with storm water drainage. Regulations under the federal Clean Water Act require compliance with the NPDES storm water permit 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). The SWPPP would list a series of measures, such as Best Management Practices (BMPs), to be utilized 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.

The applicant would also be required to prepare a Standard Urban Storm Water Management Plan (SUSMP), which would address post construction BMPs to reduce the potential for pollutants to enter the storm drain system. The SWPPP, Wet Weather Erosion Control Plan, and SUSMP must be provided to the City prior to issuance of a grading or building permit. Therefore, water quality impacts from runoff during temporary construction activities and long-term operational activities would be **less than significant** with implementation of the aforementioned county, state and federal requirements.

b. The proposed project involves construction of a 20,640 sf retail building in Agoura Hills. The project would utilize water from the Las Virgenes Municipal Water District (LVMWD). The LVMWD receives water from the State Water Project. Therefore, the project would not substantially deplete ground water supplies. Project development may increase impermeable surface area onsite, which may reduce groundwater recharge. However, with integration of BMPs, the project would not be expected to adversely affect groundwater in the vicinity of the project site and impacts would be **less than significant**.

c. The drainage pattern throughout the site would be modified by project development. However, the potential for adverse erosion and sedimentation effects would be reduced to a less than significant level with preparation and implementation of a SWPPP and a Storm Water Management Plan, as mentioned above. Therefore, impacts would be **less than significant.**

d-f. The proposed project would increase impervious surfaces on the project site, which would reduce the amount of water that percolates into the ground and increase the amount of water that is discharged to the storm drain system. However, the Los Angeles County Flood Control District (LACFCD) requires that no increase in peak flows in receiving waters should occur. Thus, new development is required to meet or exceed pre-project conditions for storm water discharge, and the proposed project would be required to retain any additional runoff onsite and discharge it to the storm drain system at rates that do not exceed pre-project conditions. Due to the relocation of onsite utilities, proposed "FloGard+Plus" inserts, and other BMP treatment control measures, no storm water detention is required under SUSMP. Moreover, compliance with Flood Control District requirements would reduce impacts relating to the quantity of surface water runoff and storm drain capacity to a **less than significant** level.

h,i,j. The proposed project involves construction of a 20,640 sf retail building. It does not involve the construction of housing. Furthermore, the project site is outside the 100-year flood hazard zone (Agoura Hills General Plan Update Public Safety Element, May 1993). Therefore, **no impact** with respect to flooding would occur.

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, the risk of these two 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 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 provide infill development on a site surrounded by light industrial and commercial uses to the north, vacant land to the west, commercial uses to the south across Canwood Street, and light industrial and commercial uses to the east across Derry Avenue. The project site is not currently utilized by nearby residents, pedestrians, or vehicles traveling through the area. The project would be similar to surrounding commercial uses on Canwood Street and would connect the commercial developments on Canwood Street east of the project site and the commercial developments on Canwood Street west of the project site. Therefore, the project would not divide an established community and impacts would be **less than significant.**

b. The proposed project would require a zone change and associated General Plan amendment from Business Park- Manufacturing to Commercial Retail/Service. The proposed project also includes a Conditional Use Permit in order to grade a slope greater than 10 percent and to move more than 50 cubic yards of earth. Additionally, a Parcel Map adjustment would be required to expand the project site parcel and to decrease the parcel to the north of the project site and a variance would be required for the proposed 17-foor high retaining wall. The project has been designed to fit in with existing uses and appearances of existing structures in the area. Upon City approval of the proposed zone change, General Plan Amendment and Conditional Use Permit, the proposed project would not conflict with the City ordinances and impacts would therefore be **less than significant**.

c. The project site is within an urban area and is not subject to an adopted habitat conservation plan (HCP) or natural community conservation plan (NCCP) (General Plan Update 1993). The closest protected community is the Las Virgenes vegetation community (Significant Ecological Area #6) located 0.25 miles south of the project site across Highway 101. The wildlife corridor closest to the project site is approximately one mile southeast of the site on the southeastern

boundary of the City. The project would not interfere with an adopted HCP or NCCP; therefore, **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 present 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 not mineral deposits are present, and/or there is little likelihood for significant deposits to be present. The project site is located north of Agoura Road and is surrounded by development. Consequently, the conversion of the project site to mining is unlikely. Impacts would be **less than significant.**

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?	☐	☐	☐	☒

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 additional 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. Operation of the proposed buildings would not substantially increase existing ambient noise levels. The primary source of noise would be that associated with project-generated traffic. The noise sensitive uses in the vicinity of the project site that could be affected by project-generated traffic noise are the residences located approximately 700 feet northwest of the project site and 900 feet east of the project site. Table 11 shows the interior noise standards for residential properties, per the City's Zoning Code (Division 6 – Noise Regulations, Section 9656.2).

Table 11
Significance of Changes in
Operational Roadway Noise Exposure

Ambient Noise Level without 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

A 20-minute noise measurement was taken at the southeastern corner of the project site, approximately 35 feet from the centerline of Canwood Street, at 2:09 PM on Tuesday, December 30, 2008. The noise measurement indicated an ambient noise level of 68.1 dBA Leq.

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. Thus, project operation would incrementally increase noise levels at neighboring uses.

The criteria shown in Table 11 were used to determine whether or not increases in traffic noise would be significant. The 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 related 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.

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

- *Canwood Street between Clareton Drive and Project Driveway*
- *Canwood Street between Project Driveway and Derry,*
- *Derry between Project driveway and Canwood, and Canwood between Derry and Colodny.*

Traffic Noise Model (TNM) look-up tables were used to estimate noise based on traffic estimates in the traffic study conducted by Kunzman Associates in November 2008. The results of the TNM look-up tables are contained in Appendix E. Existing noise levels for the street segments listed above were calculated by using existing volumes of traffic, obtained from the traffic study, for each street segment analyzed. These traffic volumes were translated into noise estimates, as shown in Table 12. Existing noise levels along street segments in the project vicinity range from about 64.5 to 65.4 dBA CNEL.

The increases in ADT from the traffic study were used to model the change in noise levels resulting from project-generated traffic along the four roadway segments closest to noise sensitive receptors. Noise model results for each studied roadway segment can be found in Appendix E. As shown in Table 12, model results indicate that the largest increase in noise from project-generated traffic would be 0.2 dB. Thus, project-related noise increases would not exceed the significance thresholds shown in Table 12. Therefore, noise increases associated with project-generated traffic would be **less than significant.**

Table 12
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 St. between Clareton Drive and Project Driveway	65.4	66.5	1.1	0.2	**NO**
Canwood Street between Project Driveway and Derry	65.3	66.3	1.0	0.1	**NO**
Derry Avenue between Project Driveway and Canwood Street	64.5	64.9	0.5	0.2	**NO**
Canwood Street between Derry and Colodny	64.8	66.3	1.5	0.1	**NO**

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

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 12, the estimated increase resulting from cumulative development in the City on the studied road segments would be in the 0.5-1.5 dB

range and would not exceed City thresholds or FICON thresholds. Thus, although the cumulative increase in noise along Canwood Street is at the threshold, cumulative roadway noise impacts would be **less than significant.** Moreover, the project's contribution to the cumulative impact at that location (0.1 dB) would not be perceptible to even sensitive receivers and, therefore, would not be considerable.

b,d. Construction activity would generate a temporary increase in noise in the site vicinity. As shown in Table 13, maximum noise levels relating to construction range from 78-88 decibels (dB) at a distance of 50 feet (US EPA, 1971).

Table 13
Typical Noise Levels at Construction Sites

Construction Phase	Average Noise Level at 50 Feet	
	Minimum Required Equipment On-Site	All Pertinent Equipment On-Site
Clearing	84 dBA	84 dBA
Excavation	78 dBA	88 dBA
Foundation/Conditioning	88 dBA	88 dBA
Laying Subbase, Paving	78 dBA	79 dBA
Finishing and Cleanup	84 dBA	84 dBA

Source: Bolt, Beranek and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the U.S. Environmental Protection Agency, 1971.

Sensitive receptors are generally considered residential units, libraries, hospitals, and nursing homes. The sensitive receptors closest to the project site are the residents 700 feet to the northwest and 900 feet to the east of the project site. Construction noise generally attenuates by about 6 dBA per doubling of distance. Therefore, the maximum noise level during construction activities at the exterior of the residences 700 feet from the project site would measure approximately 67 dBA. Construction of the proposed project would be required to comply with Article IV, Chapter 1, of the City's Municipal Code, which limits the use of construction equipment that generates noise in excess of 60 dBA to between the hours of 7:00 AM and 7:00 PM, Monday through Saturday. No construction activity is permitted between 7:00 PM and 7:00 AM that generates noise in excess of the 50 dBA nighttime standard, and no construction activity is permitted on Sundays or legal holidays. Therefore, with mandatory compliance with the City's construction noise ordinance, impacts related to construction noise and vibration would be **less than significant.**

e, f. The project site is not located within the vicinity of an airport or private airstrip; and therefore, would not be affected by air traffic noise impacts. **No impact** would occur.

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 a 20,640 sf retail building. The proposed project does not involve the construction of new housing and would not induce population growth, but would generate new jobs in the City. 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 550 jobs are projected to be added to the City between 2010 and 2020 (Adopted 2008 RTP Growth Forecast, by City, http://www.scag.ca.gov/forecast/index.htm). Based on SCAG estimates, the average ratio of square feet to employees in Los Angeles County is approximately 424 square feet of retail/service per employee (SCAG Employment Density Study, 2001). Therefore, the proposed 20,640 sf project would add approximately 52 employees to the City. The projected amount of new jobs created by the proposed project would be within SCAG projections. The addition of 52 jobs represents nine percent of the projected addition of jobs to the City. This increase would not create a significant demand for housing in the City. Overall, the City has more housing than jobs (General Plan Housing Element, 2001). As the project would be consistent with the SCAG projections, it would not generate a significant demand for housing, and would not require the extension of infrastructure or roads. Therefore, impacts related to population growth would be **less than significant.**

b, c. The project site is primarily vacant, unused land. A parking lot serving a commercial/light industrial building is located on the north side of the project site. 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:				

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

a.i. The City of Agoura Hills is served by the Los Angeles County Fire Department (LACFD). Fire Station #89, located at 29575 Canwood Street in Agoura Hills, approximately 1.5 miles west of the project site, serves the project site and surrounding areas. The proposed project would not require additional fire protection, as the project site is within a developed area currently served by the LACFD. The project would be required to comply with the Fire Code and LACFD standards, including specific construction specifications, access design, location of fire hydrants, and other design requirements. Impacts relating to fire services would be **less than significant.**

ii. The City of Agoura Hills 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 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. The proposed project's impact with respect to police service would be **less than significant.**

iii. The proposed project would not directly generate an increase in population. Therefore, no increase in students or impacts relating to school capacity would occur. 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 involves a 20,640 sf retail building. The 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. Consequently, there would be **no impact** to parks and other public services**.**

v. The proposed project does not involve the construction of residences; therefore, 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 20,640 sf retail building. It would not directly affect any existing park or recreational facility, nor would it substantially increase demand for parks or recreational facilities. Therefore, 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)?	☐	☐	☒	☐
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)?	☐	☐	☒	☐

XV. TRANSPORTATION/TRAFFIC – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Kunzman Associates (November 2008), which analyzed the proposed project's traffic impacts. The complete study is contained in Appendix B.

The project site is located at the northwest corner of Canwood Street and Derry Avenue in the City of Agoura Hills. Regional access to the site is provided by Highway 101. The nearest access to Highway 101 is via the on and off-ramps at Kanan Road, west of the project site.

a, b. The traffic study examined six intersections in the vicinity of the project site. The study intersections are listed below and illustrated on Figure 4 of the traffic study. The traffic study examined the following intersections in the vicinity of the project site:

- *Kanan Road (NS) at SR-101 Freeway NB Ramps/Canwood Street (EW) and at SR-101 Freeway SB Ramps/Roadside Drive (EW)*
- *Clareton Drive (NS) at Canwood Street (EW)*
- *Project Driveway (NS) at Canwood Street (EW)*
- *Derry Avenue (NS) at Project Driveway (EW) and Canwood Street (EW)*
- *Colodny Drive (NS) at Canwood Street (EW)*
- *Chesebro Road/Canwood Street (NS) at Driver Avenue/Palo Comado Canyon Road (EW) and SR-101 Freeway NB Ramps (EW)*

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. The Intersection Capacity Utilization (ICU) method of intersection analysis was used to compare the volume of traffic with the capacity of the intersection on signalized intersections. On intersections that are not signalized, the Intersection Delay Method was used to compare the volume of traffic with the capacity of the intersection. The intersection volume-to-capacity (V/C) ratio allows for the calculation of the corresponding LOS for intersections in the vicinity of the project site. The LOS definitions can be found in the technical appendix of the traffic study (Appendix B).

Table 14 summarizes the peak hour LOS at the seven study intersections under existing conditions.

Table 14
Existing Weekday Intersection Peak Hour Levels of Service

Intersection	Peak Hour	Existing	
		Delay or V/C	LOS
Kanan Road at 101 NB	AM PM	0.70 0.82	C D
Kanan Road at 101 SB	AM PM	0.66 0.87	B D
Clareton Drive at Canwood Street	AM PM	13.0 18.0	B C
Derry Avenue at Canwood Street	AM PM	11.2 11.8	B B
Colodny Drive at Canwood Street	AM PM	11.0 10.3	B B
Chesebro Road/ Canwood Street at Driver Avenue	AM PM	10.5 14.8	B B
Chesebro Road/ Canwood Street at 101 NB	AM PM	16.4 99.9	C F

Source: Kunzman Associates (2008). See Appendix B for complete traffic study.

Significance Thresholds. According to the City of Agoura Hills criteria, a project's traffic impact would be significant if the following conditions were 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 be considered to have a significant impact.

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 were analyzed to determine the V/C ratio and corresponding LOS for each location under these conditions (cumulative base conditions are shown in Table 14).

Table 15
Future (2011) Weekday Intersection Peak Hour Levels of Service

Intersection	Peak Hour	Cumulative Base		Cumulative plus Project			
		Delay or V/C	LOS	Delay or V/C	LOS	Project Increase in V/C or Delay	Significant Project Impact?
Kanan Road at 101 NB	**AM** **PM**	0.890 0.957	D E	0.891 0.960	D E	0.001 0.003	No No
Kanan Road at 101 SB	**AM** **PM**	0.968 1.598	E F	0.969 1.599	E F	0.001 0.001	No No
Clareton Drive at Canwood Street	**AM** **PM**	14.0 23.0	B C	14.3 24.7	B C	0.3 1.7	No No
Project Driveway at Canwood Street	**AM** **PM**	0	0	9.2 10.2	A B	9.2 10.2	No No
Derry Avenue at Project Driveway	**AM** **PM**	0	0	8.9 10.0	A A	8.9 10.0	No No
Derry Avenue at Canwood Street	**AM** **PM**	11.7 13.1	B B	12.2 14.1	B B	0.5 1.0	No No
Clolodny Drive at Canwood Street	**AM** **PM**	12.4 11.5	B B	12.5 11.6	B B	0.1 0.1	No No
Chesebro Road at 101 NB	**AM** **PM**	32.3 99.9	D F	32.6 99.9	D F	0.3 0	No No
Chesebro Road at Driver Avenue	**AM** **PM**	12.0 20.4	B C	12.1 21.0	B C	0.1 0.6	No No

Source: Kunzman Associates, 2008. See Appendix B for complete traffic study.

Project Trip Generation. Trip generation for the proposed project was estimated using trip generation rates from the Institute of Transportation Engineers' *Trip Generation, 7th Edition* and the San Diego Association of Governments, *Traffic Generation (2002)*. Project trip generation is estimated to be 916 daily vehicle trips, including 28 AM peak hour trips and 56 PM peak hour trips.

Project Impacts. Table 15 compares LOS at study intersections with and without the proposed project. Figure 2 of the traffic study shows the estimated traffic generation added by the project.

As indicated in Table 15, the proposed project would result in an increase from LOS D to LOS E at the Kanan Road and 101 South Bound intersection. However, the net incremental trips would not exceed 0.020; therefore, the increase would be less than significant under City thresholds. The proposed project would result in the addition of trips at the project driveway and would introduce LOS A to the area. The addition of LOS A to the project vicinity does not

qualify as a significant impact under City thresholds. Therefore, impacts of the proposed project would be less than significant at the intersections listed in Table 15.

Table 15 summarizes the future Level of Service at analyzed roadway segments. Figures 7 and 8 of the traffic study show the cumulative base at analyzed intersections near the project site and the cumulative impact with project generated traffic. As shown in Table 15, under cumulative plus project conditions, the net increase in traffic would be less than the City threshold of 0.020 at intersections operating at LOS D, E, and F. Analyzed intersections are projected to continue to operate at their current LOS, except for the introduced intersections at the proposed project driveway, which would operate at LOS A and B. The introduction of LOS A or B is not considered a significant impact based on City thresholds. Therefore, the proposed project would not generate traffic that would exceed City traffic thresholds in the project vicinity.

Using the traffic impact significance criteria described above, the proposed project would not have a significant impact at any of the studied intersections during the morning and afternoon peak hours. Therefore, impacts would be **less than significant.**

b. Construction of the proposed project may require 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 nearest CMP arterial monitoring intersection to the project site is on the Highway 101 south of the project site. Based on the project trip generation and distribution, the proposed project would generate an average of 28 AM trips and 56 PM trips, fewer than 150 trips in either direction during either the weekday morning or afternoon peak hours at the CMP freeway monitoring station in the project vicinity. As such, impacts would be **less than significant** and further traffic analysis is not required.

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 result in emergency access or hazardous internal design impacts. Therefore, impacts would be **less than significant.**

g. The City of Agoura Hills Municipal Code requires that proposed development projects provide adequate supply of parking spaces based on the proposed land use for the site. A project is considered to have a significant parking impact if proposed parking supply does not meet the parking demand specified by the Code. Table 16 shows the City's parking requirements.

Table 16
Summary of Parking Requirements*

Land Use	Size	Parking Ratio	Total Spaces Required by Code
Commercial	20,640 sf	1 space per 250 gross sf of floor area	83

**City of Agoura Hills Municipal Code, March 2003.*

As indicated in Table 16, 83 parking spaces would be required pursuant to the City's Municipal Code. The proposed project would provide 89 onsite parking spaces, thereby exceeding the code requirement by six spaces. Therefore, the proposed project would provide sufficient parking for the proposed new buildings and **no impact** related to parking would occur.

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 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). The TWRF has a capacity of 16 million gallons per day (mgd) and currently treats an average of 9.5 mgd (LVMWD, 2009). 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 wastewater generation. As shown in Table 17, the proposed project would generate an estimated 4,128 gallons per day (gpd) of wastewater.

Table 17
Projected Wastewater Generation

Land Use	Area (square feet)	Generation Factor	Flow (Gallons Per Day)
Commercial	20,640	200 gpd/1,000 sf	4,128 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 less than 0.03% 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 a 20,640 sf retail building and associated parking on a 2.01-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's potable water system currently operates with a storage deficit in the Jed Smith Zone and pumping deficits at the Twin Lakes, Mulwood, and Seminole zones (LVMWD Potable Water Updated Master Plan, 2007).

Assuming that water demand is 120% of wastewater generation, the proposed project would require approximately 5,227 gpd, or 5.8 AFY. As shown in Table 18, LVMWD total water supply is anticipated to be 36,590 AFY in 2010 and is anticipated to increase in 2015 and 2020. The proposed project would represent a demand of 0.02 percent of total supply to the region.

By comparing total projected water demands and conservatively estimating water supplies over the next 20 years, MWD's Report on Metropolitan's Water Supplies: A Blueprint for Water Reliability ("Blueprint Report") concludes that if MWD supply programs were implemented under its Integrated Resources Plan, "[b]ased on water supplies that are currently available, [MWD] already has in place the existing capability to … [m]eet 100 percent of its member agencies' projected supplemental demands (consumptive and replenishment) over the next 20 years" in average, wet, multiple dry and single dry years. In multiple dry years, MWD reports that it will "[m]eet 100 percent of its member agencies' projected supplemental demands

(consumptive and replenishment) even under the repeat of the worst multiple-year drought event over the next 15 years," while in a single dry-year it can "[m]eet 100 percent of its member agencies' projected supplemental demands (consumptive and replenishment) even under the repeat of the worst single-year drought event over the next 15 years." MWD's additional reserve supplies will provide a "'margin of safety' to guard against uncertainties in demand projections and risks in fully implementing all supply programs under development."

Table 18
Current and Projected LVMWD Water Supply (AFY)

Water Sources	2005	2008[b]	2010	2015	2020	2025	2030
Imported – Metropolitan[a]	21,837	27,389	31,090	31,400	34,250	33,820	32,920
Recycled	4,587	4991	5,260	5,490	5,730	5,970	6,180
Groundwater	240	240	240	240	240	240	240
Total Water Supply	*26,664*	*32,620*	*36,590*	*37,130*	*40,490*	*40,030*	*39,340*

Source: 2005 Urban Water Management Plan, LVMWD, 2005.
[a] *Includes water purchased from the City of Simi Valley and Ventura County Waterworks District. Also includes imported water that meets recycled water demands during peak irrigation times when quantities of recycled water are insufficient.*
[b] *Data interpolated from 2005 and 2010 figures*

It is anticipated that sufficient water will be available to meet the proposed project's demand. Impacts related to water supply would be **less than significant**.

Although MWD has maintained supply reliability in the past and is actively managing supplies to ensure reliability for the future, it should be noted that State Water supply is uncertain. Litigation concerning the Delta Smelt, anticipated multiple dry years, and the risk of levee failure in the Delta could potentially reduce anticipated supply of State Water to MWD and therefore cities such as Agoura Hills.

f, g. The Calabasas Sanitary Landfill, located adjacent to the Ventura Freeway on Lost Hills Road, would receive solid waste generated by the proposed project. The total capacity of the Calabasas Landfill is 69.7 million cubic yards and its remaining capacity is approximately 8.1 million tons, as of March 2008 (Los Angeles County Sanitation District, 2008). An average of 1,164 tons of waste is deposited in the landfill daily, with a permitted maximum daily tonnage of 3,500 tons per day (Nicole Gonzales, 2008). The landfill is projected to close in 2028.

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: Commercial retail uses generate 0.006 pounds/sf/day. As shown in Table 19, the proposed project would generate approximately 0.06 tons of solid waste per day, or 21 tons per year. The daily total represents 0.002 percent of Calabasas Landfill's maximum daily tonnage; therefore, sufficient landfill capacity is available to serve the project and impacts related to solid waste would be **less than significant.**

Table 19
Projected Solid Waste Generation

Use	Square feet	Lbs/sf/day	Total Solid Waste/ Day (tons)	Total Solid Waste/ Year (tons)
Commercial	20,640	0.006	0.06	21

Source: CIWMB 2009. http://www.ciwmb.ca.gov/WasteChar/WasteGenRates/default.htm

XVII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a. As discussed in Section IV, *Biological Resources*, Mitigation Measure BIO-1 would be required to reduce impacts to biological resources to a less than significant level. As discussed in Section V, *Cultural Resources*, Mitigation Measures CR-1 and CR-2 would be required to reduce impacts to cultural resources to a less than significant level. With the implementation of the aforementioned mitigation measures, the proposed project would not 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. Therefore, impacts to biological resources and cultural resources would be **less than significant with mitigation incorporated**.

b. The proposed project would not create any significant impacts that cannot be mitigated. The project's contribution to cumulative impacts would be **less than significant**.

c. Compliance with the City of Agoura Hills Municipal Code, compliance with State of California Regional Water Quality Control Board requirements, and compliance with all

applicable state and federal regulations would reduce potential adverse affects to human beings to a less than significant level. As such, impacts to human beings would be **less than significant with mitigation incorporated.**

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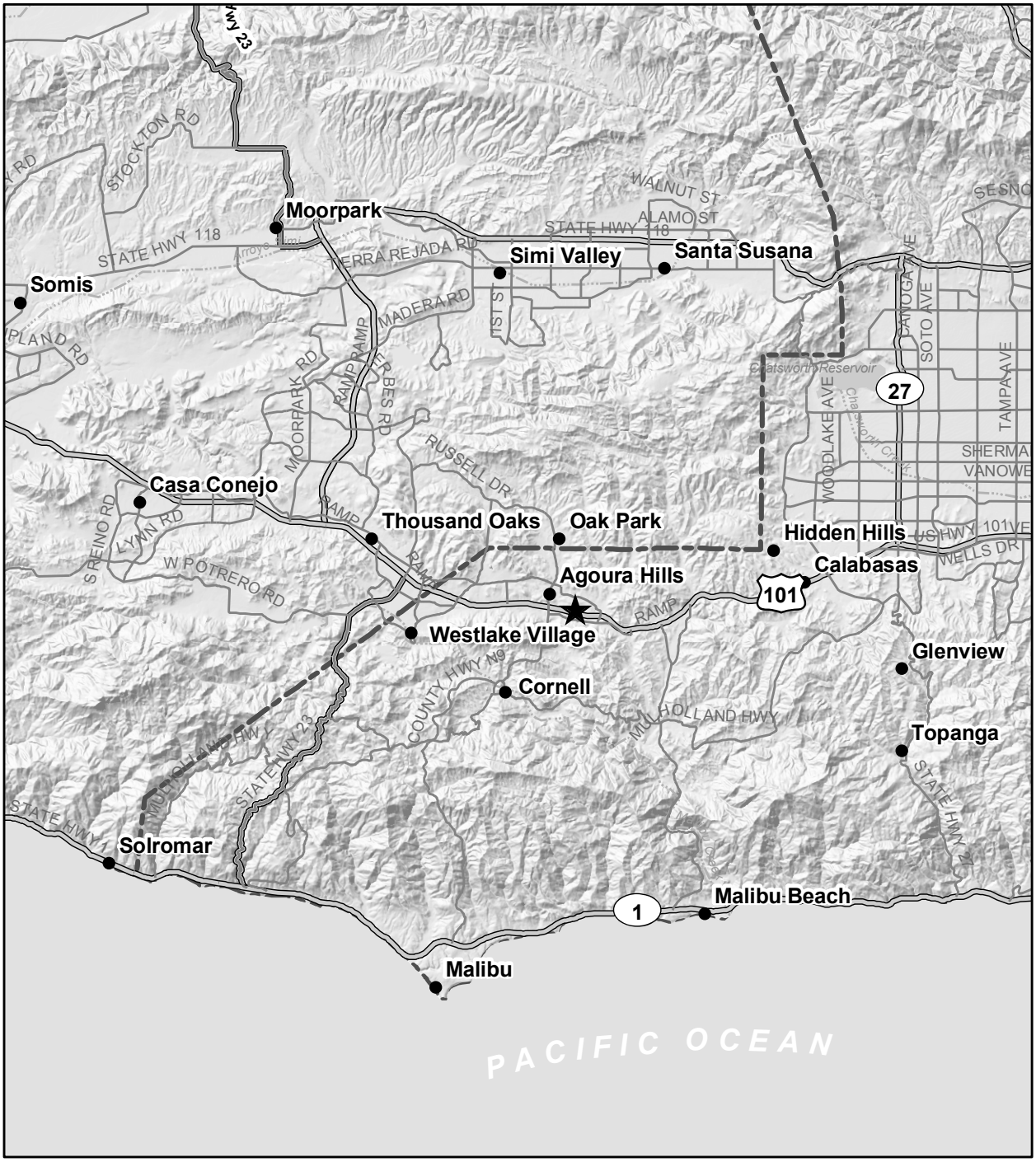


Basemap Source: US Bureau of the Census TIGER 2000 data and CDFG, 2002.

★ Project Location

N

0 2.5 5 7.5 10 Miles

Regional Location

Figure 1

Source: ESRI, 2004.

Approximate Project Boundary

N

0 500 1,000 Feet

Site Location

Figure 2

Photo 1 - View of project site looking north from Canwood Street.

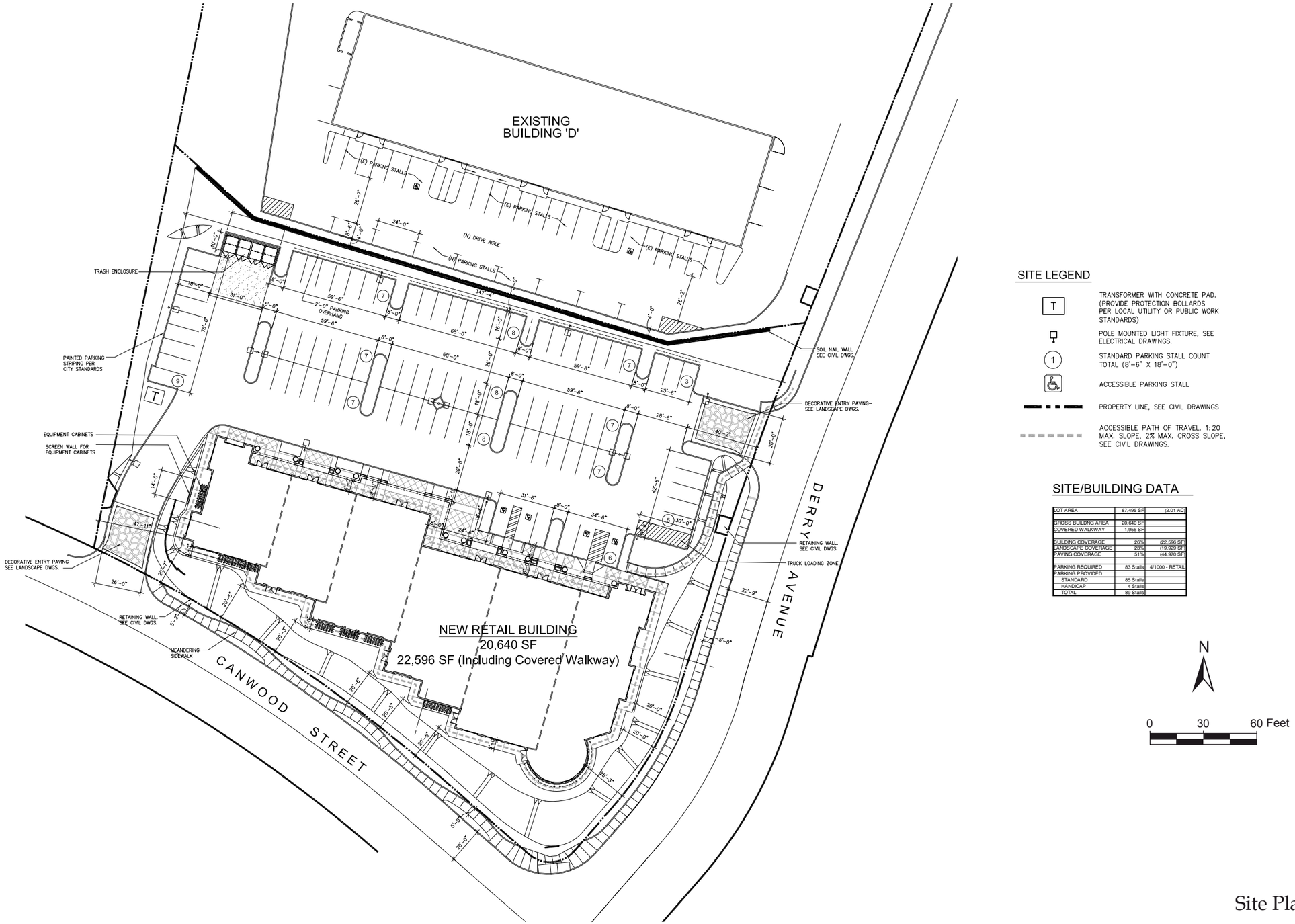
Photo 2 - View of commercial buildings north of project site.

Photo 3 - View of project site from U.S. 101.

Photo 4 - View of commercial developments east of project site on Canwood Street.

Site Photographs

Figure 3



SITE LEGEND

- T — TRANSFORMER WITH CONCRETE PAD. (PROVIDE PROTECTION BOLLARDS PER LOCAL UTILITY OR PUBLIC WORK STANDARDS)
- POLE MOUNTED LIGHT FIXTURE, SEE ELECTRICAL DRAWINGS.
- 1 — STANDARD PARKING STALL COUNT TOTAL (8'–6" X 18'–0")
- ACCESSIBLE PARKING STALL
- PROPERTY LINE, SEE CIVIL DRAWINGS
- ACCESSIBLE PATH OF TRAVEL 1:20 MAX. SLOPE, 2% MAX. CROSS SLOPE, SEE CIVIL DRAWINGS.

SITE/BUILDING DATA

LOT AREA	87,495 SF	(2.01 AC)
GROSS BUILDING AREA	20,640 SF	
COVERED WALKWAY	1,956 SF	
BUILDING COVERAGE	26%	(22,596 SF)
LANDSCAPE COVERAGE	23%	(19,929 SF)
PAVING COVERAGE	51%	(44,970 SF)
PARKING REQUIRED	83 Stalls	4/1000 - RETAIL
PARKING PROVIDED		
STANDARD	85 Stalls	
HANDICAP	4 Stalls	
TOTAL	89 Stalls	

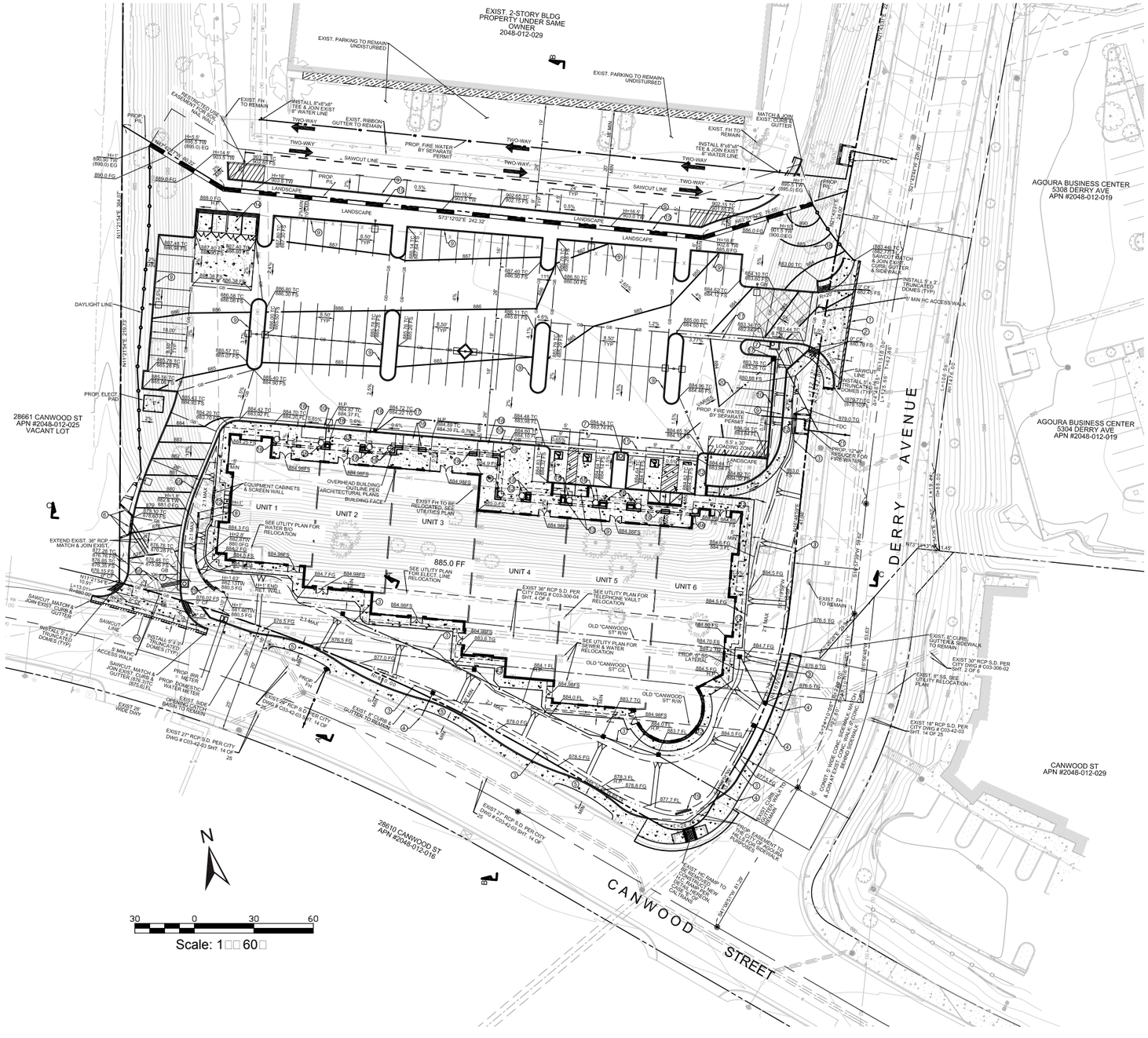
N

0 30 60 Feet

Site Plan

Drawing Source: Ware Malcomb, October 2008

Figure 4



LEGEND:

(w) (w)	EXIST. WATER LINE.
(s) (s)	EXIST SEWER LINE
E E	EXIST. ELECT. LINE
T T	EXIST. TELEPHONE LINE
G	EXIST GAS LINE
SD SD	EXIST STORM DRAIN
RW	EXIST. RECLAIMED WATER LINE
D	PROP. DRAINAGE LINE
S S	PROP. SEWER LINE, MIN 1% SLOPE
W	PROP. WATER LINE & SERVISE
FW FW	PROP. FIRE WATER LINE
DW	PROP DOMESTIC WATER LINE
E E	PROP. ELECT. LINE
T T.COM T	PROP. COMMUNICATION LINE (TELEPHONE, CABLE TV)
RW	PROP. RECLAIMED WATER LINE
	PROPERTY LINE
(00.00)TC	EXIST ELEVATION
C.O	PROP. SEWER CLEAN OUT.
SMH	PROP. SEWER MANHOLE
SMH.	EXIST. SEWER MANHOLE
C/L	CENTERLINE
	PROP. PARKING LIGHTS BY OTHERS

NOTE:

1. SEE UTILITY RELOCATION PLAN FOR ABANDOMENT OF CONFLICTING PUBLIC UTILITIES
2. NO OAK TREES ON CONSTRUCTION SITE.

LIGHTING:

PROP. PARKING LIGHTS BY OTHERS

ABBREVIATIONS:

CONC.	CONCRETE
Cb	CURB
D	DRAIN PIPE
EG	EXISTING GROUND
ES	EXISTING SURFACE
FL	FLOW LINE
FG	FINISH GRADE
FS	FINISH SURFACE
GB	GRADE BREAK
H=	HEIGHT OF RETAINING
HP	HIGH POINT
INV	INVERT
LIP	CONC. GUTTER LIP
L.P.	LOW POINT
P/L	PROPERTY LINE
PP	POWER POLE
PVMT	PAVEMENT
R/W	RIGHT OF WAY
TC	TOP OF CURB

Preliminary Grading Plan

Figure 5

Drawing Source: Westland Civil, Inc., October 2008.