FINAL MITIGATED NEGATIVE DECLARATION / INITIAL STUDY

SUNBELT MEDICAL OFFICE

CITY OF AGOURA HILLS
3001 Ladyface Court
Agoura Hills, California 91301

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Traffic Impact Study Sunbelt Enterprises Medical Office Development Agoura Hills Project No. 05-CUP-006. Interwest Consulting Group. January 3, 2007.

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INTRODUCTION

This Initial Study and Mitigated Negative Declaration (IS/MND) addresses the potential environmental effects resulting from the construction of two medical office buildings totaling 25,200 square feet and associated parking and landscape improvements on a 3.21 acre site located at 29541 and 29555 Canwood Street in the City of Agoura Hills.

LEGAL AUTHORITY AND FINDINGS

This 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 the Initial Study are:

- To provide the Lead Agency with the necessary information to decide whether to prepare an Environmental Impact Report (EIR) or a Mitigated Negative Declaration (MND);
- To enable the Lead Agency to modify a project, mitigating adverse impacts, thus avoiding the need to prepare an EIR; and
- 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:

- 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
- The Initial Study identifies potentially significant effects but:
  - 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
  - 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.

Please refer to page 10 of the Initial Study Checklist for more information on the basis for this MND.

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 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 in 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 impact.

The following information applies to the Initial Study Checklist:

(1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

(2) All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

(3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

(4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

(5) Earlier analyses may be used where, pursuant to tiering from a Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration Section (15063[c][3][D]) In this case, a brief discussion should identify the following:

a) Earlier Analysis Used. Identify and state where they are available for review.

(6) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

(a) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

(b) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

(7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

(8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

(9) The explanation of each issue should identify:

(a) The significance criteria or threshold, if any, used to evaluate each question; and

(b) The mitigation measure identified, if any, to reduce the impact to less than significant.

USE OF PREVIOUS ENVIRONMENTAL DOCUMENTS IN THIS ANALYSIS

The following project-specific environmental analyses and technical studies were used as a basis for this document and are provided as appendices as noted below. Additional references are provided at the end of the Initial Study checklist. This entire document is also available on the City's web site: http://www.ci.agoura-hills.ca.us/.

Appendix 1 Biology

1A

Oak Tree Report Sunbelt Corporate Center II Agoura Hills. L. Newman Design Group. Revised June 17, 2009.

1B

Memo from Ann Burroughs for Kay Greeley, Landscape Tree Consultant regarding 05-CUP-006 and -05-OTP-032 – Sunbelt Enterprises. June 1, 2009.

Appendix 2 Air Quality

Updated Air Quality Impact Study Canwood Street Offices Project. Rincon Consultants. October 23, 2008.

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INITIAL STUDY CHECKLIST

Project Title: Sunbelt Medical Office

Case Numbers: 05-CUP-006 and 05-OTP-032

Lead Agency Name and Address: City of Agoura Hills
30001 Ladyface Court
Agoura Hills, California 91301

Contact Person and Phone Number: Valerie Darbouze - Associate Planner
City of Agoura Hills
(818) 597-7328

Project Location and APN: 29541 and 29555 Canwood Street; APN 2053-001-008

Project Sponsor's Name and Address: Sunbelt Enterprises
1801 Solar Drive, Suite 250
Oxnard, California 93030

General Plan Designation: Existing: BP-O/R (Business Park-Office/Retail)
Proposed: Same

Zoning: Existing: BP-OR-FC (Business Park Office Retail/Freeway Corridor Overlay)

Proposed: Same

Project Description: The project applicant is requesting approval of a Conditional Use Permit and Oak Tree Permit in association with the proposed construction of two identical 12,600 square-feet, two-story, medical office buildings, four associated parking areas and landscaping improvements. The buildings are designed for general office and medical suites, but would only include toilet and utility rooms at first construction. Future tenant spaces would be built-out as leases are consummated.

The proposed project site is a 3.23-acre vacant parcel on the north side of Canwood Street. The site is bordered by an existing medical building on the east, and on the north and west by a County Fire Protection District facility and undeveloped land including designated restricted open space. The site has an average slope of about 16 percent, with the site elevation increasing to the north, away from the street.

Site access would be taken from Canwood Street and a paved access driveway would be provided along the eastern side of the site. Building access would be provided from both the first and second level of each building due to the slope of the site. Paved surface parking would be constructed adjacent to each of the structures, providing a total of 126 spaces (119 regular and 8 handicap spaces).

Minor roadway, sidewalk and infrastructure improvements along Canwood Street, in front of the site, are proposed. Landscaping would be provided along the perimeter of the site, along the building edges, and interspersed in the parking lot areas. A detention basin (to be landscaped) would also be excavated at the southern end of the site between the proposed sidewalk located adjacent to Canwood Street and the most southerly proposed parking area. A 3- to 6-foot high wall is proposed on both the east and west property boundaries. Similarly, a 6-foot high wall would be constructed at the toe of the fill slope at the northern end of the site along the northern parking lot border. These walls would, in part, serve as retaining walls. A variable height (2- to 6-foot) retaining wall would also be located on the western side of the northern most parking lot.

The following table provides proposed project site data.

Site Data

Site Area	141,119 s.f.	100%
Building Coverage	20,332 s.f.	14.4%
Parking and Paved Areas	53,882 s.f.	38.2%
Landscaping	35,802 s.f.	25.4%
Hardscape (walkways)	9,708 s.f.	6.9%
Natural Hillside	19,629 s.f.	13.9%

The proposed building design is similar to other office and commercial buildings in the area, and includes an exterior finish of smooth stucco with slate veneer accents. The buildings would have multiple pitched-roof covered entryways on both the first floor and second floor levels featuring stone veneer covered structural columns supporting the roof structures. Second-story entries would include painted galvanized handrails. Roofing would be constructed of flat, brown concrete roof tiles, with exposed roof rafters.

The building height as viewed from Canwood Street (south elevation) is 36 feet as measured from grade to top of the roof, or 31 feet as measured from finished grade to the average height of the highest gable (per Municipal Code requirements). As viewed from the rear of the lot, the buildings would be 23 feet in height (north elevation).

Site preparation would require conventional cut and fill operations (minor cut and mostly fill) to create level building pads to accommodate the proposed two-storey buildings, parking areas, and access on the existing sloped site. A sloped landscaped area would separate the two parking lots between the buildings. Permanent cuts are expected to be up to 18 feet below existing grade, and fill depths are expected to be up to 12 feet above existing grade. The total estimated cut is 8,428 cubic yards, and the estimated fill is 13,247 cubic yards. There would be an estimated 4,846 cubic yards of earth material import and no export required. Over-excavation of an estimated 9,700 cubic yards of earth material is also proposed.

A south facing cut slope is proposed at the rear of the property aligned at a 2(h):1(v) gradient and will vary in height from approximately 14 to 18 feet. Adjacent and west of the 2:1 cut slope

would be a variable cut slope to blend with exiting contours. As indicated above, retaining walls of various heights would be incorporated into the overall perimeter wall plan. However, the total height of the proposed perimeter walls would generally be 6 feet.

Please refer to the following figures and exhibits at the back of this document:

- Figure 1 - Project Location Map
- Figure 2 - Aerial Photo of Project Site and Vicinity
- Site Development Plan (Sheet SD-1),
- Overview Plan (sheet 2 of 5),
- Civil Overview Plan (sheet 3 of 5),
- Exterior Elevations (Sheet A-3),
- Post-Project Rendering No. 1,
- Post-Project Rendering No. 2.

Construction of the project is anticipated by the applicant to occur within an estimated two months after issuance of a Conditional Use Permit (CUP) for the project. For the purposes of this analysis, it is assumed that construction would begin late-2009 and last approximately one year. This is consistent with the applicant's air quality consultant's assumption as utilized for the preparation of the project air quality impact study. Construction activities would include, but not necessarily be limited to:

- mass grading;
- trenching;
- structural building;
- paving; and
- application of architectural coatings.

Construction equipment that is expected to be used at the site include:

- 1 grader
- 1 rubber-tired dozer
- 1 tractor/loader/backhoe
- 1 water truck
- 2 excavators
- cement trucks
- 1 paver
- 1 roller
- 1 crane
- 2 forklifts

An estimated maximum of 10 construction personnel are expected to be working at the site at any one time. Construction activities are anticipated to be ongoing for 10 hours per day, six days per week.

Operation of the proposed medical office building is expected to be typical 8 a.m. to 5 p.m. operations. It is expected that weekend as well as weekday business hours may apply to this project.

Entitlements: The permits and approvals being requested include a CUP for development on a slope greater than 10 percent and an Oak Tree Permit to encroach into the protected zones of onsite and offsite oak trees. The project would also require issuance of an encroachment permit and street dedications for the improvement of Canwood Street for an approximate length of 250 feet.

Surrounding Land Uses: The proposed parcel is located south of an existing residential neighborhood (Promontory Place and Tree Hollow Glen) and Hillrise Open Space Homeowners' Association that is situated along the ridgeline above Canwood Street. This residential area and the proposed office use are separated by a significant topographic change of elevation. A Southern California Edison easement with overhead high voltage power lines borders the site on the north. Freeway commercial oriented businesses, including offices, restaurant and retail uses, are located to the east in the vicinity of the Kanan Road and Canwood Street intersection. Immediately adjacent to the site on the east is a three-story medical office building located at 29525 Canwood Street. Directly to the west is a County Fire Protection District facility and undeveloped land. Canwood Street and U.S. Highway 101 are located to the south of the site. Land use on the south side of U.S. 101 across from the site is zoned Business Park-Manufacturing.

Site Description and Environmental Setting: The 3.23-acre site is currently vacant. The site slopes from north-to-south with a minor seasonal drainage roughly bisecting the parcel. Vegetation on the site consists primarily of disturbed annual grassland, one 30-inch diameter Valley Oak (*Quercus lobata*) exists in the northern portion of the site. (Several other oaks are located north of the project site.) There are two small areas of willows onsite, both located along the north-south aligned concrete drainage swale. Specifically, one small stand is located in the southeast corner of the site, near Canwood Street. The other single willow is located further north along the swale. Other introduced tree species located on the site include palms and pepper trees.

Other Public Agencies Whose Approval Is Required: None.

Cumulative Development: Section 15355 of the CEQA Guidelines defines "cumulative impacts" as two or more individual effects that, when considered together, are either considerable or compound other environmental impacts. A typical CEQA project-related cumulative analysis looks at the changes in the environment that result from the incremental impact of development of a proposed project and other reasonably foreseeable projects that have not been included in the environmental setting. For example, the traffic impacts of two projects in close proximity may prove to be insignificant when analyzed separately, but could be significant when the impacts of the projects are analyzed together. While these projects may be unrelated, their combined (i.e., cumulative) impacts are significant.

The CEQA Guidelines provide that a lead agency may describe the cumulative environment by either a listing of pending, proposed, or reasonably anticipated projects, or a summary of projections contained in an adopted general plan or a related planning document that describes area-wide or regional cumulative conditions.

The approached used in this document for the assessment of cumulative impacts varies based upon the issue area. In cases where individual pending and approved projects are considered for the purposes of cumulative analysis, they were obtained from the City's most current (June 2008) Commercial and Residential Development Summary. Of those projects, those that could have spatial and/or temporal overlaps with the proposed project and that could have a potential to cause significant cumulative environmental impacts are considered. For example, the evaluation of cumulative visual impacts takes into consideration other development within the viewshed of the proposed project site. The traffic impact analysis takes into consideration development projects that have the potential to effect the same intersections as would be impacted by the proposed project-generated traffic. For issue areas such as public services, the growth projections used by the particular agency are considered in the assessment of cumulative impacts.

For issue areas where the project would have no impact, a cumulative assessment is not relevant. Additionally, there are specific impact issue areas which are site specific and not subject to a cumulative assessment (e.g. on-site geotechnical hazards).

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	☐ Air Quality	☒ Biological Resources
☒ Cultural Resources	☒ Geology/Soils	☐ Hazards/Hazardous Materials
☒ Hydrology/Water Quality	☒ Noise	☒ Land Use/Planning
☐ Public Services	☐ Population/Housing	☐ Recreation
☒ Transportation/Traffic	☐ Utilities and Service Systems	☒ Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

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

Report Preparer:

Valerie Darbouze
Associate Planner

7/21/09
Date

EVALUATION OF ENVIRONMENTAL IMPACTS

LAND USE AND PLANNING

Would the Project?	Potentially Significant Impact	Less Than Significant Impact with Mitigation Measures	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Conflict with an 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?		X		
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?				X

Discussion:

a) The proposed office building are consistent and/or compatible with the existing neighboring land uses and development along Canwood Street in type of land use, and the scale, massing and design of the structures in the area. The surrounding area consists of primarily single and multi-story office and other commercial uses. Residential uses are located north of the site, at the top of the hill, and are sufficiently separated from the proposed development by the topography. Therefore, the project would not physically divide an established community. The project would result in **no impact**.

b) The proposed project use is consistent with the zoning and General Plan land use designation of Business Park Office Retail/Freeway Corridor Overlay and Business Park-Office/Retail, respectively. The project would be consistent with all design and development standards of the City Municipal Code, Zoning Ordinance, General Plan and Architectural Design Standards and Guidelines.

The City of Agoura Hills General Plan includes numerous goals and policies guiding land use and development within the City. Policies of particular relevance to the proposed project are summarized as follows along with an evaluation of the projects consistency with these policies.

Policy Number	Policy Statement Synopsis	Project Consistency
Housing Element		
1.2	Within freeway corridor develop commercial and office centers…	Yes - medical office within freeway.
2.4	Ensure that infill development is compatible with adjacent uses…	Yes - similar use and architecture.
2.8	Incorporate sufficient areas of open space in development projects including pedestrian space and usable open space…	Yes - Consistent with code, but limited usable open space.
2.9	Require development to use low-intensity directional lighting with screening…	Yes - appropriate lighting incorporated into project.
2.10	Promote extensive landscaping with drought tolerant plants…	Yes - appropriate plant pallet proposed in landscape plan.
3.2	Preserve ridgelines and natural slopes as open space…	Yes - Project is consistent with zoning and does not impact a ridgeline.
3.9	Preserve night sky view through light control…	Yes - project incorporated appropriate lighting fixtures.
5.2	Require new development to contribute its share of cost for necessary public services and facilities through equitable fees and exactions…	Yes - The project developer would be required to pay all necessary fees.
Circulation Element		
1.1	Maintain LOS C for all signalized intersections and freeway interchanges…	Yes - Although not all project impacted intersections operate at LOS C or above under existing or existing plus project conditions, with mitigation, the project impact would not be significant based upon the City's threshold.
3.1	Promote the use of alternative forms of transportation	Yes - This project will be conditioned to include bike racks and transportation demand management measures per City standard.
3.2	Promote the use of carpools and vanpools…	Yes - see above.
3.4	Promote bicycle use by requiring the establishment of secure and adequate areas for parking and storage of bicycles, showers, lockers and other facilities.	Yes - see above. Also see mitigation measure LU1.
Open Space and Conservation Element		
2.1	Minimize development on hillsides	Yes - the project is consistent with zoning.
3.2	Use reclaimed water for landscaping	Yes - reclaimed water is available to the site. Plumbing plans for the project have not been provided, but it is assumed that reclaimed water would be used for landscaping.
3.3	Require new development to incorporate water saving measures…	In Part - The landscape plan for the project incorporates low water using native plants.

Policy Number	Policy Statement Synopsis	Project Consistency
		However, the individual office spaces would be built out by future tenants. As such, no tenant improvement plans showing water saving measures have been submitted to date.
3.4	Encourage drought tolerant landscaping…	Yes - The project landscape plan includes California native plants.
4.1	Encourage innovative site planning and building design which minimizes energy consumption…	Yes - The project will be required to meet California Title 24 Energy Efficiency Standards.
4.2	Encourage installation of energy saving features…	Yes - The project will be required to meet California Title 24 Energy Efficiency Standards.
Public Safety Element		
1.4	Protect the public form flood hazard…	Yes - The project is not in a flood zone and would comply with stormwater regulations.
3.3	Require new development to install fire protection equipment	Yes - The project would need to comply with fire code requirements
Seismic Safety Element		
1.1	Ensure geologic hazards in all areas for human use are properly mitigated or avoided	Yes with mitigation. Please see discussion of Initial Study checklist item 5, Geology and Soils.
Scenic Highways		
1.8	Promote design features which will enhance the uniqueness of Agoura Hills to freeway travelers.	Yes - The project design and architecture is compatible with other development along Canwood Street and the Highway 101 corridor in Agoura Hills.
Public Facilities, Utilities and Services Element		
8.3	Require new development to incorporate recycling locations into the development	Yes - The proposed site plan identifies trash enclosure areas and the project would need to participate in the City's recycling program.
9.3	Encourage incorporation of energy and water conservation in new development	In part - Water conserving landscaping proposed.

As indicated above, the project is currently not consistent with policies pertaining to the promotion of alternative transportation and the provision of water and energy saving features. However, the project impacts would be **less than significant with incorporation of mitigation measures** provided below.

c) There are no habitat conservation plans or natural communities conservation plans applicable to the site. Therefore, the project would result in **no impact**.

Mitigation Measure:

To reduce project impacts associated with policy consistency the following mitigation measures are required.

LU1: The project developer shall retain a Transportation Demand Management (TDM) professional to develop a TDM Plan for the proposed project. The TDM Plan shall include the requirements specified by the City of Agoura Hills Municipal Code Chapter 6, Division 4, Section 96544.4 and should also incorporate, but not necessarily be limited to the following measures:

- Provide secure and convenient bicycle parking facilities onsite; and
- Provide a changing and shower room(s) for use by tenants of the project to encourage bicycling and walking to work.

The plan shall be submitted to the Planning Department for review and approval prior to issuance of a grading permit. The physical elements of the plan must be in place prior to issuance of an occupancy permit.

Significance After Mitigation:

With the implementation of the measure identified above and other parts of this Initial Study, the project would be consistent with City policies and land use impacts would be less than significant.

BIOLOGICAL RESOURCES

Would the Project?	Potentially Significant Impact	Less Than Significant Impact with Mitigation Measures	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?				X
b) Have a substantially 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. Wildlife Service?				X
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?				X

Would the Project?	Potentially Significant Impact	Less Than Significant Impact with Mitigation Measures	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?				X
g) Result in damage to, loss of, or removal of native oak trees or other locally identified specimen trees of significance?		X		

Discussion:

a) Based on review of the California Natural Diversity Data Base and the Agoura Village Specific Plan EIR, special-status species reported from the project area include Agoura Hills dudleya, Santa Monica Mountains dudleya, Braunton's milkvetch, Lyon's pentachaeta, coastal whiptail, southwestern pond turtle, two-striped garter snake, southern California rufous-crowned sparrow, white-tailed kite and Cooper's hawk. The project site consists of a vacant lot that is periodically mowed or disced for fire prevention. Vegetation is limited to annual grassland, dominated by non-native annual grass species and mustard. Suitable habitat for special-status species does not occur at the site, and **no impacts** to these species are anticipated.

b) A tributary of Medea Creek occurs approximately 150 feet west of the project site, and supports riparian habitat. Storm water from the project site would be discharged to an existing storm drain and discharged to this tributary. However, the project would include a storm water detention basin, which would prevent increases in peak storm water flows and water quality degradation. Overall, the project would not result in the loss or degradation of this riparian habitat. Therefore, **no impact** would result.

c) Wetlands may occur in the adjacent tributary of Medea Creek. The proposed project would not result in the loss or degradation of these potential wetlands. Therefore, there would be **no impact**.

d) The project site (and the City in general) is located within a regional wildlife linkage that connects the Simi Hills to the Santa Monica Mountains. The project site does not provide any topographic or habitat features that would focus wildlife

movement, and focused wildlife movement is not expected to occur within or adjacent to the site. **No impacts** to wildlife corridors would occur.

e), g) Oak trees 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 2 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, which is defined as extending 5 feet beyond the dripline and in all cases shall be at least 15 feet from the trunk.

An Oak Tree Report was prepared for the project (L. Newman Design Group, June 17, 2009 revision). The report considered 12 oak trees, of these only one is located on the project parcel (tree No. 2). However, a total of three oak trees are located in close proximity to the proposed construction site. These are trees Nos. 1, 2, and 9 as described in Table 2-1. According to the report, only one oak tree would be encroached by the project as described below.

Table 2-1. Oak Tree Details

Tree No.	Species	Diameter of Trunks at 3.5 Feet Above Existing Grade (inches)	Approximate Height (ft.)
1	*Quercus agrifolia* (coast live oak)	33 and 24	50
2	*Quercus lobata* (valley oak)	30	40
9	*Quercus lobata* (valley oak)	3	8

Oak tree No. 2, located immediately north of the proposed northern building would have an access ramp constructed three feet outside of the protected zone which is considered an insignificant encroachment. On the south side of the tree, the foundation of the building will be 3 feet outside of the protected zone. The limit of the over excavation would be nine feet away from the edge of the building and one foot inside the existing dripline. This would be a minor encroachment involving the pruning of small roots and should not harm the tree. Some minor pruning of branches less than two-inches in diameter may be required for clearance, but the Oak Tree Report states that this should be avoided. On the east side of the tree, two retaining walls would be constructed just outside the tree's protected zone, the excavation for which shall be no closer than at the dripline, approximately 44 feet from the trunk to allow the parking lot to be built outside the protected zone. This will be a minor encroachment and will not harm the tree. In total the encroachment of tree No. 2 is estimated by the City's oak tree consultant at approximately two percent. Although the anticipated encroachment of oak trees by project activities would be minimal as described above, without adequate protection, these trees may inadvertently be impacted

by construction activities. This impact would be **less than significant with the incorporation of mitigation measures** BIO-1 and BIO-2. Additionally, the long-term health and survival of the oak trees Nos. 1, 2, and 9 is dependent upon the future property managers.

f) There are no such conservation plans in this area, so there would be **no impacts.**

Mitigation Measures:

BIO-1: The project applicant shall implement the Oak Tree Preservation Program as outlined fully in the L. Newman Design Group Oak Tree Report for the Sunbelt Corporate Center II Agoura Hills (June 17, 2009). In summary, the Program includes the following elements:

- Tree protection
- Deadwood removal and/or pruning (if applicable)
- Watering and fertilization (if applicable)
- Disease and pest related measures (if applicable)
- Grading limitations within the protected zone
- Other considerations
- Monitoring of oak tree mitigation techniques

BIO-2: The project applicant shall implement the oak tree protection measures Nos. 1-15 as identified in the memo from the City's Oak Tree Consultant to staff dated June 1, 2009 regarding 05-CUP-006 and 05-OTP-032-Sunbelt Enterprises. In the event that measures in the Oak Tree Preservation Program as presented in the L. Newman Design Group Oak Tree Report are conflicting the more conservative measure that would provide the most protection to oak trees shall be implemented.

Significance After Mitigation:

Upon implementation of the above mitigation measures, impacts would be reduced to a less than significant level. However, as indicated in the Oak tree Report (L. Newman Design Group, 2008), the long-term health and survival of oak trees 1, 2, and 9 depend upon the appropriate care of thee resources by future property owners, which can't be ascertained at this time.

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 Impact with Mitigation Measures	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?				X

Discussion:

a) The project site is located within the South Coast Air Basin, and is governed by the South Coast Air Quality Management District (SCAQMD). According to the SCAPCD 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 City's projected population growth forecast. Construction of the project is consistent with planned development in the City of Agoura Hills, and would not generate additional population growth. Therefore, the project would have **no impact** on attainment of air quality or congestion management plans.

b), c) An *Updated Air Quality Impact Study* was prepared for the project (Rincon Consultants, Inc., October 23, 2008), to estimate project emissions. The assessment of air quality impacts presented below is based upon this referenced study.

Air quality emissions can be categorized into two types: temporary construction emissions and long-term operational emissions. Temporary construction emissions refer to emissions from grading and other earthwork operations (e.g., filling of haul trucks) resulting in fugitive dust, as well as exhaust from

construction equipment, and emissions during finish construction related to the application of paints and other coatings. Long term operational emissions would result from traffic generated by the proposed medical office building use.

Temporary Construction Emissions. The California Air Resources Board URBEMIS 2007 version 9.2.4 computer model was used to estimate daily emissions from temporary construction activities, with the following results in pounds per day (lb/day):

Table 3-1. Estimated Daily Construction Emissions (in pounds)

Activity	ROG	NOx	CO	PM_{10}	$PM_{2.5}$
Grading	3.52	**30.27**	15.65	**40.16**	**9.46**
Building Construction	**15.06**	21.63	**15.86**	1.65	1.51
Paving and Architectural Coating	13.77	12.09	9.06	1.05	0.96
Maximum lbs/day	**15.06**	**30.27**	**15.86**	**40.16**	**9.46**
SCAQMD Threshold	***75***	***100***	***550***	***150***	***55***
Exceed Significance Threshold?	***No***	***No***	***No***	***No***	***No***

ROG: Reactive Organic Compounds; NO_x: Nitrogen Dioxide; CO: Carbon Monoxide; SO_2: Sulfer Dioxide; PM_{10}: Respirable Particulate Matter with an aerodynamic diameter less than or equal to a nominal 10 micrometers; $PM_{2.5}$ Particulate Matter with a diameter of 2.5 micrometers or less

As shown above, emissions for all construction activity pollutants would not exceed the SCAQMD significance thresholds for the air basin. Nonetheless, the non-attainment status of the South Coast Air Basin for PM_{10} dust emissions requires that Best Available Control Measures (BACMs) be used 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. Mitigation Measures AQ1 and AQ2 outline the required BACMs for dust and exhaust respectively.

The SCAQMD, in response to public concerns regarding exposure of individuals to criteria pollutants in local communities, and pursuant to the Governing Board's Environmental Justice Enhancement Initiative developed localized significance thresholds (LSTs). LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NO_X), carbon monoxide (CO), and particulate matter less than 10 microns in aerodynamic diameter (PM_{10}). LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance for 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, project size, distance to sensitive receptor, etc.

LSTs are provided in SCAQMDs mass rate look-up tables developed for each source receptor area (SRA) (the project site is in SRA 6) which can be used on a voluntary basis by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts. The LST mass rate look-up tables only apply to projects that are less than or equal to five acres. Lead agencies may use the LST mass rate look-up tables to determine localized air quality impacts or use the LST mass look-up tables as a screening analysis. Sample scenarios were designed by the SCAQMD to be used by local lead agencies as models or templates for analyzing construction air quality impacts for projects undergoing an environmental analysis under CEQA. The construction scenarios can be used in their entirety to represent similar construction for the project proposed in the air quality analysis. (For this project, the SCAQMD three-acre site sample was used as a template.) If the project exceeds any applicable LST when the mass rate look-up tables are used as a screening analysis, then project specific air quality modeling may be performed.

Table 3-2 shows the project's total on-site construction criteria pollutant emissions relative to localized significance thresholds. As can be seen from Table 3.2, localized air quality impacts would be **less than significant** and no additional modeling is required for this project.

Table 3-2. Estimated Total On-Site Construction Pollutant Emissions for Localized Significance Thresholds (in pounds)

Activity	CO	NOx	PM_{10}	$PM_{2.5}$
Site Preparation	33.1	77.4	6.3	3.9
Grading	20.9	48.1	4.4	2.6
Building Construction	14.4	34.9	1.9	1.8
Paving and Architectural Coating	19.5	40.0	2.8	2.6
Localized Significance Threshold	***887***	***143***	***17***	***5***
Exceed Significance Threshold?	***No***	***No***	***No***	***No***

Long-Term Operational Emissions. The URBEMIS2002 computer model was also used to estimate daily long-term operational, or mobile, emissions for project-related traffic in pounds per day (lb/day). Results are shown in Table 3-3.

Table 3-3. Projected Operational Emissions (pounds per day)

Emission Sources	ROG	NOx	CO	PM_{10}	$PM_{2.5}$
Vehicles	6.50	9.63	84.17	14.40	2.80
Electricity and Natural Gas Consumption, Landscaping and Consumer Products	0.28	0.19	1.69	0.01	0.01
TOTAL	**6.78**	**9.82**	**85.86**	**14.31**	**2.81**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**
Percent of Threshold	**12**	**18**	**16**	**10**	**5**

ROG: Reactive Organic Compounds; NO_x: Nitrogen Dioxide; CO: Carbon Monoxide; SO_2: Sulfur Dioxide; PM_{10}: Respirable Particulate Matter with an aerodynamic diameter less than or equal to a nominal 10 micrometers; $PM_{2.5}$ Particulate Matter with a diameter of 2.5 micrometers or less

As shown above, the project would not cause the SCQAMD's threshold levels to be exceeded.

Updated Air Quality Impact Study prepared for the project also assessed micro scale CO impacts from localized "hot spots." These "hot spots" result from vehicular exhaust immediately adjacent to roadways, as opposed to general CO emissions from a regional air quality standpoint displayed above in Table 3-3. Areas with high vehicle density, such as congested intersections, have the potential to create high concentrations of CO or "hot spots". A project's localized air quality impact is considered significant if CO emissions create a hot spot where either the California 1-hour standard of 20 ppm or the federal and state 8-hour standard of 9.0 ppm is exceeded. This typically occurs at intersections having level of service E or F. The 2007 SCAQMD summary card states the maximum 1-hour concentration for SRA-6 (west San Fernando Valley) is 4.0 ppm and the maximum 8-hour concentration is 2.8. These are the ambient CO concentration to which the project would contribute. These ambient concentrations are well below the standards.

According to the Caltrans Transportation Project-Level Carbon Monoxide Protocol (1997), a detailed CO screening analysis should be conducted when project-generated traffic worsens a signalized intersection to from LOS A, B, C or D to E or F. The traffic report prepared for the project by Interwest Consulting Group (January 2007) analyzed six intersections currently operating at LOS B-E during the AM and PM peak hours. Analysis of future conditions included improvements to the roadway network at the Kanan Road - U.S. 101 interchange. Cumulative development, including 22 projects as approved by the City, were included in the future traffic generation scenario. The traffic report concluded that the project would have significant cumulative impacts at the Kanan-U.S. 101 northbound off ramp during the AM peak hour, and at the Reyes Adobe - Canwood intersection during the PM peak hour (project contributions equal to or greater than 2 percent at both of these intersections). Both of these intersections would operate at LOS D under cumulative conditions and under cumulative plus project conditions. It is noted that other intersections included in the analysis would operate at

LOS E and F; however, project contributions to these intersections are not significant (≤ 1 percent). Thus project-generated traffic would not significantly affect an intersection operating at E or F, nor would it cause a decrease in LOS from D to E or E to F. In addition, as noted above, ambient CO concentrations are well below state and federal standards; therefore, the project's effect on CO concentrations is considered **less than significant** and no additional investigation is required.

Greenhouse Gases (GHG). Governor Schwarzenegger issued Executive Order S-3-05 in 2005 that established statewide GHG emissions reduction targets. S-3-05 provides that by 2010, emissions shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80 percent of 1990 levels. Additionally, Governor Schwarzenegger signed AB 32, the "California Global Warming Solutions Act of 2006," into law in the fall of 2006. AB 32 requires the California Air Resources Board (ARB) to adopt regulations by January 1, 2008 to require reporting and verification of statewide GHG emissions. ARB is to produce a plan by January 1, 2009 to indicate how emission reductions will be achieved from significant GHG sources via regulations, market mechanisms and other actions. (On October 24, 2008, the ARB released a Preliminary Draft Staff Proposal on Recommended Approaches for Setting Interim Significance Thresholds for greenhouse Gases under the CEQA. No additional documents have been released to the public by ARB as of March 6, 2009.) In addition, this law requires the ARB to adopt regulations by January 1, 2010 to implement the early action GHG emission reduction measures that can be implemented before the adoption of those recommended by the 2009 plan. The bill requires achievement by 2020 of a statewide GHG emissions limit equivalent to 1990 emissions (essentially a 25% reduction below 2005 emission levels; same requirement as under S-3-05), and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. The Governor's Office of Planning and Research (OPR) issued Preliminary Draft CEQA Guideline Amendments for Greenhouse Gas Emissions on January 8, 2009. Final amendments to CEQA on GHG have not been released to date (July 13, 2009).

The Global Climate Change analysis is based on the guidance from the California Air Pollution Control Officers Association (CAPCOA) in their CEQA and Climate Change white paper (January 2008) and the OPR in their Technical Advisory, entitled CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act Review (June 19, 2008). The OPR Technological Advisory provides the overarching structure of climate change discussions, while the CAPCOA document provides the technological methodologies to assess GHG emissions.

The greenhouse gas estimates were provided for the operational phase, which include direct and indirect emissions for stationary and mobile sources. Mobile sources are the main cause of emissions and are attributable to vehicular transportation. Emissions from all of these sources are estimated using URBEMIS 2007 v.9.2.4 and then adjusted based on their global warming potential (gwp) and guidance from the above mentioned documents. Construction-generated GHG emissions were also estimated; however,

construction-generated GHG emissions are a one time occurrence and do not contribute to the daily operational GHG emissions scenario.

Temporary Construction Emissions. Based on the maximum daily CO_2 emissions generated by construction of the proposed project (see attached URBEMIS modeling results), construction of the proposed project would generate an estimated 350 tons of CO_2 during construction. Unlike the operational emissions that would occur over the life of the project, construction emissions are temporary and are associated with the vehicles that will be used to grade the site and construct the project. Once the project is built, emissions would occur from operational sources such as natural gas, electricity, landscaping equipment and vehicle trips.

Operational Indirect and Stationary Direct Emissions. The generation of electricity through combustion of fossil fuels typically yields carbon dioxide, and to a smaller extent nitrous oxide and methane. Annual electricity emissions were calculated using the California Climate Action Registry General Reporting Protocol's spreadsheet model titled Greenhouse Gas Emission Worksheet: Operational Emissions, which is included as an attachment. The spreadsheet model uses emission factors based on the mix of fossil-fueled generation plants, hydroelectric power generation, nuclear power generation and alternative energy sources associated with the regional grid. Table 3-4 shows the estimated operational emissions of GHGs from the proposed office development. As noted above, some portion of the energy demand represents a diversion of emissions from other locations, so the emissions shown do not necessarily represent an increase over statewide or global emissions.

Table 3-4. Estimated Annual Operational Emissions from GHG from Project

Emission Source	Annual Emissions	
	Emissions	CDE
Carbon Dioxide (CO2)[1]	1072.52 short tons	973 metric tons
Methane (CH4)[2]	0.0013 metric tons	0.0 metric tons
Nitrous Oxide (N20)[2]	0.0007 metric tons	0.2 metric tons
	Project Total	**973 metric tons**

Sources:

1 *URBEMIS 2007 (version 9.2.4) annual emissions output for Area Source emissions. Includes indirect energy from electrical and area source emissions from natural gas and heating.*

2 *California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.0, April 2008, page 30-35.*
See Updated Air Quality Impact Study (Rincon, 2008) Appendix for URBEMIS results and GHG emission factor assumptions.

Transportation Emissions. Mobile source GHG emissions were estimated using the California Climate Action Registry General Reporting Protocol's spreadsheet model titled Greenhouse Gas Emissions Worksheet: Mobile Emissions, which is included as an attachment. The spreadsheet model uses the average daily trips estimate from the project traffic report and the total vehicle miles traveled estimated in URBEMIS 2007 (v. 9.2.4). The URBEMIS 2007 model estimates that approximately 8,336 daily VMT are associated with the project. Table 3-5 shows the estimated mobile emissions of GHGs based on this VMT.

Table 3-5. Estimated Annual Mobile Emissions from GHG from Project

Emission Source	Annual Emissions	
	Emissions	CDE
Carbon Dioxide (CO2) [1]	4,169.6 tons (short, US)	3,783 metric tons
Methane (CH4) [2]	1.3 metric tons	27 metric tons
Nitrous Oxide (N20) [2]	1.4 metric tons	436 metric tons
	Project Total	**4,246 metric tons**

Sources:

1 Mobile Emissions from URBEMIS 2007 (version 9.2.4).
2 California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.0, April 2008, page 30-35.
See Appendix B of original Rincon Updated Air Quality Study for GHG emission factor assumptions.

Combined Stationary and Mobile Source Emissions. Table 3-6 combines the operational and mobile GHG emissions associated with the proposed project, which total approximately 5,219 metric tons per year in CDE units. This total represents roughly 0.0000086% of California's total 2004 emissions of 492 million metric tons CDE. These emissions projections indicate the majority of the project GHG emissions are associated with vehicular travel (77%). (Please note that as discussed above, the mobile emissions accounted for in Table 3-4 are, in part, a redirection of existing travel to other locations, and so are not new or increased emissions but are instead already a part of the total California GHG emissions.)

Table 3-6. Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions
Operational	973 metric tons CO_2e
Mobile	4,246 metric tons CO_2e
Project Total	**5,219 metric tons CO_2e**

Sources:

Operational Emissions from URBEMIS 2007 (version 9.2.4).
California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.0, April 2008

GHG Cumulative Significance. As discussed above under Methodology, CAPCOA (January 2008) provided several approaches to consider potential cumulative significance of projects with respect to GHGs. A zero threshold approach can be considered based on the concept that climate change is a global phenomenon in that all GHG emissions generated throughout the earth contribute to it, and not controlling small source emissions would potentially neglect a major portion of the GHG inventory. However, the CEQA Guidelines (Section 15130) also recognize that there may be a point where a project's contribution, although above zero, would not be a considerable contribution to the cumulative impact. Therefore, a threshold of greater than zero is considered more appropriate in this air quality analysis. Table 3-7 shows CAPCOA's suggested thresholds for GHG emissions.

Table 3-7. CAPCOA Suggested Thresholds for Greenhouse Gases

Quantitative (900 tons)	~900 tons CDE/year
Quantitative ARB Reporting	Report: 25,000 tons CDE/year
Threshold/Cap and Trade	Cap and Trade: 10,000 tons CDE/year
Quantitative Regulated Inventory Capture	~40,000 - 50,000 tons CDE/year
Qualitative Unit-Based Threshold	Commercial space > 50,000 sf*
Statewide, Regional or Areawide (CEQA Guidelines 15206(b)).	Office Space > 250,000 sf

Sources:
California Air Pollution Control Officers Association (CAPCOA), CEQA & Climate Change, January 2008.

Based on CAPCOA suggested thresholds in Table 3-7, the proposed project's contribution of about 5,219 metric tons CDE/year would exceed the 900-ton Quantitative Threshold, but would not exceed the other four thresholds. Therefore, because the proposed project would exceed one of the five numeric thresholds under the non-zero threshold approach, the project's contribution to a cumulative impact with regards to GHG emissions would not be cumulatively considerable. It should be noted that CAPCOA created the 900-ton Quantitative Threshold so that office projects over 35,000 square feet (sf) would be considered cumulatively considerable. CAPCOA estimated that office projects that measure 30,000 sf would generate approximately 800 metric tons CDE annually. Therefore, based on CAPCOA's estimates for office projects larger than the proposed project, the proposed 25,200 office project would not be expected to exceed the 900-ton Quantitative Threshold[1] (CAPCOA, 2008). Furthermore, the proposed project would be infill development and would place a source of employment closer to places of residential uses, public transportation, city services, etc., thereby reducing vehicle miles traveled, which is the primary source of residential and

2 According to CAPCOA's *CEQA and Climate Change*, "the GHG emissions associated with 50 single-family residential units and 30,000 sf of office were estimated and were found to be 900 metric tons and 800 metric tons, respectively. Given the variance on individual projects, a single threshold of 900 metric tons was selected for residential and office projects."

commercial GHG emissions. In addition, as discussed above, the project would not result in operational emissions that exceed SCAQMD thresholds.

GHG emissions reduction strategies were prepared by CalEPA's Climate Action Team (CAT) established by Executive Order S-3-05. The CAT strategies are recommended to reduce GHG emissions at a statewide level to meet the goals of the Executive Order S-3-05 (http://www.climatechange.ca.gov). Table 3-8 illustrates that the proposed project would be consistent with the GHG reduction strategies set forth by the 2006 CAT Report. Therefore, the project's contribution to cumulative GHG emissions and climate change **would not be cumulatively considerable**.

Table 3-8. Project Consistency with 2006 CAT Report GHG Emission Reduction Strategies

Strategy	Project Consistency
California Air Resources Board	
Vehicle Climate Change Standards	Consistent
AB 143 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB in September 2004.	The vehicles that travel to and from the project site on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase.
Diesel Anti-Idling	Consistent
In July 2004, the ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.	Current state law restricts diesel truck idling to five minutes or less. Diesel trucks operating from, and making deliveries to the project site, are subject to this state-wide law.
Hydrofluorocarbon Reduction	Consistent
1) Ban retail sale of HFC in small cans. 2) Require that only low GWP refrigerants be used in new vehicular systems. 3) Adopt specifications for new commercial refrigeration. 4) Add refrigerant leak-tightness to the pass criteria for vehicular inspection and maintenance programs. 5) Enforce federal ban on releasing HFCs.	This strategy applies to consumer products. All applicable products would comply with the regulations that are in effect at the time of manufacture.

Table 3-8. (Continued)

Strategy	Project Consistency
Alternative Fuels: Biodiesel Blends	Consistent
ARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.	The ARB is in the process of developing regulations which would increase the use of biodiesel for transportation uses. Currently, it is unknown when such regulations would be implemented; however, it is expected that upon implementation of such a regulation that would require increase biodiesel blends, the diesel fuel used vehicles that travel to and from the project site would be correspondingly displaced by biodiesel.
Alternative Fuels: Ethanol	Consistent
Increased use of E-85 fuel.	As data becomes available on the impacts of fuel specifications on the current and future vehicle fleets, the ARB will review and update motor vehicle fuel specifications as appropriate. In reviewing the specifications, the ARB will consider the emissions performance, fuel supply consequences, potential greenhouse gas reduction benefits, and cost issues surrounding E85, for gasoline by January 31, 2007, and for diesel by December 31, 2008. Future tenants of the project could purchase flex-fuel vehicles and utilize this fuel, once it is commercially available in the region and local vicinity.
Heavy-Duty Vehicle Emission Reduction Measures	Consistent
Increased efficiency in the design of heavy duty vehicles and an education program for the heavy-duty vehicle sector.	The heavy-duty vehicles that travel to and from the project site on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture.
Achieving 50 Percent Statewide Recycling Goal	Consistent
Achieving the State's 50 percent waste reduction mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions, associated with energy intensive material extraction and production, as well as methane emission from landfills. A diversion rate of 48 percent has been achieved on a statewide basis. Therefore, a 2 percent additional reduction is needed.	The City has completed a comprehensive waste reduction and recycling plan in compliance with State Law AB 939, which requires every city in California to reduce the waste it sends to landfills by 50 percent by the year 2000. Currently, the City requires that at least 50 percent of all solid waste, including construction/demolition waste, be diverted from landfills. As of 2007, the City was recycling 55 percent of its solid waste, thereby exceeding the standards established by AB 939. The City continues to implement programs to increase the diversion rate.

Table 3-8. (Continued)

Strategy	Project Consistency
Zero Waste - High Recycling	Consistent
Efforts to exceed the 50 percent goal would allow for additional reductions in climate change emissions.	As discussed above, currently, the City requires that at least 50 percent of all solid waste, including construction/demolition waste, be diverted from landfills. As of 2007, the City was recycling 55 percent of its solid waste, thereby exceeding the standards established by AB 939. The City continues to implement programs to increase the diversion rate.
Department of Forestry	
Urban Forestry	Consistent
A new statewide goal of planning 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.	The landscaping proposed for the project would include new trees at the site.
Department of Water Resources	
Water Use Efficiency	Consistent
Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.	The proposed project would be required to comply with Part 2, Division 8 of the City's Municipal Code which requires onsite landscaping to implement water conservation measures.
Energy Commission (CEC)	
Building Energy Efficiency Standards in Place and in Progress	Consistent
Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and alterations to existing buildings).	The project would be required to meet the standards of Title 24 that are in effect at the time of development.
Appliance Energy Efficiency Standards in Place and in Progress	Consistent
Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).	Under State law, appliances that are purchased for the project - both pre- and post-occupancy - would be consistent with energy efficiency standards that are in effect at the time of manufacture.

Table 3-8. (Continued)

Strategy	Project Consistency
Business, Transportation and Housing	
Measures to Improve Transportation Energy Efficiency	Consistent
Builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools and information that advance cleaner transportation and reduce climate change emissions.	The project would be infill development in close proximity to existing commercial and residential development.
Smart Land Use and Intelligent Transportation Systems (ITS)	Consistent
Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high density residential/commercial development along transit corridors.	The project site would be in close proximity to residential development and other commercial development. The Los Angeles County Metro Bus #161 make regular stops near the US 101/Kanan Road intersection.

Summary. In summary, project generated temporary construction and long term emissions would result in less than significant impacts to air quality. However, the project would contribute to a cumulatively significant air quality impact from generation of PM_{10} during the construction period. This impact is considered less than significant with mitigation (see MM AQ-1).

d) 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. A single-family residential neighborhood is located to the north of the site, at a much higher elevation that the subject property. Given the topographical difference between the residences and the project site, and that the project is not expected to result in significant air quality impacts, as noted above in Items b) and c), impacts are expected to be **less than significant**. There are no other sensitive receptors in the project vicinity.

e) Given the nature of the proposed use as an office building, it would not result in the creation of objectionable odors. Therefore, there would be **no impacts**.

Mitigation Measures:

AQ-1: 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 twice daily.

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

AQ-2: The following NO_x control measures shall be incorporated during project construction:

a) When feasible, electricity from temporary power pole onsite shall be used rather than temporary diesel or gasoline generators.

b) When feasible, on-site mobile equipment shall be fueled by methanol or natural gas (to replace diesel-fueled equipment.

c) Equipment engines shall be maintained in good condition and in proper tune as per manufacturer's specifications.

d) Lengthen construction periods during the smog season so as to minimize the number of vehicles and equipment operating simultaneously.

e) Use new technologies to control ozone precursor emissions as they become available.

Significance After Mitigation:

Upon implementation of the above mitigation measure, impacts would be reduced to a less than significant level.

CULTURAL RESOURCES

Would the Project?	Potentially Significant Impact	Less Than Significant Impact with Mitigation Measures	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	
e) Result in physical disruption of an identified sacred place or other ethnographically documented location of significance to native Californians?			X	

Discussion:

a) The site is vacant, so **no impacts** to historical resources are expected.

b) A Phase I Archaeology Study for the project site was conducted by Historical, Environmental, Archaeological, Research, Team (H.E.A.R.T, April, 2004) as serves as the basis for the following analysis. The Phase I consisted of: a records search at the South Central Coastal Information Center, California State University Fullerton; an on-foot surface reconnaissance of the entire project area; and preparation of a report summarizing the result of the records search and field reconnaissance.

The records search indicated that within a 0.5 mile radius of the project site there are:

- 12 recorded prehistoric archaeological resources (none of which were identified as being located on or immediately adjacent to the site);
- No historic archaeological resources
- 25 prior investigations have been conducted;
- No California Points of Interest;
- No California Inventory of Historic Places sites; and
- No California Historic Landmarks.

Ground surface visibility during the surface reconnaissance was reportedly good to very good throughout the site at the time of the survey. The field reconnaissance yielded no evidence of prehistoric or historic archaeological resources within the property boundary.

Based upon the results of the records search and site reconnaissance findings, any proposed development of the site would not impact known cultural resources. However, as a walkover of the site can only confidently assess the potential for encountering surface cultural resource remains customary caution is advised in developing within the site. Therefore, project related impacts are expected to be **less than significant**. However, standard protective measures, CR1 and CR2 shall be included as a part of the project.

c) The City of Agoura Hills is located in the southeastern portion of the Thousand Oaks Quadrangle on the north side of the Santa Monica Mountains (Advanced Geotechnical Services, Inc., May 2004). The project site area is located in a series of gently rolling hills with interspersed alluvial lowlands extending along the north edge of the base of the Santa Monica Mountains. The rock beneath

the project site is mapped by Dibblee as Miocene Age Upper Topanga Formation. Surficial soils at the site consist of artificial fill (Af), colluvium (Qcol), alluvium (Qal). Artificial fill soils are located at the south end of the property and are associated with old access roads crossing the site and the existing Canwood Street. Colluvium was also located at the southern end of the property. Alluvial materials are located in the small drainage at the south side of the property adjacent to Canwood Street. The artificial fill, colluvium and alluvium soils are underlain by bedrock of the Miocene Age Upper Topanga Formation as identified above. This formation is a marine clastic sedimentary unit composed of claystone, siltstone, and minor sandstone. There are no unique geological features at the project site.

Paleontological resources refer to the fossilized remains of plant and animal life. Certain geologic formations are of known paleontological importance, others are of low importance, while the importance of other deposits is unknown. Fossil remains are considered important if they are: 1) well preserved, 2) identifiable, 3) type/topotypic specimens, 4) age diagnostic, 5) useful in environmental reconstruction, 6) represent rare and/or endemic taxa, 7) represent a diverse assemblage, 8) represent associated marine and nonmarine taxa. The Topanga Formation is identified as being of moderate to high paleontological importance (Ventura County 1991 and 2006; City of Pasadena 2004) and high to very high sensitivity in Orange County (City of Orange, 2005 and SWCA Environmental Consultants, 2003). Quarternary deposits such as colluvium is of undetermined paleontological importance and artificial fill is considered to be of low paleontological importance.

The Topanga Formation is a shallow water marine sandstone unit with small amounts of siltstone and conglomerate deposited during the Miocene Epoch (18 to 16 million years B.P.). The Topanga Formation was deposited in a deepening marine basin as the mountain island blocks of the San Gabriel, Santa Ana and Catalina masses were rapidly uplifted (SWCA Environmental Consultants, Inc., 2003). As sediments were shed from the rising highlands, the coarser-grained sediments settled out closer to the paleo-shoreline and the finer-grained cobbles and sands were washed from the land by flash-flooding and then further transported offshore by turbidity currents, resulting in a mixing of terrestrial and marine fossils.

During surveys of the historically proposed development area known as Jordan Ranch (presently part of the National Park System) which is located about 2 miles northeast of the project site, bivalves, gastropods, wood and trace fossils were observed (Ventura County Resources Management Agency, October 1991). Marine vertebrates including pinnipeds, whales, dolphins and sea cows as well as boney fish, clams, snails, turtles, birds, microplankton, and sharks have been collected from this unit.

A paleontological survey of the project site has not been conducted to determine the presence of fossils on site. However, due to the moderate to high sensitivity of Topanga Formation, development of the project which includes areas of cut could have significant adverse direct and indirect impacts on the paleontological non-renewable resources of the area. Grading and other earthmoving activities could expose fossils but these same grading activities could also destroy them. In addition, fossil localities would be backfilled, paved over, or covered with structures and lost to further study. Indirect impacts can come from increased access to fossiliferous strata by amateur and commercial collectors, and construction personnel.

Earthmoving activities could expose new fossils for view and salvage. If proper mitigation measures are implemented, many adverse impacts could be reduced to a less than significant level and positive benefit could be expected in the form of additional fossil materials for future scientific study and public display. For example a 15 million year old anglerfish (Ceratioidea) fossil was discovered in Azuza in 2007 during the construction of a residential development. All proper paleontological resource mitigation protocol was followed throughout the excavation. The site was monitored until the excavation was analyzed, grade and completed (Cogstone Resource Management, Inc., 2007). Based upon the discussion provided above, the project has the potential to have a significant impact that could be reduced to **less than significant with mitigation**.

d-e) Please see response for b.

Mitigation Measures:

CR1: A City-approved archaeologist retained by the developer shall monitor initial grading/excavation activities into undisturbed earth materials (i.e., grading in artificial fill at the southern end of the site does not need to be monitored) within the project site to determine if continued monitoring is warranted, and if so, to develop and implement an appropriate monitoring schedule.

If archaeological resources are uncovered during excavation activities, the developer must notify the City of Agoura Hills Environmental Analyst immediately, and work must stop within a 100-foot radius until a qualified archaeologist satisfactory to the City of Agoura Hills has evaluated the find. Construction activity may continue unimpeded on other portions of the project site. If the find is determined by the qualified 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 with mitigation developed and implemented as appropriate. If the find is determined not to be a unique archaeological resource, no further action is necessary and construction may continue.

If resources are uncovered during excavation activities that may be paleontological in nature, the archaeological monitor in consultation with the Director of the City of Agoura

Hills Planning Department, shall retain a City-approved paleontologist to evaluate the find. Work must stop within a 100-foot radius until the qualified paleontologist has evaluated the find. Construction activity may continue unimpeded on other portions of the project site.

- If fossils are encountered, the paleontologist will salvage scientifically significant fossil remains.
- The paleontologist shall have the power to temporarily halt or divert grading efforts to allow evaluation and any necessary salvage of exposed fossils which are determined as potentially significant.
- All fossils collected shall be identified. These remains shall be donated to an institution with research and/or educational interest in the materials and a retrievable storage system such as the Los Angeles County Museum of Natural History.
- Locations of recorded fossil localities are confidential and are to be released on a "need to know" basis to reduce unauthorized collecting activities.
- A final report summarizing findings, including an itemized inventory and contextual stratigraphic data, shall accompany the fossils to the designated repository with a copy also retained by the City.

CR2: In the event of discovery of any human remains during project site preparation and construction, there shall be no further excavation or disturbance of the site or any nearby areas reasonably suspected to overlie adjacent human remains until, a) the County Coroner has been informed an has determined that no investigation of the cause of death is required; b) If the remains are of Native American origin, 1) the descendants from the deceased Native Americans have made a recommendation for means of treating or disposing with appropriate dignity the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98 or 2) the Native American Heritage Commission was unable to identify a descendant or the descendent failed to make a recommendation within 24 hours after being notified by the Commission.

Significance After Mitigation:

Mitigation Measures CR1 and CR3 are required to comply with public law. However, archaeological impacts prior to implementation of the measure are considered less than significant. Therefore, upon implementation of the mitigation measure, impacts would continue to be less than significant.

Mitigation Measure CR2 is required to reduce potentially significant impacts to paleontological resources. If successfully implemented, impacts would be reduced to a less than significant level.

GEOLOGY AND SOILS

Would the Project?	Potentially Significant Impact	Less Than Significant Impact with Mitigation Measures	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.			X	
(ii) Strong seismic ground shaking?		X		
(iii) Seismic-related ground failure, including liquefaction?			X	
(iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
d) Be located on expansive soil, as defined in Table 18-a-B of the Uniform Building Code (1994), creating substantial risks to life or property?		X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				X

Discussion:

a)(i,iii,iv) Per the City's General Plan Master Environmental Assessment (Section 11, 1992), due to the absence of active or inactive faults within the City limits, the potential hazard from fault rupture is considered remote. The *Geotechnical Engineering and Geologic Study (Study)* prepared for the project (Advanced Geotechnical Services, Inc., May 2004) also indicates that were no faults observed within borehole locations conducted as part of their subsurface exploration, nor has there been any on-site active or potentially active faults mapped by others. The closest State of California Earthquake Fault Zone to the site is the Malibu Coast Fault located about 7 miles from the site. Other active faults within 12 miles of the site are the Anacapa-Dume, Santa Monica, and Simi-Santa Rosa Fault Zones.

Since there are no active or potentially active faults passing through the site, the potential for onsite ground rupture or cracking due to shaking from a local seismic event is not considered a significant hazard, although it is a possibility at any site.

Landslides are slope failures that occur where the horizontal seismic forces act to induce soil failure. The project site is located on the State of California Seismic Hazards Map in an area not considered to be susceptible to hazards associated with earthquake-induced landslides.

Ground lurching is defined as earthquake motion at right angles to a cliff or bluff, or more commonly to a stream bank or artificial embankment that results in yielding of material in the direction in which it is unsupported. The initial effect is to produce a series of more or less parallel cracks separating the ground into rough blocks. These cracks are generally parallel with the top of the slope or embankment. The topography of the proposed project site does not lend itself to this type of lurching.

Lurching is also sometimes used to describe undulating surface waves in the soil that have some similarities to ground oscillation associated with liquefaction (described below), but generally occurs in soft, saturated, fine-grained soils during seismic excitation. When this phenomenon occurs adjacent to bodies of water, lurching can continue for a short time after the seismic shaking stops. The soil conditions at the proposed project site are not typical of those associated with lurching and thus it is not considered a significant hazard at this site.

Seiches are an oscillation of the surface of an inland body of water that varies on period from a few minutes to several hours. Seismic activity 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 tsunami runup, the risk of these two hazards is not pertinent to this site.

Liquefaction describes a process in which cyclic stresses produced by ground shaking induce excess pore water pressures in cohesionless soils resulting in near zero shear strength in the soil when the soil behaves as a viscous fluid. As a general rule, a site is susceptible to liquefaction if it meets the following four conditions: potential to be affected by seismic activity; presence of sandy soils, groundwater within 50 feet of the ground surface; and soil relative densities less than about 70 percent. Liquefaction related phenomena include: lateral spreading, ground oscillations, flow failure, reduction of bearing strength, ground fissuring, and sand boils. The State of California Seismic Hazards Map, Thousand Oaks Quadrangle, shows the site is not located in an area considered to be susceptible to hazards associated with liquefaction. The site

is located within an area which has shallow bedrock. Additionally all onsite colluvium, undocumented artificial sill and alluvium soils would be removed and replaced with compacted fill soil, the potential for liquefaction is negligible.

As indicated above, impacts relating to fault rupture, seismic ground failure including liquefaction, and landslides would be **less than significant**.

a)(ii) While there are no active or potentially active faults in the City of Agoura Hills, several active and/or potentially active faults in the surrounding region, as identified above, could produce ground shaking at the site. Design and construction of the office buildings are required to adhere to recommendations listed in the standard procedures of the California Building Code (CBC) to reduce any potential impacts from seismic related activity affecting the site. The 2007 CBC procedure calls for the following seismic geotechnical parameters. The soil needs to be classified and is dependent upon soil parameters such as shear, wave velocity, standard penetration resistance, soil undrained shear strength, and soil profile descriptions. The maximum considered earthquake spectral response accelerations are then adjusted for site class. The remaining seismic parameters used in structural analyses are computed from those shown below by the structural engineer.

Site Class	Spectral Accelerations, 0.2 Second Period S_s	Spectral Accelerations, 0.2 Second Period S_1	Site Coefficient, F_a	Site Coefficient, F_V
C	1,645	B	1.0	1.0

The Study further notes that conformance to the above criteria, for seismic excavation, does not constitute any kind of guarantee or assurance that significant structural damage or ground failure will not occur if a maximum level earthquake occurs. The primary goal of seismic design is to protect life and not to avoid all damage, since such design may be economically prohibitive. None-the-less conformance with the UBC and appropriate seismic design criteria are considered to reduce the hazard associated with seismic ground shaking to a less than significant level. Additionally, the Study identifies numerous recommendations pertaining to site preparation, design and construction that shall be incorporated into the project. Therefore, the project impacts would be **less than significant** with mitigation measures incorporated, as outlined in the geological report.

b) The project involves the construction of an office building, and surface parking, and would result in paving and structural coverage across most of the currently undeveloped site. Potential for soil erosion exists during construction due to wind entrainment or sediment traveling in stormwater runoff; however, dust control measures (AQMD Rule 403) (see mitigation measure AQ1) and a

stormwater pollution prevention plan are already required by the City to be implemented for the project site (see Section 7 - Hydrology And Water Quality) would adequately address this concern. Over the long-term the project site would be covered with impervious surfaces, landscaped areas and natural hillside and should not be subject to substantive erosion. Therefore, the project impacts would be **less than significant**.

c) Please refer to Item a)(i, iii, iv) above. The project would require the creation of cut and fill slopes which could become unstable. The Study provides recommendations for slope setbacks, the construction of cut and fill slopes, site preparation and retaining wall criteria that would need to be incorporated into the project to prevent this effect from occurring.

In addition to movement due to seismic shaking, foundation movement would result from 1) the anticipated live and dead loads of the structure; 2) settlement of the fill,; and 3) swell or hydroconsolidation if moisture changes occur within the supporting soils. The Study includes recommendations for site preparation, design and drainage which need to be incorporated into the project to mitigate this impact.

The Study indicates that the strength and compressibility of the soils and fill above bedrock at the project site are variable, based upon visual observations, and measured moisture and dry density variation. In their present condition, these near surface soils are not suitable for support of structures without the potential for detrimental foundation movements to occur. The Study states that the upper soils at the site would require removal and recompaction prior to construction of the project to mitigate the hazard. The Study includes recommendations for minimum removal depth in the general site preparation recommendations portion of the report.

The project impacts addressed above would be **less than significant with mitigation measures** incorporated, as outlined in the geotechnical engineering and geologic study.

d) Expansive soils are primarily clay-rich soils subject to changes in volume with changes in moisture content. The resultant shrinking and swelling of soils can influence all fixed structures, utilities and roadways. Included within the definition of expansive soils are certain bedrock formations with expansive rock strata and weathered horizons. An expansive soil hazard is considered to exist where soils have an expansion index greater than 20 (County of Ventura, February 2006). According to the AGS Geotechnical Engineering and Geology Study for the project, soils at the project site have an expansion index of 108 and are therefore highly expansive. The Study states that the upper soils at the site would require removal and recompaction prior to construction of the project to mitigate this hazard. The Study includes recommendations for minimum removal depth in the general site preparation recommendations

portion of the report. Other measures pertaining to drainage would also help mitigate this hazard. Therefore, the project impacts would be **less than significant with mitigation measures** incorporated, as outlined in the geological study.

e) The project site would connect with the sewer system, and so would not require septic tanks or other alternative wastewater systems. Therefore, there would be **no impacts.**

Mitigation Measures:

The following measure is applicable to Items a)(ii), c) and d) above.

GEO1: The project design and construction shall comply with all recommendations outlined in the *Geotechnical Engineering and Geologic Study* (Advanced Geotechnical Services, Inc., 2004) and addendums, as accepted by the City Engineer.

Significance After Mitigation:

Upon implementation of the above mitigation measure, impacts would be reduced to a less than significant level. However, it should be noted that the drainage related mitigation measures provided in the Study which are required to reduce hydroconsolidation and expansive soil hazards needs to be carefully included into the Landscape Plan for the project. Specifically, measures pertaining to the use of drains to collect excess irrigation water to drainage structures, or the use of impervious planter boxes for planting adjacent to structures, and the use of cut-off walls or moisture barriers where landscaping is planned next to pavement as outlined in the Study need to be included in the landscape plans for the project. The current conceptual landscape plans (dated 04-10-09) do not show the incorporation of these measures. However, these recommendations will be incorporated in the final plan.

HAZARDS AND HAZARDOUS MATERIALS

Would the Project?	Potentially Significant Impact	Less Than Significant Impact with Mitigation Measures	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?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an exiting or proposed school?				X

Would the Project?	Potentially Significant Impact	Less Than Significant Impact with Mitigation Measures	Less Than Significant Impact	No Impact
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?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
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?				X
g) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
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 wild lands?			X	

a),b) The project involves the construction of two medical office buildings. Some tenants could store, use, generate and dispose of medical hazardous materials, as well as use and store medical supplies that may be considered hazardous. Hazardous materials that may be associated with medical offices may include, but are not necessarily limited to pharmaceuticals, sharps, specific ingredients in sterilizing solutions, laboratory chemicals, heavy metals (e.g., dental amalgam, thermometers, barometers), biohazards (e.g., fluid blood), and electronic devices. There is always a threat of spills, leaks or unauthorized discharges of hazardous materials associated with these uses. The California Department of Public Health (CDPH) Environmental Management Branch regulates the collection, storage, transportation and disposal of sharps and medical wastes (California Department of Toxic Substances Control, September 2007). Generators of medical wastes must have a Medical Waste Management Plan pursuant to the Medical Waste Management Act (MWMA) addressing the processing, storage, treatment and transport of medical waste generated and it must also include emergency procedures. For regulated facilities in the City of Agoura Hills and all of Los Angeles County, the State CDPH is the Local Enforcement Agency for the MWMA. Assuming that the individual tenants comply with the legal requirements for use, storage, transport and disposal of regulated substances, impacts associated with such substances during the routine operation of the project as well as during upset conditions is anticipated to be **less than significant**.

c) There are no schools within one-quarter mile of the project site. Therefore, **no impact** would result.

d) The project site is vacant and does not appear to currently contain hazardous materials, nor is there any obvious evidence that it historically contained hazardous materials. Based upon a review of the California Department of Toxic Substances Control (DTSC) database covering Federal Superfund Sites (NPL), State Response Sites, Voluntary Cleanup Sites, School Cleanup Sites, Permitted Sites, and Corrective Action Sites, neither the project site nor properties within 0.5 mile are included on any of the referenced lists. Additionally, neither the project site nor properties within 0.5 mile of the project site are identified on the California State Water Resources Control Board's Geotracker list of leaking underground fuel tank (LUFT) sites (May 2008). The project site is not identified as being a hazardous materials site. Therefore, there would be **no impact.**

e), f) The project site is not located within the vicinity of an airport or airstrip, and is not within an airport land use plan area. Therefore, there would be **no impacts.**

g) The project involves the construction of office buildings on a vacant lot in an urbanized area, and so would not interfere with existing emergency evacuation plans or emergency response plans. Therefore, there would be **no impacts.**

h) The project involves the construction of two office buildings on a vacant lot in an urbanized area. The northern part of the project site and land to the northwest is designated as "Urban Wildfire Interface" in the City's Public Safety Element, and the proposed development would be located adjacent to some undeveloped open space to the north. None-the-less, the site is not adjacent to an expansive wildlands area. Additionally, the project would need to comply with all fire prevention regulations. Therefore, wildfire hazard impacts would be **less than significant.**

HYDROLOGY AND WATER QUALITY

Would the Project?	Potentially Significant Impact	Less Than Significant Impact with Mitigation Measures	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially degrade 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)?			X	

Would the Project?	Potentially Significant Impact	Less Than Significant Impact with Mitigation Measures	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?		X		
d) Create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		X		
e) Otherwise substantially degrade water quality?			X	
f) Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
h) 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?				X
i) Inundation by seiche, tsunami, or mudflow?				X

Discussion:

a), e) The project involves the development of two office structures, surface parking, and landscaping on a vacant lot. Construction grading is expected to occur primarily during periods of low rainfall. Nevertheless, if large amounts of bare soil are exposed during the rainy season, or in the event of a storm, finely grained soils could be entrained, eroded from the site, and transported to drainages. 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. Uncontrolled discharges of sediment could significantly affect the quality of surface water in drainages that transport stormwater from Agoura Hills and eventually to the Pacific Ocean. However, the project site is within the region covered by the Los Angeles County Municipal Storm Water National Pollutant Discharge Elimination System (NPDES) Permit No. CAS004001 issued by the Los Angeles Regional Water Quality Control Board (LARWQCB). The purpose of this permit is to govern non-point discharges associated with storm water drainage. The permit is a joint permit, with the City of Agoura Hills as one of the co-permittees. 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 need 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 needs 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. A SWPPP, prepared by Holmes Enterprises (July 2008), has been submitted to the City for the project.

Following construction, a large portion of the project site would be devoted to the parking and circulation of vehicles. Paved surfaces would replace natural vegetation with its pervious ground cover, which can both absorb water and filter out pollutants. In contrast, paved surfaces accumulate pollutants such as deposits of oil, grease, and other vehicle fluids and hydrocarbons. Traces of heavy metals deposited on streets and parking areas from auto operation and/or fall out of airborne contaminants are also common urban surface water pollutants. During storm events, if unmitigated, these pollutants would be transported by runoff into storm drain systems, and ultimately into the regional watershed. However, the applicant is 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. Hydrology and SUSMP Calculations for the project, dated October 17, 2008, prepared by Holmes Enterprises, Inc. have been submitted to the City. One of the water pollution prevention measures for the incorporated into the project plans is the proposed installation of a Flo-Gard basin filters. (The Flo-Gard filter is a multipurpose catch basin insert designed to capture sediment, debris, trash and oils/grease from low [first flush] flows [USEPA, 2007]). A [dual] high-flow bypass allows flows to bypass the device while retaining sediment and larger floatables (debris & trash) and allows sustained maximum design flows under extreme weather conditions.) The SWPPP, Wet Weather Erosion Control Plan, and SUSMP are required 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 and long-term operational activities, the state and federal requirements for the preparation of the aforementioned plans would reduce potential impacts to a **less than significant level** assuming implementation of these plans. No additional mitigation measures are necessary.

b) According to the Geotechnical Engineering and Geologic Study for the site prepared by Advanced Geotechnical Services, Inc. (2004) groundwater seepage was observed at depths of 10 to 15 feet within fractured bedrock in four of five borings advanced for the study. Development of the site would alter groundwater recharge at the site by the introduction of impervious surfaces as well as use of irrigation for landscaping. The project would include a landscaped detention basin which would allow for some percolation or surface runoff from the site.

Overall, the project is not anticipated to have a substantial effect on groundwater recharge. Additionally, the Las Virgenes Municipal Water District serves this site, as well as the entire City of Agoura Hills, and has no local sources of water. Rather, the LVMWD receives water from the State Water Project. Consequently, the project's impact to groundwater supplies is considered **less than significant**.

c & d) Through grading and development of the site with mostly pervious surfaces, the existing drainage pattern would be altered. The Hydrology and SUSMP Calculations report prepared for the project by Holmes Enterprises, Inc. (2008) states that the development would result in additional runoff due to the proposed 51 percent impervious surface area proposed by the project. Rather than sheet flow and absorption into the ground, the stormwater would be directed to a series of catch basins and storm drain pipes directed to the site's southeastern corner and connecting with the existing 36-inch storm drain within Canwood Street. Some of the onsite runoff would be directed to a detention basin located at the southern portion of the site. The drainage would continue to flow in roughly the same pattern southerly to the storm drain inlet in Canwood Street. 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 stormwater 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. Therefore, with regard to storm drain capacity, the project would result in **less than significant impacts with mitigation.** Mitigation Measure HYD-1 would ensure adequate capacity.

The discussion provided in a) above adequately discusses surface water pollution impacts from the project.

f),g),h) The site is located in an area of minimal flooding per the FIRM for the area (Community Panel #0650720001B, August 3, 1998), and not within a 100-year floodplain or flood hazard area. Additionally, there is no housing proposed as part of this project, nor is the project located near a dam or levee. Therefore, **no impacts** regarding flooding are expected.

i) Please refer to Section 5, Item a) (i, iii, iv). As noted previously, the site is not within a seiche, tsunami, or mudflow hazard area. Thus, there would be **no impacts.**

Mitigation Measure:

HYD-1: Prior to issuance of a grading or building permit, the applicant shall prepare and submit a final drainage plan to the City's Public Works Department and Los Angeles County Flood Control District for approval. The drainage plan shall include post development designs that ensure adequate capacity to accommodate the Capital Flood and prevent flooding of the site and adjacent roadway. The drainage facilities shall meet the design

requirements and capacities of the *Master Plan of Drainage for the City of Agoura Hills*, the *Los Angeles County Department of Public Works Hydrology Manual* and the *Hydrology and Sedimentation Appendix*. The 50-year Capital Flood storm shall be used for all open channels, closed conduits under major and secondary roads, and detention facilities. Additionally, the design shall meet all interim peak flow standards, or the most up to date standards, as established by the LACDPW. The plans shall be subject to review and approval by the City Engineer.

Significance After Mitigation:

Upon implementation of the above mitigation measure, impacts would be reduced to a less than significant level.

AESTHETICS

Would the Project?	Potentially Significant Impact	Less Than Significant Impact with Mitigation Measures	Less Than Significant Impact	No Impact
a) Have a substantial adverse affect on a scenic vista?			X	
b) Substantially damage scenic resources including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the project site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
e) Significantly impact any existing streetscape or public space which has been designed to provide areas of public assembly and congregation?				X

Discussion:

a) The City General Plan Scenic Highways Element identifies Canwood Street, abutting the project on the south, as a Local Scenic Highway, and U.S. Highway 101 (Ventura Freeway) beyond Canwood Street as a Local Scenic Highway, Secondary County Scenic Highway, and as eligible for state scenic highway designation. According to the General Plan, Canwood Street provides excellent vistas of Ladyface Mountain and the ridgelines along the south side of the City.

The proposed project would replace the natural undeveloped open space character of the project site with planned office development. The proposed building design is compatible to other office and commercial buildings in the area, and would consist of smooth stucco with stone veneer accents. The buildings would have multiple pitched-roof covered entryways on both the first floor and second floor levels featuring stone veneer covered structural columns supporting

the roof structures. Second-story entries would include painted galvanized handrails in earthtone colors. Roofing would be constructed of flat, light brown, concrete roof tiles, with exposed roof rafters. (Figures 3A and 3B provided at the end of this Initial Study show visual renderings of the proposed buildings.) The building height will be 35 feet or less per City code. The project also includes parking areas and landscaped areas. An outdoor area for project employees is provided near the western property boundary in the northern portion of the site. The frontage of the site would include a landscaped detention basin, entryway and parking area. Set back about 125 feet from the edge of Canwood Street would be the first office building with the second building up the slope about 170 feet from the first structure. As can be seen from the Grading Plan cross section A-A, neither building would exceed the height of the ridge to the north (elevation 980 feet). Given the sufficient grade difference between the proposed building and the residences on top of the hill to the north, the project would not obstruct views of the ridgelines south of the City or Ladyface Mountain. Although, some viewers would consider the conversion of undeveloped open space to a built environment as an adverse affect on the scenic resources of the area, the project is an infill development, would be similar to other buildings visible from Canwood Street and U.S. Highway 101, and would be attractively landscaped along the southern frontage, which is most visible from Canwood Street and U.S. 101. Therefore, impacts would be considered **less than significant.**

b) There are no state scenic highways in the site vicinity, although U.S. Highway 101 is eligible for state scenic highway designation. U.S. Highway 101 is located further south of the site, beyond Canwood Street. Nonetheless, there are no historic buildings or rock outcroppings in the area, and the onsite and adjacent oak trees would be protected. Therefore, **no impacts** would result.

c) During the construction period, persons traveling on area roadways (e.g., U.S. Highway 101 and Canwood Street) as well as persons at nearby land uses would have views of the proposed project site in various stages of site preparation and construction. Disturbed soils and vegetation, equipment and stocks of material would be clearly seen. Due to the sloping nature of the site, there is no practical way of screening the entire site from view during this period. However, the City will require standard screened construction fencing at the project site (chain-link fencing with green material covering. As such, a temporary degradation of the project sites visual character would result. However, because of the screened construction fencing and temporary nature of this effect, it is considered an adverse, but **less than significant impact**.

The project would be compatible with the uses, scale and design of other office buildings in the immediate area, and would not detract from the visual quality of the neighborhood. The building materials would also be similar to those utilized in other buildings in the area, with smooth stucco and stone veneer and a concrete tile roof. The project architectural plans and post-project renderings do not show any proposed on-roof equipment. It is assumed that no equipment

such as heating and ventilation is proposed to be located on the roof. Based upon the project plans are currently provided by the applicant, the proposed project would not substantially degrade the visual character of the site and surroundings. Thus the long-term visual impact is considered **less than significant**. In the event that project elements not shown on the plans evaluated in this Initial Study are added to plans after this environmental review process, supplemental environmental analysis would be required in accordance with CEQA.

d) A lighting plan and photometric details have been prepared for the proposed project. The Lighting Plan shows the use of Sun Valley Lighting LCN cast aluminum luminaires with prismatic glass reflectors and plastic panels. These lamps are designed to minimize lighting impacts on the night sky and would be directed as necessary to provide coverage of onsite parking and walkway areas. The maximum height of this luminaire is 15 feet, based upon the standards shown as provided on the Sun Valley Lighting Web page for the LCN light. Furthermore, the project would be subject to the City's Lighting Standards and Guidelines. A maximum of one foot-candle of light intensity at the site is allowable. Additionally, there are no highly reflective elements to the project, such as large expanses of mirrored glass. Therefore, the impact light and glare impact of the project would be **less than significant.**

e) The site is not located in the immediate vicinity of any known streets or public spaces used for the assembly and congregation of people. Therefore, there would be **no impacts**.

Mitigation Measures:

No mitigation beyond compliance with the existing City regulations is required. However, the following measure is recommended to reduce the adverse, temporary construction-related visual impact of the project.

AES1: The project developer shall prepare and implement a construction "good housekeeping" plan, which will include at a minimum: designation of specific areas for materials and equipment storage during construction; proper disposal of construction debris, and screening of equipment and materials from public views to the extent feasible during construction.

Significance After Mitigation:

Impacts are less than significant.

NOISE

Would the Project?	Potentially Significant Impact	Less Than Significant Impact with Mitigation Measures	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?		X		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial, temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
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?				X

Discussion:

Noise Setting. 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. Sensitive noise receptors include residential units, libraries, hospitals and nursing homes. In the project vicinity, the sensitive noise receptor would be the residential community to the north of the site, on top of the hill.

Construction Vibration Setting. Vibration from construction activity is caused by general equipment operations and is usually highest during pile driving, blasting, soil compacting, jack hammering and construction related demolition. Although vibration is sometimes noticeable outdoors, it is almost exclusively an indoor problem (Transit Link

Consultants, January 2007). Ground vibrations from construction activities do not often reach the levels that can damage structures (with the exception of fragile buildings), but they can achieve the audible and feelable ranges in buildings very close to the site (Federal Transit Administration, May 2006). A vibration that causes annoyance will be well below the damage threshold for normal buildings. Annoyance from vibrations can occur when the vibration exceeds the threshold of perception by only a small margin.

a) The project site is located adjacent to Canwood Street and about 130 feet from the centerline of U.S. Highway 101, which is the major source of noise in the project site vicinity. The 1992 City General Plan Noise Element contains noise contours that illustrate noise levels associated with U.S. 101. Based on the Noise Element's Future Noise Contours Map (which shows projected noise levels at General Plan buildout), the southerly one-third of the site is within the 75 dBA CNEL contour, and the remainder of the site is within the 70 dBA CNEL contour. However, using a modified STAMINA noise model and traffic data for 2007 from the California Department of Transportation for U.S., noise levels at the front edge of the proposed project structure closest to Canwood Street is estimated to be 76.7 dBA CNEL. Using the same model and existing traffic counts from the Traffic Impact Study prepared for the project by Interwest Consulting Group (January 3, 2007), noise levels at the same onsite location from Canwood Street traffic is an estimated to be 71.2 dBA CNEL. The combined noise level at the southern end of the site (front of first building) is an estimated 77.7 dBA CNEL (note that sound levels are not combined by simple addition, see Noise Appendix). A 15-minute ambient noise level measurement was taken by Padre Associates, Inc. on October 1, 2008 from 3:30 p.m. until 3:45 p.m., at a point about 60 feet from the northern edge of Canwood Street, on the proposed project site. A Larson Davis SoundTrack LxT Sound Level Meter was used and yielded a measurement of 72.dBA Leq.

   Table N-3 of the Noise Element delineates Noise Compatibility Standards for various uses and noise levels. According to the Noise Compatibility Standards, the location of the office in a noise environment of 75-80 dBA CNEL is considered a "normally unacceptable" noise environment, and new construction should generally be discouraged. If new development or construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the project. In general standard construction can reduce noise levels by about 20 dBA (e.g., if exterior noise leve is 70 dBA standard construction would result in interior noise levels of 50 dBA). For the project, a reduction of about 27.2 dBA would need to be provided for the structure closest to U.S. Highway 101. Because a detailed acoustical analysis would be required to develop adequate noise attenuation features beyond standard construction for the proposed project, and such features would need to be incorporated into the project in order to ensure an acceptable interior noise environment, **impacts are less than significant with incorporation of a mitigation measures** (MM N1).

b) Project construction would generally involve the temporary movement of trucks, materials and equipment at the site and use of heavy equipment. However, based upon review of the Geotechnical Engineering and Geologic Study for the proposed project, it is assumed that no, blasting or use of pile driving equipment would be required for the project. The anticipated construction activities would result in some level of vibration; however, it is not anticipated to be substantially greater in magnitude than that associated with the passing of other heavy vehicles such as garbage trucks. None-the-less, due to the nature and duration of the construction, feelable vibration would be more frequent and persistent for near by land uses. This short-term impact is considered **adverse, but less than significant**.

The proposed project operation does not involve uses that would generate excessive groundborne vibration or groundborne noise levels. Therefore, no long-term vibration impacts are anticipated.

c) The nearest sensitive noise receptor to the site is the residential community sited north of the property, about 150 feet north of the project parcel boundary. The rear parking lot is set back an additional 60 feet from the northern parcel boundary. Given the nature of medical office uses, the project is not expected to generate a substantial permanent increase in the amount of noise in the site vicinity. Minor increases in noise could occur from operation of heating and ventilation, people in the parking lot and building entrance areas, and onsite vehicles. The general area currently consists of similar commercial uses, and noise generated by the proposed project would be comparable to that generated by these nearby land uses. The project would result in an increase in traffic trips to and from the site, but the increase in noise from traffic is expected to be less than significant, given the current traffic flow on Canwood Street and U.S. Highway 101. Therefore, permanent noise impacts would be **less than significant**.

d) Construction activity would generate a temporary increase in noise. Average noise levels relating to construction are shown in Table 9-1 below.

Sensitive receptors are generally considered residential units, libraries, hospitals, and nursing homes. As indicated above, the closest residences are located 150 feet north of the project parcel. Additionally, an office building is located 100 feet to the east of the project site, and a Fire Protection District structure is located immediately west of the site. Project construction would result in noise levels above the acceptable exterior noise standards for the given uses (79.5 at closest residence 79.5 and 83 dBA at closest office). Normal construction can provide up to an estimated 18 dBA reduction in noise levels, so it is possible that worst case interior noise levels at the closest residence and office could be as high as 61 dBA and 65 dBA respectively. The project construction would result in significant noise impacts to these land uses although the construction noise

would be temporary. Impacts would be **less than significant with the incorporation of a mitigation measure** (MM N2 through N10).

Table 9-1. Typical Noise Level Ranges at Construction Sites

Construction Phase	Average Noise Level at 50 Feet	
	Minimum Required Equipment On-Site	All Pertinent Equipment On-Site
Ground Clearing	84 dBA	84 dBA
Excavation	79 dBA	89 dBA
Foundation/Conditioning	78 dBA	78 dBA
Building Erection	75 dBA	87 dBA
Finishing and Cleanup	75 dBA	89 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.

e & f) The project site is not located within the vicinity of an airport or private airstrip, and would not be affected by air traffic noise impacts. There would be **no impact**.

Mitigation Measures:

To reduce potential long-tem noise impacts associated with siting of the proposed offices within a high noise environment, the following measure shall be implemented.

N1: The project developer shall ensure that acceptable interior noise levels (50 dBA CNEL City standard) within the proposed medical office buildings are met through project construction/design measures. Noise reduction measures to adequately reduce interior noise levels may include:

- installation of ceilings/floors, doors, windows and exterior wall configurations of appropriate Sound Transmission Class (STC) ratings (e.g., STC rating of 35 or more[2]);
- airtight construction for stone veneer, block or stucco exterior walls;
- at the penetration of exterior walls by pipes, ducts or conduits, the space between the wall and pips, ducts or conduits shall be caulked of filled with mortar;
- A mechanical ventilation system shall be installed that will provide at least the minimum air circulation and fresh air supply requirements for various uses in

[2] Generally speaking the STC rating equals the reduction in decibel levels across the partition. However, structures (e.g., walls) in the field often measure lower in laboratory ratings. Therfore, it is appropriate to select building assembly rated at least 5 points above the design goal.

occupied rooms without the need to open any windows, doors or other openings to the exterior; and

- vent ducts specifically designed (e.g., using the appropriate material and without any direct line of sight through the duct) to meet the required noise reduction.

These attenuation features shall be shown on the construction plans, including detailed notes relating to these features, to be submitted to the City Building Division prior to issuance of a building permit and implemented during construction.

To reduce the noise impact of project construction on other land uses to the extent practical, the following measures shall be implemented.

N2: On-site construction activity involving the use of heavy and/or loud noise producing equipment shall be limited to between the hours of 7:00 AM and 7:00 PM, Monday thorough Saturday pursuant to Article IV, Chapter 1, of the City's Municipal Code. Additionally, no such construction activity shall take place on Sundays or legal holidays.

N3: A sign shall be posted at the construction site informing all workers and subcontractors of the time restrictions for construction activities. The sign shall also include the name and phone number of a Developer mitigation monitoring representative that will address any noise/vibration complaints relating to the proposed construction.

N5: Any stationary construction equipment will be placed within a noise reduction enclosure.

N6: All construction equipment shall be in proper operating condition and fitted with standard noise reduction features (e.g., mufflers).

N7: Construction contractors shall operate all diesel equipment with closed engine doors and such equipment shall have factory-recommended mufflers.

N8: Construction contractors shall conduct truck loading, unloading, and hauling operations so noise and vibration are kept to a minimum.

N9: Whenever feasible, construction contractors shall use electrical power to run air compressors and similar power tools.

N10: In the event that nearby land use occupants are unable to conduct normal activities due to project construction noise and interior noise levels are in excess of acceptable noise criteria, the project developer shall have a temporary noise barrier erected to shield the use from project noise-producing construction activities. (The acceptable interior noise levels for residential and office uses are 45 dBA and 50 dBA CNEL respectively based upon the City's Noise Element.) The project developer will be responsible for retaining an acoustical engineer to determine the level of noise above ambient created by the project and to specify the type and placement of the noise barrier required to provide compensatory sound mitigation. It may be prudent to use a portable barrier, so that it

could be moved to other locations on the site as the construction activity is concentrated at different locations.

Significance After Mitigation:

Upon implementation of the above mitigation measures, impacts would be reduced to a less than significant level.

POPULATION AND HOUSING

Would the Project?	Potentially Significant Impact	Less Than Significant Impact with Mitigation Measures	Less Than Significant Impact	No Impact
a) Result in direct or indirect population related growth inducement impacts (significantly expand employment opportunities, remove policy impediments to growth, or contribute to potential extensions of growth inducing infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X

Discussion:

a) The project consists of two office buildings, and does not include a residential component. Assuming one employee per 500 square feet of office building, with the total office square footage of 25,200, the project would be expected to generate 50 new jobs. The actual number of employees may be somewhat higher or lower. 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 there were 11,520 jobs in Agoura Hills in 2007. Jobs are expected to increase by 17 percent to 13,421 by 2035. This is consistent with the subregion in general (City of Agoura Hills, 2008). Thus, new employment opportunities provided by the project would be within the SCAG projections. Additionally, Agoura Hills is a predominately residential community and has significantly more housing than it does jobs (General Plan Housing Element, 2001). Therefore, the introduction of jobs as part of the project would be beneficial in helping to balance the existing difference between housing and work levels within the City. However, the vacancy rate for housing in the City was only 1.7 percent in 2007. As the project would be consistent with SCAG projections and no infrastructure or roads are proposed to be extended to accommodate the project, impacts would be **less than significant**.

b) There are no residential uses on-site and the project would not otherwise displace homes. Therefore, there would be **no impacts**.

PUBLIC SERVICES

Would the Project?	Potentially Significant Impact	Less Than Significant Impact with Mitigation Measures	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 government facilities, the need for new or physically altered government 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?				
- Fire protection			X	
- Police protection			X	
- Schools			X	
- Parks			X	
- Other public facilities			X	

Discussion:

a) The City of Agoura Hills is served by the Los Angeles County Fire Department (LACFD). Fire Station No. 89 is located adjacent to the project site at 29575 Canwood Street. 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. Additionally, the project developer would need to pay a Fire Protection Development Fee prior to issuance of a building permit (City Ordinance No. 231 § 2, 5-26-93). The fees paid pursuant to the ordinance are used solely for the purpose of constructing fire protection facilities to serve new residential and commercial development. Because the project site is in an area already served by the LACFD and would pay mitigation fees its project-specific and contribution to cumulative demands for fire protection services is considered a **less than significant impact**.

b) The City of Agoura Hills is served by the Los Angeles County Sheriff's Department (LACSD). The Los Angeles County Sheriff's Department Lost Hills Substation provides police protection services for the immediate project area as well as the greater Agoura Hills area. According to Sgt. Phil Brooks (personal communication September 2008), the officer to population ratio for the City is adequate and the project-specific and cumulative impact on the Sheriff's Department would be **less than significant**.

c) In 1990, school facilities legislation (California Government Code Section 65995) was enacted to generate revenue for school districts for capital acquisitions and improvements. The legislation states: "Exactions shall be limited to $1.50 per square foot of "assessable space" for residential projects and $0.25 per square foot of "chargeable covered and enclosed space" for commercial or industrial projects. These amounts will be adjusted for inflation every two years." The most recent adjustment to the fees brought the rates to $0.47 per square foot of commercial/industrial development (Petrash, personal communications, October 2008). The project developer would be required to pay mandatory school impact fees at this rate to the local school district, Las Virgenes Unified School District (LVUSD). With payment of the required fee, which would fund additional and improve existing facilities, the project would have a **less than significant impact** on local schools from a project-specific and cumulative basis. However, according to LVUSD staff, schools in Agoura Hills are operating at capacity. Therefore, any additional students that may indirectly be generated by new families moving to the City to work at the proposed office complex would have the potential to create overcrowding if adequate facilities are not provided in a timely manner.

d) Recreational facilities and programs are provided through the City's Community Services Department. The City currently has a shortage of parks and recreation facilities (City of Agoura Hills, 2008). The closest local park to the proposed project site is Forest Cove Park on Forest Cove Lane, about 0.5 mile from the project site. However, the project would not introduce residential uses that would directly generate population growth, and thus would not directly increase the City-wide demand for parks in terms of parkland to population ratio. It is possible that some new project employees would move to the area. However, pursuant to the 1975 Quimby Act (Government Code Section 66477), the City has adopted a Parkland Dedication and Fees ordinance that requires that developers set aside land, donate conservation easements, pay fees or combination thereof for park or recreation purposes. As such, the impact of new residents of the City's parkland to population ratio is mitigated at the time new residential development is proposed. It is also possible that employees may utilize nearby local parks during the lunch break. However, this is not expected to substantially affect the park facilities or enjoyment of the park by residents as most park use occurs during weekends, holidays and after-work hours. Whereas, non-resident employee use of such facilities would likely occur during lunch hours. Therefore, the project would result in a **less than significant impact** on parks on a project-specific or cumulative basis.

e) The project would not contribute significantly to the demand for any other public facilities (e.g., library services) as it would not directly introduce a new population of residents to the City. Some minor incidental demand for services may result, as such **impacts would be less than significant** on a project-specific or cumulative basis.

RECREATION

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

Discussion:

a),b) See Item 11 d) above. Given that no residential uses are proposed, the project is not expected to directly generate additional population, and the project does not include or require the construction or expansion of recreational facilities, impacts to recreational facilities and parks are expected to be **less than significant.**

TRANSPORTATION/TRAFFIC

Would the Project?	Potentially Significant Impact	Less Than Significant Impact with Mitigation Measures	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which 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)?		X		
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c) 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?				X
d) Substantially increase hazards related to existing intersections or roadway design features (e.g., sharp curves or dangerous intersections), or to incompatible uses (e.g., residential traffic conflicts with farm equipment)?			X	
e) Result in inadequate secondary or emergency access?			X	
f) Result in inadequate parking capacity?				X

Discussion:

a) A Traffic Impact Study (TIS) for the project was performed by Interwest Consulting Group (Interwest) (dated January 3, 2007) and a follow-up Agoura Hills 05-CUP-006 Traffic Impact Study Addendum dated November 20, 2008 was also prepared by Interwest. The study shows that the project would generate 910 trips per day, with 62 trips in the morning peak hour (7:30 AM to 8:30 AM), and 94 trips in the evening peak hour (5:00 PM to 6:00 PM) based upon the Institute of Traffic Engineers (ITE) *Trip Generation 7th Edition* publication data for medical office uses. The expected project-generated trips were then distributed on the street network to determine potential impacts. Six intersections were analyzed for project impacts both under existing traffic conditions, existing plus project and existing plus project plus cumulative conditions (that assume the completion of a series of projects that are now under construction, have been approved, or are pending approval by the City and/or adjacent jurisdictions). The intersections analyzed included the following:

- Reyes Adobe Road - Canwood Street;
- Reyes Adobe Road - U.S. 101 Freeway Northbound Ramps;
- Reyes Adobe Road - U.S. 101 Freeway Southbound Ramps;
- Kanan Road - Canwood Street;
- Kanan Road - US 101 Freeway Northbound Ramps; and
- Kanan Road - US 101 Freeway Southbound Ramps.

The TIS was conducted using the Intersection Capacity Utilization (ICU) method. With this method an ICU value is calculated that represents the portion of an hour required to accommodate traffic if all approaches operate at capacity. The ICU value is then correlated to a Level of Service (LOS). (LOS rankings describe the operating conditions of an intersection with LOS A referring to the best traffic condition, while a LOS F is the least favorable.) Though operations may be more congested during short periods within the peak hour, an ICU analysis of the entire peak hour is the generally accepted method of quantifying intersection operation. Table 13-1 shows the intersection (AM and PM) level of service (LOS) results from the TIS analyses. Table 13-2 shows the intersection levels of service results assuming that improvements to the U.S. 101 Freeway - Reyes Adobe Road interchange (originally anticipated to be planned for construction in spring of 2009 in the TIS) are in place as provided in the Traffic Impact Study Addendum dated November 20, 2008. These improvements would include the following and will affect the Reyes Adobe Road - Canwood Street intersection operations as well as both offramp intersections.

Southbound Offramp Intersection

- Add northbound through lane.
- Add southbound left turn lane.
- Add southbound through lane.

Northbound Offramp Intersection

- Add northbound through lane.
- Add northbound left turn lane.
- Convert southbound right turn lane to through-right lane.

Canwood Street Intersection

- Add northbound through lane.
- Add northbound left turn lane.
- Add second westbound lane and stripe the approach to provide a left turn lane and a through-right lane.

Table 13-1. Intersection AM/PM Peak LOS

Scenario			Reyes Adobe Road - Canwood Street	Reyes Adobe Road - U.S. 101 Freeway SB Ramps	Reyes Adobe Road - U.S. 101 Freeway NB Ramps	Kanan Road - Canwood Street	Kanan Road - U.S. 101 Freeway SB Ramps	Kanan Road - U.S. 101 Freeway NB Ramps
AM	Existing	ICU	0.61	0.93	0.68	0.56	0.70	0.71
		LOS	B	E	B	A	B	C
	Existing + Project	ICU	0.63	0.93	0.68	0.56	0.70	0.71
		LOS	B	E	B	A	B	C
	Existing + Cumulative	ICU	0.64	1.18	0.80	-	0.65	**0.83**
		LOS	B	F	C	-	B	**D**
	Existing + Cumulative + Project	ICU	0.66	1.18	0.80	-	0.65	**0.86**
		LOS	B	F	C	-	B	**D**
PM	Existing	ICU	**0.80**	0.67	**0.82**	0.88	0.73	0.93
		LOS	**C**	B	**D**	D	C	E
	Existing + Project	ICU	**0.83**	0.68	**0.84**	0.89	0.74	0.93
		LOS	**D**	B	D	D	C	E
	Existing + Cumulative	ICU	**0.87**	0.98	1.01	-	0.84	0.96
		LOS	**D**	E	F	-	D	E
	Existing + Cumulative + Project	ICU	**0.89**	0.99	1.02	-	0.84	0.97
		LOS	**D**	E	F	-	D	E

Bold and highlighted text indicates ICU and LOS values of particular concern.

Table 13-2. Intersection AM/PM Peak LOS with U.S. 101 Freeway - Reyes Adobe Road Interchange Improvements

Scenario			Reyes Adobe Road - Canwood Street	Reyes Adobe Road - U.S. 101 Freeway SB Ramps	Reyes Adobe Road - U.S. 101 Freeway NB Ramps	Kanan Road - Canwood Street	Kanan Road - U.S. 101 Freeway SB Ramps	Kanan Road - U.S. 101 Freeway NB Ramps
AM	Existing	ICU	0.61	0.93	0.68	0.56	0.70	0.71
		LOS	B	E	B	A	B	C
	Existing + Project	ICU	0.63	0.93	0.68	0.56	0.70	0.71
		LOS	B	E	B	A	B	C
	Existing + Cumulative	ICU	*0.49*	*0.96*	*0.69*	-	0.65	**0.83**
		LOS	*A*	*E*	*B*	-	B	**D**
	Existing + Cumulative + Project	ICU	*0.49*	*0.96*	*0.69*	-	0.65	***0.85***
		LOS	*A*	*E*	*B*	-	B	D
PM	Existing	ICU	**0.80**	0.67	**0.82**	0.88	0.73	0.93
		LOS	**C**	B	**D**	D	C	E
	Existing + Project	ICU	**0.83**	0.68	**0.84**	0.89	0.74	0.93
		LOS	D	B	D	D	C	E
	Existing + Cumulative	ICU	*0.58*	*0.64*	*0.81*	-	0.84	0.96
		LOS	*A*	*B*	*D*	-	D	E
	Existing + Cumulative + Project	ICU	*0.60*	*0.65*	*0.82*	-	0.84	0.97
		LOS	*A*	*B*	*D*	-	D	E

Information presented in *italics* indicates a change between that provided in Table 13-1 and 13-2. Bold and highlighted text indicates ICU and LOS values of particular concern.

As indicated in Table 13-1 above, all intersections studied currently operate at a good level of service in the morning with the exception of the U.S. 101 Freeway southbound offramp at Reyes Adobe, which operates at LOS E. In the afternoon, however, the intersections of the U. S. 101 Freeway northbound offramp at Reyes Adobe, Kanan at Canwood and the U. S. 101 Freeway northbound offramp at Kanan all operate at either LOS D or E

For intersection operation, the City of Agoura Hills defines an impact as significant if it increases the ICU value by 0.02 or more and the resulting ICU value is 0.81 or higher.

The project generated traffic volumes were added to existing traffic volumes and LOS calculations performed as part of the TIS and Addendum to the TIS. As can be seen in Table 13-1, the results indicate the project would cause measurable impacts to most of the intersections studies and the impacts would be significant at the intersections of:

- Reyes Adobe Road - Canwood Street (PM peak); and
- Reyes Adobe Road - U.S. 101 Freeway Northbound Ramps (PM peak).

However, with the assumption that the planned improvements at the U.S. 101 Freeway - Reyes Adobe Road interchange are in place by the time of project construction, the LOS results from the TIS Addendum indicate that the *project-specific* impacts for the two intersections in the PM period would remain the same, but would be mitigated by the improvements.

As part of the TIS, the City's December 2005 Commercial and Residential Summary was reviewed and 22 developments were selected to be included in the analysis of future conditions. These developments referred to as "cumulative developments" were selected because they may contribute meaningful amounts of traffic to one or more of the study intersections. Peak hour traffic volumes were estimated for each of these developments and distributed to the roadway network in the same manner as was done for project traffic. The TIS results include the planned improvements to the Kanan Road - U.S. 101 Freeway interchange (which have subsequently been completed). These improvements include: realignment of the northbound offramp on the north side to intersect Kanan Road at the Canwood Street intersection and a northbound loop onramp; and on the south side, the southbound offramp has been realigned to intersection Kanan Road at the Roadside Drive intersection and a southbound loop onramp.

Intersection LOS calculations were performed for the existing plus cumulative developments scenario. The results indicate, as shown in Table 13-1, that the Reyes Adobe interchange would operate at very poor levels of service and the rest of the intersections studied would generally operate at marginal or unacceptable levels of service during the peak hours, especially the afternoon peak hour. With the planned improvements at the U.S. 101 Freeway - Reyes Adobe Road interchange, LOS at this interchange and Reyes Adobe Road - Canwood Street would improve to acceptable levels or better as shown in Table 13-2.

The project traffic volumes were then added to the existing plus cumulative developments traffic volumes and LOS calculations were again performed as part of the TIS and Addendum to the TIS. The results of which indicate that the project would cause significant cumulative impacts to the Reyes Adobe - Canwood Intersection during the afternoon peak hour as shown in Table 13-1. However, as shown in Table 13-2, with the planned improvements at the U.S. 101 Freeway - Reyes Adobe Road interchange, the project would not cause significant cumulative impacts. Additionally, although Table 13-1 appears to suggest that the project impacts would be significant at the U. S. 101 Freeway Northbound Offramp at Kanan during the morning peak hour, rounding the ICU values to two decimal places only makes it appear to be a project-caused change of 0.02; the incremental impact is actually 0.015, which is less than the 0.02 significance threshold.

As indicated above, the proposed project would result in significant impacts to intersection capacity on a project-specific and cumulative basis unless the planned improvements at the U.S. 101 Freeway - Reyes Adobe Road interchange are in place. These significant impacts could be reduced to a **less than significant level with the implementation of mitigation measures**. Additionally, the project developer would be required to pay the Arterial Street Development Fee in accordance with City Ordinance No. 153, § 1, 9-28-88).

b) The Los Angeles County Congestion Management Plan (CMP) requires a regional traffic impact analysis when a project adds 50 or more peak hour vehicles to a CMP Highway system intersection or 150 or more peak hour trips to a mainline freeway link. Based on Figure 3 of the TIS (Interwest Consulting Group, 2007), the project would not meet this threshold. Therefore, a regional traffic impact analysis is not necessary, and impacts to the CMP standards would be **less than significant**.

c) There are no airports or airfields in the project vicinity, so there would be **no impacts**.

d) Access to the site would be served by a 26-foot wide driveway located approximately 47 feet west of the property's east boundary. This location was developed in coordination with City staff to maximize the offset from the driveway of the adjacent property to the east (Interwest Consulting Group, 2007). As proposed, there would be 77 feet of clearance between the two driveways, which should provide adequate visibility and reaction time for motorists exiting the driveways.

The drive isle to the lower parking lot is approximately 70 feet from the Canwood Street curb. In the event of a temporary blockage at this drive aisle, this would provide ample room for at least three vehicles to queue without blocking traffic on Canwood Street (Interwest Consulting Group, 2007).

According to the TIS, due to the location of the site on a hillside, the proposed project's main drive aisle grade ranges from 10 percent at the street to 5 percent to 13 percent. The westerly drive aisle ranges from 5 percent to 15 percent. To avoid circulation *problems it is recommended that transitions at least 12 feet long be located at each grade change point. The grade of each transition should be an average of the approach and exit grades and the vertical profile should be blended (smoothed) at each end of the transition*.

The 26-foot width of the drive aisle and parking aisles is adequate and the radius curb returns would facilitate internal circulation.

Based upon the discussion above, traffic hazards would be **less than significant**. However, the recommendations identified above should be implemented to further improve access conditions at the proposed site.

e) The TIS indicates that site access is generally adequate; and the project would need to comply with the Fire Code and LACFD standards including access design requirements, as discussed in Section 11 - Public Services. Therefore, the project is not expected to result in inadequate secondary or emergency access, and impacts would be **less than significant.** However, it is suggested for improved circulation, that the TIS recommendations identified above be implemented.

f) Per City Code 5 parking spaces per 1,000 s.f. of building area is required. Thus the parking space requirement for the project is 126 spaces. The project as presently proposed provides 126 spaces. Since it is compliant with code, **no impact** would result.

Mitigation Measures:

The following measure is identified in the TIS to mitigate the significant project-specific impacts on intersection capacity at Reyes Adobe Road - Canwood Street and Reyes Adobe Road - U.S. 101 Freeway Northbound Offramp.

T1: The traffic signal shall be modified to provide an eastbound right turn overlap phase. This measure must be financed by the developer prior to issuance of a building permit and fully implemented prior to the issuance of an occupancy permit for the proposed development.

The above measure would theoretically improve the afternoon post-project ICU value from 0.83 LOS D to 0.76 LOS C. In reality, the improvement would be somewhat less because protected-permissive northbound left turn phasing would provide less opportunity form overlapping right turns than would full protected phasing. Nevertheless, the improvement is expected to significantly exceed the 0.03 incremental project impact and restore LOS operation. The implementation of this mitigation would also serve to offset the project's contribution to the cumulative impact at this intersection as well.

T2: The southbound right turn shall be overlapped with the westbound phase if the westbound through movement (from the offramp to the onramp) is eliminated.

This would improve the post-project ICU value from 0.84 LOS D to 0.79 LOS C.

Mitigation measures T3 is required to reduce the project's contribution to cumulative traffic impacts to a less than significant level.

T3: The project developer shall pay the standard City Traffic Impact fee.

T4: Prior to issuance of grading permits, the applicant shall make a non-refundable cash deposit (or some other form of security immediately available to the City and acceptable to the City Attorney and City Engineer) in an amount established by the City Engineer in-lieu of constructing the required traffic mitigation improvements as identified in measures

T1 and T2 above. The amount deposited shall be credited against the development's required Traffic Impact Fee (TIF). The applicant shall pay the balance of the TIF (if any) in full prior to the issuance of a certificate of occupancy. At the City's discretion, the amount of the applicant's deposit may be applied to either the cost of interchange improvements at the Reyes Adobe Interchange or to construction of the originally-identified mitigation measures.

Significance After Mitigation:

The above mitigation measure would reduce impacts to a less than significant level.

UTILITIES AND SERVICE SYSTEMS

Would the Project?	Potentially Significant Impact	Less Than Significant Impact with Mitigation Measures	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
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?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
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?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statues and regulations related to solid waste?			X	

Discussion:

a),b),e) Wastewater generated in the Agoura Hills area is transported to the Las Virgenes Municipal Water District's (LVMWD) Tapia Water Reclamation Facility for treatment. Existing intake capacity at the facility is 16 million gallons per day (mgd) (personal communications, October 2008). However, improvements to the plant designed to meet discharge limits on nutrients that stimulate algal growth are being designed for an average dry-weather flow of 12 mgd at buildout (anticipated year 2010). Currently, the facility receives between 9.

mgd of wastewater and has an additional 6.1 mgd of capacity available which would be reduced to 2.1 mgd in 2010. Based upon communications with LVMWD staff, the treatment plant has adequate capacity to accommodate the proposed project.

The project would involve the construction of 25,200 square feet of office space on 3.2 acres. Based on an estimated water demand (see Item d) of 2,784 gpd, the project would generate a similar amount of wastewater per day since landscape water would be from reclaimed water supplies. This constitutes about 0.1 percent of the remaining capacity under the minimum treatment capacity scenario (2.1 mgd). Therefore, the project would not trigger the need to construct new wastewater facilities. Therefore, impacts related to wastewater would be **less than significant**.

There is currently an 8-inch sewer main line on the south side of Canwood Street. According to City of Agoura Hills Engineering staff, this line has adequate capacity to serve the proposed development as well as other undeveloped parcels in this section of Canwood Street (Cortes, personal communication, October 2008). This 8-inch main line flows westerly and connects to a 10-inch trunk line (in front of the fire station) which runs across the 101 freeway and connects to a 24-inch trunk line north of Agoura Road. According to LVMWD (Lippman, personal communication, October 2008), all trunk line sewers have adequate capacity to serve the proposed project. The project impact on wastewater collection infrastructure would be **less than significant** and is not considered to be cumulatively significant.

c) The project involves the construction of two office buildings and associated parking and landscaping on 3.2 acres. As discussed in Section 7 - Hydrology and Water Quality, 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 stormwater 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. The current project design includes an on-site detention basin along the Canwood Street frontage. Additionally, connection of on-site storm drain to the existing system would require approval from the LACFCD. With implementation of the LACFCD-required improvements, impacts would be **less than significant**.

b),d) The Las Virgenes Municipal Water District (LVMWD or District) owns and operates a potable water system that serves the cities of Agoura Hills, Calabasas, Hidden Hills, and Westlake Village, as well as unincorporated areas in the western portions of Los Angeles County, near Ventura County. The total service area of the District covers an area of approximately 125 square miles. 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 (imported water originating in the Sacramento Delta).

The Metropolitan Water District of Southern California (MWD) is a cooperative of 26 cities and water agencies serving 18 million people in six counties. MWD imports water from the Colorado River and Northern California via the State Water Project to supplement local supplies, and helps its members to develop increased water conservation, recycling, storage, and other resource-management programs. As a wholesaler, MWD has no retail customers, and distributes treated and untreated water directly to its 26 member agencies, including LVMWD. MWD has prepared a Regional Urban Water Management Plan (2005) that projects water demand and supplies to the year 2030 and includes justifications for its supply projections.

According to the LVMWD 2005 Urban Water Management Plan Update, the District's year 2005 imported water supply was 26,664 acre-feet per year (AFY). The projected imported water supplies for years 2020 and 2030 respectively are 34,520 AFY and 32,920 AFY. Water demand within LVMWD in 2007 was just over 25,000 acre-feet per year (LVMWD and Boyle Engineering 2007). By the years 2020 and 2030 respectively demand is projected to increase to about 29,000 AFY and 30,700 AFY respectively.

A Joint Powers Authority (JPA) of LVMWD and Triunfo Sanitation District (TSD) owns and operates the Tapia Water Reclamation Facility (Tapia WRF), which produces approximately 9.5 million gallons of recycled water per day. The JPA also owns and operates a complex distribution system, consisting of pipelines, pump stations, tanks and reservoirs, and associated appurtenances to deliver the recycled water to users in various areas of Los Angeles and Ventura Counties including the City of Agoura Hills. Occasionally, average peak monthly demand for recycled water exceeds the average monthly supply. During these high recycled water demand periods, recycled water is supplemented with potable water. Recycled water demand within the District was about 5,000 acre-feet per year in 2007 and is expected to rise to about 6,000 acre-feet per year in 2020 (LVMWD and Boyle Engineering 2007). According to the Las Virgenes Municipal Water District 2005 Urban Water Management Plan Update, the recycled water supply was 4,587 AFY. The projected recycled water supply for the years 2020 and 2030 respectively are 5,730 AFY and 6,180 AFY.

The Potable Water System Master Plan for LVMWD assigns a use factor of 870 gallons per day (gpd)/acre for office use. Based on this use factor and a development area of 3.2 acres, the project would generate demand for 2,784 gpd. Based upon communications with personnel from LVMWD, the District has adequate supplies to serve the project. Further, there is an existing 12-inch water main that has adequate capacity to serve the project (Lippman,

personal communication, October, 2008). The impact would be **less than significant**.

The LVMWD Integrated Water System Master Plan provides a recycled water use factor of 5.8 acre feet per year per acre for commercial/industrial uses. Using this factor, the proposed project would be expected to create a demand for 18.6 acre-feet per year. Based upon communications with personnel from LVMWD, the District would be able to serve the projects recycled water requirements. Further, there is an existing 6-inch reclaimed water main that has adequate capacity to serve the project (Lippman, personal communication, October, 2008). The impact would be **less than significant**.

Because the District is planning for future growth and corresponding demands for water supplies and has an infrastructure improvement plan in place, the projects contribution to cumulative water impacts is considered less than significant.

f),g) Private contractors provide collection and hauling of solid waste services to commercial customers in the City. Waste is transported mainly to the Calabasas Landfill for disposal, as the City of Agoura Hills is within the designated wasteshed for this landfill. The landfill is owned and operated by the Los Angeles County Sanitation District. The permitted capacity of the Calabasas Landfill is 69,300,000 cubic yards Chang, personal communication, September 2008). The remaining capacity as of June 2008 was 17,800,000 cubic yards and the estimated closure date is August, 2026. There are no plans for further expansion as the last potential landfill cell is active and the site is built out (Weber, personal communication, October 2008). The Calabasas Landfill is permitted to receive 3,500 tons of solid waste per day. The current waste stream at the landfill is about 1,418 tons per day based upon a rolling four quarters average as of June 2008 (Chang, personal communication, September 2008).

Although the exact level of waste generated by office uses varies, the following is an estimate based on the California Integrated Waste Management Board's *Estimated Solid Waste Generation Rates for Commercial Establishments* for office uses. Assuming one pound per 100 square feet per day and 25,200 square feet of building and 260 operational days per year, the project is estimated to generate roughly 252 pounds of waste per day or 65,520 pounds per year (33 tons per year). This project-generated solid waste estimate represents solid waste generation under the worst-case conditions without any recycling activities in place.

In order to comply with the California Integrated Waste Management Act (AB 939), the City has instituted a series of programs to reduce waste entering landfills. The goal of AB 939 is a 50 percent reduction or diversion of solid waste entering landfills. In the City, all commercial businesses are required to

have a commercial recycling program in place. The City also requires all waste haulers operating in the City to pick up and properly dispose of recycled materials from commercial businesses. Monthly diversion rate reports from the haulers must be submitted to the City for review. Additionally, under the City's Construction and Demolition Debris Recycling Program, the project would be required to recycle construction debris. Thus, with implementation of the City required recycling programs, the amount of solid waste per day generated by the project that would normally go to the landfill could feasibly be reduced by 30-50 percent. This would translate from 33 tons per year to anywhere from 17 (50 percent reduction) to 23 (30 percent reduction) tons per year entering the landfill. The higher number of 23 tons represents less than 0.1 percent of the Calabasas Landfill's remaining daily permitted capacity. The project is not anticipated to generate waste that would exceed the permitted capacity of the Calabasas Landfill and the landfill life is another 15 years. Therefore, the impact would be **less than significant**. Because the project would be required to participate in City recycling programs, the cumulative impact would also be considered less than significant.

MANDATORY FINDINGS OF SIGNIFICANCE

Would the Project?	Potentially Significant Impact	Less Than Significant Impact with Mitigation Measures	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?			X	
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 the past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Discussion:

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. Therefore, the impact would be **less than significant**.

b) The project would not create any significant impacts that cannot be mitigated. Therefore, the project's contribution to cumulative impacts would be negligible. Impacts would be **less than significant**.

c) As discussed above in the following sections: Land Use and Planning; Biological Resources; Cultural Resources; Geology; Hydrology and Water Quality; Noise; and Transportation/Traffic, the project has the potential to result in conditions that may adversely affect human health and safety. However, implementation of mitigation measures listed herein, compliance with the City of Agoura Hills Municipal Code, State of California Regional Water Quality Control Board, Los Angeles County Flood Control District requirements would reduce potential adverse affects to human safety to a **less than significant level**.

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United States Environmental Protection Agency (USEPA). EPA New England's Center for Environmental Industry and Technology (CEIT) Innovative Technology Inventory (ITI) Kristar Flo-Gard™ Catch Basin Insert Filter (2007). **http://www.epa.gov/ne/assistance/ceit_iti/tech_cos/kristar_floguard630.html**

PERSONAL COMMUNICATIONS

Brooks, Sgt. Phil, Los Angeles County Sheriff's Department. September 2008

Chang P.E., Angela, Senior Engineer, Planning Section County Sanitation Districts of Los Angeles County. September 2008.

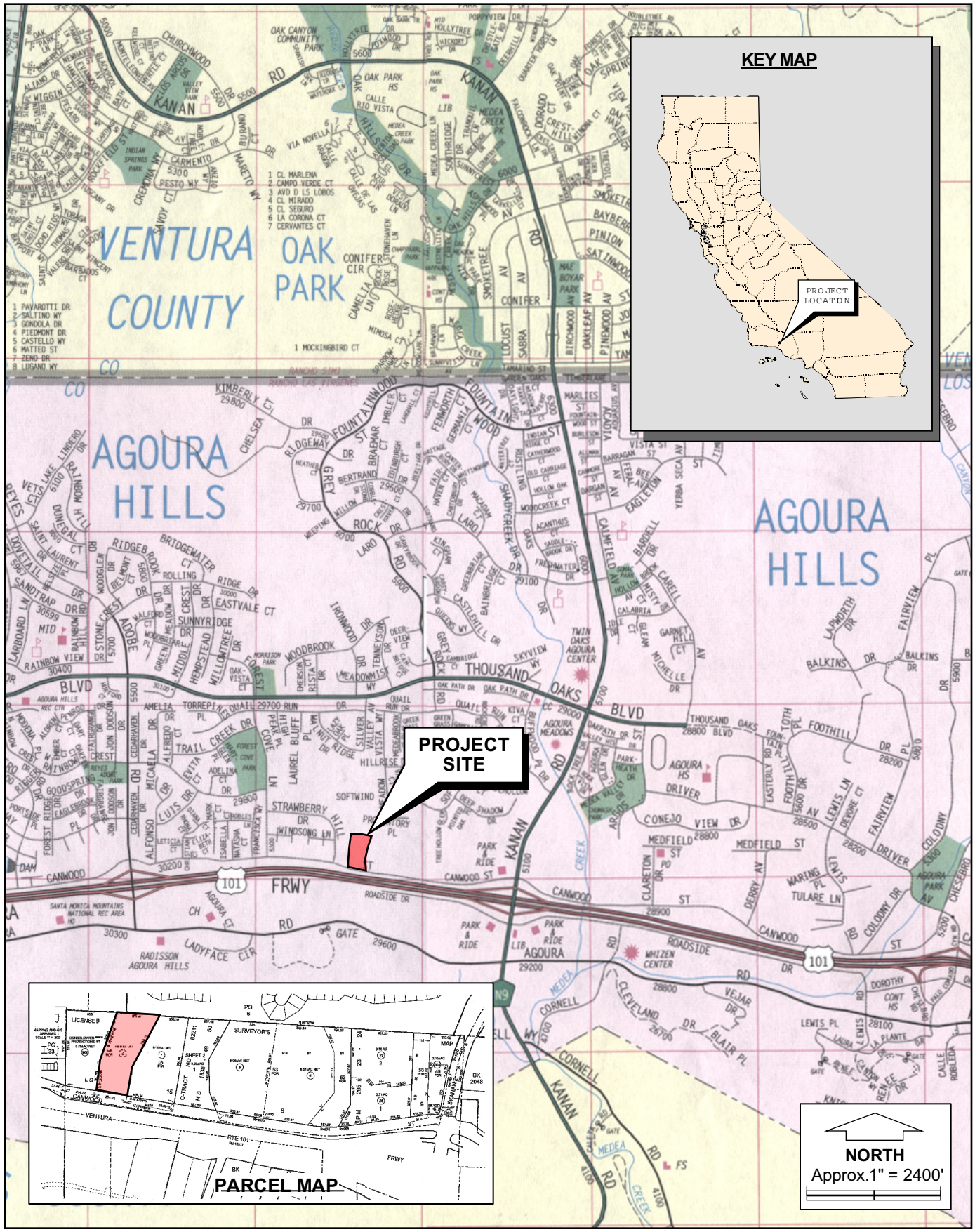
Cortes, Robert, Engineering Aide, City of Agoura Hills Public Works/Engineering Department. October 2008.

David R. Lippman, P.E., Director of Facilities and Operations, Las Virgenes Municipal Water District. October 2008.

Petrash, Kathy, Secretary to Karen Kimmel, Chief Business Official for the Las Virgenes Unified School District. October 2008.

Weber, Donald, Calabasas Landfill Site Supervisor. October 2008.

September 2008
Project No. 0602-2451



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ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

PROJECT LOCATION MAP
FIGURE 1

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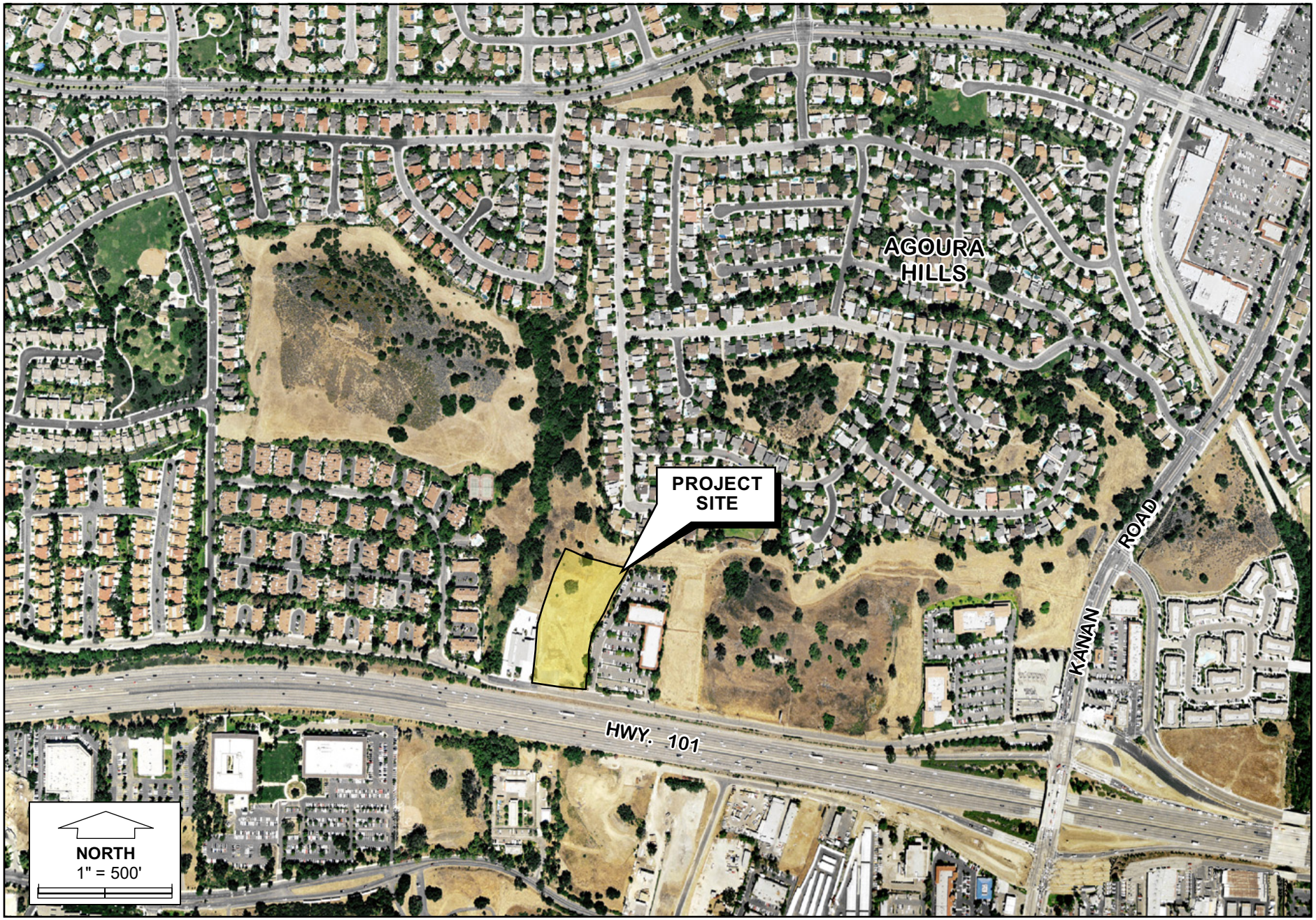
September 2008
Project No. 0602-2451



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ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

AERIAL PHOTO OF PROJECT SITE AND VICINITY
FIGURE 2

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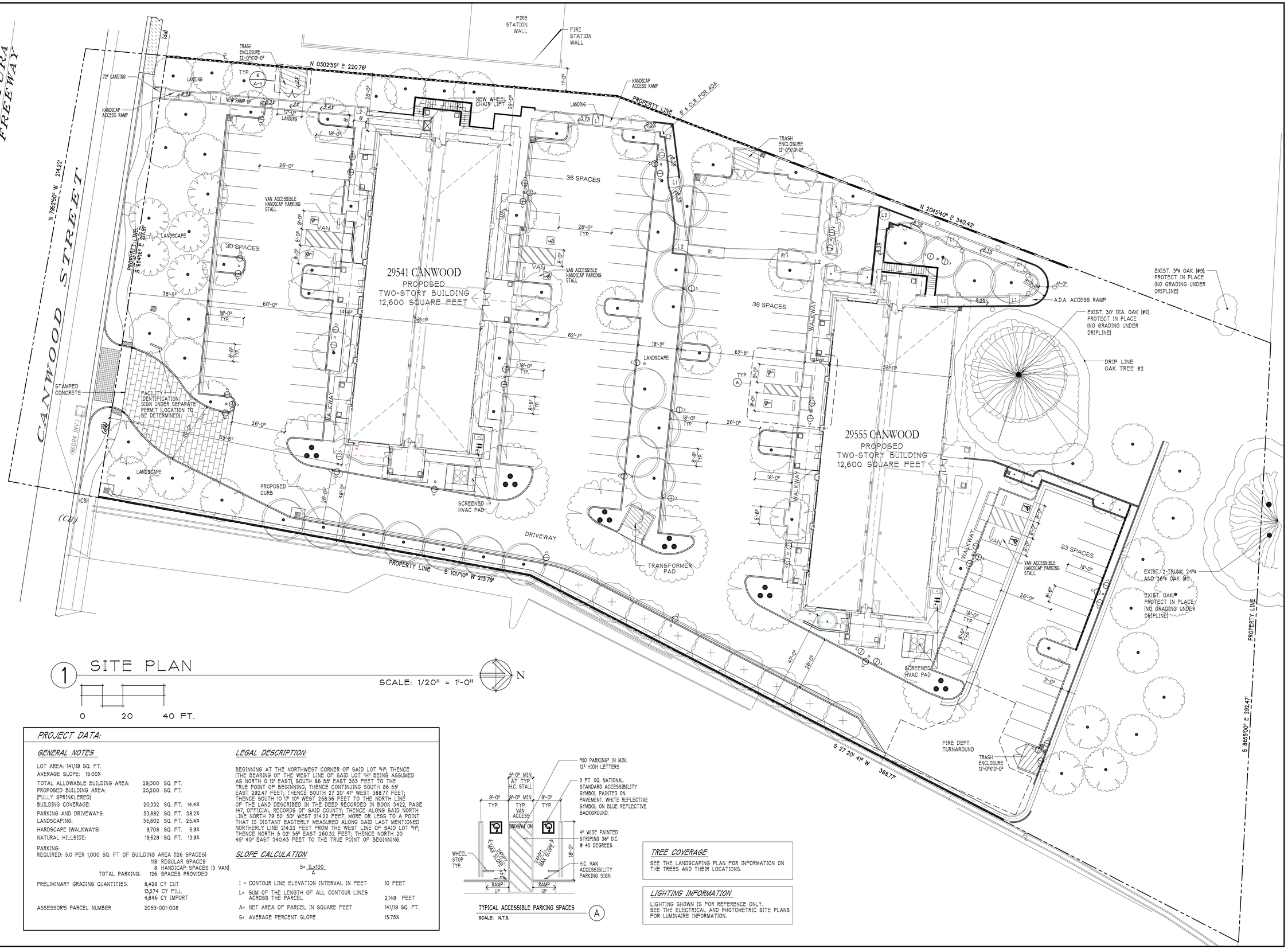

1 SITE PLAN

SCALE: 1/20" = 1'-0"

0 20 40 FT.

N

PROJECT DATA:

GENERAL NOTES

LOT AREA: 141,119 SQ. FT.
AVERAGE SLOPE: 16.00%

TOTAL ALLOWABLE BUILDING AREA:	29,000	SQ. FT.	
PROPOSED BUILDING AREA: (FULLY SPRINKLERED)	25,200	SQ. FT.	
BUILDING COVERAGE:	20,332	SQ. FT.	14.4%
PARKING AND DRIVEWAYS:	53,882	SQ. FT.	38.2%
LANDSCAPING:	35,802	SQ. FT.	25.4%
HARDSCAPE (WALKWAYS)	9,708	SQ. FT.	6.9%
NATURAL HILLSIDE:	19,629	SQ. FT.	13.9%

PARKING:
REQUIRED: 5.0 PER 1,000 SQ. FT OF BUILDING AREA (126 SPACES)
118 REGULAR SPACES
8 HANDICAP SPACES (3 VAN)
TOTAL PARKING: 126 SPACES PROVIDED

PRELIMINARY GRADING QUANTITIES:	8,428	CY CUT
	13,274	CY FILL
	4,846	CY IMPORT
ASSESSOR'S PARCEL NUMBER	2053-001-008	

LEGAL DESCRIPTION:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT "H"; THENCE (THE BEARING OF THE WEST LINE OF SAID LOT "H" BEING ASSUMED AS NORTH 0 12' EAST), SOUTH 86 59' EAST 353 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING SOUTH 86 59' EAST 292.47 FEET; THENCE SOUTH 27 20' 41" WEST 388.77 FEET; THENCE SOUTH 10 17' 10" WEST 258.36 FEET TO THE NORTH LINE OF THE LAND DESCRIBED IN THE DEED RECORDED IN BOOK 3422, PAGE 147, OFFICIAL RECORDS OF SAID COUNTY; THENCE ALONG SAID NORTH LINE NORTH 79 52' 50" WEST 214.22 FEET, MORE OR LESS TO A POINT THAT IS DISTANT EASTERLY MEASURED ALONG SAID LAST MENTIONED NORTHERLY LINE 214.22 FEET FROM THE WEST LINE OF SAID LOT "H"; THENCE NORTH 5 02' 35" EAST 260.32 FEET, THENCE NORTH 20 45' 40" EAST 340.43 FEET TO THE TRUE POINT OF BEGINNING.

SLOPE CALCULATION

$S = \frac{IL \times 100}{A}$

I = CONTOUR LINE ELEVATION INTERVAL IN FEET	10	FEET
L= SUM OF THE LENGTH OF ALL CONTOUR LINES ACROSS THE PARCEL	2,149	FEET
A= NET AREA OF PARCEL IN SQUARE FEET	141,119	SQ. FT.
S= AVERAGE PERCENT SLOPE	15.75%	

TYPICAL ACCESSIBLE PARKING SPACES (A)

SCALE: N.T.S.

TREE COVERAGE

SEE THE LANDSCAPING PLAN FOR INFORMATION ON THE TREES AND THEIR LOCATIONS.

LIGHTING INFORMATION

LIGHTING SHOWN IS FOR REFERENCE ONLY. SEE THE ELECTRICAL AND PHOTOMETRIC SITE PLANS FOR LUMINAIRE INFORMATION.

Revisions

1 PLANNING DEPT. REV. 7-4-06 UEG
2 PLANNING DEPT. REV. 9-25-06 UEG
3 PLANNING DEPT. REV. 2-17-07 UEG
4 PLANNING DEPT. REV. 9-21-07 UEG
5 PLANNING DEPT. REV. 12-28-07 BJW
6 PLANNING DEPT. REV. 6-25-08 BJW
7 PLANNING DEPT. REV. 9-23-08 BJW
8 PLANNING DEPT. REV. 1-30-09 BJW

LICENSED ARCHITECT JOSEPH L. CORNWALL No. C-23964 RENEW 9-30-09 STATE OF CALIFORNIA

THE WREN GROUP, INC.
Architecture & Interiors
44 West Bellevue Drive Suite 6 Pasadena, California 91105 phone: 626.564.2650 fax: 626.564.2654

SITE DEVELOPMENT PLAN

PROJECT
CANWOOD
29541 AND 29555 CANWOOD STREET AGOURA HILLS, CA 91301-1558

Date 10-04-05
Drawn UEG/MP
Checked
Job 718.101

Sheet
SD-1

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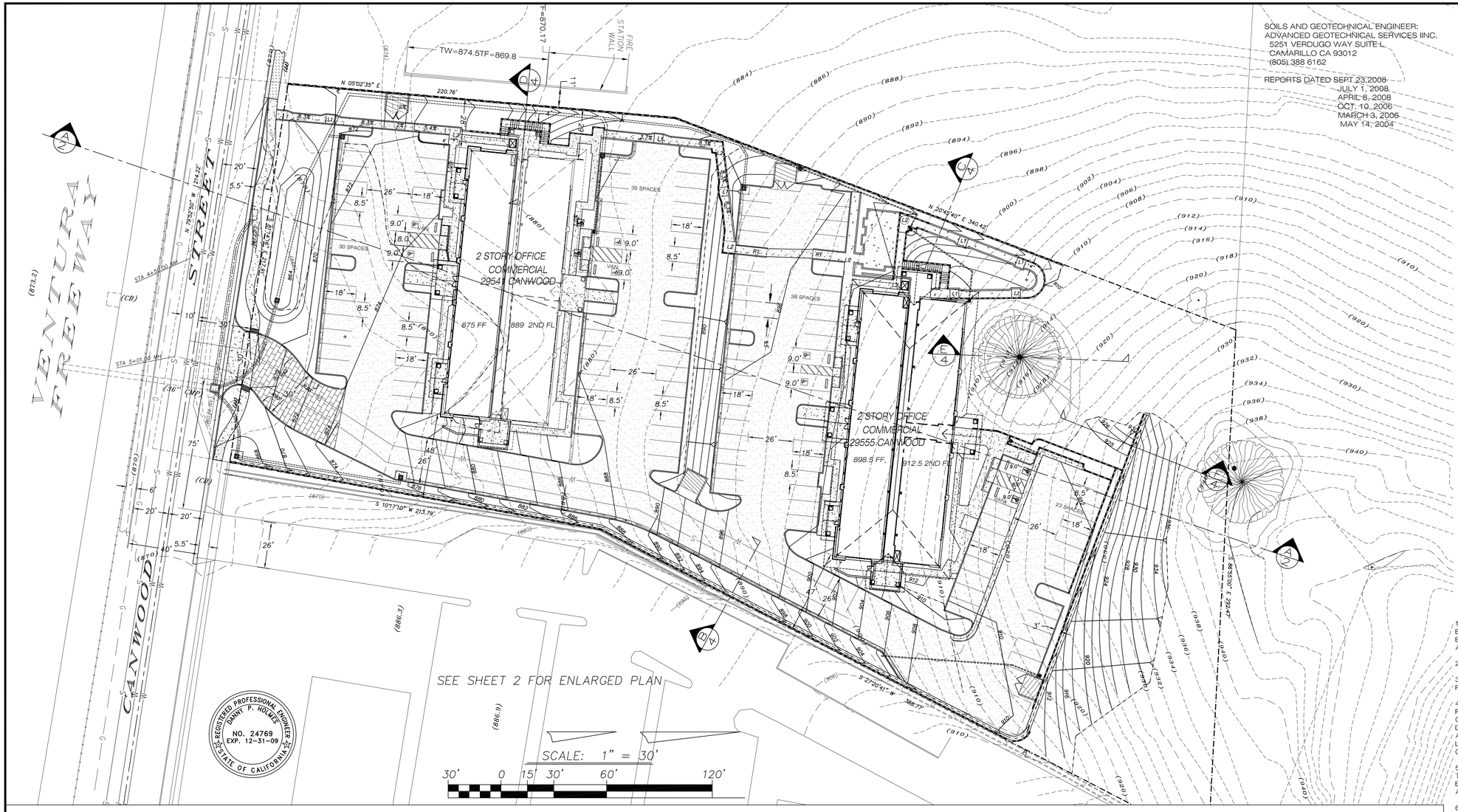

REGISTERED PROFESSIONAL ENGINEER
DANNY P. HOLMES
NO. 24769
EXP. 12-31-09
STATE OF CALIFORNIA

SOILS AND GEOTECHNICAL ENGINEER:
ADVANCED GEOTECHNICAL SERVICES IINC.
5251 VERDUGO WAY SUITE L
CAMARILLO CA 93012
(805) 388 6162

REPORTS DATED SEPT 23,2008
JULY 1, 2008
APRIL 8, 2008
OCT. 10, 2006
MARCH 3, 2006
MAY 14, 2004

LEGEND

- (500) EXIST. MAJOR AND MINOR CONTOURS
- 930 PROPOSED MAJOR AND MINOR CONTOURS
- PROPOSED 2:1 MAX. CUT SLOPE
- PROPOSED 2:1 MAX. CUT SLOPE
- TOP OF CURB 2% PROPOSED DIRECTION AND RATE OF DRAINAGE
- 1236.0 1235.0 PROPOSED SPOT ELEVATION
- FLOWLINE OR FINISHED SURFACE
- EXISTING OAK TREE
- L1 5'x5' ADA LANDING
- L2 6'x6' ADA LANDING
- R1 ADA CURB RAMP PER
- PROPOSED RETAINING WALL
- PROPOSED RETAINING WALL W/ 36" RAILING
- PROPOSED CURB WALL W/ 36" RAILING

SLOPE CALCULATION

$$S = \frac{IL \times 100}{A}$$

I = CONTOUR LINE ELEVATION INTERVAL IN FEET	10 FEET
L= SUM OF THE LENGHT OF ALL CONTOUR LINES ACROSS THE PARCEL	2149 FEET
A= NET AREA OF PARCEL IN SQUARE FEET	141,119 SQ. FT.
S= AVERAGE PERCENT SLOPE	15.75%

GENERAL NOTES

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REQUIRED: 5.0 PER 1,000 SQ. FT OF BUILDING AREA (126 SPACES)

GRADING QUANTITIES: 8,428 CY CUT
13,274 CY FILL
4,846 CY IMPORT

GRADING NOTES

1. TESTS SHALL BE PERFORMED PRIOR TO POURING FOOTINGS AND SLABS TO DETERMINE THE EXPANSION INDEX OF THE SUPPORTING SOILS, AND FOUNDATION AND SLAB PLANS SHOULD BE REVIEWED BY THE GEOTECHNICAL CONSULTANT AND REVISED, IF NECESSARY, ACCORDINGLY.

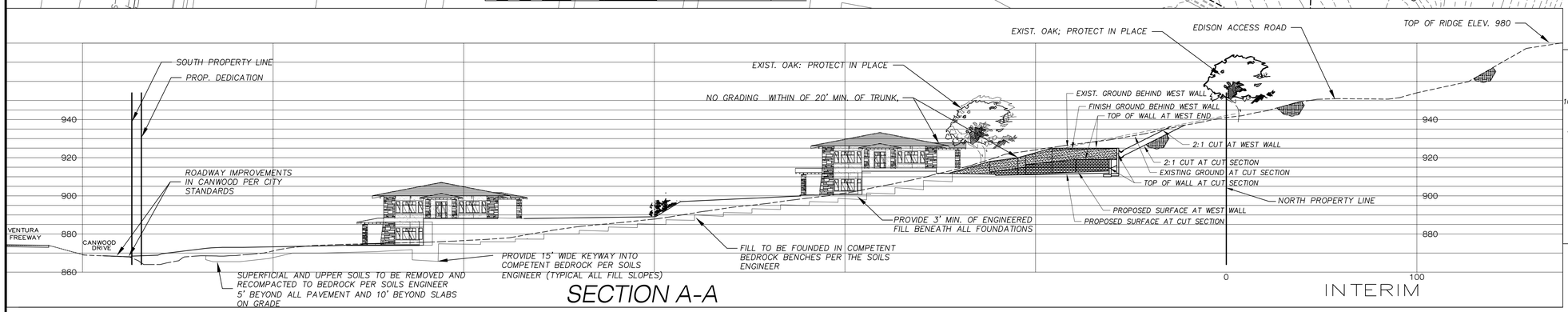
2. EXCAVATIONS SHALL BE MADE IN COMPLIANCE WITH CAL/OSHA REGULATIONS.

3. ALL FOUNDATIONS EXCAVATIONS MUST BE OBSERVED AND APPROVED, IN WRITING, BY THE PROJECT GEOTECHNICAL CONSULTANT PRIOR TO PLACEMENT OF REINFORCING STEEL.

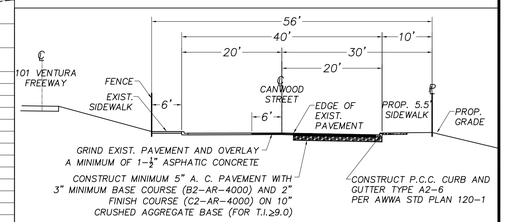
4. A COMPACTION REPORT SHALL BE SUBMITTED TO THE CITY FOR REVIEW. THIS REPORT PREPARED BY THE GEOTECHNICAL CONSULTANT MUST INCLUDE THE RESULTS OF ALL COMPACTION TESTS AS WELL AS A MAP DEPICTING THE LIMITS OF FILL, LOCATIONS OF ALL DENSITY TESTS, OUTLINE AND ELEVATIONS OF ALL REMOVAL BOTTOMS, KEYWAY LOCATIONS AND BOTTOM ELEVATIONS, LOCATIONS OF ALL SUBDRAINS AND FLOW LINE ELEVATIONS, AND LOCATION AND ELEVATION OF ALL RETAINING WALL BACKDRAINS AND OUTLETS. GEOLOGIC CONDITIONS EXPOSED DURING GRADING MUST BE DEPICTED ON AN AS-BUILT GEOLOGIC MAP.

5. TESTS SHALL BE PERFORMED PRIOR TO POURING FOOTINGS AND SLABS TO DETERMINED TO EXPANSION INDEX OF THE SUPORTING SOILS, AND FOUNDATION AND SLAB PLANS SHOULD BE REVIEWED BY THE GEOTECHNICAL CONSULTANT AND REVISED, IF NECESSARY, ACCORDINGLY.

6. ALL FOUNDATION EXCAVATIONS MUST BE OBSERVED AND APPROVED IN WRITTING, BY THE PROJECT GEOTECHNICAL CONSULTANT PROPR TO THE PLACEMENT OF REINFORCING STEEL.



SECTION A-A



STREET SECTION

ASSESSOR'S PARCELL NO. 2053-01-8

05 - C. U. P. - 006 & 05 - O T P - 032

REV. 01-26-09

OVERVIEW PLAN

REVISION #	SYMBOL	DESCRIPTION OF CHANGE	APPROVED	DATE

PREPARED BY: *Holmes Enterprises*
Structural and Civil Engineering
200 Wicks Rd. Moorpark, CA. 93021
(805) 532-1571 fax:(805) 532-1596

PROJECT ENGINEER DATE
DANNY P. HOLMES RCE 24769 EXP. 12-31-2008

CITY OF AGOURA HILLS APPROVAL

REVIEWED BY DATE

RAMIRO ADEVA III, CITY ENGINEER — DATE — 66865 RCE NO. — 9/30/10 EXP DATE

CITY OF AGOURA HILLS

CANWOOD STREET OFFICES
29541 AND 29555 CANWOOD STREET
AGOURA HILLS CALIFORNIA

SHEET 2 OF 5

CITY OF AGOURA HILLS DWG. NO. _____

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