected post-development flows. The majority of the site, approximately 9.4 acres, would be tributary to the proposed offsite storm drain extension. The remaining portion would be allowed to flow westerly in Canwood Street, as it currently does. No significant drainage from the developed portion of the site will be discharged onto the adjacent property to the east. **Impacts would be less than significant.**

Construction of the project site would include grading of soils that would have the potential to escape from the site during rains. The amount of material potentially eroded from the site during construction is greater than under existing conditions due to the loss of vegetation and movement of soils. In the event that runoff occurs during construction periods, potentially significant impacts would exist. To reduce these impacts, the applicant would be required to prepare a site-specific Storm Water Pollution Prevention Plan (SWPPP), a Wet-Weather Erosion-Control Plan, and a Standard Urban Storm Water Mitigation Plan (SUSMP). These items are explained below.

Regulations under the federal Clean Water Act require that a NPDES storm water permit be obtained for projects that would disturb greater than one acre during construction. Per State regulations, the applicant would be required to file a Notice of Intent with the Los Angeles Regional Water Quality Control Board (LARWQCB) and prepare a Storm Water Pollution Prevention Plan (SWPPP) that is kept at the construction site and implemented during construction activities. The SWPPP would list a series of measures, such as best management practices, to be employed during construction to prevent storm water runoff pollution. Also as part of the SWPPP, the applicant would need to prepare a Wet Weather Erosion Control Plan to minimize erosion from the site and potential pollution of local waterways and ultimately the Pacific Ocean. Lastly, the applicant would be required to prepare a Standard Urban Storm Water Mitigation Plan (SUSMP), to address post construction best management practices to reduce the potential for pollutants to enter the storm drain system. These measures would be ongoing for the life of the project. The SWPPP, Wet Weather Erosion Control Plan, and SUSMP would need to be provided to the City prior to issuance of a grading or building permit. Therefore, while the project has the potential to result in significant water quality impacts from runoff during construction, the state and federal requirements for the preparation of the aforementioned plans would reduce potential impacts to a **less than significant** level.

h,i, j. The proposed project involves construction of light-industrial buildings and ancillary parking. It does not involve the construction of housing. Furthermore, the project is sited outside the 100-year flood hazard zone. Therefore, **no impact** related to flood risk would occur (General Plan Update 1993).

k. Seiches are oscillations of the surface of an inland body of water that varies in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. Since the site is not located close to an inland body of water and is at an elevation sufficiently above sea level to be outside the zone of a tsunami run-up, the risk of these hazards is not pertinent to the site. Therefore, **no impact** would occur.

IX. LAND USE AND PLANNING – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or	☐	☐	☒	☐

IX. LAND USE AND PLANNING – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a. The proposed project would not divide an established community. Instead, it would place infill development on a Business Park-Manufacturing site surrounded by a vacant parcel and light-industry to the east, commercial and light-industry to the west, commercial to the south, and residential development to the north. The scale of the proposed buildings would be similar to the surrounding commercial and light-industrial uses. Therefore, impacts relating to the division of an established community would be **less than significant.**

b. The proposed project includes seven buildings with associated parking areas and the subdivision of the property for condominium office purposes. This development is consistent with the General Plan and zoning designations of Business Park Manufacturing Freeway Corridor (BP-M-FC). No impact would occur with respect to the General Plan or zoning.

The proposed project would require the removal of one oak tree protected under the City's Oak Tree Ordinance and the encroachment into the protected zone of one other protected oak tree. The project proponent would be required to acquire an Oak Tree Permit from the City Department of Planning and Community Development prior to the issuance of a grading permit. With the acquisition of an oak tree permit, impacts related to land use would be **less than significant.**

c. The project site is within an urban area and is not subject to an adopted habitat conservation plan or natural community conservation plan (General Plan Update 1993). There are no HCP's or NCCP's in the vicinity of the site. **No impact** would occur.

X. MINERAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a, b. According to the California Division of Mines and Geology (DMG), no significant mineral deposits are known to exist within the City of Agoura Hills (City of Agoura Hills, General Plan Update 1993). The majority of the City north of Agoura Road is classified as MRZ-1. This

classification is used to delineate areas where adequate information is available to determine that no mineral deposits are present, and/or there is little likelihood for significant deposits to be present. The project site is surrounded by development, and the conversion of the project site to mining is highly unlikely. **No impact** would occur.

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

A Noise Impact Analysis was prepared by Hans Giroux for the proposed project. The following analysis was partially based on this document, which can be found in its entirety in Appendix F. Additionally, Rincon Consultants, Inc. measured noise levels at the project site. The results of this measurement can be found in Appendix F. The measurements have been included in the following analysis.

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). For the most sensitive uses, such as single family residential, 60 dBA Day-Night average level (Ldn) is the maximum normally acceptable exterior level. Ldn is the time average of all A-weighted levels for a 24-hour period, with a 10 dB upward adjustment added to those noise levels occurring between 10:00 p.m. and 7:00 a.m. to account for the general increased sensitivity of people to nighttime noise levels. The Community Noise Equivalent Level (CNEL) is similar to the Ldn except that it adds 5 dB to evening noise levels (7:00 p.m. to 10:00 p.m.). The City of Agoura Hills utilizes the CNEL for measuring noise levels.

a, c. At buildout of the proposed project, noise would be generated by operation of the facility and project-generated traffic. Both of these noise sources are discussed below.

Operation. Light industrial manufacturing activities could involve the use of noise-generating equipment or processes, which could be audible at the multi-family residential development north of the site. Table 6 shows Agoura Hill's exterior noise standards for residential properties, per the City's Zoning Code (Division 6 – Noise Regulations, Section 9656.2).

Table 6
Exterior Noise Standards for Residential Properties

Noise Level	Time Period
55 dB(A)	7:00 a.m. – 10:00 p.m.
50 dB(A)	10:00 p.m. – 7:00 a.m.

Source: City of Agoura Hills Zoning Ordinance, Division 6 – Noise Regulations, Section 9656.2 A.

Section 9656.2 A. of the City of Agoura Hills Municipal Code, Division 6 – Noise Regulations stipulates that for residential properties the ambient exterior noise level shall not exceed 55 dB during the hours of 7:00 a.m. to 10:00 p.m.

Table 7
Interior Noise Standards for Residential Properties

Noise Level	Time Period
45 dB(A)	7:00 a.m. – 10:00 p.m.
45 dB(A)	10:00 p.m. – 7:00 a.m.

Source: City of Agoura Hills Zoning Ordinance, Division 6 – Noise Regulations, Section 9656.3 A.

The City's interior noise (see Table 7) level for residential is 45 dB(A), which assumes a maximum day time exterior noise level of 55 dB(A).

Rincon Consultants, Inc. measured existing ambient noise levels at the northern and southern boundaries of the project site. The existing ambient noise level at the southern end of the property was 64.7 dB. The ambient level at the northern property boundary adjacent to the residential property line was measured at 51.5 dBA.

The project buildings closest to off-site residences (Building 5 & 6) have no vehicular access or regular door openings along the rear of buildings adjacent to the homes. Project traffic noise would be shielded by Building 5 and 6 with only a narrow gap between the buildings housing the trash enclosure. Any open doors during work days would face away from the off-site residential development to the north. According to the Hans Giroux study, indoor noise levels

would be approximately 80 dBA and indoor noise levels would be reduced to 55 dBA through normal structural attenuation with closed doors. Additional distance attenuation losses would produce a noise level of 45-50 dBA at the nearest residential property line. Since this estimated noise level does not exceed the City's 55 dBA daytime exterior threshold, impacts associated with interior activities would not be significant.

The use of mechanical equipment for heating or air conditioning, as well as some light industrial operations, could use air compressors, sprayers or other mechanical operations. The reference noise level for packaged unit air conditioning is approximately 55 dBA at 50 feet if multiple units operate simultaneously. According to the Hans Giroux noise impact analysis, under line of sight conditions, mechanical equipment could exceed the daytime noise standard to approximately 50 feet from the equipment and considerably farther at night. Therefore, noise impacts from mechanical operations could adversely affect sensitive receptors. In order to ensure that mechanical equipment noise does not adversely affect adjacent residences, mitigation measure N-1 shall be implemented. Impacts would be **potentially significant unless mitigation is incorporated**.

Traffic. Development of the proposed project would increase the amount of vehicle trips to and from the site, which has the potential to generate an increase in traffic noise on area roadways. The project would therefore increase noise at neighboring uses. These include commercial, light industrial and residential uses. A spreadsheet version of the Traffic Noise Model (TNM) was used to estimate noise based on traffic estimates in the traffic study (Appendix E) conducted by Associated Traffic Engineers (ATE) in May 2007.

The criteria shown in Table 8 were used to determine whether or not increases in noise are significant. These criteria are based on the recommendations of the Federal Interagency Committee on Noise (FICON). The FICON recommendations were developed as a result of studies that relate aircraft noise levels to the percentage of people highly disturbed by various noise levels. Although these recommendations were developed specifically for aircraft noise impacts, they are considered applicable to all noise sources that use noise exposure metrics such as the Ldn and CNEL.

Table 8
Significance of Changes in
Operational Roadway Noise Exposure

Ambient Noise Level With Project (Ldn or CNEL)	Significant Impact
< 60 dB	+ 5.0 dB or more
60 – 65 dB	+ 3.0 dB or more
> 65 dB	+ 1.5 dB or more

Based on the traffic study, the following roadway segments would receive the highest proportion of project-generated traffic:

- *Canwood Street (between Kanan Road and Clareton Drive)*

- *Canwood Street (between Derry Avenue and Chesebro Road)*

Existing noise levels for the street segments listed above were calculated by using existing volumes for each street segment analyzed. The existing volumes for street segments were obtained from the Agoura Hills Traffic Model. As shown in Table 9, existing noise levels along these street segments are estimated to range from 64.8 to 66.8 dBA CNEL. Section 9656.2.C of the City of Agoura Hills Municipal Code Division 6 – Noise Regulations, stipulates that for residential properties, in the event that the ambient noise level exceeds any of the noise limit categories, the noise level applicable to the categories shall be increased to reflect the ambient noise; therefore, for the proposed project, the residential exterior noise standard would be the 64.8 to 66.8 existing ambient noise level for the roadway segments.

Table 9
Projected Noise Levels along Roads
with Project and Cumulative Traffic (dBA)

Roadway	Noise Level (dBA CNEL)		Cumulative Noise Level Change	Project Contribution	Significant Project Impact?
	Existing (2008)	Cumulative + Project			
Canwood Street (between Derry Avenue and Chesebro Road)	64.8	65.2	0.3	0.1	**No**
Canwood Street (between Kanan Road and Clareton Road)	66.8	67.2	0.4	0.1	**No**

The modeled distance is 50 feet from the road centerline. See Appendix F for calculations. Modeled noise levels do not account for the presence of sound walls, which would reduce exterior noise levels by 5-7 dBA.

The increases in ADT from the traffic study were used to model the change in noise levels resulting from project-generated traffic along the two roadway segments analyzed for noise. Noise model results for each roadway segment analyzed can be found in Appendix F. As shown in Table 9, model results indicate that the largest increase in noise from project-generated traffic would be an increase of 0.1 dBA. Project-related noise increases would not exceed the 1.5 dB threshold that applies in areas where the post-project ambient noise level would exceed 65 dBA CNEL. Therefore, impacts associated with project-generated traffic would not be significant.

Traffic increases associated with cumulative development within the City would incrementally increase noise levels along roadways and would potentially subject sensitive receptors to noise exceeding City standards. As shown in Table 9, the estimated increase resulting from cumulative development in the City on the two studied road segments would be less than the 1.5 dB threshold. Thus, cumulative roadway noise impacts would be less than significant. As discussed above, however, noise generated from the use of mechanical equipment could exceed regulations and adversely affect sensitive unless mitigation is incorporated. Therefore, **impacts are less than significant with mitigation.**

b. The project site is not located in an area of excessive groundborne vibration and would not expose people to excessive levels of groundborne vibration. The project involves construction of seven light industrial buildings. Given the nature of the proposed use, the project is not anticipated to generate groundborne vibration. There would be **no impact.**

d. Construction activity would generate a temporary increase in noise. Maximum noise levels relating to construction range from 75-95 decibels (dB) at a distance of 50 feet (US EPA, 1971). Common examples of sensitive receptors are residential units, schools, libraries, hospitals, and nursing homes. Sensitive receptors in the vicinity of the project site include residential development to the north of the project site and a childcare center to the west of the project site. Construction activities would generate temporary noise increases that could adversely affect sensitive receptors. Article IV, Chapter 1, of the City's Municipal Code limits construction between the hours of 7:00 AM and 7:00 PM, Monday through Saturday, and would further reduce the adverse impacts related to construction noise. Therefore, impacts would be **less than significant**.

e, f. The project site is not located within the vicinity of an airport or private airstrip. The most proximate airports located in Los Angeles, Burbank, and Oxnard are further than 20 miles from the project site. Therefore, noise impacts to the project site from local air traffic would be **less than significant.**

Mitigation Measures

Implementation of Mitigation Measure N-1 would reduce noise impacts associated with operation of the proposed project to a less than significant level.

N-1 **Mechanical Equipment.** The following measures shall be implemented in order to insure that mechanical equipment noise does not significantly affect adjacent residences.

a) Light industrial equipment such as compressors, sprayers or powered tools shall not operate outside of, or with open doors, at any light industrial unit.
b) Roof-top heating, ventilation or air conditioning (HVAC) equipment in Building 5 and 6 shall not operate between the hours of 10 p.m. and 7 a.m. unless it is demonstrated by noise measurement that the noise level from such operation does not exceed 50 dBA at the closest residential property line.
c) Mechanical (HVAC) equipment operating outdoors shall be selected based upon attainment of a lowest reasonable noise level, and the equipment shall be shielded in order to not have a direct line of sight to any residential bedroom window.

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

a. The proposed project involves the construction of seven light-industrial buildings. The proposed project does not involve the construction of new housing and would not induce population growth. The facility would employ a limited number of workers, thereby generating some new jobs. The Southern California Association of Governments (SCAG) makes projections of housing and employment growth in each of several subregions within Southern California. Agoura Hills is located within the Las Virgenes, Malibu, Conejo Council of Governments (COG) subregion. According to SCAG projections, about 1,883 jobs are projected to be added in the subregion by 2010 and 2,799 jobs are expected to be added by 2020. Any new jobs created by this facility would be within the SCAG projections. As the additional jobs created would be minimal, the project is not expected to create a significant demand for housing in the City. Overall, the City currently has significantly more housing than jobs (General Plan Housing Element, 2001). As the project would be consistent with the SCAG projections for jobs, it would not generate a significant demand for housing, and no new infrastructure or roads are proposed to be extended to accommodate the project, impacts related to population growth would be **less than significant.**

b, c. The project site is currently vacant, unused land. Thus, project implementation would not displace people or housing. **No impact** would occur.

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

XIII. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☒	☐

a.i. The City of Agoura Hills is currently served by the Los Angeles County Fire Department (LACFD). The proposed project is not anticipated to require additional fire protection, as the project site is already within a developed area currently served by the LACFD. The project would be required to comply with Fire Code and LACFD standards, including specific construction specifications, access design, location of fire hydrants, and other design requirements. The LACFD recently opened Fire Station 89 in Agoura Hills in June, 2006. The 12,000-square-foot, state-of-the-art facility located at 29575 Canwood Street primarily responds to calls north of the 101. This station, located approximately 1.1 west of the project site, and Station #65, located on Cornell Road, which primarily responds to calls south of U.S. 101, would serve the project and surrounding areas. The project's impacts with respect to fire services would be **less than significant.**

ii. The City of Agoura Hills currently receives police protection from the Los Angeles County Sheriff's Department (LACSD). The proposed project is not anticipated to require additional police services, as the project site is already within a developed area currently served by the LACSD. The project itself is not expected to adversely affect police services as it would not increase population, and the development of the vacant portion of the project site with the proposed office buildings is not likely to increase crime potential. The LACSD Lost Hills Substation, located approximately 2.7 miles east of the project site, provides police protection services for the immediate project area as well as the greater Agoura Hills area. The project's impacts with respect to police services would be **less than significant.**

iii. The proposed project would not directly generate an increase in population. Therefore, there would be no increase in students that would warrant the construction of new schools. Nevertheless, the applicant would be required to pay state-mandated school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, impacts would be **less than significant.**

iv. The proposed project would place seven new light-industrial buildings on unused, vacant land. The proposed project would not introduce residential uses or generate substantial population growth and, thus, would not increase citywide demand for parks or result in a change to the City's parkland to population ratio. **No impact** with respect to parks would result from the proposed project.

v. Since the proposed project does not include the construction of residences, it would not directly increase the City's population. While the proposed project would generate some new jobs, it would not substantially increase the population of Agoura Hills. The project may incrementally increase the demand for parks, recreational facilities and/or other public services. However, the proposed project would not adversely affect existing parks, recreational facilities and/or other public services, nor would it create the need for new parks, recreational facilities or other public services. Therefore, the incremental increase in demand for parks, recreational facilities and other public services would not be substantial and impacts would be **less than significant**

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

a-b. The proposed project involves construction of approximately 103,070 sf of light-industrial and office space. Since the proposed project does not include the construction of residences, it would not directly increase the City's population. While the proposed project would generate some new jobs, it would not substantially increase the population of Agoura Hills. Although the project may incrementally increase the demand for parks and recreational facilities, it would not adversely affect existing parks or recreational facilities, nor would it create the need for new parks or recreational facilities. Therefore, the incremental increase in demand for parks and recreational facilities would not be substantial and impacts would be **less than significant.**

XV. TRANSPORTATION/TRAFFIC – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b) Result in the temporary street or lane closures that would result in either a change of traffic patterns or capacity that is substantial in relation to the existing traffic load and capacity of the street system during construction activities (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐

XV. TRANSPORTATION/TRAFFIC – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
d) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
f) Result in inadequate emergency access?	☐	☐	☒	☐
g) Result in inadequate parking capacity resulting in an impact on traffic or circulation?	☐	☐	☐	☒

The following analysis is partially based upon a traffic impact analysis performed by Associated Transportation Engineers (May 2007) which analyzed the proposed project's potential traffic impacts. The complete study and can be found in Appendix E.

The project site is located on the north side of Canwood Street, approximately 600 feet west of Derry Avenue in the City of Agoura Hills. The location of the project within the surrounding street network is shown in Figure 1 of the traffic study. Regional access to this area is provided by U.S. 101. The nearest access to U.S. 101 is via the on and off-ramps at Kanan Road, 0.7 miles west of the project site. Access to U.S. 101 on and off-ramps is also located approximately one mile to the east of the project site at Chesebro Road and Palo Comado Canyon Road.

a, b. The traffic study examined nine intersections in the vicinity of the project site for each of the three traffic scenarios. The study intersections are listed below and illustrated on Figure 1 of the traffic study:

- *Kanan Road and Thousand Oaks Boulevard*
- *Kanan Road and Canwood Street (East)*
- *Kanan Road and Canwood Street- U.S. 101 Northbound Ramps*
- *Kanan Road and Roadside Drive- U.S. 101 Southbound Ramps*
- *Kanan Road and Agoura Road*
- *Chesebro Road and Driver Avenue*
- *Palo Comado Canyon Road and U.S. 101 Northbound Ramps*
- *Dorothy Drive and U.S. 101 Southbound Ramps*
- *Palo Comado Canyon Road and Chesebro Road*

The qualitative measure used to describe the condition of traffic flow is Level of Service (LOS). LOS ranges from A to F, where LOS A would be excellent conditions and LOS F would be overload conditions. Levels of service for the signalized study-area intersections were calculated using the Intersection Capacity Utilization (ICU) methodology. As shown in Table

10, five of the nine analyzed intersections are controlled by traffic signals; and therefore, the LOS was derived from the Vehicle to Capacity ratio (V/C).

Four of the nine intersections are unsignalized, stop-sign controlled intersections. These intersections were analyzed using the "Two-Way Stop-Controlled" method from the *2000 Highway Capacity Manual* (HCM). The HCM methodology uses the average vehicle delay (in seconds) at a given intersection to determine the corresponding LOS rating. The intersections of Palo Comado Canyon Road and U.S. 101 Northbound Ramps, and Palo Comado Canyon Road and Chesebro Road are controlled by a one-way stop. The intersections of Chesebro Road and Driver Avenue, and Dorothy Drive and U.S. 101 Southbound Ramps are controlled by all-way stops. As shown in Table 10, LOS was determined by the average vehicle delay in seconds at the four intersections. The LOS definitions can be found in the technical appendix of the traffic study (Appendix E).

Table 10 summarizes the corresponding peak hour LOS at the nine study intersections under existing conditions on weekdays. Note that unsignalized intersections are marked with an asterisk and the LOS was derived from the average vehicle delay.

Table 10
Existing Weekday Intersection Peak Hour Levels of Service

Intersection	Peak Hour	Cumulative Base	
		Delay or V/C	LOS
Kanan Road/Thousand Oaks Boulevard	AM PM	.67 .71	B C
Kanan Road/Canwood Street (East)	AM PM	.5 .69	A B
Kanan Road/U.S. 101 NB	AM PM	.82 .71	D C
Kanan Road/U.S. 101 SB	AM PM	.8 .71	C C
Kanan Road/Agoura Road	AM PM	.66 .57	B A
Chesebro Road/Driver Ave*	AM PM	12.5 sec. 18.6 sec.	B C
Palo Comado Canyon Road/U.S. 101 NB Ramps*	AM PM	12.2 sec. 22.4 sec.	B C
Dorothy Drive/U.S. 101 SB Ramps*	AM PM	14.0 sec. 13.9 sec.	B B
Palo Comado Canyon Road/Chesebro Road*	AM PM	10.8 sec. 14.2 sec.	B B

**Intersection is unsignalized. Average vehicular delay in seconds per vehicle is reported rather than V/C ratio for worst approach.*

Source: Associated Transportation Engineers (May 2007). See Appendix E for complete traffic study.

The data presented in Table 10 indicate that the Kanan Road/U.S. 101 Northbound Ramps intersection operates at LOS D during the AM peak hour. It is noted that this intersection will be reconstructed in the near future as part of the U.S. 101/Kanan Road Interchange Project. The remainder of the study-area intersections operate at LOS C or better during the AM and PM peak hour periods.

Significance Thresholds. According to the City of Agoura Hills criteria, a project would have a significant traffic impact if the following conditions are met:

Intersection Conditions with Project Traffic		**Project-related Increase in V/C Ratio**
LOS	V/C Ratio	
D,E or F	>0.800	Equal to or greater than 0.020

Using these criteria, a project would not have a significant impact at an intersection if it were projected to operate at LOS A, B or C after the addition of project traffic, regardless of the magnitude of the increase in the V/C ratio. If the intersection, however, were operating at LOS D, E or F after the addition of project traffic and the incremental change in the V/C ratio were 0.020 or greater, the project would have a significant impact.

Project Trip Generation. The trip generation estimates for the proposed project were prepared using trip generation rates from the Institute of Transportation Engineers' *Trip Generation, 7th Edition*. Table 11 presents the trip generation rates and estimates for the proposed project. Table 3 of Appendix E shows the traffic volumes added by the proposed project at the study intersections.

Table 11
Trip Generation Rates And Estimates

Land Use	Size	Daily Trips	AM Peak Hour		PM Peak Hour	
			Rate	Trips	Rate	Trips
General Light Industrial	103.07 ksf	718	0.92	95	0.98	101

Notes:
ksf = 1,000 square feet
Trip generation rates from Institute of Transportation Engineers' (ITE) Trip Generation, Seventh Edition, 2003.

SOURCE: Associated Transportation Engineers (May 2007). See Appendix E for complete traffic study.

As indicated in Table 11, the proposed project would result in an increase of approximately 718 vehicular trips to the site on a typical weekday, including 95 morning peak hour trips and 101 afternoon peak hour trips.

Cumulative Base Traffic Conditions. The first step in the impact analysis was to analyze the projected operating conditions at each of the intersections under future conditions without the project, i.e., the cumulative base scenario. The cumulative base traffic volumes for weekday peak hours (provided in Table 7 and 8 of Appendix E) were analyzed to determine the V/C ratio and corresponding LOS for each location under these conditions. Table 12 below identifies the cumulative base LOS for all nine intersections.

Table 12
Future (2008) Weekday Intersection Peak Hour Levels of Service

Intersection	Peak Hour	Cumulative Base	
		Delay or V/C	LOS
Kanan Road/Thousand Oaks Boulevard	**AM** **PM**	0.76 0.79	C C
Kanan Road/Canwood Street (East)	**AM** **PM**	0.60 0.89	A D
Kanan Road/Canwood Street-U.S. 101 NB	**AM** **PM**	0.94 0.86	E D
Kanan Road/Roadside Drive-U.S. 101 SB	**AM** **PM**	0.73 1.01	C F
Kanan Road/Agoura Road	**AM** **PM**	0.75 1.07	C F
Chesebro Road/Driver Avenue*	**AM** **PM**	16.9 sec. >.50 sec.	C F
Palo Comado Canyon Road/U.S. 101 NB*	**AM** **PM**	>.50 sec. >.50 sec.	F F
Dorothy Drive/U.S. 101 SB Ramps*	**AM** **PM**	>.50 sec. >.50 sec.	F F
Palo Comado Canyon Road/Chesebro Road*	**AM** **PM**	12.7 sec. 22.7 sec.	B C

**Intersection is unsignalized. Average vehicular delay in seconds per vehicle is reported rather than V/C ratio for worst approach.*

SOURCE: Associated Transportation Engineers (May 2007). See Appendix E for complete traffic study.

Project Impacts. Table 12 summarizes future traffic levels with and without the proposed project. As shown in the Table 12, the proposed project would incrementally increase traffic at all study area intersections. However, in all cases, the increase in traffic would be less than 2.0%; and therefore, no exceedance of City thresholds would occur at any intersection and impacts would be **less than significant**.

Table 13
Comparison of Future (2008) Weekday Intersection Peak Hour Levels of Service with and without the Proposed Project

Intersection	Peak Hour	Cumulative Base		Cumulative plus Project			
		Delay or V/C	LOS	Delay or V/C	LOS	Project Increase in V/C	Significant Project Impact?
Kanan Road/Thousand Oaks Boulevard	**AM** **PM**	0.76 0.79	C C	0.76 0.79	C C	<2.0% <2.0%	**No** **No**
Kanan Road/Canwood Street (East)	**AM** **PM**	0.60 0.89	A D	0.61 0.90	B D	<2.0% <2.0%	**No** **No**
Kanan Road/Canwood Street-U.S. 101 NB	**AM** **PM**	0.94 0.86	E D	0.94 0.87	E D	<2.0% <2.0%	**No** **No**
Kanan Road/Roadside Drive-U.S. 101 SB	**AM** **PM**	0.73 1.01	C F	0.74 1.01	C F	<2.0% <2.0%	**No** **No**
Kanan Road/Agoura Road	**AM** **PM**	0.75 1.07	C F	0.75 1.07	C F	<2.0% <2.0%	**No** **No**
Chesebro Road/Driver Avenue*	**AM** **PM**	16.9 >.50 sec	C F	17.9 sec. >50.0 sec.	C F	<2.0% <2.0%	**No** **No**
Palo Comado Canyon Road/U.S. 101 NB*	**AM** **PM**	>.50 sec >.50 sec	F F	>.50 sec. >.50 sec.	F F	<2.0% <2.0%	**No** **No**
Dorothy Drive/U.S. 101 SB Ramps*	**AM** **PM**	>.50 sec >.50 sec	F F	>.50 sec. >.50 sec.	F F	<2.0% <2.0%	**No** **No**
Palo Comado Canyon Road/Chesebro Road*	**AM** **PM**	12.7 sec 22.7 sec	B C	12.7 sec. 22.9 sec.	C C	<2.0% <2.0%	**No** **No**

**Intersection is unsignalized. Average vehicular delay in seconds per vehicle is reported rather than V/C ratio for worst approach.*

SOURCE: Associated Transportation Engineers (May 2007). See Appendix E for complete traffic study.

b. Construction of the proposed project may result in temporary lane detours or closures. However, due to the size of the project site and the temporary nature of the lane alterations, it

would not be expected to result in a change in traffic that is substantial in relation to existing traffic patterns or capacity. Therefore, impacts would be **less than significant.**

c. The Los Angeles County Congestion Management Program (CMP) requires a regional traffic impact analysis (TIA) for:

- *All CMP arterial monitoring intersections where a proposed project would add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic.*
- *All CMP mainline freeway monitoring locations where the proposed project would add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.*

The CMP arterial monitoring intersection nearest to the project site is on the U.S. 101 north of Reyes Adobe. Based on the project trip generation and distribution shown in Table 9 above, the proposed project would generate fewer than 150 trips (in either direction) during either the weekday morning or afternoon peak hours at the aforementioned CMP freeway monitoring station in the project vicinity. Impacts would be **less than significant**.

d. Given the nature and scope of the proposed project, and that there are no airports or airstrips in the project vicinity, the project would not change any air traffic patterns. **No impact** to air traffic would occur.

e, f. As discussed in Section XIII, *Public Services,* the proposed project would be required to comply with Fire Code and LACFD standards, including access design requirements. The project itself is not expected to generate emergency access or hazardous internal design impacts. Therefore, impacts would be **less than significant.**

g. The proposed project would provide 217 onsite parking spaces in several locations throughout the site. Based on the City's parking requirements, the project is required to provide 21 spaces plus 25 company vehicle spaces for the light industrial component, and 80 spaces for the office component, for a total of 126 spaces. The proposed project would have a surplus of 91 spaces. Therefore, the proposed project would provide sufficient parking and **no impact** related to parking would occur.

h. The proposed project would not conflict with any policies, plans or programs supporting alternative transportation. Therefore, impacts would be **less than significant.**

XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm	☐	☐	☒	☐

XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

a,b,e. Wastewater generated in the Agoura Hills area is treated at the Tapia Water Reclamation Facility (TWRF), operated by Las Virgenes Municipal Water District (LVMWD). TWRF has a capacity of 16 million gallons per day (mgd) and currently treats an average of 9.5 mgd (LVMWD, 2005). Therefore, there is a surplus capacity of 6.5 mgd. Wastewater generation factors from the County Sanitation Districts of Los Angeles County were used to determine the proposed project's impact on the TWRF. As shown in Table 14, the proposed project would generate an estimated 20,524 gallons per day (gpd) of wastewater.

Table 14
Projected Wastewater Generation

Land Use	Area (square feet)	Generation Factor	Flow (Gallons Per Day)
Manufacturing	83,120 sf	200 gpd/1,000 sf	16,624 gpd
Office	19,950 sf	200 gpd/1,000 sf	3,900 gpd
Total	**103,070**		**20,524 gpd**

[a] *gpd = square feet*
[b] *sf = gallons per day*
Source: Los Angeles County Sanitation Districts, LA City Planning

Wastewater generated by the proposed project would account for approximately 0.003% of the Tapia Water Reclamation Facility's available treatment capacity. Therefore, impacts to wastewater treatment systems would be **less than significant.**

c. The proposed project involves the construction of seven light-industrial buildings and associated parking on a 10-acre site. Refer to Section VIII, *Hydrology And Water Quality*, for

further discussion of onsite runoff. Implementation of the requirements of the Los Angeles County Stormwater Ordinance would reduce impacts to a **less than significant** level.

d. The Las Virgenes Municipal Water District (LVMWD) supplies potable water in the City of Agoura Hills. The LVMWD has no local sources of water and obtains all of its potable water supply from the Metropolitan Water District of Southern California (MWD), which in turn receives water from the State Water Project. The LVMWD supplies more than 30 million gpd daily.

Assuming that water demand is 20% higher than wastewater generation and 675 gpd/acre for landscaping, the proposed project would create demand for approximately 26,317 gpd of water, or .0008% of the current LVMWD supplies. The proposed project water demand would comprise about 0.0008% of current LVMWD deliveries. The project is not expected to adversely affect LVMWD water supplies and impacts would be **less than significant.**

f, g. The Calabasas Sanitary Landfill, located adjacent to the Ventura Freeway on Lost Hills Road, would receive the solid waste generated by the proposed project. The total capacity of the Calabasas Landfill is 29.9 million tons and its remaining capacity is approximately 8 million tons (CIWMB, 2004). Based on current intake rates, the Calabasas Landfill is expected to reach capacity in 2020. Currently, the Calabasas Landfill has a daily capacity of 3,500 tons/day and the average daily intake is 1,800 tons/day. Therefore, 1,700 tons/day of capacity are available.

The following disposal rates from the California Integrated Waste Management Board (CIWMB) were used to calculate the amount of solid waste generated by the proposed project: office and industrial uses generate 0.006 tons/ square foot/day (California Integrated Waste Management Board). Based on this disposal rate, the proposed project would generate approximately 618 lbs of solid waste per day. The daily total represents approximately 0.0002% of Calabasas Landfill's daily surplus; therefore, sufficient landfill capacity is available to serve the project and impacts related to solid waste would be **less than significant.**

XVII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐

XVII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a. The project would not have the potential to significantly 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, 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. Mitigation measures BIO-1 and BIO-2, in Section IV, *Biological Resources*, would reduce potential impacts to sensitive species to a less than significant level. BIO-3 would reduce potential impacts to oak trees protected by the City to a less than significant level. Additionally, implementation of mitigation measures CR-1 and CR-2, in Section V, *Cultural Resources*, would reduce impacts to any as yet undiscovered archaeological resources to a **less than significant** level.

b. The proposed project would not create any significant impacts that cannot be mitigated. However, total cumulative traffic growth would affect the intersections analyzed in the traffic study. Although the proposed project would not significantly affect the study intersections, a significant cumulative impact would occur at the intersections. However, the project's contribution to the cumulative change in LOS would not be cumulatively considerable and therefore impacts would be **less than significant**.

c. The proposed project would not cause adverse effects on human beings, either directly or indirectly, as a result of environmental impacts. Implementation of the mitigation measure GEO-1, in Section VI, *Geology and Soils*, would reduce impacts related to expansive soils to a less than significant level, thereby reducing the potential of seismic related ground failure, liquefaction and shaking. Implementation of mitigation measure AQ-1, in Section III, *Air Quality*, would meet SCAQMD requirements for minimizing emissions from dust generating activities. Mitigation measure N-1, in Section XI, *Noise*, would reduce the impacts related to construction activity noise to a **less than significant** level.

Implementation of mitigation measures listed, compliance with the City of Agoura Hills Municipal Code, State of California Regional Water Quality Control Board requirements, and all applicable state and federal regulations would reduce potential adverse affects to human beings to a less than significant level.

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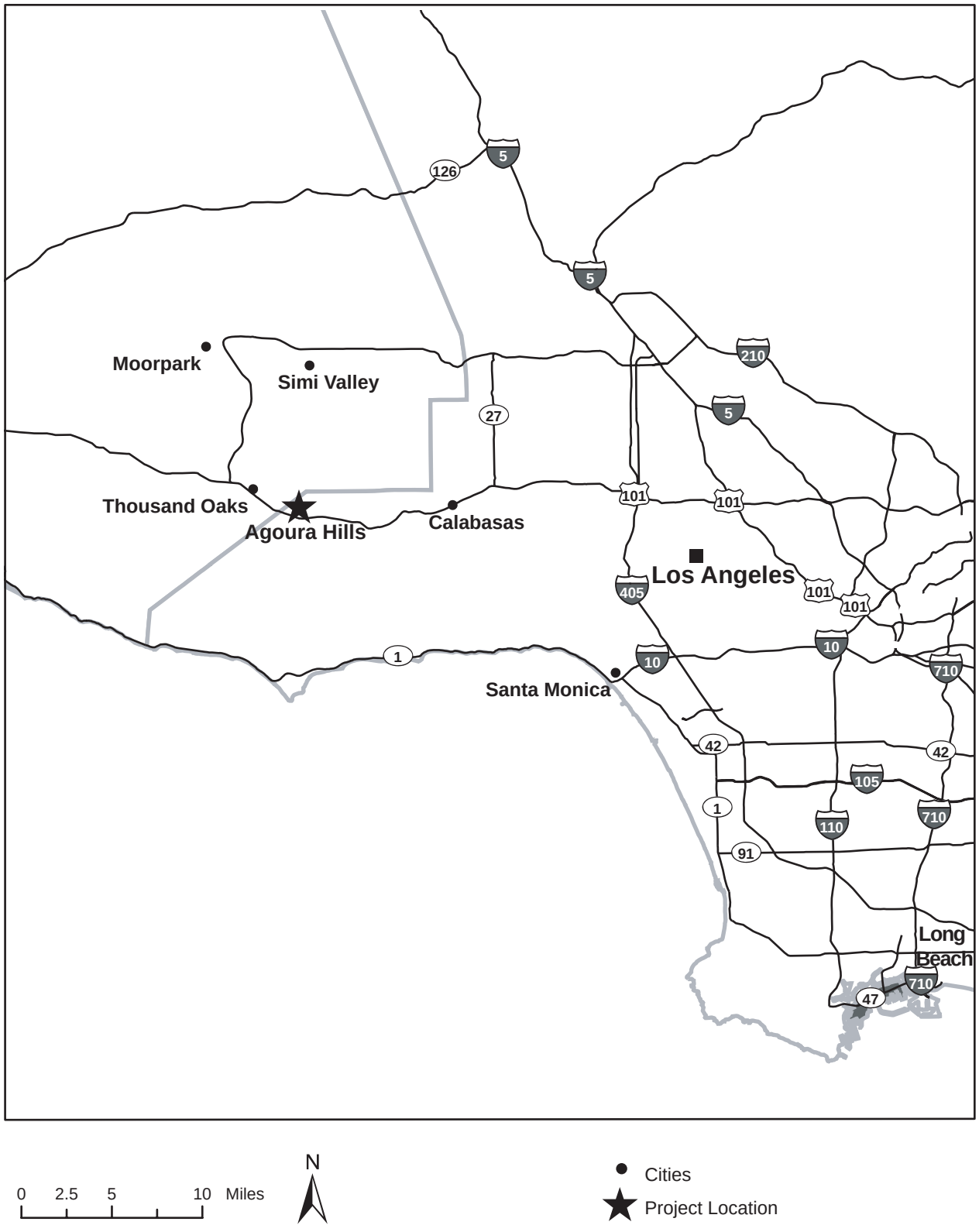
PERSONS CONTACTED

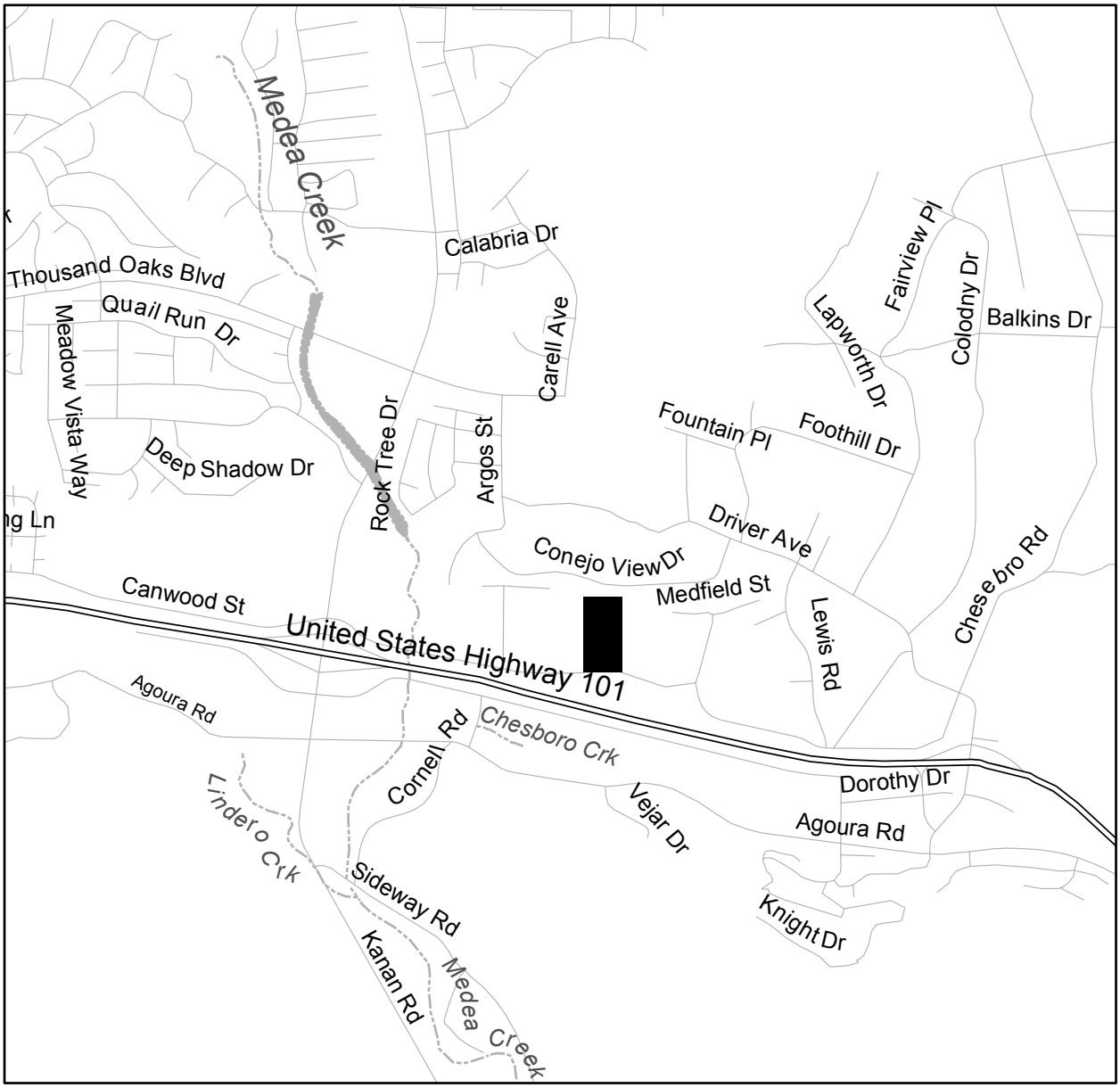
Greg Alekian, Komar Investments, L.L.C.

Figures



Regional Location

Figure 1



Source: US Bureau of the Census TIGER 2000 data.

Project Location

N

0 0.25 0.5 Miles

Site Location

Figure 2

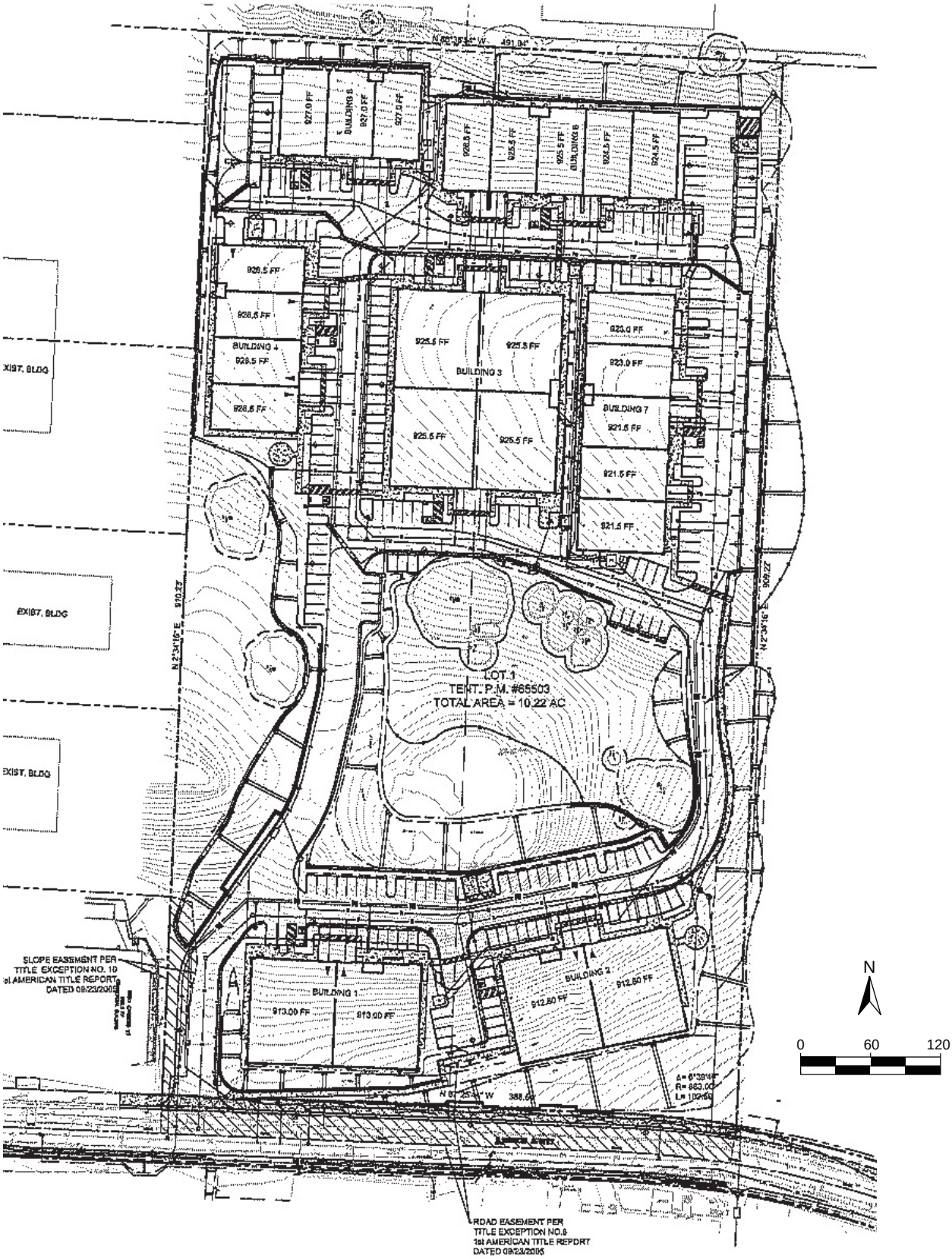
Source: Rincon Consultants, Inc. January 2007

Photo 1 - View looking southwest from the northeast corner of the project site.

Photo 2 - View looking northeast from the southwest corner of the project site.

Site Photographs

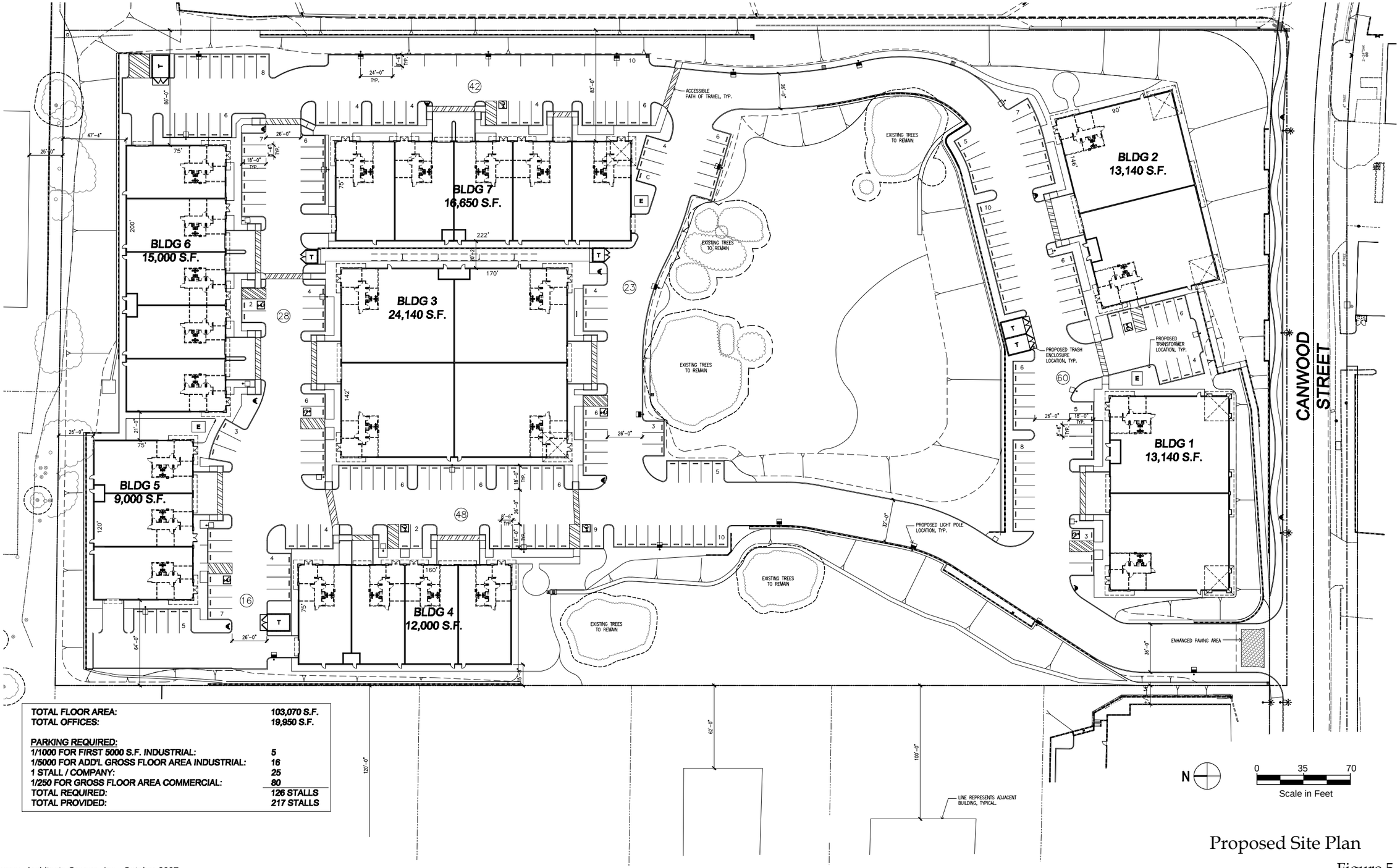
Figure 3



Tentative Parcel Map

Figure 4

Source: City of Agoura Hills, March 2008.

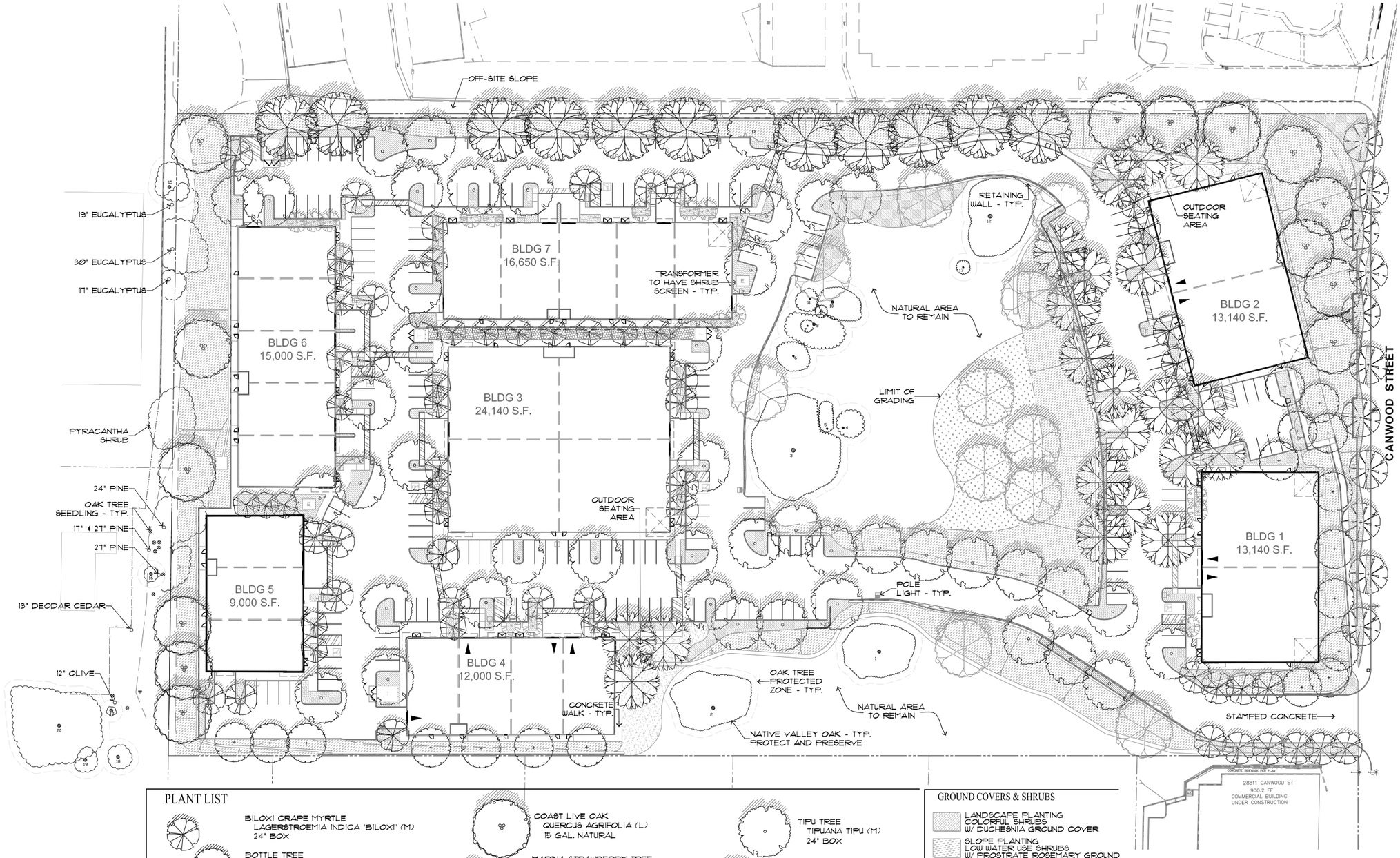


TOTAL FLOOR AREA:	**103,070 S.F.**
TOTAL OFFICES:	**19,950 S.F.**
PARKING REQUIRED:	
1/1000 FOR FIRST 5000 S.F. INDUSTRIAL:	**5**
1/5000 FOR ADD'L GROSS FLOOR AREA INDUSTRIAL:	**16**
1 STALL / COMPANY:	**25**
1/250 FOR GROSS FLOOR AREA COMMERCIAL:	**80**
TOTAL REQUIRED:	**126 STALLS**
TOTAL PROVIDED:	**217 STALLS**

Proposed Site Plan

Source: Architects Orange, Inc., October 2007

Figure 5



SHRUB LIST

CANWOOD SLOPE & ENTRY, EAST SLOPE & NORTHERLY PORTION OF WEST SLOPE

CEANOTHUS HORIZONTALIS 'YANKEE POINT'
YANKEE POINT CEANOTHUS - 5 GAL. (L)

DIETES VEGATA
FORTNIGHT LILY - 1 GAL. (M)

GREVILLEA NOELLII
N.C.N. - 5 GAL. (M)

JASMINUM MESNYI
PRIMROSE JASMINE - 5 GAL. (M)

PARTHENOCISSUS TRICUSPIDATA
BOSTON IVY - 5 GAL. (M)

ROSA FLOWER CARPET 'PINK', 'RED' & 'WHITE'
CARPET ROSE - 5 GAL. (M)

SALVIA LEUCANTHA
MEXICAN BUSH SAGE - 5 GAL.

OAK KNOLL SLOPE & NORTH SLOPE

CEANOTHUS 'CONCHA'
N.C.N. - 5 GAL. (L)

CEANOTHUS HORIZONTALIS 'YANKEE POINT'
YANKEE POINT CEANOTHUS - 5 GAL. (L)

HETEROMELES ARBUTIFOLIA
TOYON - 5 GAL. (L)

PARKING LOT PLANTERS & ADJACENT TO BUILDINGS

AGAPANTHUS AFRICANUS 'QUEENE ANNE'
LILY OF THE NILE - 1 GAL. (M)

DIETES BICOLOR
FORTNIGHT LILY - 1 GAL. (M)

DIETES VEGATA
FORTNIGHT LILY - 1 GAL. (M)

EURYOPS VIRIDIS
N.C.N. - 5 GAL. (M)

FICUS REPENS
CREEPING FIG - 5 GAL. (M)

GREVILLEA NOELLII
N.C.N. - 5 GAL. (M)

HEMEROCALLIS 'HYBRID YELLOW'
DAYLILY - 1 GAL. (M)

NANDINA DOMESTICA
HEAVENLY BAMBOO - 5 GAL. (M)

PODOCARPUS GRACILIOR
FERN PINE - 15 GAL. (M)

PODOCARPUS HENKELII
LONG-LEAFED YELLOWWOOD (M)

RHAPHIOLEPIS INDICA 'BALLERINA'
INDIA HAWTHORN - 5 GAL. (M)

SALVIA LEUCANTHA
MEXICAN BUSH SAGE - 5 GAL.

TRACHELOSPERMUM JASMINOIDES
STAR JASMINE - 5 GAL. (M)

NOTES:
1. PLANT BOSTON IVY OR CREEPING FIG AT 8' O.C. ALONG ALL RETAINING WALLS & TRASH ENCLOSURES.
2. ALL TRANSFORMERS SHALL BE SCREENED WITH 5 GALLON SHRUBS.
3. IRRIGATION SYSTEM WILL UTILIZE RECLAIMED WATER SOURCE IN CANWOOD STREET.

Not to Scale

PLANT LIST

BILOXI CRAPE MYRTLE
LAGERSTROEMIA INDICA 'BILOXI' (M)
24" BOX

BOTTLE TREE
BRACHYCHITON POPULNEUS (M)
24" BOX

CALIFORNIA SYCAMORE
PLATANUS RACEMOSA
24" BOX

COAST LIVE OAK
QUERCUS AGRIFOLIA (L)
15 GAL. NATURAL

MARINA STRAWBERRY TREE
ARBUTUS 'MARINA' (M)
24" BOX - MULTI-TRUNK

MEXICAN SYCAMORE
PLATANUS 'MEXICAN' (M)
24" BOX

RAYWOOD ASH - STREET TREE
FRAXINUS ANGUSTIFOLIA 'RAYWOOD' (M)
24" BOX

TIPU TREE
TIPUANA TIPU (M)
24" BOX

VALLEY OAK
QUERCUS LOBATA (L)
1 @ 36" BOX
2 @ 24" BOX
5 @ 15 GAL.

WEEPING BOTTLEBRUSH
CALLISTEMON VIMINALIS (M)
24" BOX

GROUND COVERS & SHRUBS

LANDSCAPE PLANTING
COLORFUL SHRUBS
W/ DUCHESNIA GROUND COVER

SLOPE PLANTING
LOW WATER USE SHRUBS
W/ PROSTRATE ROSEMARY GROUND COVER

SHADE PLANTING
SHADE TOLERANT SHRUBS
W/ DUCHESNIA GROUND COVER

LAWN
HYBRID FESCUE SOD

NATIVE GRASS & WILDFLOWER
HYDROSEED MIX
NASELLA PULCHRA
NASELLA LEPIDA
MELICA CALIFORNICA
ESCHSCHOLZIA CALIFORNICA

Landscape Plan

Figure 6

Source: John K. Innes, Inc., July 2007

Photosimulation Key

Source: Architects Orange, 2006.

Figure 7

VIEW A

VIEW B

Photosimulation - Views A and B

Figure 8

Source: Architects Orange, 2006.

VIEW C

VIEW D

Photosimulation - Views C and D

Figure 9

Source: Architects Orange, 2006.

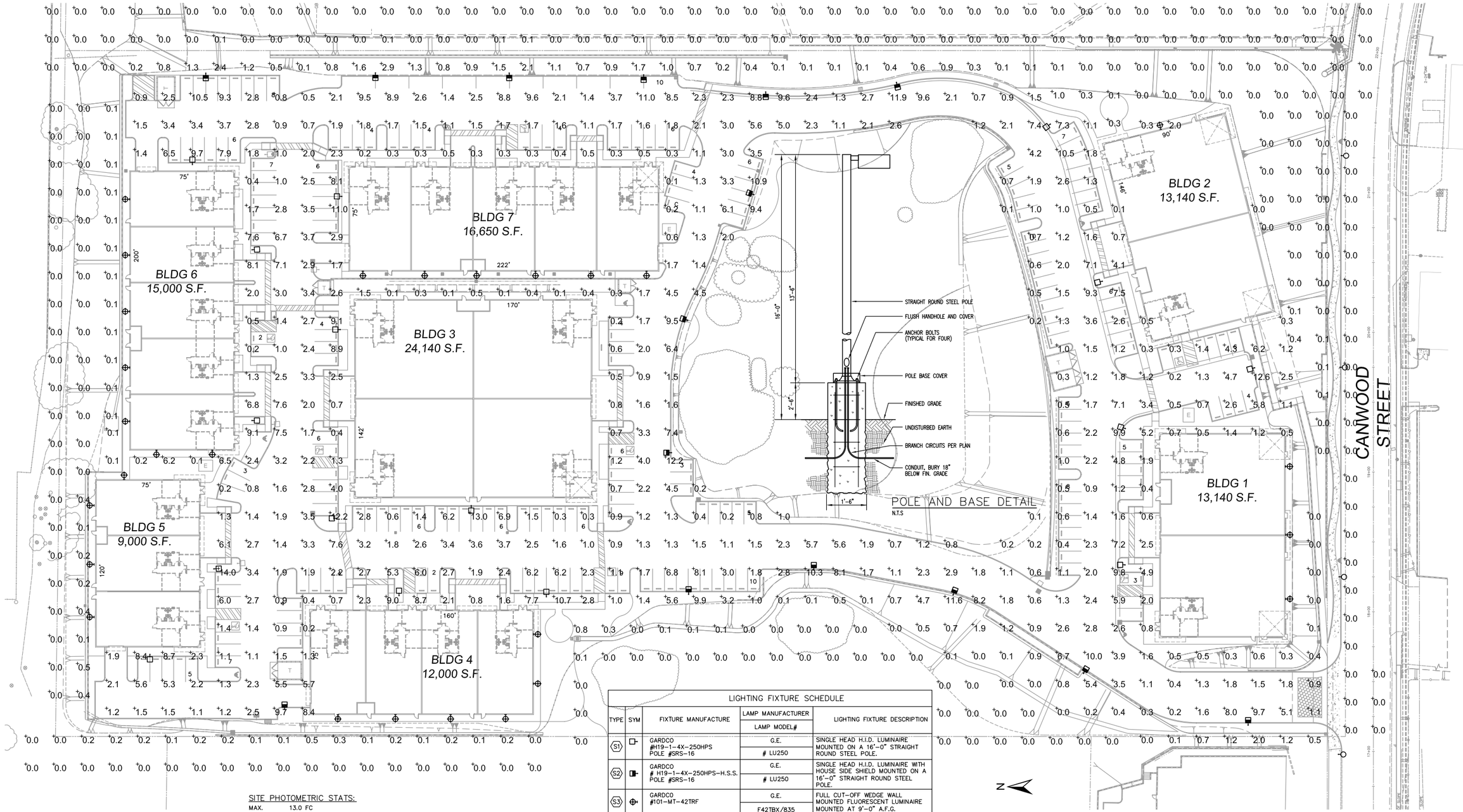
VIEW E

VIEW F

Photosimulation - Views E and F

Source: Architects Orange, 200

Figure 10



SITE PHOTOMETRIC STATS:

MAX.	13.0 FC
AVG.	2.7 FC
MAX./MIN.	130.0:1
AVG./MIN.	27.0:1

THIS LIGHTING CALCULATION REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATION ENGINEERING SOCIETY APPROVED METHODS.

LIGHTING FIXTURE SCHEDULE

TYPE	SYM	FIXTURE MANUFACTURE	LAMP MANUFACTURER / LAMP MODEL#	LIGHTING FIXTURE DESCRIPTION
S1	□	GARDCO #H19-1-4X-250HPS POLE #SRS-16	G.E. # LU250	SINGLE HEAD H.I.D. LUMINAIRE MOUNTED ON A 16'-0" STRAIGHT ROUND STEEL POLE.
S2	◨	GARDCO # H19-1-4X-250HPS-H.S.S. POLE #SRS-16	G.E. # LU250	SINGLE HEAD H.I.D. LUMINAIRE WITH HOUSE SIDE SHIELD MOUNTED ON A 16'-0" STRAIGHT ROUND STEEL POLE.
S3	⊕	GARDCO #101-MT-42TRF	G.E. F42TBX/835	FULL CUT-OFF WEDGE WALL MOUNTED FLUORESCENT LUMINAIRE MOUNTED AT 9'-0" A.F.G.
	○	STREET LIGHTING SHOWN FOR REFERENCE ONLY.		

Site Photometric Plan

Source: Architects Orange, Inc., October 2007.

Figure 11

Appendix A

Air Quality

AIR QUALITY IMPACT ANALYSIS

AGOURA HILLS BUSINESS PARK PROJECT

CITY OF AGOURA HILLS, CALIFORNIA

Prepared for:

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Newport Beach, CA 92660

Date:

September 13, 2006

Project No: P06-079

CLIMATE AND METEOROLOGY

REGIONAL CLIMATE

The North Pacific high-pressure cell is the dominant climatic influence over the eastern North Pacific Ocean, particularly during the summer months. This high-pressure cell produces a predominantly northwesterly flow of maritime air over the California coastal waters. During the winter, the Pacific High weakens and moves south, resulting in weaker and less persistent northwesterly winds along the California coast than in the warmer half of the year.

As the air mass approaches the coast of California, this large-scale circulation pattern is modified by local influences. The differential heating between the desert and the adjacent Pacific Ocean modifies the prevailing winds, enhancing them during the warmer half of the year and weakening the winds during the colder portion. On a local and sub-regional basis, the airflow in California is channeled by its mountain ranges and valley. The coastal mountain ranges limit the flow of maritime air into the interior of California. This transition from a cool and damp marine environment to a dry and warm continental climate therefore occurs over a fairly short distance.

SOUTH COAST AIR BASIN

The South Coast Air Basin (SCAB) is a 6,600 square mile coastal plain bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Basin-wide conditions are characterized by warm summers, mild winters, infrequent rainfall, moderate onshore daytime breezes, and moderate humidity levels.

All seasons generally exhibit onshore flows during the day and offshore flows at night, after the land cools below the temperature of the ocean. The likelihood of strong offshore flows, including Santa Ana winds, is greater during winter than during summer (California Air Resources Board [ARB] 1984).

The topography and climate of Southern California combine to produce unhealthful air quality in the SCAB. Low temperature inversions, light winds, shallow vertical mixing, and extensive sunlight, in conjunction with topographical features such as adjacent mountain ranges that hinder dispersion of air pollutants, combine to create degraded quality, especially in inland valleys of the basin.

AIR QUALITY SETTING

AMBIENT AIR QUALITY STANDARDS (AAQS)

In order to gauge the significance of the air quality impacts of the proposed Agoura Hills Business Park Project, those impacts, together with existing background air quality levels, must be compared to the applicable ambient air quality standards. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise, called "sensitive receptors." Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. Recent research has shown, however, that chronic exposure to ozone (the primary ingredient in photochemical smog) may lead to adverse respiratory health even at concentrations close to the ambient standard.

National AAQS were established in 1971 for six pollution species with states retaining the option to add other pollutants, require more stringent compliance, or to include different exposure periods. The initial attainment deadline of 1977 was extended several times in air quality problem areas like Southern California. In 2003, the Environmental Protection Agency (EPA) adopted a rule which extended and established a new attainment deadline for ozone for the year 2021. Because the State of California had established AAQS several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently in effect in California are shown in Table 1. Sources and health effects of various pollutants are shown in Table 2.

The Federal Clean Air Act Amendments (CAAA) of 1990 required that the U.S. Environmental Protection Agency (EPA) review all national AAQS in light of currently known health effects. EPA was charged with modifying existing standards or promulgating new ones where appropriate. EPA subsequently developed standards for chronic ozone exposure (8+ hours per day) and for very small diameter particulate matter (called "PM-2.5"). National AAQS were adopted on July 17, 1997.

Planning and enforcement of the federal standards for PM-2.5 and for ozone (8-hour) were challenged by trucking and manufacturing organizations. In a unanimous decision, the U.S. Supreme Court ruled that EPA did not require specific congressional authorization to adopt national clean air standards. The Court also ruled that health-based standards did not require preparation of a cost-benefit analysis. The Court did find, however, that there was some inconsistency between existing and "new" standards in their respective attainment schedules. Such attainment-planning schedule inconsistencies centered mainly on the 8-hour ozone standard. EPA subsequently agreed to downgrade the attainment designation for a large number of communities to "non-attainment" for the 8-hour ozone standard. Because the South Coast Air Basin is far from attaining the 1-hour federal standard, the 8-hour ozone non-attainment designation will not substantially alter the attainment planning process. The compliance deadline for the 8-hour ozone standard has been extended to 2021.

Table 1
Ambient Air Quality Standards

Table 2
Health Effects of Criteria Pollutants

Evaluation of the most current data on the health effects of inhalation of fine particulate matter prompted the California Air Resources Board (ARB) to recommend adoption of the statewide PM-2.5 standard that is more stringent than the federal standard. This standard was adopted on June 20, 2002. The State PM-2.5 standard is more of a goal in that it does not have specific attainment planning requirements like a federal clean air standard, but only requires continued progress towards attainment.

Similarly, the ARB extensively evaluated health effects of ozone exposure. A new state standard for an 8-hour ozone exposure was adopted in April 2005, which mirrors the federal standard. The California 8-hour ozone standard of 0.07 ppm is more stringent than the federal 8-hour standard of 0.08 ppm. The state standard, however, does not have a specific attainment deadline. California air quality jurisdictions are required to make steady progress toward attaining state standards, but there are no hard deadlines or any consequences of non-attainment. As part of the on-going standards review cycle, a new annual state standard for NO_2 is currently under consideration.

Of the standards shown in Table 1, those for ozone (O_3), carbon monoxide (CO), and particulate matter (PM-10) are exceeded at times in the South Coast Air Basin (SCAB). They are called "non-attainment pollutants." The CO standard is currently met in the basin, and re-designation to "attainment/maintenance" is anticipated shortly. Because of the variations in both the regional meteorology and in area-wide differences in levels of air pollution emissions, patterns of non-attainment have strong spatial and temporal differences.

BASELINE AIR QUALITY

Existing levels of ambient air quality and historical trends and projections in the project area are well documented from measurements made by the South Coast Air Quality Management District (SCAQMD). Although the Thousand Oaks air monitoring station on Moorpark Road is technically located within the South Central Coast Air Basin (SCCAB, Ventura County Air Pollution Control District [VCAPCD]), it is the closest air monitoring station to the proposed project site and is therefore the most representative of project area air quality. Carbon monoxide (CO) is not monitored at the Thousand Oaks station; therefore this data was obtained from the SCAQMD monitoring station located on Gault Street in Reseda. Table 3 is a 6-year summary of monitoring data for the major air pollutants compiled from the two air monitoring stations.

Ozone standards continues to periodically exceed standards, but not by any large amount or on any large number of days. Over the last 15 years, air quality in the SCAB has improved substantially. Violations of the State and National standards for lead have been completely eliminated. The State and National SOx standards were met throughout the period. Second-stage smog alerts have disappeared and the number of first-stage alerts has dropped dramatically. The federal annual standard for NO_2 is now met every year, as is the one-hour CO standard. The federal 8-hour CO standard now meets the requirements for an "attainment" designation.

No significant trend, however, can be seen over the last decade for which respirable particulates (PM-10) have been monitored. State PM-10 standards are exceeded on an average of 18 days per year. There were no federal PM-10 violations at the Thousand Oaks monitoring station during this time period. The federal 24-hour PM-2.5 standard was also not exceeded at the Thousand Oaks monitoring station.

Table 3

Ambient Air Quality Monitoring Summary - 1999-2004
(Days exceeding standards and maximum concentrations for criteria pollutants)
(Entries shown as ratios = samples exceeding standard/samples taken)

Pollutant/Standard	1999	2000	2001	2002	2003	2004
Ozone [a]						
1-Hour > 0.09 ppm	9	6	4	3	13	5
1-Hour > 0.12 ppm	0	0	0	0	0	0
8- Hour > 0.09 ppm	4	2	2	2	5	4
Max 1-Hour Conc. (ppm)	0.11	0.10	0.12	0.12	0.11	0.11
Carbon Monoxide [b]						
1-Hour > 20. ppm	0	0	0	0	0	0
8- Hour > 9.0 ppm	0	1	0	0	0	0
Max 1-Hour Conc. (ppm)	9.0	10.7	7.5	6.1	6.2	5.1
Max 8-Hour Conc. (ppm)	7.5	9.8	6.1	4.8	4.1	3.5
Nitrogen Dioxide [a]						
1-Hour > 0.25 ppm	0	0	0	0	0	0
Max 1-Hour Conc. (ppm)	0.08	0.09	0.07	0.06	0.08	0.06
Inhalable Particulates (PM-10) [a]						
24-Hour > 50 $\mu g/m^3$	5/56	6/59	1/57	0/59	3/58	1/33
24-Hour > 150 $\mu g/m^3$	0/56	0/59	0/57	0/59	0/58	0/33
Max. 24-Hr. Conc. ($\mu g/m^3$)	86.0	101.8	54.2	44.8	68.7	69.1
Ultra-Fine Particulates (PM-2.5) [a]						
24-Hr. > 65 $\mu g/m^3$	0/110	0/103	0/95	0/116	0/61	0/121
Max. 24-Hr. Conc. ($\mu g/m^3$)	53.3	53.7	45.5	31.7	31.9	38.3

[a] Moorpark Road Air Monitoring Station, Thousand Oaks, VCAPCD
[b] Gault Street Air Monitoring Station, Reseda, SCAQMD

Source: SCAQMD; VCAPCD

AIR QUALITY PLANNING

The Federal Clean Air Act (1977 Amendments) required that designated agencies in any area of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards. The South Coast Air Basin (SCAB) could not meet the deadline for ozone, nitrogen dioxide, carbon monoxide, or PM-10. In the SCAB, the agencies designated by the governor to develop regional air quality plans are the SCAQMD and the Southern California Association of Governments (SCAG). The two agencies first adopted an Air Quality Management Plan (AQMP) in 1979 and revised it several times as earlier attainment forecasts were shown to be overly optimistic.

The 1990 Federal Clean Air Act Amendment (CAAA) required that all states with air-sheds with "serious" or worse ozone problems submit a revision to the State Implementation Plan (SIP). Amendments to the SIP have been proposed, revised and approved over the past decade. The previous clean air plan for the basin was the 1999 SIP Amendment, which accelerated the schedule for a number of new SCAQMD rules and regulations. The most current regional attainment emissions forecast for ozone precursors (ROG and NOx) and for carbon monoxide (CO) is shown in Table 4.

The Air Quality Management District (AQMD) adopted an updated clean air "blueprint" in August 2003. The 2003 AQMP was approved by the EPA in 2004. The Air Quality Management Plan (AQMP) outlines the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates (PM-10) by 2006. Components of the 2003 air plan include:

- How the federal standard for CO will be maintained.
- Control measures to further reduce emissions from business, industry and paints.
- Measures to be adopted by CARB and EPA to further reduce pollution from:
  - Cars
  - Trucks
  - Construction equipment
  - Aircraft
  - Ships
  - Consumer products

With re-designation of the air basin as non-attainment for the 8-hour ozone standard, a new attainment plan will be prepared in 2006. This plan will shift most of the one-hour ozone standard attainment strategies to the 8-hour standard. As previously noted, the attainment date will "slip" from 2010 to 2021. The next attainment plan will also include strategies for ultimately meeting the federal PM-2.5 standard.

Table 4

South Coast Air Basin Attainment Plan
(Emissions in tons/day)

	ROG	NOx	CO
Current Inventory[a]			
Stationary	304	103	246
On-Road Mobile	276	581	2,705
Off-Road Mobile	131	286	1,003
TOTAL	**710**	**970**	**3,953**
2010 Forecast[b]			
Stationary	296	89	217
On-Road Mobile	212	434	2,048
Off-Road Mobile	122	257	1,094
TOTAL	**630**	**780**	**3,359**
2020 Forecast[b]			
Stationary	340	90	234
On-Road Mobile	130	206	1,097
Off-Road Mobile	114	241	1,104
TOTAL	**584**	**537**	**2,435**

[a]2005 Base Year.
[b]With current emissions reduction programs and adopted growth forecasts.

Source: California Air Resources Board, The 2005 California Almanac of Emission & Air Quality.

Light industrial developments, such as the proposed Agoura Hills Business Park, do not directly relate to the AQMP in that there are no specific air quality programs or regulations governing "general" development. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of master planned growth is determined. If a given project incorporates any available transportation control measures that can be implemented on a project-specific basis, and if the scope and phasing of a project are consistent with adopted forecasts as shown in the Regional Comprehensive Plan (RCP), then the regional air quality impact of project growth would not be significant because of planning inconsistency. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less-than-significant just because the proposed development is consistent with regional growth projections. Air quality impact significance for the proposed light industrial project has therefore been analyzed on a project-specific basis.

AIR QUALITY IMPACT

STANDARDS OF SIGNIFICANCE

Air quality impacts are considered "significant" if they cause clean air standards to be violated where they are currently met, or if they "substantially" contribute to an existing violation of standards. Any substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odors, would also be considered a significant impact.

Appendix G of the California CEQA Guidelines offers the following five tests of air quality impact significance. A project would have a potentially significant impact if it:

a. Conflicts with or obstructs implementation of the applicable air quality plan.

b. Violates any air quality standard or contributes substantially to an existing or projected air quality violation.

c. Results in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

d. Exposes sensitive receptors to substantial pollutant concentrations.

e. Creates objectionable odors affecting a substantial number of people.

Primary Pollutants

Air quality impacts generally occur on two scales of motion. Near an individual source of emissions or a collection of sources such as a crowded intersection or parking lot, levels of those pollutants that are emitted in their already unhealthful form will be highest. Carbon monoxide (CO) is an example of such a pollutant. Primary pollutant impacts can generally be evaluated directly in comparison to appropriate clean air standards. Violations of these standards where they are currently met, or a measurable worsening of an existing or future violation, would be considered a significant impact. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the South Coast Air Basin (SCAB) for PM-10, an aggressive dust control program is required to control fugitive dust.

Secondary Pollutants

Many pollutants, however, require time to transform from a more benign form to a more unhealthful contaminant. Their impact occurs regionally far from the source. Their incremental regional impact is minute on an individual basis and cannot be quantified except through complex photochemical computer models. Analysis of significance of such emissions is based upon a specified amount of emissions (pounds, tons, etc.) even though there is no way to translate those emissions directly into a corresponding ambient air quality impact.

Because of the chemical complexity of primary versus secondary pollutants, the South Coast Air Quality Management District (SCAQMD) has designated significant emissions levels as surrogates for evaluating impact significance independent of chemical transformation processes. Projects with daily emissions that exceed any of the following emission thresholds are recommended by the SCAQMD to be considered significant:

SCAQMD Emissions Significance Thresholds
(pounds/day)

Pollutant	Emissions (Construction)	Emissions (Operational)
ROG	75	55
NOx	100	55
CO	550	550
PM-10	150	150
SOx	150	150

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

Additional Indicators

In its CEQA Handbook, the SCAQMD also states that additional indicators should be used as screening criteria to determine the need for further analysis with respect to air quality. The additional indicators are as follows:

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation.
- Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP and in other than planned locations for the project's build-out year.
- Project could generate vehicle trips that cause a CO hot spot.

The SCAQMD CEQA Handbook also identifies various secondary significance criteria related to toxic, hazardous or odorous air contaminants. Hazardous air contaminants are contained within the small diameter particulate matter ("PM-2.5") fraction of diesel exhaust. Such exhaust will be generated by heavy construction equipment and by diesel-powered delivery trucks.

For PM-2.5 exhaust emissions, recently adopted policies require the gradual conversion of delivery fleets to diesel alternatives, or the use of "clean" diesel if emissions are demonstrated to be as low as those from alternative fuels. Because health risks from toxic air contaminants (TACs) are cumulative over an assumed 70-year lifespan, measurable off-site public health risk from TAC exposure from project-related activities (mainly construction using diesel equipment) would occur for only a brief portion early in project lifetime, and only in dilute quantity.

SENSITIVE RECEPTORS

Air quality impacts are analyzed relative to those persons with the greatest sensitivity to air pollution exposure. Such persons are called "sensitive receptors." Sensitive population groups include young children, the elderly and the acutely and chronically ill (especially those with cardio-respiratory disease).

Residential areas are considered to be sensitive to air pollution exposure because they may be occupied for extended periods, and residents may be outdoors where exposure is highest. Schools are similarly considered to be sensitive receptors. Commercial uses are considered less sensitive to air pollution exposure because they are populated by mainly healthy adults for limited periods in an indoor environment.

There are several sensitive receptors in the project vicinity. The proposed project site is currently an undeveloped land parcel. The project site is bounded by a multi-family development to the north, existing office building to the west, vacant land to the east and on the south by Canwood Street which serves as a frontage road to the Ventura Freeway. Project-related mobile source emissions will be substantially masked by the presence of the heavily traveled freeway.

CONSTRUCTION ACTIVITY IMPACTS

Dust is normally the primary concern during construction of new buildings and infrastructure. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive" emissions. Emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). These parameters are not known with any reasonable certainty prior to project development and may change from day-to-day. Any assignment of specific parameters to an unknown future date is speculative and conjectural.

Because of the inherent uncertainty in the predictive factors for estimating fugitive dust generation, regulatory agencies typically use one universal "default" factor based on the area disturbed, assuming that all other input parameters into emission rate prediction fall into mid-range average values. This assumption may or may not necessarily be applicable to site-specific conditions on the proposed Agoura Hills Business Park project site. As noted previously, emissions estimation for project-specific fugitive dust sources is therefore characterized by a considerable degree of imprecision.

In the generic dust emissions factor developed by EPA for grading activities, the PM-10 fraction of fugitive dust emissions are predicted to be around 55 pounds per day per acre disturbed in the absence of any dust control measures being applied (SCAQMD Handbook, Table 9-2). Mandatory measures required by South Coast AQMD have been shown to achieve a substantially higher PM-10 control efficiency (≈10 pounds/acre/day).

The entire project site occupies approximately 10.02 acres. The entire site was assumed to undergo simultaneous grading disturbance on any single day. The calculated PM-10 emissions with the application of "standard" dust control, and with the application of enhanced dust control measures, are as follows in comparison to the 150 pound per day significance threshold:

Disturbance Area	With Standard Dust Control	With Best Available Control Measures
10.02 acres	265 pounds/day	100. pounds/day

The site is sufficiently large such that the use of best available control measures (BACMs) will be required to achieve less-than-significant PM-10 dust emissions. Regardless, the non-attainment status of the air basin requires that BACMs be used to minimize regional cumulative PM-10 impacts from all construction activities even if any single project does to cause thresholds to be exceeded. The menu of BACMs is included in the mitigation discussion.

The use of "default" dust generation factors does not fully take into account the amount of required grading because of the complex topography of the site. The project will require excavation and relocation of substantial quantities of earth. The default emission factor data was therefore supplemented with site-specific parameters to the extent that such information was available. Grading for the project will entail 46,525 cubic yards of on-site cut-and-fill, and the import of an additional 15,000 cubic yards of fill. Average daily earth-works will by approximately 2,500 cubic yards per day. The project grading contractor estimates that off-road vehicle travel will total 30 miles per day for purpose of dust generation calculations, and that daily diesel fuel consumption will average 670 gallons.

The PM-10 emission factor for earthmoving (cut-and-fill) operations is shown in Table A9-9 of the SCAQMD CEQA Air Quality Handbook to be 4.3 pounds per mile of equipment travel. At 30 miles of estimated travel, the emissions are calculated to be 129 pounds per day. This emission level can be reduced by a comprehensive dust control program. This estimate, which is based on site-specific conditions, is intermediate between the PM-10 estimate using default factors with standard, or with enhanced dust control measures.

The filling of earth-moving vehicles and dumping of the relocated soil was assumed to represent an additional PM-10 source separate from "grading." The SCAQMD CEQA Handbook (1993) indicates that filling and dumping generates 0.031 pounds of PM-10 per ton of material. If 2,500 tons of earth is moved per day, an additional 77.5 pounds of PM-10 will be generated. The inclusion of the filling and dumping PM-10 emissions into the earthmoving (grading) burden would cause the SCAQMD CEQA threshold to be exceeded unless enhanced dust control measures are implemented.

Table A11-9-A of the SCAQMD CEQA Handbook shows that dust control through expanded watering programs (at least 2-4 times per day for disturbed surfaces), will reduce PM-10 emissions by 34-68 percent. The lower range of control efficiencies was assumed to apply to the dirt handling, while extra water along established on-site travel paths for scrapers or dozers was assumed to achieve the higher efficiency level. Application of extra water during grading will reduce PM-10 emissions to less-than-significant seen as follows (pounds/day):

Activity PM-10 Source	With Limited Dust Control	Supplemental Control Factor	Mitigated PM-10 Emissions
On-Site Earthworks	129.	0.68	41.3
Dirt Handling	77.5	0.34	51.2
TOTAL			92.5

Current research on particulate exposure health effects suggests that the most adverse effect derives from ultra-small diameter particulate matter comprised of chemically reactive pollutants such as sulfates, nitrates or organic material. The national clean air standard for particulate matter of 2.5 microns or smaller in diameter (called "PM-2.5") was adopted in 1997. Very little construction activity particulate matter is in the PM-2.5 range. Soil dust is also more chemically benign than typical urban atmospheric PM-2.5. The limited amount of PM-2.5 within the sub-threshold PM-10 burden further reinforces the finding of a less-than-significant air quality impact.

In addition to fine particles that remain suspended in the atmosphere semi-indefinitely, construction activities generate many larger particles with shorter atmospheric residence times. This dust is comprised mainly of large diameter inert silicates that are chemically non-reactive and are further readily filtered out by human breathing passages. These fugitive dust particles are therefore more of a potential soiling nuisance as they settle out on parked cars, outdoor furniture or landscape foliage rather than any adverse health hazard. The deposition distance of most soiling nuisance particulates is less than 100 feet from the source (EPA, 1995). The prevailing site winds are from the east toward the west during the morning hours. Dust deposition on cars during construction could create a soiling nuisance at the adjacent residential area and office building. The recommended measures for PM-10 control will also reduce soiling nuisance.

Exhaust emissions will result from on- and off-site heavy equipment during grading. Emissions will also be generated during finish construction, especially during the application of paints or other coatings. The types and numbers of equipment will vary among contractors such that these emissions cannot be quantified with certainty. The project grading contractor has provided an equipment list for earthworks and grading, but notes that not each piece will operate on any given day. The equipment list includes the following:

CAT 350L Excavator	CAT DR8 Dozer	CAT D6RXL Dozer
John Deere 550J Dozer	TEREX S24 Scraper	CAT 980C Loader
CAT 14G Motorgrader	John Deere 210LE Skiploader	Freightliner Water Truck

At 670 gallons of diesel fuel burned per day (per grading contractor), power output from this fleet will average 10,000 Brake Horsepower (BHP) per day. Because of the variability of daily equipment use, a composite emission factor for the entire fleet was developed using the most current equipment emissions projections on the SCAQMD web-site for the CEQA Handbook update. The average emissions per 1,000 BHP of power output were determined for the project-specific equipment fleet as follows (pounds):

Equipment	CO	NOx	PM-10	SOx	ROG
Dozer	2.88	7.91	0.31	1.27	0.59
Scraper	3.06	10.63	0.43	1.86	0.78
Grader	3.48	9.18	0.47	1.76	0.79
Backhoe	5.30	10.33	1.05	1.46	1.58
Average	3.68	9.51	0.56	1.59	0.93

A daily energy expenditure of 10,000 BHP per day was used to estimate daily emissions during grading, with the following results (lb/day):

Activity	ROG	NOx	CO	SO_2	PM-10 Total	PM-10 Exhaust	PM-10 Dust
Grading	9.3	95.1	3.7	15.9	98.1	5.6	92.5
SCAQMD Threshold	75	100	550	150	150	-	-

All daily emissions will be below the applicable SCAQMD threshold level, but NOx emissions will have only a minimal margin of safety. The mobile nature of the on-site construction equipment and off-site trucks will prevent any micro-scale violation of standards. As with PM-10 emissions, the non-attainment status of the air basin and the cumulative impact of all construction suggests that all reasonably available control measures for diesel exhaust should be implemented even if individual thresholds are not exceeded.

If on-road hauling of additional needed fill were to occur on the same day as on-site grading, then the NOx threshold could be exceeded. It was estimated that 750 cubic yards per day might be imported over 20 days of hauling to deliver the needed 15,000 cubic yards. The on-road emissions were determined from the SCAQMD EMFAC2002 on-road heavy diesel truck emission factors for as assumed 30 loads of material traveling 20 miles round trip per load with the following results:

Activity	ROG	NOx	CO	SO_2	PM-10 Total	PM-10 Exhaust	PM-10 Dust
Grading	9.3	95.1	3.7	15.9	98.1	5.6	92.5
On-Road Hauling	0.7	21.4	3.3	0.1	0.4	0.4	
TOTAL	10.0	**116.5**	7.0	16.0	98.5		
SCAQMD Threshold	75	100	550	150	150	-	-

Reduction of NOx emissions to sub-threshold levels can be achieved by either allowing no overlap between on-site grading and on-road fill hauling, or by using cleaner engines in the on-site equipment. The emission standard for Tier-3 diesel engines is 3 grams per horsepower-hour, or 6.6 pounds per 1000 horsepower-hours. Many large pieces of construction equipment have been modified to meet Tier-3 requirements. Use of Tier-3 engines would reduce daily NOx emissions by approximately 29 pounds, or well below the significance threshold. Either mitigation measure (no grading/hauling overlap, or use of Tier-3 certified equipment for engines rated at 100 HP or greater) will reduce daily NOx emissions to less-than-significant.

Construction equipment exhaust contains carcinogenic compounds within the diesel exhaust particulates. The toxicity of diesel exhaust is normally evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure for a person standing outside of their home downwind of the activity. Construction activities will not occur 24/7, and much of the public is away from their homes during the work-day when equipment will be operating. Prevailing west to east winds will not carry on-site equipment exhaust to the closest homes. Public exposure to heavy equipment will be an extremely small fraction of the above worst-case dosage assumption. Diesel equipment is also becoming progressively "cleaner" in response to air quality rules on new off-road equipment. Any public health risk associated with project-related heavy equipment operations exhaust is therefore not quantifiable, but small. However, because of the cumulative impact from large amounts of freeway diesel exhaust, use of reasonably available control measures to reduce equipment-related diesel particulate matter (DPM) from project construction equipment is recommended. Use of exhaust soot filters is recommended for on-site equipment unless their use is demonstrated to be impractical.

Construction activity air quality impacts occur mainly in close proximity to the surface disturbance area. There may, however, be some "spill-over" into the surrounding community. That spill-over may be physical as vehicles drop or carry out dirt or silt is washed into public streets. Passing non-project vehicles then pulverize the dirt to create off-site dust impacts. "Spillover" may also occur via congestion effects. Construction may entail roadway encroachment, detours, lane closures and competition between construction vehicles (trucks and contractor employee commuting) and ambient traffic for available roadway capacity. Emissions controls require good housekeeping procedures and a construction traffic management plan that will maintain such "spill-over" effects at a less-than-significant level.

REGIONAL MOBILE SOURCE IMPACTS

By far, any project-related air quality concern will derive from the mobile source emissions that will be generated from the light industrial use proposed for the project site. At project build-out, daily trip generation is estimated to be 788 ADT. The SCAQMD calculates that the average one-way trip length of these commuters is around 7.9 miles. Project implementation could add approximately 6,225 vehicle miles traveled (VMT) to the existing regional VMT burden of around 300 million VMT per day. Project energy demand met by burning fossil fuels in regional power plants will add a small NOx increment from project operations and add very minute amounts of other pollutants.

Operational emissions for project-related traffic were calculated using a computerized procedure developed by the California Air Resources Board (CARB) for urban growth mobile source emissions. The URBEMIS2002 model was run using the trip generation factors specified by the project traffic consultant for this specific project. The model was used to calculate area source emissions and the resulting vehicular operational emissions for an assumed project build-out year of 2007. The results are shown in Table 5.

The project will not cause the SCAQMD's recommended threshold levels to be exceeded. Project-related emission levels for the two ozone precursor pollutants (ROG and NOx) would represent 13 and 14 percent of the significance threshold, respectively. Carbon monoxide (CO) would similarly not exceed the suggested significance threshold by a large margin of safety. Operational emissions will be at a less-than-significant level.

Table 5

Average Daily Project Mobile Source Air Pollution Emissions (pounds/day)

Year 2007 Project Build-Out	ROG	NOx	CO	PM-10	SOx
Area Source Emissions	0.1	0.8	0.9	0.0	0.0
Operational Emissions	7.0	7.1	73.4	6.7	<0.1
TOTAL	**7.1**	**7.9**	**74.3**	**6.7**	**<0.1**
SCAQMD Significance Threshold	55	55	550	150	150
Exceeds Threshold?	No	No	No	No	No
Percent of Threshold	13	14	14	4	<1

Source: URBEMIS2002, Output in Appendix.

Micro-scale air quality impacts have traditionally been analyzed in environmental documents especially near a light industrial facility. However, the SCAQMD has demonstrated in the CO attainment redesignation request that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worst congestion, and much higher background CO levels than anywhere in Agoura Hills. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts near the facility will be well below thresholds with an even larger margin of safety.

This conclusion was further supported by a screening-level CO impact analysis based upon the Caltrans CALINE4 roadway pollution model. CO concentrations due to local traffic were calculated on the sidewalks adjacent to five area intersections where project traffic may contribute to any possible "hot spot" formation. Five traffic scenarios were analyzed (existing, 2008 without and with project, and 2020 build-out without and with project). The results are shown in Table 6. There is no measurable difference in CO exposures without and with the project. Vehicular improvements will outpace any local traffic increases such that future CO levels will be even lower than for existing (2006) conditions. The maximum one-hour background CO concentration is 2004 was 5.1 ppm. It would require a local contribution of 14.9 ppm to equal the most stringent hourly standard. Table 6 shows that the peak one-hour local contribution is 1.8 ppm. If the peak background and peak local concentration were to occur simultaneously, the combined total of 6.9 ppm (5.1 ppm background plus 1.8 ppm local) would be less than 35 percent of the most stringent standard. Micro-scale air quality impacts from project implementation are individually and cumulatively less-than-significant.

Table 6
Micro-Scale CO Impact Analysis
(Co concentrations in ppm above background)

Intersection	Existing	2008 – noP	2008 w/P	2020 noP	2020 w/P
Canwood/Kanan	1.7	1.7	1.7	0.8	0.8
Chesebro/Driver	0.6	0.6	0.6	0.3	0.3
Kanan/Roadside	1.6	1.5	1.5	0.9	0.9
Kanan/Agoura	1.0	0.8	0.8	0.7	0.7
Kanan/T.O. Blvd.	1.8	1.7	1.7	0.8	0.8

Source: CALINE4-based CO screening procedure

Industrial facilities generate truck traffic that may generate diesel exaust particulates. However, only a small fraction of site-related traffic is diesel-powered. Light industrial development is serviced by step vans, such as parcel delivery vehicles, or by twin-axle freight trucks that are primarily gasoline-powered. Approximately two (2) percent of daily site traffic at a small-unit light industrial facility would be expected to be multi-axle, diesel-fueled. This translates into approximately 15 trucks per day.

The recently promulgated land use guidelines developed by the California Air Resources Board (CARB) consider a facility that is serviced by 100 diesel trucks, of which 40 are equipped with refrigeration units, to be a significant source of diesel exhaust emissions. The project is much smaller in scope. The ARB guidelines also do not take into account the new state law that went into effect in 2006 that prohibits trucks from idling for more than five (5) minutes while loading or unloading. With the limited number of truck visits to the project site, and with the recent strict limits on idling times, diesel emissions from project-related goods movement are less-than-significant with a large margin of safety.

IMPACT MITIGATION

Air quality impacts during construction could exceed significance threshold levels for PM-10 unless best available control measures (BACMs) are implemented. NOx emissions from combined on-site equipment and on-road trucks hauling fill material could also temporarily exceed SCAQMD thresholds of significance. Mitigation is therefore recommended for construction activity impacts as follows:

1. The simultaneous disturbance site should be minimized as much as possible.

2. The proposed project will comply with SCAQMD established minimum requirements for construction activities to reduce fugitive dust and PM-10 emissions. A plan to control fugitive dust through the implementation of best available control measures should be prepared and submitted to the City for approval prior to the issuance of grading permits. The plan should specify the dust control measures to be implemented.

3. The project proponent should comply with all applicable SCAQMD Rules and Regulations including Rule 403 insuring the clean up of construction-related dirt on approach routes to the site. Rule 403 prohibits the release of fugitive dust emissions from any active operation, open storage pile or disturbed surface area visible beyond the property line of the emission source. Particulate matter on public roadways is also prohibited.

4. Adequate watering techniques should be employed to mitigate the impact of construction-related dust particulates. Portions of the site that are undergoing surface earth moving operations should be watered such that a crust will be formed on the ground surface, and then watered again at the end of each day.

5. Any vegetative cover to be utilized onsite should be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems required for these plants should be installed as soon as possible to maintain good ground cover and to minimize wind erosion of the soil.

6. Any construction access roads (other than temporary access roads) should be paved as soon as possible and cleaned after each work day. The maximum vehicle speed on unpaved roads should be 15 mph.

7. Grading operations should be suspended during first stage ozone episodes or when winds exceed 25 mph.

8. Any construction equipment using direct internal combustion engines should use a diesel fuel with a maximum of 0.05 percent sulfur and use timing adjustments to minimize NOx formation.

9. Construction operations affecting off-site roadways should be scheduled by implementing traffic hours and shall minimize obstruction of through-traffic lanes.

10. Idling trucks or heavy equipment should turn off their engines if the expected duration of idling exceeds five (5) minutes as required by law.

11. On-site heavy equipment used during grading and construction should be equipped with diesel particulate filters unless it is demonstrated that such equipment is not available or its use is not cost-competitive.

12. Hauling of fill shall not occur simultaneously with site grading, or all off-road diesel-powered equipment rated at 100 HP or greater shall be equipped with new engines or engine modifications that meet the federal Tier-3 NOx emission limit.

13. All building construction should comply with energy use guidelines in Title 24 of the California Code of Regulations.

14. The use of energy efficient street lighting and parking lot lighting should be required for all on-site travel paths to reduce emissions at the power generation facility serving the area.

APPENDIX

URBEMIS2002 Model Output

Project Build-Out Year 2007

Greg,

Two copies of the air quality appendix are attached. Since the calculations were first completed, the California ARB updated the URBEMIS2002 model with slightly higher emission estimates. I ran the model in its current version, and emission values changed slightly. I have attached a mark-up of the text and table that should be updated. The project emissions increased from 13-14 percent of the SCAQMD threshold to 18 percent, but still well below significant.

Call me with any questions.

Hans Giroux

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Agoura Hills BP.urb
Project Name: Agoura Hills Bus. Park
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

*** 2007 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	0.28	0.16	3.41	0.00	0.05	0.00	0.05

*** 2008 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	0.48	0.24	6.00	0.00	0.10	0.00	0.10

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	1.77	0.81	1.46	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	8.05	8.85	95.47	0.06	9.44

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	9.82	9.66	96.93	0.06	9.44

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Agoura Hills BP.urb
Project Name: Agoura Hills Bus. Park
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: June, 2007
Construction Duration: 12
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 113050

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.28	0.16	3.41	0.00	0.05	0.00	0.05
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.28	0.16	3.41	0.00	0.05	0.00	0.05
Max lbs/day all phases	0.28	0.16	3.41	0.00	0.05	0.00	0.05
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.26	0.15	3.18	0.00	0.05	0.00	0.05
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.24	0.12	3.00	0.00	0.05	0.00	0.05
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.48	0.24	6.00	0.00	0.10	0.00	0.10
Max lbs/day all phases	0.48	0.24	6.00	0.00	0.10	0.00	0.10

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.06	0.81	0.68	0	0.00
Hearth - No summer emissions					
Landscaping	0.12	0.00	0.78	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	1.58	-	-	-	-
TOTALS(lbs/day,unmitigated)	1.77	0.81	1.46	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
General light industry	8.05	8.85	95.47	0.06	9.44
TOTAL EMISSIONS (lbs/day)	8.05	8.85	95.47	0.06	9.44

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
General light industry		6.97 trips/1000 sq. ft.	113.05	787.96
		Sum of Total Trips		787.96
		Total Vehicle Miles Traveled		6,224.87

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.00	1.60	98.00	0.40
Light Truck < 3,750 lbs	15.00	2.70	95.30	2.00
Light Truck 3,751- 5,750	16.20	1.20	97.50	1.30
Med Truck 5,751- 8,500	7.20	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.70	76.50	23.50	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
General light industry				50.0	25.0	25.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

Changes made to the default values for Area

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2008.

REGIONAL MOBILE SOURCE IMPACTS

By far, any project-related air quality concern will derive from the mobile source emissions that will be generated from the light industrial use proposed for the project site. At project build-out, daily trip generation is estimated to be 788 ADT. The SCAQMD calculates that the average one-way trip length of these commuters is around 7.9 miles. Project implementation could add approximately 6,225 vehicle miles traveled (VMT) to the existing regional VMT burden of around 300 million VMT per day. Project energy demand met by burning fossil fuels in regional power plants will add a small NOx increment from project operations and add very minute amounts of other pollutants.

Operational emissions for project-related traffic were calculated using a computerized procedure developed by the California Air Resources Board (CARB) for urban growth mobile source emissions. The URBEMIS2002 model was run using the trip generation factors specified by the project traffic consultant for this specific project. The model was used to calculate area source emissions and the resulting vehicular operational emissions for an assumed project build-out year of 2008. The results are shown in Table 5.

The project will not cause the SCAQMD's recommended threshold levels to be exceeded. Project-related emission levels for the two ozone precursor pollutants (ROG and NOx) each would represent 18 percent of the significance threshold. Carbon monoxide (CO) would similarly not exceed the suggested significance threshold by a large margin of safety. Operational emissions will be at a less-than-significant level.

Table 5

Average Daily Project Mobile Source
Air Pollution Emissions
(pounds/day)

Year 2007 Project Build-Out	ROG	NOx	CO	PM-10	SOx
Area Source Emissions	1.8	0.8	1.5	0.0	0.0
Operational Emissions	8.0	8.9	95.5	9.4	0.1
TOTAL	**9.8**	**9.7**	**97.0**	**9.4**	**0.1**
SCAQMD Significance Threshold	55	55	550	150	150
Exceeds Threshold?	No	No	No	No	No
Percent of Threshold	18	18	18	6	<1

Source: URBEMIS2002, Output in Appendix.

REGIONAL MOBILE SOURCE IMPACTS

By far, any project-related air quality concern will derive from the mobile source emissions that will be generated from the light industrial use proposed for the project site. At project build-out, daily trip generation is estimated to be 788 ADT. The SCAQMD calculates that the average one-way trip length of these commuters is around 7.9 miles. Project implementation could add approximately 6,225 vehicle miles traveled (VMT) to the existing regional VMT burden of around 300 million VMT per day. Project energy demand met by burning fossil fuels in regional power plants will add a small NOx increment from project operations and add very minute amounts of other pollutants.

Operational emissions for project-related traffic were calculated using a computerized procedure developed by the California Air Resources Board (CARB) for urban growth mobile source emissions. The URBEMIS2002 model was run using the trip generation factors specified by the project traffic consultant for this specific project. The model was used to calculate area source emissions and the resulting vehicular operational emissions for an assumed project build-out year of 2008. The results are shown in Table 5.

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The project will not cause the SCAQMD's recommended threshold levels to be exceeded. Project-related emission levels for the two ozone precursor pollutants (ROG and NOx) each would represent 18 percent of the significance threshold. Carbon monoxide (CO) would similarly not exceed the suggested significance threshold by a large margin of safety. Operational emissions will be at a less-than-significant level.

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Table 5

Average Daily Project Mobile Source Air Pollution Emissions (pounds/day)

Year 2007 Project Build-Out	ROG	NOx	CO	PM-10	SOx
Area Source Emissions	1.8	0.8	1.5	0.0	0.0
Operational Emissions	8.0	8.9	95.5	9.4	0.1
TOTAL	9.8	9.7	97.0	9.4	0.1
SCAQMD Significance Threshold	55	55	550	150	150
Exceeds Threshold?	No	No	No	No	No
Percent of Threshold	18	18	18	6	<1

Source: URBEMIS2002, Output in Appendix.

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Appendix B

Biological Report and Oak Tree Study

JOHN K. INNES LANDSCAPE ARCHITECT, INC.
497 West Fargo Street
Thousand Oaks, CA 91360-1516
Phone & FAX (805) 492-5844

REVISED OAK TREE REPORT

Project: A.H. Business Park
28000 Canwood Street
Agoura Hills, California

Client: Shirvanian Family Investment Partnership
23 Corporate Plaza, Suite 247
Newport Beach, CA 92660

Oak Tree Protection: Realizing the historical, aesthetic, environmental and landmark value of the native Oak trees to the citizens of Agoura Hills, the City Council adopted Resolution No. 374, establishing Oak tree preservation guidelines. All work in and around these trees must be accomplished in accordance with the guidelines. All such work must be performed as approved and witnessed by the Oak Tree Consultant. Following completion of said work, a certification must be prepared by the consultant, directed to the City of Agoura Hills, stating that all work has complied with the approved conditions of development permit, the Oak Tree Report or the Oak Tree Preservation Guidelines, as appropriate. To accomplish this end, the Owner shall notify the Oak Tree Consultant and the Department of Planning and Community Development in writing a minimum of forty-eight hours prior to any work within the protected zone (five feet beyond drip line).

Purpose: This report has been prepared to comply with the City of Agoura Hills Oak Tree Ordinance. It is not intended, nor should ever be used, to infer that any particular tree, proposed construction, or activity is safe. Due to the inherent nature of Oak trees they should be considered as potentially dangerous at all times. Each tree has been visually evaluated and rated relative to other trees of the same species and size, but should never be considered without danger, even if rated as A-A in health and appearance.

Oak Tree Species: There are fourteen Oak Trees on this property plus four Oak Seedlings; all of the trees are Quercus lobata – Valley Oak and all are native to this site. Also, there is one Valley Oak off-site to the north that overhangs this property. Additionally, there are many Oak Trees and seedlings off-site to the north and north-west that are not affected by construction on this property. The five closest have been added to this report to illustrate that they are not affected by construction.

Construction Impacts within Oak Tree Protected Zone: Construction impact evaluation is based on 40 scale Preliminary Site/Grading Plan prepared by Westland Civil. This plan is included in this report as the Oak Tree Site plan.

Oak Tree No. 1 – 22 ½" Quercus lobata: No construction within protected zone.

Oak Tree No. 2 - 30" Quercus lobata: No construction within protected zone.

Oak Tree No. 3 - 40" Quercus lobata: No construction within protected zone.

Oak Tree No. 4 - 16 ½" Quercus lobata: No construction within protected zone.

Oak Tree No. 5 – 6" Quercus lobata: No construction within protected zone.

Oak Tree No. 6 – 13 ¾" Quercus lobata: No construction within protected zone.

Oak Tree No. 7- 10" Quercus lobata: No construction within protected zone.

Oak tree No. 8 - 9" & 11 ½" Quercus lobata: No construction within protected zone.

Oak Tree No. 9 – 9 ¾" Quercus lobata: No construction within protected zone.

Oak Tree No. 10 - 16" Quercus lobata: No construction within protected zone.

Oak Tree No. 11 - 12" Quercus lobata: No construction within protected zone.

Oak Tree No. 12 - 35" Quercus lobata: Retaining wall and cut slope along East dripline. No trimming required. 2% impact to protected zone.

Oak Tree No. 13 – 3" Quercus lobata: No construction.

Oak Tree No. 14 – 2 ½" & 3 ½" Quercus lobata: To be removed for grading.

Oak Tree No. 15 – 10" Quercus lobata: Off-site tree to north. No construction within protected zone.

Oak Tree No. 16 – 2 ½" Quercus agrifolia: Off-site tree to north. No construction within protected zone.

Oak Tree No. 17 – 2" Quercus lobata: Off-site tree to north. No construction within protected zone.

Oak Tree No. 18 – 2" & 2 ½" Quercus lobata: Off-site tree to north. No construction within protected zone.

Oak Tree No. 19 – 3 ½", 4" & 4" Quercus lobata: Off-site tree to north. No construction within protected zone.

Oak Tree No. 20 – 30" Quercus lobata: Off-site tree to north. No construction within protected zone.

Rodent Infestation: Several of the oak trees have a problem with burrowing rodents. The animals need to be eradicated and the burrows filled in to ground level.

Summary of Impacts: Minor work will occur within the Oak Tree protected zone of tree No. 12 with all work beyond the dripline and not expected to adversely affect the tree. No clearance trimming will be needed. Oak Tree No. 14 will be removed.

Oak Tree Preservation: All work needs to be accomplished per the Oak Tree Permit to be issued for this property. The removal of Oak Tree No. 14 will be mitigated by planting eight Quercus lobata (1 @ 36" box, 2 @ 24" box & 5 @ 15-gallon size). Construction fencing shall be erected around each tree or grove. Following completion of the Oak tree preservation work we will certify same to the City of Agoura Hills.

Respectfully submitted,

John K. Innes, A.S.L.A., I.S.A.
Landscape Architect No. 1432
Revised July 16, 2007

JKI/iii

JOHN K. INNES INC.
LANDSCAPE ARCHITECT
497 W. FARGO STREET
THOUSAND OAKS, CA.
805 492-5844 ASLA, ISA
CALIFORNIA LANDSCAPE ARCHITECT NO. 1432

TREE EVALUATION

Tree No. 1

Project X.H. BUSINESS PARK

Date 1/20/06

Species Q. LOBATA

Appearance A (B) C D F

Health A (B) C D F

PHYSICAL PROPERTIES:

No. of Trunks: 1

Dia. at 4½': 22½ inches

Dripline / Clearance

N: 25' / 10'
W: 20' / 10'
E: 21' / 5'
S: 25' / 5'
(28', 26', 27')

Approx. Height: 35 feet

CONDITION:

- [ ] Fire Damage
- [ ] Broken Branches
- [ ] Improper Pruning
- [ ] Wire, Nails, Etc. on Trunk
- [ ] Exfoliating Bark
- [ ] Leaning Trunk
- [ ] Mechanical Injury
- [ ] Witches Broom
- [ ] Water Trap
- [ ] Exposed Roots
- [ ] Root Damage
- [X] Deadwood
- [ ] Trunk Cavity
- [ ] Branch Cavity

INSECTS/ANIMALS

- [ ] Bark Borers
- [ ] Twig Girdlers
- [ ] Oak Moth
- [ ] Termites
- [X] Galls
- [X] Oak Pit Scale
- [ ] Ants
- [ ] Bees
- [ ] Bird Nest
- [ ] Rodents
- [ ] Granary
- [ ] Wood Rat Nest

DISEASE/FUNGUS/PLANTS:

- [ ] Armillaria
- [ ] Anthracnose
- [ ] Canker
- [ ] Exudations
- [ ] Mistletoe
- [ ] Decay
- [ ] Other Mushrooms
- [ ] Leaf Scorch
- [ ] Dieback
- [ ] Poison Oak

MICROENVIRONMENT: NATURAL AREA W/ DEBRIS

REMARKS: EVALUATED OUT-OF-LEAF
LOW BRANCHING

Note! Trees, as living organisms, are subject to dramatic changes daily. These observations should not be used to predict longevity.

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TREE EVALUATION

Tree No. 2

Project A.H. BUSINESS PARK

Date 1/26/06

Species Q. LOBATA

Appearance A (B) C D F

Health A B (C) D F

PHYSICAL PROPERTIES:

No. of Trunks: 1

Dia. at 4½': 30 inches

	Dripline	Clearance
N	25' 32' 32'	O
W • E	16' • 27'	15 • O
S	16' 29' 32'	O

Approx. Height: 40 feet

CONDITION:

- [ ] Fire Damage
- [ ] Broken Branches
- [ ] Improper Pruning
- [ ] Wire, Nails, Etc. on Trunk
- [ ] Exfoliating Bark
- [ ] Leaning Trunk
- [ ] Mechanical Injury
- [ ] Witches Broom
- [x] Water Trap
- [ ] Exposed Roots
- [ ] Root Damage
- [x] Deadwood
- [ ] Trunk Cavity
- [x] Branch Cavity

INSECTS/ANIMALS

- [ ] Bark Borers
- [ ] Twig Girdlers
- [ ] Oak Moth
- [ ] Termites
- [x] Galls
- [x] Oak Pit Scale
- [ ] Ants
- [ ] Bees
- [ ] Bird Nest
- [x] Rodents
- [ ] Granary
- [ ] Wood Rat Nest

DISEASE/FUNGUS/PLANTS:

- [ ] Armillaria
- [ ] Anthracnose
- [ ] Canker
- [ ] Exudations
- [ ] Mistletoe
- [x] Decay
- [ ] Other Mushrooms
- [ ] Leaf Scorch
- [ ] Dieback
- [ ] Poison Oak

MICROENVIRONMENT: NATURAL AREA W/ SLIGHT SLOPE

REMARKS: EVALUATED OUT-OF-LEAF
LOW BRANCHING

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CALIFORNIA LANDSCAPE ARCHITECT NO. 1432

TREE EVALUATION

Tree No. 3
Project A.H. BUSINESS PARK
Date 1/26/06

Species Q. LOBATA
Appearance (A) B C D F
Health (A B) C D F

PHYSICAL PROPERTIES:
No. of Trunks: 1
Dia. at 4½': 40 inches

Dripline / Clearance
N 33' / 31' / 35'
W • E 39' / 44'
S 37' / 30' / 30'
Clearance 4 0 0 0
Approx. Height: 35 feet

CONDITION:

	Fire Damage
	Broken Branches
	Improper Pruning
	Wire, Nails, Etc. on Trunk
	Exfoliating Bark
	Leaning Trunk
	Mechanical Injury
	Witches Broom
	Water Trap
	Exposed Roots
	Root Damage
X	Deadwood
	Trunk Cavity
	Branch Cavity

INSECTS/ANIMALS

	Bark Borers		Ants
	Twig Girdlers		Bees
	Oak Moth		Bird Nest
	Termites	X	Rodents
X	Galls		Granary
X	Oak Pit Scale		Wood Rat Nest

DISEASE/FUNGUS/PLANTS:

	Armillaria		Decay
	Anthracnose		Other Mushrooms
	Canker		Leaf Scorch
	Exudations		Dieback
	Mistletoe		Poison Oak

MICROENVIRONMENT: NATURAL AREA W/ SLIGHT SLOPE

REMARKS: EVALUATED OUT-OF LEAF
VERY LOW BRANCHING 360°
3 OAK SEEDLINGS AT PERIMETER

Note! Trees, as living organisms, are subject to dramatic changes daily. These observations should not be used to predict longevity.

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CALIFORNIA LANDSCAPE ARCHITECT NO. 1432

TREE EVALUATION

Tree No. 4
Project A.H. BUSINESS PARK
Date 1/26/06

Species Q. LOBATA
Appearance A (B) C D F
Health A (B) C D F

PHYSICAL PROPERTIES:
No. of Trunks: 1
Dia. at 4½': 16½ inches

	Dripline	Clearance
N	10'/17'/17'	20
W • E	8' • 16'	15 • 0
S	11'/17'/17'	0

Approx. Height: 25 feet

CONDITION:
- [ ] Fire Damage
- [ ] Broken Branches
- [ ] Improper Pruning
- [ ] Wire, Nails, Etc. on Trunk
- [ ] Exfoliating Bark
- [ ] Leaning Trunk
- [ ] Mechanical Injury
- [ ] Witches Broom
- [ ] Water Trap
- [ ] Exposed Roots
- [ ] Root Damage
- [X] Deadwood
- [ ] Trunk Cavity
- [ ] Branch Cavity

INSECTS/ANIMALS
- [ ] Bark Borers
- [ ] Twig Girdlers
- [ ] Oak Moth
- [ ] Termites
- [X] Galls
- [X] Oak Pit Scale
- [ ] Ants
- [ ] Bees
- [ ] Bird Nest
- [ ] Rodents
- [ ] Granary
- [ ] Wood Rat Nest

DISEASE/FUNGUS/PLANTS:
- [ ] Armillaria
- [ ] Anthracnose
- [ ] Canker
- [ ] Exudations
- [ ] Mistletoe
- [ ] Decay
- [ ] Other Mushrooms
- [ ] Leaf Scorch
- [ ] Dieback
- [ ] Poison Oak

MICROENVIRONMENT: NATURAL AREA W/ SLIGHT SLOPE

REMARKS: EVALUATED OUT-OF-LEAF

Note! Trees, as living organisms, are subject to dramatic changes daily. These observations should not be used to predict longevity.

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TREE EVALUATION

Tree No. 5
Project A.H. BUSINESS PARK
Date 1/20/00

Species Q. LOBATA
Appearance A B (C) (D) F
Health A (B) C D F

PHYSICAL PROPERTIES:
No. of Trunks: 1
Dia. at 4½': 60 inches

Dripline / Clearance
N 3' / 13' / 10'
W • E 3' • 20' / 10
S 4' / 10' / 10'

Approx. Height: 15 feet

CONDITION:

- [ ] Fire Damage
- [ ] Broken Branches
- [ ] Improper Pruning
- [ ] Wire, Nails, Etc. on Trunk
- [ ] Exfoliating Bark
- [X] Leaning Trunk - AWAY FROM #3
- [ ] Mechanical Injury
- [ ] Witches Broom
- [ ] Water Trap
- [ ] Exposed Roots
- [ ] Root Damage
- [X] Deadwood
- [ ] Trunk Cavity
- [ ] Branch Cavity

INSECTS/ANIMALS

- [ ] Bark Borers
- [ ] Twig Girdlers
- [ ] Oak Moth
- [ ] Termites
- [X] Galls
- [X] Oak Pit Scale
- [ ] Ants
- [ ] Bees
- [ ] Bird Nest
- [X] Rodents
- [ ] Granary
- [ ] Wood Rat Nest

DISEASE/FUNGUS/PLANTS:

- [ ] Armillaria
- [ ] Anthracnose
- [ ] Canker
- [ ] Exudations
- [ ] Mistletoe
- [ ] Decay
- [ ] Other Mushrooms
- [ ] Leaf Scorch
- [ ] Dieback
- [ ] Poison Oak

MICROENVIRONMENT: SLOPING NATURAL AREA

REMARKS: EVALUATED OUT-OF-LEAF
GROWING UNDER OAK NO. 4 #3

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TREE EVALUATION

Tree No. 6
Project A.H. BUSINESS PARK
Date 1/20/06

Species Q. LOBATA
Appearance A (B) C D F
Health A (B) C D F

PHYSICAL PROPERTIES:
No. of Trunks: 1
Dia. at 4½': 13 3/4 inches

	Dripline	Clearance
N	12', 12', 12'	15
W • E	13', 12', 12'	12 • 10
S	14', 12', 11'	10

Approx. Height: 25 feet

CONDITION:

	Fire Damage
	Broken Branches
	Improper Pruning
	Wire, Nails, Etc. on Trunk
	Exfoliating Bark
	Leaning Trunk
	Mechanical Injury
	Witches Broom
	Water Trap
	Exposed Roots
	Root Damage
X	Deadwood
	Trunk Cavity
	Branch Cavity

INSECTS/ANIMALS

	Bark Borers		Ants
	Twig Girdlers		Bees
	Oak Moth		Bird Nest
	Termites	X	Rodents
X	Galls		Granary
X	Oak Pit Scale		Wood Rat Nest

DISEASE/FUNGUS/PLANTS:

	Armillaria		Decay
	Anthracnose		Other Mushrooms
	Canker		Leaf Scorch
	Exudations		Dieback
	Mistletoe		Poison Oak

MICROENVIRONMENT: NATURAL / SLOPED AREA

REMARKS: EVALUATED OUT-OF-LEAF
N-W PORTION OF GROVE

Note! Trees, as living organisms, are subject to dramatic changes daily. These observations should not be used to predict longevity.

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TREE EVALUATION

Tree No. 7
Project A.H. BUSINESS PARK
Date 1/26/06

Species Q. LOBATA
Appearance A B (C) D F
Health A B (C) D F

PHYSICAL PROPERTIES:
No. of Trunks: 1
Dia. at 4½': 10 inches

Dripline / Clearance
N 5' 5' 5' / 10
W • E 6' • 4' / 10 • 10
S 5' 4' 4' / 10

Approx. Height: 20 feet

CONDITION:
- [ ] Fire Damage
- [ ] Broken Branches
- [ ] Improper Pruning
- [ ] Wire, Nails, Etc. on Trunk
- [ ] Exfoliating Bark
- [ ] Leaning Trunk
- [ ] Mechanical Injury
- [ ] Witches Broom
- [ ] Water Trap
- [ ] Exposed Roots
- [ ] Root Damage
- [X] Deadwood
- [ ] Trunk Cavity
- [ ] Branch Cavity

INSECTS/ANIMALS
- [ ] Bark Borers
- [ ] Twig Girdlers
- [ ] Oak Moth
- [ ] Termites
- [ ] Galls
- [X] Oak Pit Scale
- [ ] Ants
- [ ] Bees
- [ ] Bird Nest
- [X] Rodents
- [ ] Granary
- [ ] Wood Rat Nest

DISEASE/FUNGUS/PLANTS:
- [ ] Armillaria
- [ ] Anthracnose
- [ ] Canker
- [ ] Exudations
- [ ] Mistletoe
- [ ] Decay
- [ ] Other Mushrooms
- [ ] Leaf Scorch
- [ ] Dieback
- [ ] Poison Oak

MICROENVIRONMENT: NATURAL, SLOPING AREA

REMARKS: EVALUATED OUT-OF-LEAF
CO-DOMINATE TRUNKS
VERY VERTICAL CANOPY
ENTWINED W/ OAK NO. 8

Note! Trees, as living organisms, are subject to dramatic changes daily. These observations should not be used to predict longevity.

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TREE EVALUATION

Tree No. 8
Project A.H. BUSINESS PARK
Date 1/20/06

Species Q. LOBATA
Appearance A (B) C D F
Health A (B) C D F

PHYSICAL PROPERTIES:
No. of Trunks: 2
Dia. at 4½': 9, 11½ inches

	Dripline	Clearance
N	16'	15
W	20'	5
E	9'	4
S	22'	2

Approx. Height: 25 feet

CONDITION:

	Fire Damage
	Broken Branches
	Improper Pruning
	Wire, Nails, Etc. on Trunk
	Exfoliating Bark
	Leaning Trunk
	Mechanical Injury
	Witches Broom
	Water Trap
	Exposed Roots
	Root Damage
X	Deadwood
	Trunk Cavity
	Branch Cavity

INSECTS/ANIMALS

	Bark Borers		Ants
	Twig Girdlers		Bees
	Oak Moth		Bird Nest
	Termites	X	Rodents
X	Galls		Granary
X	Oak Pit Scale		Wood Rat Nest

DISEASE/FUNGUS/PLANTS:

	Armillaria		Decay
	Anthracnose		Other Mushrooms
	Canker		Leaf Scorch
	Exudations		Dieback
	Mistletoe		Poison Oak

MICROENVIRONMENT: NATURAL SLOPING AREA WITH LOTS OF DEBRIS (SOFA, ETC)

REMARKS: EVALUATED OUT-OF-LEAF
CO-DOMINANT TRUNKS
SELF GRAFTED "BRANCHES" FORM LARGER "TRUNK"
MIDDLE OF OAK GROVE
ONE VERY LOW BRANCH

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TREE EVALUATION

Tree No. 9

Project A.H. BUSINESS PARK

Date 1/26/06

Species Q. LOBATA

Appearance A (B C) D F

Health A (B C) D F

PHYSICAL PROPERTIES:

No. of Trunks: 1

Dia. at 4½': 9 3/4 inches

Dripline (N/W/E/S): 5' 5' 5' / 5' • 4' / 5' 6' 5'

Clearance: 15 / 10 • 15 / 7

Approx. Height: 30 feet

CONDITION:

- [ ] Fire Damage
- [ ] Broken Branches
- [ ] Improper Pruning
- [ ] Wire, Nails, Etc. on Trunk
- [ ] Exfoliating Bark
- [ ] Leaning Trunk
- [ ] Mechanical Injury
- [ ] Witches Broom
- [ ] Water Trap
- [ ] Exposed Roots
- [ ] Root Damage
- [x] Deadwood
- [ ] Trunk Cavity
- [ ] Branch Cavity

INSECTS/ANIMALS

- [ ] Bark Borers
- [ ] Twig Girdlers
- [ ] Oak Moth
- [ ] Termites
- [x] Galls
- [x] Oak Pit Scale
- [ ] Ants
- [ ] Bees
- [ ] Bird Nest
- [ ] Rodents
- [ ] Granary
- [ ] Wood Rat Nest

DISEASE/FUNGUS/PLANTS:

- [ ] Armillaria
- [ ] Anthracnose
- [ ] Canker
- [ ] Exudations
- [ ] Mistletoe
- [ ] Decay
- [ ] Other Mushrooms
- [ ] Leaf Scorch
- [ ] Dieback
- [ ] Poison Oak

MICROENVIRONMENT: NATURAL SLOPING AREA

REMARKS: EVALUATED OUT-OF-LEAF
VERTICAL TREE
MIDDLE OF OAK GROVE
TIRE & SOFA DEBRIS

Note! Trees, as living organisms, are subject to dramatic changes daily. These observations should not be used to predict longevity.

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TREE EVALUATION

Tree No. 10
Project A.H. BUSINESS PARK
Date 12/6/00

Species Q. LOBATA
Appearance A (B) C D F
Health A (B) C D F

PHYSICAL PROPERTIES:
No. of Trunks: 1
Dia. at 4½': 16 inches

	Dripline	Clearance
N	11' 12'/11'	8' 15' 7
W • E	15' • 12'	
S	18'/22'\14'	0

Approx. Height: 30 feet

CONDITION:
- [ ] Fire Damage
- [ ] Broken Branches
- [ ] Improper Pruning
- [ ] Wire, Nails, Etc. on Trunk
- [ ] Exfoliating Bark
- [ ] Leaning Trunk
- [ ] Mechanical Injury
- [ ] Witches Broom
- [ ] Water Trap
- [ ] Exposed Roots
- [ ] Root Damage
- [X] Deadwood
- [ ] Trunk Cavity
- [ ] Branch Cavity

INSECTS/ANIMALS
- [ ] Bark Borers
- [ ] Twig Girdlers
- [ ] Oak Moth
- [ ] Termites
- [X] Galls
- [X] Oak Pit Scale
- [ ] Ants
- [ ] Bees
- [ ] Bird Nest
- [ ] Rodents
- [ ] Granary
- [ ] Wood Rat Nest

DISEASE/FUNGUS/PLANTS:
- [ ] Armillaria
- [ ] Anthracnose
- [ ] Canker
- [ ] Exudations
- [ ] Mistletoe
- [ ] Decay
- [ ] Other Mushrooms
- [ ] Leaf Scorch
- [ ] Dieback
- [ ] Poison Oak

MICROENVIRONMENT: NATURAL, SLOPING AREA

REMARKS: EVALUATED OUT OF LEAF
SE PART OF OAK GROVE
LOW BRANCHED ON SOUTH

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TREE EVALUATION

Tree No. 11
Project A.H. BUSINESS PARK
Date 1/20/00

Species Q. LOBATA
Appearance A B (C) D F
Health A B (C) D F

PHYSICAL PROPERTIES:
No. of Trunks: 1
Dia. at 4½': 12 inches

	Dripline	Clearance
N	11' 11' 9'	8
W • E	10' • 9'	8 • 10
S	7' 6' 7'	8

Approx. Height: 25 feet

CONDITION:

- [ ] Fire Damage
- [ ] Broken Branches
- [ ] Improper Pruning
- [ ] Wire, Nails, Etc. on Trunk
- [ ] Exfoliating Bark
- [ ] Leaning Trunk
- [ ] Mechanical Injury
- [ ] Witches Broom
- [ ] Water Trap
- [ ] Exposed Roots
- [ ] Root Damage
- [X] Deadwood
- [ ] Trunk Cavity
- [ ] Branch Cavity

INSECTS/ANIMALS

- [ ] Bark Borers
- [ ] Twig Girdlers
- [ ] Oak Moth
- [ ] Termites
- [ ] Galls
- [X] Oak Pit Scale
- [X] Ants
- [ ] Bees
- [ ] Bird Nest
- [ ] Rodents
- [ ] Granary
- [ ] Wood Rat Nest

DISEASE/FUNGUS/PLANTS:

- [ ] Armillaria
- [ ] Anthracnose
- [ ] Canker
- [ ] Exudations
- [ ] Mistletoe
- [ ] Decay
- [ ] Other Mushrooms
- [ ] Leaf Scorch
- [ ] Dieback
- [ ] Poison Oak

MICROENVIRONMENT: NATURAL AREA, SLOPING

REMARKS: EVALUATED OUT-OF-LEAF
OAK SEEDLING ON WEST SIDE
OAK GROVE & DEBRIS
VERY VERTICAL TREE
LARGE (4") LOW VERTICAL BRANCH AT 30"

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TREE EVALUATION

Tree No. 12
Project A.H. BUSINESS PARK
Date 1/26/06

Species Q. LOBATA
Appearance (A) B C D F
Health (A) B C D F

PHYSICAL PROPERTIES:
No. of Trunks: 1
Dia. at 4½': 35 inches

	Dripline	Clearance
N	30'	5
W	17'	0
E	25'	
S	30'	
	31'	
	35'	
	30'	

Approx. Height: 40 feet

CONDITION:

- [ ] Fire Damage
- [ ] Broken Branches
- [ ] Improper Pruning
- [ ] Wire, Nails, Etc. on Trunk
- [ ] Exfoliating Bark
- [ ] Leaning Trunk
- [ ] Mechanical Injury
- [ ] Witches Broom
- [X] Water Trap
- [ ] Exposed Roots
- [ ] Root Damage
- [X] Deadwood
- [ ] Trunk Cavity
- [X] Branch Cavity

INSECTS/ANIMALS

- [ ] Bark Borers
- [ ] Twig Girdlers
- [ ] Oak Moth
- [ ] Termites
- [X] Galls
- [X] Oak Pit Scale
- [ ] Ants
- [ ] Bees
- [ ] Bird Nest
- [X] Rodents
- [ ] Granary
- [ ] Wood Rat Nest

DISEASE/FUNGUS/PLANTS:

- [ ] Armillaria
- [ ] Anthracnose
- [ ] Canker
- [ ] Exudations
- [ ] Mistletoe
- [X] Decay
- [ ] Other Mushrooms
- [ ] Leaf Scorch
- [ ] Dieback
- [ ] Poison Oak

MICROENVIRONMENT: NATURAL AREA SLOPING

REMARKS: EVALUATED OUT-OF-LEAF
LOW BRANCHED
CO-DOMINANTE TRUNKS AT 15'

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CALIFORNIA LANDSCAPE ARCHITECT NO. 1432

TREE EVALUATION

Tree No. 13
Project A.H. BUSINESS PARK
Date 1/26/06

Species Q. LOBATA
Appearance A B (C) D F
Health A B (C) D F

PHYSICAL PROPERTIES:
No. of Trunks: 1
Dia. at 4½': 3 inches

Dripline: N 5'/6'/5'; W 5'; E 4'; S 5'/5'/5'
Clearance: N 5; W 4; E 2; S 5

Approx. Height: 10 feet

CONDITION:

- [ ] Fire Damage
- [ ] Broken Branches
- [ ] Improper Pruning
- [ ] Wire, Nails, Etc. on Trunk
- [ ] Exfoliating Bark
- [ ] Leaning Trunk
- [ ] Mechanical Injury
- [ ] Witches Broom
- [ ] Water Trap
- [ ] Exposed Roots
- [ ] Root Damage
- [x] Deadwood
- [ ] Trunk Cavity
- [ ] Branch Cavity

INSECTS/ANIMALS

- [ ] Bark Borers
- [ ] Twig Girdlers
- [ ] Oak Moth
- [ ] Termites
- [ ] Galls
- [x] Oak Pit Scale
- [ ] Ants
- [ ] Bees
- [ ] Bird Nest
- [x] Rodents
- [ ] Granary
- [ ] Wood Rat Nest

DISEASE/FUNGUS/PLANTS:

- [ ] Armillaria
- [ ] Anthracnose
- [ ] Canker
- [ ] Exudations
- [ ] Mistletoe
- [ ] Decay
- [ ] Other Mushrooms
- [ ] Leaf Scorch
- [ ] Dieback
- [ ] Poison Oak

MICROENVIRONMENT: NATURAL AREA, SLIGHLY SLOPING

REMARKS: EVALUATED OUT-OF-LEAF
LOW BRANCHED

Note! Trees, as living organisms, are subject to dramatic changes daily. These observations should not be used to predict longevity.

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CALIFORNIA LANDSCAPE ARCHITECT NO. 1432

TREE EVALUATION

Tree No. 14
Project A.H. BUSINESS PARK
Date 1/24/00

Species Q. LOBATA
Appearance A B (C) D F
Health A B (C) D F

PHYSICAL PROPERTIES:

No. of Trunks: 2
Dia. at 4½': 2½ & 3½ inches

Dripline: N 4', NE 5', NW 5', W 6', E 4', SW 5', S 5', SE 5'
Clearance: N 4, W 1, E 4, S 0

Approx. Height: 9 feet

CONDITION:

- [ ] Fire Damage
- [ ] Broken Branches
- [ ] Improper Pruning
- [ ] Wire, Nails, Etc. on Trunk
- [ ] Exfoliating Bark
- [ ] Leaning Trunk
- [ ] Mechanical Injury
- [ ] Witches Broom
- [ ] Water Trap
- [ ] Exposed Roots
- [ ] Root Damage
- [x] Deadwood
- [ ] Trunk Cavity
- [ ] Branch Cavity

INSECTS/ANIMALS

- [ ] Bark Borers
- [ ] Twig Girdlers
- [ ] Oak Moth
- [ ] Termites
- [x] Galls
- [x] Oak Pit Scale
- [ ] Ants
- [ ] Bees
- [ ] Bird Nest
- [ ] Rodents
- [ ] Granary
- [ ] Wood Rat Nest

DISEASE/FUNGUS/PLANTS:

- [ ] Armillaria
- [ ] Anthracnose
- [ ] Canker
- [ ] Exudations
- [ ] Mistletoe
- [ ] Decay
- [ ] Other Mushrooms
- [ ] Leaf Scorch
- [ ] Dieback
- [ ] Poison Oak

MICROENVIRONMENT: NATURAL AREA SLIGHTLY SLOPING

REMARKS: EVALUATED OUT-OF-LEAF
VERY LOW BRANCHED

Note! Trees, as living organisms, are subject to dramatic changes daily. These observations should not be used to predict longevity.

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TREE EVALUATION

Tree No. 15
Project K.H. BUSINESS PARK
Date 8/23/06

Species P. LOBATA
Appearance A (B) C D F
Health A (B) C D F

PHYSICAL PROPERTIES:
No. of Trunks: 1
Dia. at 4½': 10 inches

	Dripline	Clearance
N	7'	15
W	7'	15
E	13'	15
S	18'	20
	10'	
	16'	
	17'	

Approx. Height: 25 feet

CONDITION:
- [ ] Fire Damage
- [ ] Broken Branches
- [ ] Improper Pruning
- [ ] Wire, Nails, Etc. on Trunk
- [ ] Exfoliating Bark
- [ ] Leaning Trunk
- [ ] Mechanical Injury
- [ ] Witches Broom
- [ ] Water Trap
- [ ] Exposed Roots
- [ ] Root Damage
- [ ] Deadwood
- [ ] Trunk Cavity
- [ ] Branch Cavity

INSECTS/ANIMALS
- [ ] Bark Borers
- [ ] Twig Girdlers
- [ ] Oak Moth
- [ ] Termites
- [ ] Galls
- [ ] Oak Pit Scale
- [X] Ants
- [ ] Bees
- [ ] Bird Nest
- [ ] Rodents
- [ ] Granary
- [ ] Wood Rat Nest

DISEASE/FUNGUS/PLANTS:
- [ ] Armillaria
- [ ] Anthracnose
- [ ] Canker
- [ ] Exudations
- [ ] Mistletoe
- [ ] Decay
- [ ] Other Mushrooms
- [ ] Leaf Scorch
- [ ] Dieback
- [ ] Poison Oak

MICROENVIRONMENT: LEVEL AREA UNDER EUCALYPTUS

REMARKS: OFF PROPERTY NEAR RETAING WALL
ENSNARFED FOLIAGE BUT FENCE

Note! Trees, as living organisms, are subject to dramatic changes daily. These observations should not be used to predict longevity.

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TREE EVALUATION

Tree No. 16
Project A.H. BUSINESS PARK
Date 8/23/00

Species Q. AGRIFOLIA
Appearance (A) B C D F
Health (A) B C D F

PHYSICAL PROPERTIES:
No. of Trunks: 1
Dia. at 4½': 2½ inches

	Dripline	Clearance
N	4' 4' 4'	1
W • E	4' • 4'	1 • 1
S	4' 5' 4'	1

Approx. Height: 10 feet

CONDITION:
- [ ] Fire Damage
- [ ] Broken Branches
- [ ] Improper Pruning
- [ ] Wire, Nails, Etc. on Trunk
- [ ] Exfoliating Bark
- [ ] Leaning Trunk
- [ ] Mechanical Injury
- [ ] Witches Broom
- [ ] Water Trap
- [ ] Exposed Roots
- [ ] Root Damage
- [ ] Deadwood
- [ ] Trunk Cavity
- [ ] Branch Cavity

INSECTS/ANIMALS
- [ ] Bark Borers
- [ ] Twig Girdlers
- [ ] Oak Moth
- [ ] Termites
- [ ] Galls
- [ ] Oak Pit Scale
- [ ] Ants
- [ ] Bees
- [ ] Bird Nest
- [ ] Rodents
- [ ] Granary
- [ ] Wood Rat Nest

DISEASE/FUNGUS/PLANTS:
- [ ] Armillaria
- [ ] Anthracnose
- [ ] Canker
- [ ] Exudations
- [ ] Mistletoe
- [ ] Decay
- [ ] Other Mushrooms
- [ ] Leaf Scorch
- [ ] Dieback
- [ ] Poison Oak

MICROENVIRONMENT: TOP OF SLOPE UNDER LARGE PINE TREES

REMARKS: OAK SEEDLINGS EAST & WEST UNDER PINE TREES

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TREE EVALUATION

Tree No. 17
Project A.H. BUSINESS PARK
Date 8/23/00

Species Q. LOBATA
Appearance A B C D F
Health A B C D F

PHYSICAL PROPERTIES:
No. of Trunks: 1
Dia. at 4½': 2 inches

Dripline / Clearance

N
W • E
S

Approx. Height: 12 feet

CONDITION:

- [ ] Fire Damage
- [ ] Broken Branches
- [ ] Improper Pruning
- [ ] Wire, Nails, Etc. on Trunk
- [ ] Exfoliating Bark
- [ ] Leaning Trunk
- [ ] Mechanical Injury
- [ ] Witches Broom
- [ ] Water Trap
- [ ] Exposed Roots
- [ ] Root Damage
- [ ] Deadwood
- [ ] Trunk Cavity
- [ ] Branch Cavity

INSECTS/ANIMALS

- [ ] Bark Borers
- [ ] Twig Girdlers
- [ ] Oak Moth
- [ ] Termites
- [X] Galls
- [ ] Oak Pit Scale
- [ ] Ants
- [ ] Bees
- [ ] Bird Nest
- [ ] Rodents
- [ ] Granary
- [ ] Wood Rat Nest

DISEASE/FUNGUS/PLANTS:

- [ ] Armillaria
- [ ] Anthracnose
- [ ] Canker
- [ ] Exudations
- [ ] Mistletoe
- [ ] Decay
- [ ] Other Mushrooms
- [ ] Leaf Scorch
- [ ] Dieback
- [ ] Poison Oak

MICROENVIRONMENT: AMONGST PYRACANTHA & MYOPORUM

REMARKS: ENSARFED FOLIAGE

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TREE EVALUATION

Tree No. 18
Project S.H. BUSINESS PARK
Date 8/23/00

Species Q. LOBATA
Appearance A B (C) D F
Health A B (C) D F

PHYSICAL PROPERTIES:

No. of Trunks: 2
Dia. at 4½': 2", 2½ inches

Dripline / Clearance

N
W • E
S

Dripline: 7', 9', 8', 7', 8', 8', 10', 9'
Clearance: 5', 3', 4', 1'

Approx. Height: 15 feet

CONDITION:

- [ ] Fire Damage
- [ ] Broken Branches
- [ ] Improper Pruning
- [ ] Wire, Nails, Etc. on Trunk
- [ ] Exfoliating Bark
- [ ] Leaning Trunk
- [ ] Mechanical Injury
- [ ] Witches Broom
- [ ] Water Trap
- [ ] Exposed Roots
- [ ] Root Damage
- [X] Deadwood
- [ ] Trunk Cavity
- [ ] Branch Cavity

INSECTS/ANIMALS

- [ ] Bark Borers
- [ ] Twig Girdlers
- [ ] Oak Moth
- [ ] Termites
- [ ] Galls
- [ ] Oak Pit Scale
- [ ] Ants
- [ ] Bees
- [ ] Bird Nest
- [ ] Rodents
- [ ] Granary
- [ ] Wood Rat Nest

DISEASE/FUNGUS/PLANTS:

- [ ] Armillaria
- [ ] Anthracnose
- [ ] Canker
- [ ] Exudations
- [ ] Mistletoe
- [X] ~~Decay~~ RUST
- [ ] Other Mushrooms
- [ ] Leaf Scorch
- [ ] Dieback
- [ ] Poison Oak

MICROENVIRONMENT: OPEN FIELD

REMARKS: DWARFED FOLIAGE

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TREE EVALUATION

Tree No. 19
Project A.H. BUSINESS PARK
Date 8/23/00

Species Q. LOBATA
Appearance A B (C) D F
Health A B (C) D F

PHYSICAL PROPERTIES:
No. of Trunks: 3
Dia. at 4½': 3½, 4, 4 inches

	Dripline	Clearance
N	8' 15' 7'	4' 4'
W • E	10' 8'	4'
S	9' 8' 8'	

Approx. Height: 18 feet

CONDITION:

- [ ] Fire Damage
- [ ] Broken Branches
- [ ] Improper Pruning
- [ ] Wire, Nails, Etc. on Trunk
- [ ] Exfoliating Bark
- [ ] Leaning Trunk
- [ ] Mechanical Injury
- [ ] Witches Broom
- [ ] Water Trap
- [ ] Exposed Roots
- [ ] Root Damage
- [ ] Deadwood
- [ ] Trunk Cavity
- [ ] Branch Cavity

INSECTS/ANIMALS

- [ ] Bark Borers
- [ ] Twig Girdlers
- [ ] Oak Moth
- [ ] Termites
- [X] Galls
- [ ] Oak Pit Scale
- [ ] Ants
- [ ] Bees
- [ ] Bird Nest
- [ ] Rodents
- [ ] Granary
- [ ] Wood Rat Nest

DISEASE/FUNGUS/PLANTS:

- [ ] Armillaria
- [ ] Anthracnose
- [ ] Canker
- [ ] Exudations
- [ ] Mistletoe
- [ ] Decay
- [ ] Other Mushrooms
- [ ] Leaf Scorch
- [ ] Dieback
- [ ] Poison Oak

MICROENVIRONMENT: EDGE OF OAK NO. 20

REMARKS:

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TREE EVALUATION

Tree No. 20
Project A.H. BUSINESS PARK
Date 8/23/06

Species Q. LOBATA
Appearance (A) B C D F
Health A (B) C D F

PHYSICAL PROPERTIES:

No. of Trunks: 1
Dia. at 4½': 30 inches

Dripline: N 26', NE 30', E 30', SE 36', S 32', SW 30', W 33', NW 36'
Clearance: N 4, E 15, S 0, W 8

Approx. Height: 50 feet

CONDITION:

- [ ] Fire Damage
- [ ] Broken Branches
- [ ] Improper Pruning
- [ ] Wire, Nails, Etc. on Trunk
- [ ] Exfoliating Bark
- [ ] Leaning Trunk
- [x] Mechanical Injury
- [ ] Witches Broom
- [ ] Water Trap
- [ ] Exposed Roots
- [ ] Root Damage
- [x] Deadwood
- [ ] Trunk Cavity
- [x] Branch Cavity

INSECTS/ANIMALS

- [ ] Bark Borers
- [ ] Twig Girdlers
- [ ] Oak Moth
- [ ] Termites
- [x] Galls
- [x] Oak Pit Scale
- [x] Ants
- [ ] Bees
- [ ] Bird Nest
- [ ] Rodents
- [ ] Granary
- [ ] Wood Rat Nest

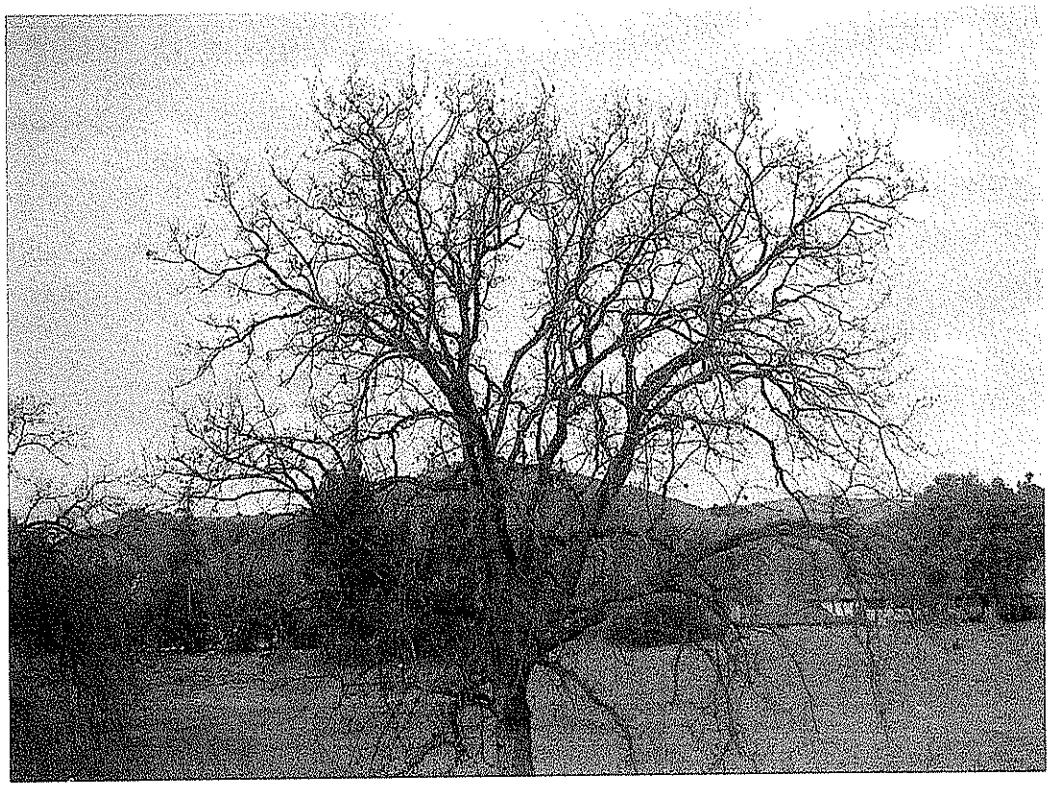
DISEASE/FUNGUS/PLANTS:

- [ ] Armillaria
- [ ] Anthracnose
- [ ] Canker
- [ ] Exudations
- [ ] Mistletoe
- [x] Decay
- [ ] Other Mushrooms
- [ ] Leaf Scorch
- [ ] Dieback
- [ ] Poison Oak

MICROENVIRONMENT: OPEN FIELD ADJACENT TO RESIDENCE

REMARKS: BRANCHING TO GROUND
HATCHET DAMAGE ON TRUNK

Note! Trees, as living organisms, are subject to dramatic changes daily. These observations should not be used to predict longevity.



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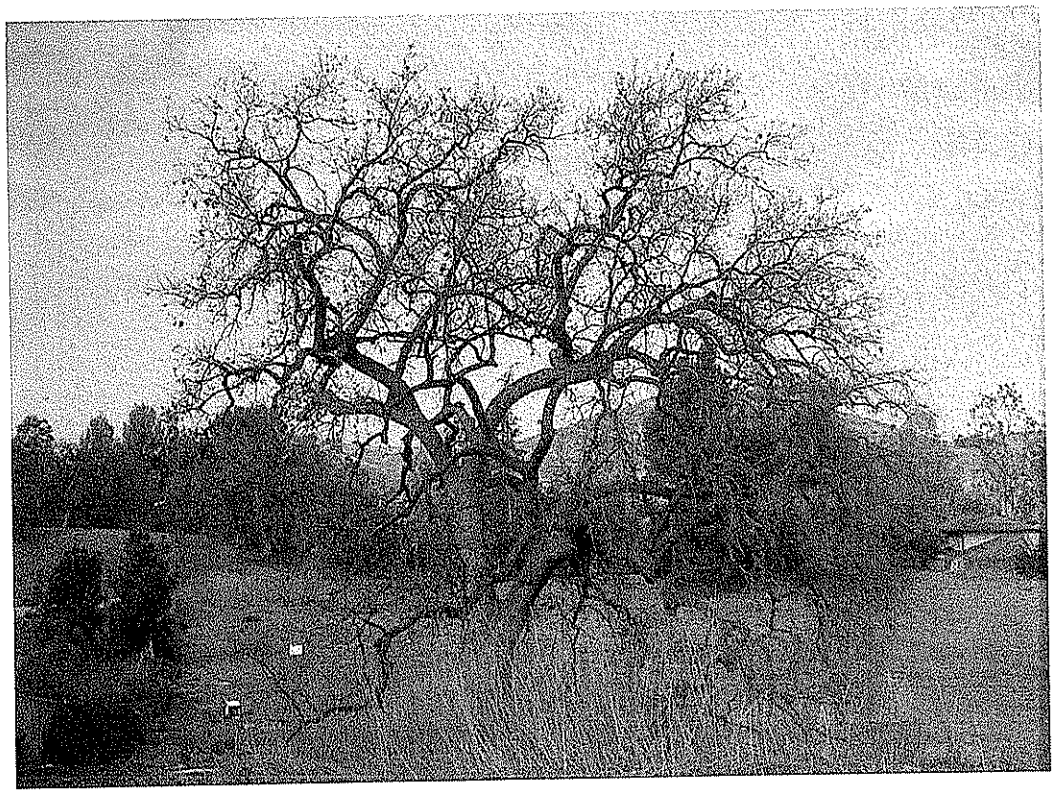

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