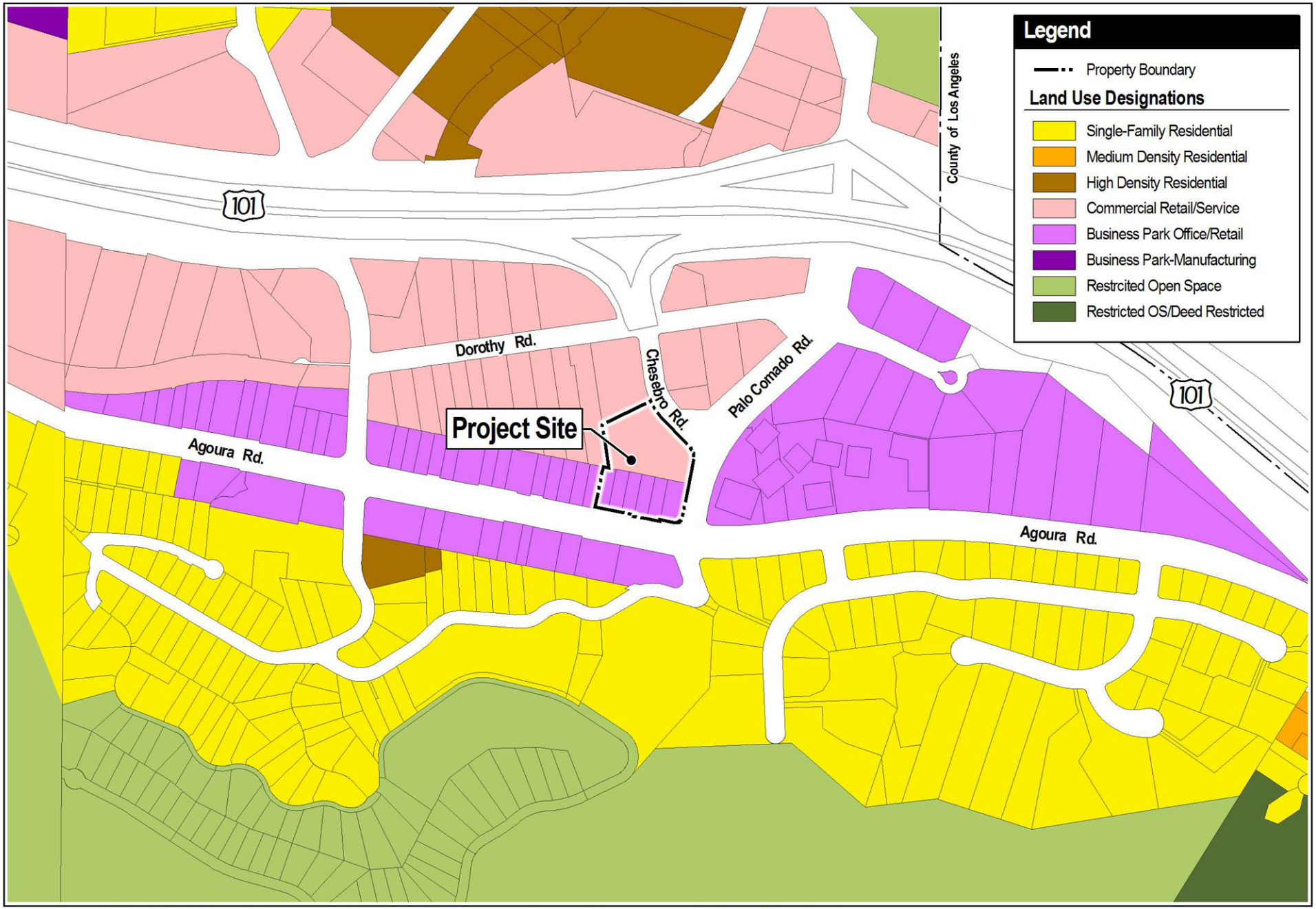


Source: Agoura Hills General Plan Update, Figure LU-2: Land Use Policy Map, 1993 and personal communication between Envicom Corporation and City of Agoura Hills, October 1, 2009.

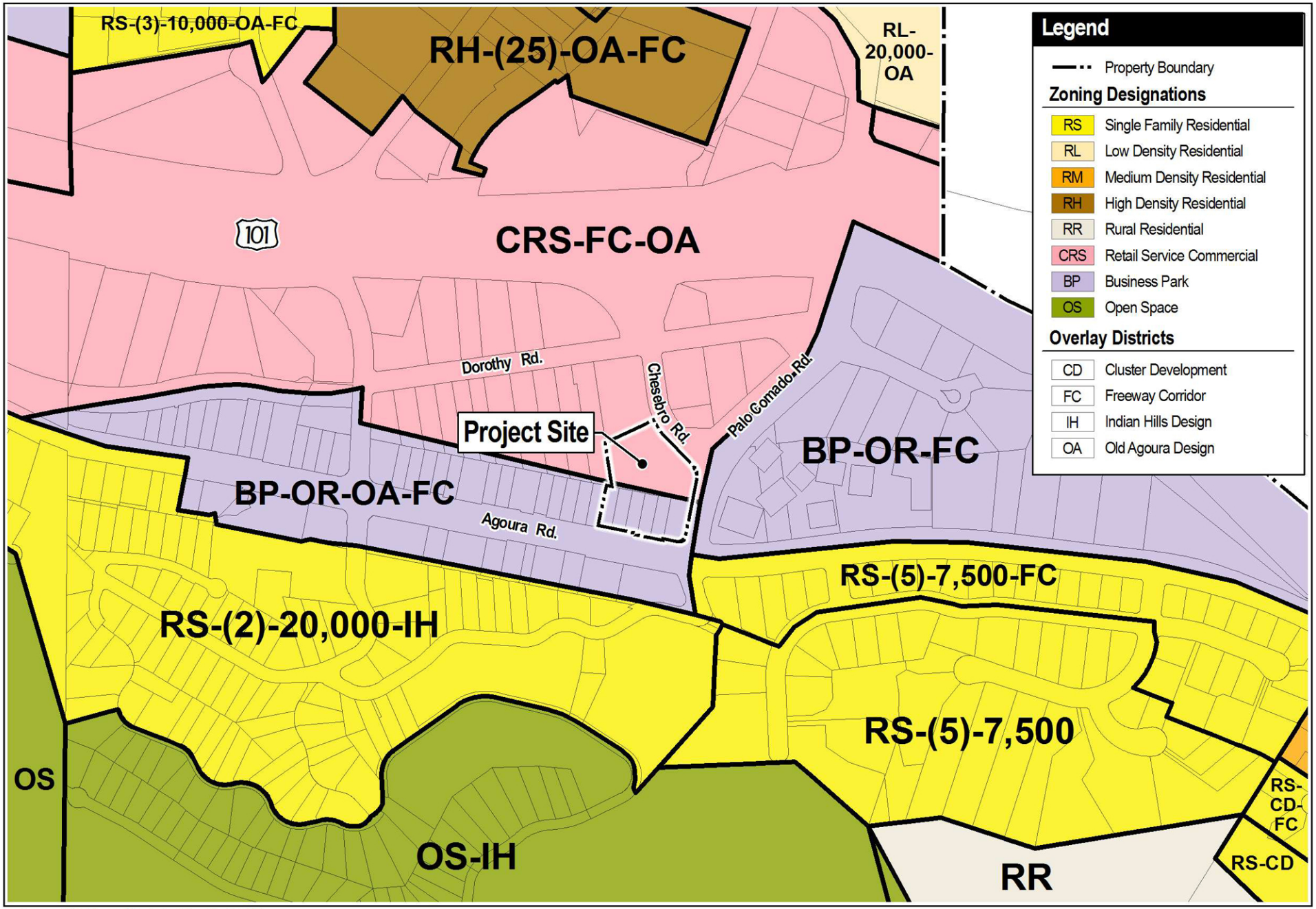
AGOURA MEDICAL PARTNERS, LLC

ENVICOM CORPORATION

Surrounding Land Use Designations

0 200 400 Feet

FIGURE 10



Source: City of Agoura Hills Zoning Map, May 7, 2001.

AGOURA MEDICAL PARTNERS, LLC

ENVICOM CORPORATION

Surrounding Zoning Designations

0 200 400 Feet

FIGURE 11

Table 11
City of Agoura Hills General Plan Consistency Analysis

Policy	Consistency Analysis
Circulation Element	
Policy 1.1: Maintain Level of Service "C" for all signalized intersections and at freeway interchanges.	Although not all project impacted intersection operate at LOS C or above under existing, existing plus project, cumulative, or cumulative plus project conditions, with mitigation, the project impact would not be significant based upon the City's threshold.
Policy 1.4: Improve freeway access through redesigning and construction of freeway ramps and frontage road intersections.	As required by mitigation, the proposed project would contribute its proportionate share to improve nearby freeway access ramps.
Policy 3.1: Promote the use of alternative forms of transportation (other than single passenger cars) to reduce congestion, traffic, noise, and air quality impacts.	The proposed project would include an on-site bicycle rack and provide bicycle lanes on both sides of Chesebro Road. In addition, the proposed project would be required to implement transportation demand management measures that would provide: a. maps, transit schedules; b. phone numbers of regional ridesharing agencies and local transit operators; c. ridesharing promotional materials provided by regional agencies; d. bicycle routes and facilities information; and e. list of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site (see Zoning Ordinance Section 9654.4).
Policy 3.4: Promote bicycle use by requiring establishment of secure and adequate areas for the parking and storage of bicycles, showers, lockers, and other facilities.	See the consistency discussion under Policy 3.1 of the Circulation Element. The proposed project would include an on-site bicycle rack**.**
Land Use Element	
Policy 1.2: Within the freeway corridor, develop commercial and office centers to provide employment and a strong fiscal base for the City. Facilitate the development of vacant and underutilized freeway parcels with commercial uses, which capitalize on their freeway access and visibility.	The proposed project would develop a 40,700 square-foot medical office building on an existing vacant and underutilized site located within the City of Agoura Freeway Corridor Overlay District.
Policy 2.2: Utilize Floor Area Ratio (FAR) standards to regulate building intensities in commercial and industrial developments and encourage high quality design.	The proposed project would not exceed the FAR of 0.75:1, which is the maximum allowed under the BP-OR land use designation in the City's General Plan.
Policy 2.3: Regardless of the allowed FAR for a site, all development shall provide adequate on-site parking.	The proposed project would exceed the amount of parking spaces (including handicap parking spaces) required by the City of Agoura Hills Municipal Code.

Policy	Consistency Analysis
Policy 2.4: Ensure that infill development is compatible with adjacent uses.	The proposed medical office building would be considered infill development located between existing commercial and office land uses. The proposed project would be similar in size and scale to existing surrounding uses, and would utilize grading, and landscaping sensitive to the existing landscape within the area.
Policy 2.7: Design review of buildings and exterior spaces will favorably consider features that are of human scale and encourage pedestrian activity, and will be critical of personal designs, which do not consider such features.	The proposed project would include pedestrian friendly improvements that include a meandering concrete sidewalk with landscaping along the project frontage, new bicycle lanes on Chesebro Road, and the dedication of an eight-foot wide equestrian trail along the northern edge of Agoura Road.
Policy 2.8: Incorporate sufficient areas of open space in development projects, including pedestrian spaces, sidewalks, and usable open space, to maintain a sense of openness in developed areas.	See the consistency discussion under Policy 2.7 of the Land Use Element.
Policy 2.9: Require development to utilize low intensity directional lighting and screening to minimize light spillover and glare onto residential neighborhoods and to preserve a natural twilight environment at night.	The proposed project would incorporate such features in order to minimize light spillover and glare onto residential neighborhoods. See the Lighting Plan in Appendix A.
Policy 2.10: Promote extensive landscaping in all new projects while emphasizing the use of drought-tolerant plant materials and low volume irrigation.	The proposed landscaping plan (see Appendix A) includes many native and drought resistant species. Nevertheless, the proposed landscaping plan would have to be approved by an Agoura Hills Planning Department approved biologist prior to grading or project development.
Policy 3.6: Encourage development to capitalize on Agoura Hills' natural environmental setting and preserve public views, including hillside areas. Regulate building height and siting to avoid obtrusive breaks in the natural skyline.	Although the proposed project would obstruct some views of hillside and ridgelines from Agoura and Chesebro Roads, these impacts are considered less than significant for the reasons described in Section I.a, above.
Policy 3.9: Preserve view of the night sky through control of outdoor lighting.	The proposed project would incorporate design features, such as hooded lighting, that control outdoor lighting. See the Lighting Plan in Appendix A.
Policy 4.2: Encourage the consolidation of contiguous smaller parcels along the freeway corridor to facilitate development of vacant and underutilized parcels.	The proposed project would consolidate 7 small parcels to develop a 40,700 square foot medical office building on an existing vacant and underutilized site located within the City of Agoura Freeway Corridor Overlay District.
Policy 6.8: Create a uniquely identifiable pedestrian-oriented commercial district in Old Agoura / Indian Hills through identity signage, street furniture, enhanced landscaping, and pedestrian amenities.	The proposed project would include pedestrian friendly improvements that include a meandering concrete sidewalk with landscaping along the project frontage, new bike lanes on Chesebro Road, and the dedication of an eight-foot wide equestrian trail along the northern edge of Agoura Road.

Policy	Consistency Analysis
Open Space and Conservation Element	
Policy 3.2: Utilize reclaimed water for non-potable water supplies (i.e. landscape irrigation).	Reclaimed water is available to the site and would be used for landscaping.
Policy 3.3: Require new developments to incorporate water conserving measures into residential subdivisions and commercial and industrial components.	The proposed project would utilize drought-tolerant vegetation and reclaimed water for landscaping, thus conserving potable water supplies.
Policy 4.2: Encourage new development and existing structures to install energy saving features.	The project will be required to meet California Title 24 Energy Efficiency Standards.
Noise Element	
Policy 3.3: Ensure all new developments provide adequate sound insulation or other protection from existing and project noise sources.	As required by the noise mitigation measure N-1 (below), the proposed project would utilize noise reduction measures in order to adequately reduce interior noise levels to City-acceptable standards.
Public Safety Element	
Policy 1.3: Require new development to upgrade storm drains to handle the increased runoff generated from a developed site.	As a result of the proposed project grading improvements, all of the existing on-site storm water flows released off-site will be reduced significantly below the site pre-construction condition.
Policy 2.1: Maintain and enforce appropriate building standards and codes to avoid and/or reduce all risks associated with geologic constraints.	The proposed project would be required to adhere to appropriate building codes to avoid and/or reduce all risks associated with geologic constraints.
Policy 3.3: Require new developments to install fire protection equipment/systems.	The project would comply with fire code requirements.
Policy 3.4: Require new development to pay for increase fire protection as necessitated by particular development.	The proposed project would be required to pay all required fees for fire protection.
Seismic Safety Element	
Policy 1.1: Ensure that geologic hazards in all areas for human use are properly mitigated or avoided prior to or during development.	With proposed mitigation, geologic hazards are mitigated to a less than significant level.
Scenic Highways Element	
Policy 1.4: Maintain a quality visual experience along the entire length of the scenic highway through protection and enhancement of views and development of appropriate landscaping.	Although the proposed project would obstruct some views of hillside and ridgelines from Agoura and Chesebro Roads, these impacts are considered less than significant for the reasons described in Response I.a, above, including the project's provision of landscaping.
Policy 1.7: Preserve the hillside backdrop and natural landforms visible from the designated scenic corridor in their present state to the extent possible.	See the consistency discussion under Policy 1.4 of the Scenic Highways Element, above.
Public Facilities, Utilities, and Services Element	
Policy 8.3: Require new developments to incorporate recycling locations into the development.	The proposed site plan identifies a trash enclosure area and the project would be required to participate in the City's recycling program both during construction and post construction throughout the life of the project

Policy	Consistency Analysis
Policy 9.3: Encourage the incorporation of energy and water conservation features in the building and landscaping design of all new construction and site development, and the installation of conservation devices in existing developments	The project will be required to meet California Title 24 Energy Efficiency Standards and would utilize reclaimed water for landscaping, thus conserving potable water supplies.
Community Design Element	
Policy 2.2: Preserve open space, equestrian, and hiking trails, and the semi-rural character of Old Agoura.	The proposed project would include the construction of an equestrian trail along the project's Agoura Road frontage and landscaping that is compatible with the surrounding area and consistent with the semi-rural character of Old Agoura.

As indicated above, although the proposed project would require a variance, it is generally consistent with polices pertaining to City of Agoura Hills General Plan. As such, project impacts would be **less than significant.**

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

X. MINERAL RESOURCES

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

a) According to the Agoura Hills General Plan, no significant mineral deposits are known to exist within the City of Agoura Hills. The city was surveyed by the California Division of Mines and Geology (DMG) as part of a regional study to determine the existence of aggregated construction activities such as sand, gravel, and crushed rock. Most of the City north of Agoura Road is classified in the as Mineral Resource Zone – 1 (MRZ-1) in the DMG report, *Mineral Land Classification of Ventura County*. "This classification defines areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence."[22] As such, no known mineral resources are located on-site. Further, given the project site's location within an urban environment, and the existing project site's zoning and land use designation of Business Park-Office Retail and

[22] City of Agoura Hills General Plan Update, 1993, Page IV-26.

Commercial/Retail Services, exploration and/or commercial oil drilling at the project site is not considered feasible. Therefore, the proposed project would not result in a significant impact with regard to the loss of availability of mineral resources and would not interfere with current or planned activities at the above-mentioned oil fields. Thus, **no impact** is anticipated.

b) See Response X.a, above. **No impact** is anticipated.

XI. NOISE

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

According to City of Agoura Hills General Plan Noise Element (1993), herein referred to as the "Noise Element," noise is generally defined as "unwanted" or "intrusive" sound. Noise characteristics are difficult to describe through a single unit of measurement because noise has many components, such as loudness, pitch, and duration. Scientists have developed the A-

weighted decibel (dBA) as a common noise descriptor, and this unit is widely used to indicate the loudness level of a particular sound at a given point in time. Other forms of noise measurement include the Community Noise Equivalent Level (CNEL) and the Day-Night level (Ldn). These latter two measurements describe ambient noise levels over a 24-hour period.

Planning Standards

The Noise Element provides noise standard compatibility guidelines for land use categories, which is modified from the U.S. Department of Housing and Urban Development Guidelines and State of California Standards. **Table 12** shows the community noise exposure recommended as normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable for various classes of land use sensitivity.

Table 12
California Land Use Compatibility Guidelines for Exterior Community Noise

Land Use	Community Noise Exposure CNEL, dB			
	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Residential – Low Density Single Family, Duplex, Mobile Homes	50-60	60-65	65-75	Above 75
Residential - Multiple-Family	50-60	60-65	65-75	Above 75
Transient Lodging: Motels, Hotels	50-65	65-70	70-80	Above 80
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-65	65-80	Above 80
Auditoriums, Concert Halls, Amphitheaters	-	50-65	-	Above 65
Sports Arena, Outdoor Spectator Sports	-	50-70	-	Above 70
Playgrounds, Neighborhood Parks	50-70	-	70-75	Above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	-	70-80	Above 80
Office Buildings, Business Commercial and Professional	50-67	67-75	Above 75	-
Industrial, Manufacturing, Utilities, Agriculture	50-70	70-75	Above 75	-

Source: Agoura Hills General Plan Update Noise Element, 1993, Page VI-2.

[1] Normally Acceptable: Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

[2] Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

[3] Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

[4] Clearly Unacceptable: New construction or development should generally not be undertaken.

The exterior noise standard for general commercial development including professional office use is 67 dBA CNEL. Per the Noise Element, an interior noise level of 50 dB CNEL is recommended for this project.[23]

City of Agoura Hills Standards

Noise/land use planning standards articulated in the Noise Element of the City's General Plan apply to noise sources for which local jurisdictions are pre-empted from direct control. "Stationary" sources are amenable to control under the municipal code. The City of Agoura Hills noise standards limits the noise level generated on a property that can cross to a neighboring residential property. The City's noise ordinance limits are in terms of a one-hour average sound level, and apply to residential uses only, as shown in **Table 13**. Ordinance limits generally apply to "stationary" sources such as mechanical equipment, manufacturing activities, or vehicles operating on private property. In order to allow for short-term transient noise, the ordinance allows some deviation from the average with larger deviations allowed for progressively shorter periods.

Table 13
City of Agoura Hills Noise Ordinance Exterior Noise Standards

	Noise Level	Time Period
Exterior Residential Standards	55 dB (A)	7:00 a.m. – 10:00 p.m.
	50 dB (A)	10:00 p.m. – 7:00 a.m.
Note: Standards are based on measurements taken from any residential property in the City. Source: City of Agoura Hills Municipal Code, Section 9656.3 (Exterior Noise Standards).		

It is unlawful for any person any location within the City to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level when measured on any other residential property to exceed:

- The noise standard for a cumulative period of more than 15 minutes in any hour;
- The noise standard plus 5 dB (A) for a cumulative period of more than 10 minutes in any hour;
- The noise standard plus 10 dB (A) for a cumulative period of more than 5 minutes in any hour;
- The noise standard plus 15 dB (A) for a cumulative period of more than one minute in any hour; or
- The noise standard plus 20 dB (A) for any period of time.[24]

The City's Noise Ordinance exempts noise generated by construction from the Noise Ordinance standards if construction is restricted to the hours of 7 a.m. and 7 p.m. on weekdays and Saturdays. No construction is permitted on Sundays or Federal Holidays.[25]

[23] City of Agoura Hills General Plan Update, Table N-4, Interior and Exterior Noise Standards, 1993, Page VI-17.
[24] Ibid. Section 9656.3 (Exterior Noise Standards).

Baseline Noise Levels

According to the Noise Element, the sources of noise in Agoura Hills fall into three basic categories. These are freeway, major and minor arterials, and stationary sources. Other potential sources of noise identified by the community are aircraft over flights, amplified sound, and construction noise. Agoura Hills is not impacted by railroad noise or noise from rapid transit systems.

The most common sources of noise in developed areas are transportation related noise sources. The 101 Freeway and several arterial roadways bisect the City of Agoura Hills. The 101 freeway is the most significant noise source within the City due to the high volume of traffic using this roadway on a daily basis. Chesebro Road is one of the three major north-south arterials that transect the City. In addition, Agoura Road is the major east-west arterial south of the Ventura freeway.

The Noise Element provides traffic noise contours for the City for 1991 conditions, as well as anticipated traffic noise contours for 2010. Noise contours represent lines of equal noise exposure, just as contour lines of a topographic map are lines of equal elevation. The 1991 traffic noise contours map shows that the project site had an approximate CNEL of 65dB, which is normally acceptable for business commercial development. However, the 2010 traffic noise contours map shows that project site will have an approximate CNEL of 70dB, which is conditionally acceptable for business development. This noise increase was expected due to anticipated increases in daily traffic volumes along city thoroughfares. It is important to note that the noise contours assume level terrain and no obstructions between the source and the receptor. Local topographic conditions and structures fronting the freeway substantially modify these contours.

a) Upon buildout, the proposed project would be susceptible to on-site noise exposure from off-site sources. Additionally, noise would be generated by project-generated stationary noise and traffic. Both of these noise sources, as well as the project's on-site exposure, are discussed below.

On-Site Noise Exposure

Suitability of the site for medical office use is dependent upon the ambient noise exposure. According to the Noise Element, exterior noise compatibility standards for professional buildings office use are ideally less than 67 dB. As discussed above, the primary noise generator for the area is transportation related noise sources, which include automobiles, trucks, motorcycles, and railroads. Motor vehicle noise is of the greatest concern because of the high number of individual events which often create a sustained noise level and its proximity to areas sensitive to noise exposure. The proposed project site, which is located on the northwest corner of Chesebro Road and Agoura Hills Road, is situated approximately 500 feet south of the Ventura Freeway. As previously discussed, the future 2010 noise contours in the Noise Element show that the proposed project site may experience noise levels of approximately 70 dB CNEL, which is within the range of noise that is conditionally acceptable for commercial and professional office buildings. It is important to note that several buildings, walls, and landscape elements exist north of project site, which may attenuate freeway noise. In addition, the proposed medical office building would be located in an area that has been planned for commercial and

[25] City of Agoura Hills Municipal Code, Section 4100.

professional office uses. Nevertheless, because the transportation noise sources in the area are expected to exceed the recommended 67 db CNEL, noise insulation features need to be included in the design in order for the project to be conditionally acceptable. According to the Noise Element, conventional construction, but with closed windows and fresh air supply systems or air conditioning, is normally sufficient to mitigate for commercial and professional office buildings developed within a CNEL range that is conditionally acceptable. On-site noise exposure is considered **less than significant with mitigation incorporated**.

Off-Site Effects

Effects from Stationary Sources

Given the nature of medical office uses, the proposed project is not considered a potentially significant noise generator. It does not include stationary sources of noise that would substantially increase noise levels at nearby sensitive receptors. Minor increases in noise could occur from operation of heating or air conditioning, people in the parking lot and building entrance areas, and onsite vehicles. The reference noise level for air conditioning is approximately 55 dBA at 50 feet. The distances of the closest noise sensitive receptors are approximately 275 feet southwest and 300 feet southeast from the closest proposed rooftop air conditioning unit. From these distances, noise is attenuated to less than 40 dBA, which is less than the daytime standard of 55dBA and night noise standard of 50 dbA. In addition, the proposed medical office building would be located in an area that has been planned for commercial and professional office uses. The general area currently consists of similar commercial uses, and noise generated would be comparable to that generated by these nearby land uses. Because the medical office building would be primarily utilized during day time hours, no disturbance of noise sensitive sleeping hours is anticipated. Noise impacts generated from the use of the site is expected to be **less than significant**.

Effects from Mobile Sources

Long-term noise concerns associated with the project center primarily on mobile source emissions along roadways in the project vicinity. People cannot clearly perceive noise level changes of 3 dB or less. An increase of more than 3 dB, however, requires a doubling of traffic volumes or other source of noise generation over existing conditions. According to the traffic study prepared for this project (Appendix F), Agoura Road currently carries approximately 5,600 average daily trips (ADT). The proposed project is forecasted to add 1,472 ADT to the surrounding roadways. Of these trips, 15 % (221 trips) are anticipated to travel along Agoura Road. This increase in traffic would not be sufficient to result in a perceptible (3 dB) increase in the CNEL. Therefore, impacts associated with vehicular noise are **less than significant.**

b) The proposed project site is not located in an area subject to groundborne vibration and would not introduce new sources of groundborne vibration. Therefore the project would result in **no impact**.

c) See Response XI.a, above.

d) Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated by large, earth-moving equipment sources. Construction activities are treated separately in various community noise ordinances because they do not represent a chronic, permanent noise source.

Sensitive receptors located nearest to the project site include residential uses approximately 175 feet southwest of the project site, and approximately 200 feet southeast of the project site across Agoura Road. Cornerstone Preschool is located approximately 600 feet west of the project site. Additionally, Born Learners School, Woodcrest Pre-School, Partners in Learning, Montessori School, and Agoura High School are also all located within one-mile of the project site.

Although nearby sensitive receptors may be exposed to noises from construction equipment, it is recognized in the Noise Element that construction activity is a constant source of noise in a developing community like Agoura Hills. "Because construction is temporary in most locations, and because people recognize the high noise level of construction activity is necessary, most people do not consider necessary short-term construction noise a nuisance." According to the City of Agoura Hills Municipal Code, the permissible hours for construction of the proposed project are 7 a.m. to 7 p.m., Monday through Saturday. Construction is not allowed on Sundays or public holidays. The proposed project would adhere to all applicable noise ordinances regarding construction activities. As such, noise impacts during construction activities are considered to be **less than significant**.

e) The proposed project is not located within an airport land use plan or within two miles of a public use airport. Thus**, no impact** is anticipated.

f) The proposed project is not located within the vicinity of a private airstrip. Thus, **no impact** is anticipated.

Mitigation Measures

N-1 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);
- 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 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.

XII. POPULATION/HOUSING

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

a.) The proposed project would develop 40,700 square feet of medical office space and would not involve the erection of new housing nor stimulate direct population growth for the City of Agoura Hills. The medical facility would employ a workforce and generate new jobs for the project area. The United States Census Bureau estimated the City's population in 2007 to be approximately 20,498.[26] The proposed project's indirect population growth that would be induced by the proposed medical office space represents a small increment to the existing population of the City of Agoura Hills and the County of Los Angeles.

The project-generated growth is well within community plan area and regional growth projections. The Southern California Association of Governments (SCAG) forecasts a citywide population growth from approximately 22,016 in the year 2005 to 23,400 by the year 2020.[27] In addition SCAG population forecasts estimate that there were 11,520 jobs in Agoura Hills in 2005 with approximately 442 jobs being added by 2010, and 971 jobs by 2020. Any jobs or indirect population added to the City of Agoura Hills by the proposed project would be within the SCAG projections. As the project would be consistent with the SCAG projections for jobs, it would not generate a significant demand for housing, and no new infrastructure or roads are proposed to be extended to accommodated the project, impacts related to population growth would be **less than significant.**

b) The project site is currently vacant. As such, construction activities and development associated with the proposed project would not temporarily or permanently displace any housing. **No impact** would occur.

[26] U.S. Census Bureau. http://factfinder.census.gov, accessed May 20, 2008.
[27] SCAG City Projections. http://www.scag.ca.gov/forecast/index.htm, accessed May 20, 2008.

c) The project site is currently vacant. As such, construction activities and development associated with the proposed project would not temporarily or permanently displace any people. **No impact** would occur.

XIII. PUBLIC SERVICES

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

a) i. The proposed project would receive its fire protection and paramedic services from the Los Angeles County Fire Department (LAFD). Of the County's fire stations located throughout the Agoura Hills and Santa Monica Mountains area, Fire Station 65 and the recently constructed Fire Station 89 would be the jurisdictional stations for the project site. Fire Station 65 is located at 4206 North Cornell Road in the City of Agoura Hills, approximately 1.9 miles from the project site. It is staffed with a 3-person engine company. Fire Station 89 is located at 29575 Canwood Street in the City of Agoura Hills, approximately 2.0 miles from the project site. This particular station is staffed with a 3-person engine company (1 Fire Captain, 1 Fire Fighter Specialist, and 1 Fire Fighter) and a 2-person paramedic squad (2 Fire Fighter/Paramedics). While Fire Stations 65 and 89 are the two closet stations to the project area, Fire Station 125 also has jurisdictional responsibility ("first in") in some portions of the City of Agoura Hills and is located at 5215 Las Virgenes Road, approximately 3.1 miles from the project site. Nevertheless, the LACFD operates under a regional concept in its approach to providing fire protection and emergency medical services, wherein, emergency response units are dispatched as needed to an incident anywhere in the District's service territory based on distance and availability, without

regard to jurisdictional or municipal boundaries. According to the LACFD, fire protection serving the area appears to be adequate for the existing area.[28]

The County of Los Angeles Fire Code and Safety Elements set forth officially established standards, policies, and goals for the construction, design, and distribution of fire suppression facilities. These policy documents ensure that new developments meet standards for fire-flow, minimum distance to fire stations, public and private fire hydrants, and roadway access provisions for fire-fighting units. Based on the distance to the project site, both jurisdictional engine companies (Engine 65 and 89), as well as the jurisdictional paramedic squad, Squad 89 (advanced life support), are estimated to be approximately four minutes away from the proposed project site.

It is anticipated that the completion of the proposed project would not result in an increased demand or a special need for services that could not be met by the by existing staffing and equipment deployments among the above fire stations, as the project site is already within a developed area currently served by the LAFD. In addition, the proposed project designs would incorporate and meet all fire safety features in accordance with applicable State and County Fire Safety Code requirements. The proposed project would also have to comply with requirements pertaining to building construction, site access, water mains, the adequacy of fire flows, and the location of adequate numbers of fire hydrants, as dictated by the LAFD, Prevention Bureau. As discussed in Response XVI (b), sufficient water supplies provided by the Las Virgenes Municipal Water District (LVMWD) should be available for the proposed project. It is expected that the two proposed entry points for the project site, which include a total width of over 26-feet, would provide sufficient access for fire trucks and/or other emergency service vehicles. Fire flow, access, and other project design features would be addressed by the LAFD once final plans are submitted for review.

The proposed project locates a demand for typical fire protection services that can be adequately accommodated by existing staff levels, equipment, and water supply. Fire protection serving the area appears to be adequate of the existing development/land use; however, each additional development creates greater demands on existing resources. Any required developer mitigation fee for fire protection facilities in effect in the project area would mitigate any impact the proposed project may have on existing resources. Therefore, the proposed project is expected to have a **less than significant** impact on fire protection/emergency services.

a) ii. The Los Angeles County Sheriff's Department (LASD) provides police protection and law enforcement services within the City of Agoura Hills, including the proposed project site. In addition to serving the City of Agoura Hills, the LASD also provides law enforcement within unincorporated potions of Los Angeles County and contract services to 39 other cities within the County. The proposed project would be served by the LASD's Lost Hills Station, which is located at 27050 Agoura Road in the City of Agoura Hills. The station has approximately 125 sworn deputies to serve a population of 93,255 within a 178.6 square mile area that includes the cities of Agoura Hills, Calabasas, Hidden Hills, Westlake Village, and Malibu, as well as the adjacent unincorporated area.[29] The City of Agoura Hills contracts for a specific level of service,

[28] Letter Correspondence with Acting Chief Frank Vidales, Forestry Division, Los Angeles County Fire Department, 2008.

[29] Email Communication with Sgt. Phillip D. Brooks, LACSD 2008.

which includes a single two-man car in the early morning hours to three one-man cars patrolling during the day. The LASD's Lost Hills Station participates in a reciprocal agreement with the nearby communities of Westlake and Calabasas, which enables these stations to be called upon for assistance, if necessary. In addition, resources of the entire department can be utilized when necessary. According to LASD, existing staff levels are adequate to meet current demands for police protection in the service area.[30]

The LASD developed and currently operates the Volunteers on Patrol (VOP) program. The VOP, which is funded and supported by the City of Agoura Hills, encourages residents to become involved with the safety of their community by performing non-hazardous patrol duties. VOP members are trained on how to help the LASD deter crime and educated community members on how to avoid becoming a victim of "crimes of opportunity." This program allows LASD patrol deputies to perform the more hazardous duties that they have been trained to do, thus helping the Department to better achieve its goal of serving the community.[31] In addition to the VOP program, the City of Agoura Hills participates in the LASD initiated, Sheriff's Teen Traffic Offender Program (STOPP) in order to educate young drivers and their parents about reckless driving.

Implementation of the proposed project would result in the addition of 40,700 square feet of medical office building space. Law enforcement impacts during the construction phase of a project are often associated with the potential theft of construction materials/equipment or traffic enforcement for heavy construction vehicles. Furthermore, the addition of on-site staffing and/or visitors would result in an increased demand for the various law enforcement services provided to project area by the LASD. However, given that the project would not directly contribute to an increase of population and that it is already located within a developed area currently served by the LASD and VOP, it is not expected that the proposed project's incremental demand on police protection services would require the need for new facilities or the hiring of additional deputies during both the construction and operational phases.. Furthermore, the LASD's Lost Hills Station is located approximately 1.9 miles east, or approximately 5 minutes from the proposed project site. As such, it is anticipated that the LASD's response time to the proposed project site for emergency, priority, and routine calls would be adequate. Therefore, the proposed project is anticipated to result in a **less than significant impact** on police services.

a) iii. The Las Virgenes Unified School District (LVUSD) provides public school services to residents within the City of Agoura Hills, as well as the surrounding communities of Calabasas, Hidden Hills, and Westlake Village. Local public schools serving the project site are Sumac Elementary School, Lindero Canyon Middle School, and Agoura High School. The proposed use of the project site, which would include the construction of 40,700 square feet of medical building space, would not result in a significant impact by causing or contributing to overcrowding in elementary, middle, or high school. In addition, it is noted that the required payment of school fees will be required as per Senate Bill (SB) 50, the Leroy F. Greene School Facilities Act of 1998, which authorizes school districts to levy statutory developer fees. Thus, a **less than significant** impact is anticipated.

[30] Ibid.

[31] City of Agoura Hills, Volunteers on Patrol, Accessed on December 1, 2008 from http://www.ci.agoura-hills.ca.us/Index.aspx?page=213.

a) iv. The City of Agoura Hills Community Services Department operates public parks and recreational facilities within the City of Agoura Hills. Old Agoura Park, located at 5301 Chesebro Road, is located less than a half mile north of the project site. In addition there are several more public parks and recreational facilities operated by the City that are located within a few miles of the project site. These include Chumash Park, Forest Cove Park, Reyes Adobe Park, Morrison Park, Sumac Park, Agoura Hills Recreation Center, Agoura Hills/Calabasas Community Center, tennis courts at Agoura High School that can be used for public use, and the Reyes Adobe Historical Site. The surrounding parks and facilities offer several amenities to Agoura Hills residents, including but not limited to: auditoriums, basketball courts, children's play areas, community rooms, picnic shelters, baseball fields, indoor gyms, a variety of sports programs, aerobics, and day camps. Additionally, the City of Agoura Hills is situated at the northern boundaries of the Santa Monica Mountains National Recreation Area (SMNRA) operated by the National Parks Service. Comprising of approximately 153,075 acres, the SMNRA is the world's largest urban national park.[32] The project site would not introduce residential uses or generate substantial population growth. In addition, given the project site's location within an urban area and the existing and proximate recreational parks and facilities, the proposed project would result in a **less than significant** impact on parks and recreational facilities.

a) v. The proposed project only involves the construction of commercial facilities. As such, the proposed project would not directly increase the City's population. The proposed project would result in an incremental demand on parks, recreational facilities, fire services, police protection, and/or other public services, including library services. The proposed project would be served by the Agoura Hills Library, which is comprised of 17,500 square feet of space and located at 29901 Ladyface Court, approximately 2.2 miles west of the project site. The incremental increase of the public service demand would not adversely affect existing facilities, nor create the need for new parks and recreational facilities. Therefore, the incremental increase in demand for all public services would not be substantial and would **be less than significant**.

XIV. RECREATION

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

[32] National Park Service, U.S. Department of the Interior, Frequently Asked Questions, Accessed from: http://www.nps.gov/samo/faqs.htm on April 2, 2009.

a) The proposed project would not generate any residential uses. As such, while the proposed project would generate some new jobs, it would not substantially increase the population of Agoura Hills. The increased use of existing park and recreational facilities associated with this incremental increase in population is not expected to result in substantial physical deterioration of these facilities, given the variety of recreational opportunities within a few miles of the project site (see Response XIII a.iv above). Thus, **less than significant** impacts are anticipated.

b) As discussed in Response XIVa, the proposed project would not result in a significant adverse impact on parks and recreational facilities. Thus, implementation of the proposed project is not anticipated to require the construction or expansion of off-site park and recreational facilities. Thus, **no impact** is anticipated.

XV. TRANSPORTATION/TRAFFIC

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Cause an increase in traffic 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)?	☐	☑	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☑	☐	☐
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?	☐	☐	☐	☑
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☑	☐
e) Result in inadequate emergency access?	☐	☐	☑	☐
f) Result in inadequate parking capacity?	☐	☐	☑	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☑	☐

The information in this section is based upon the Revised Traffic and Circulation Study for the Agoura Medical Office Project, which was prepared by Associated Transportation Engineers (August 27, 2008) and is included in **Appendix F**.

a), b) Traffic impacts anticipated due to the project were evaluated using methodology and assumptions approved by the City of Agoura Hills. As traffic flow on urban arterial roadways is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. In rating intersection operations, "Levels of Service" A through F are used, where LOS A indicates a free flow operations and LOS F indicates congested operations. The City of Agoura Hills considers LOS C as the minimum acceptable operating standard for intersections. A significant impact would occur if the proposed project increases traffic demand by two percent or greater (a volume to capacity, or V/C, increase of 0.02 or greater) at a facility that would operate at LOS D or worse with project-added traffic volumes.

Study Intersections and Existing Levels of Service

For the proposed project, five intersections were analyzed for traffic impacts and are listed below.

1. Lewis Road/Agoura Road
2. U.S. 101 SB Ramps/Chesebro Road/Dorothy Drive
3. U.S. 101 NB Ramps/Palo Comado Canyon Road
4. Chesebro Road/Palo Comado Canyon Road
5. Chesebro Road/Agoura Road

As shown in **Table 14**, four of the intersections studied currently operate at Level of Service (LOS) C or better during both the AM and PM peak hour periods. Only the intersection of U.S. 101 NB Ramps/Palo Comado Canyon Road operates at LOS F during the AM Peak hour. Existing peak hour volumes at the study intersections were collected in January 2008, and the LOS for the unsignalized intersections were calculated using the methodology in the Highway Capacity Manual (HCM).

Table 14
Existing Intersection Levels of Service

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Delay (seconds)	LOS	Delay (seconds)	LOS
Lewis Road/Agoura Road	8.6	A	8.7	A
U.S. 101 SB Ramps/Chesebro Road/Dorothy Drive	15.8	C	13.2	B
U.S. 101 NB Ramps/Palo Comado Canyon Road	**> 50**	**F**	16.3	C
Chesebro Road/Palo Comado Canyon Road	19.5	C	16.7	C
Chesebro Road/Agoura Road	9.5	A	10.8	B

Note: Bold values exceed the City of Agoura Hills standard.
Source: Associated Transportation Engineers (August 2008).

Project Trip Generation

Trip generation estimates for the proposed project are based on the Institute of Transportation Engineers (ITE) trip generation manual for Medical Office uses. The proposed project is expected to generate approximately 1,472 average daily trips (ADT), including 101 trips occurring during the morning peak hour, and 152 trips occurring during the evening peak hour, as summarized in **Table 15**.

Table 15
Project Trip Generation

Land Use	Area (square feet)	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate[1]	Trips	Rate	Trips	Rate	Trips
Medical Office	40,733[2]	36.13	1,472	2.48	101	3.72	152

[1]Trip generation rates are from the Institute of Transportation Engineers (ITE) Trip Generation, Seventh Edition, 2003.
[2] As discussed in Section 2.0, Project Description, the proposed project would have an an actual area of 39,202 square feet. Thus, the project's estimated trip generation, which is based on an assumed area of 40,733 square feet, should be considered conservative.
Source: Associated Transportation Engineers (August 2008).

Trip Distribution

Project-generated traffic was distributed and assigned to the adjacent street network (refer to **Table 16**), and trip distribution percentages were based on existing traffic patterns observed in the study area, City staff input, and consideration of the most logical travel routes for vehicles accessing the project site.

Table 16
Project Trip Distribution

Origin/Destination	Direction	Percent
U.S. Highway 101 East of Palo Comado Canyon Road	East	40
U.S. Highway 101 West of Chesebro Road	West	30
Palo Comado Canyon Road North of U.S. Highway 101	North	15
Agoura Road East of Chesebro Road	East	5
Agoura Road West of Lewis Road	West	10
	Total	***100***

Source: Associated Transportation Engineers (August 2008).

Project Impacts

Roadway Operations

As part of the Traffic Study, traffic volume data for Agoura Road, west of the proposed project driveway, was collected for existing and existing plus project conditions. Associated Transportation Engineers collected 24-hour data on this portion of Agoura Road on April 19, 2008, and the data show that Agoura Road currently carries 5,600 ADT west of the project site driveway. As the proposed project is forecast to add 150 ADT to the roadway (for a total of 5,750 ADT under the existing plus project scenario), the level of traffic is within the arterial

roadways' carrying capacity. Therefore, the proposed project would result in a **less than significant** impact associated with roadway operations on Agoura Road.

Intersection Operations

Existing and existing plus project traffic volumes were used to calculate the LOS of the study area intersections during both AM and PM peak hours and are shown in **Tables 17 and 18**.

Table 17
Existing and Existing Plus Project AM Peak Hour Levels of Service

Intersection	Existing		Existing Plus Project		Project Added	
	Control Delay (seconds)	LOS	Control Delay (seconds)	LOS	Percent Increase	Significant Project Impact?
Lewis Road/Agoura Road	8.6	A	8.6	A	N/A	NO
U.S. 101 Southbound Ramps/Chesebro/Dorothy	15.8	C	16.7	C	N/A	NO
U.S. 101 Northbound Ramps/Palo Comado Canyon	**> 50**	**F**	**> 50**	**F**	**3.0**	**YES**
Chesebro Road/Palo Comado Canyon	19.5	C	20.3	C	N/A	NO
Chesebro Road/Agoura Road	9.5	A	9.6	A	N/A	NO
Notes: Bold values exceed the City of Agoura Hills standard. N/A=The V/C increase is not applicable at LOS C or better. Source: Associated Transportation Engineers (August 2008).						

Table 18
Existing and Existing Plus Project PM Peak Hour Levels of Service

Intersection	Existing		Existing Plus Project		Project Added	
	Control Delay (seconds)	LOS	Control Delay (seconds)	LOS	Percent Increase	Significant Project Impact?
Lewis Road/Agoura Road	8.7	B	8.7	B	N/A	NO
U.S. 101 Southbound Ramps/Chesebro/Dorothy	13.2	B	14.8	B	N/A	NO
U.S. 101 Northbound Ramps/Palo Comado Canyon	16.3	C	21.7	C	N/A	NO
Chesebro Road/Palo Comado Canyon	16.7	C	20.3	C	N/A	NO
Chesebro Road/Agoura Road	10.8	B	11.0	B	N/A	NO
Notes: Bold values exceed the City of Agoura Hills standard. N/A=The V/C increase is not applicable at LOS C or better. Source: Associated Transportation Engineers (August 2008).						

As shown above, with the exception of the U.S. 101 Northbound Ramps/Palo Comado Canyon Road intersection, the study area intersection would operate at LOS C or better under the existing plus project traffic scenario. The U.S. 101 Northbound Ramps/Palo Comado Canyon Road intersection currently operates at LOS F with a stop sign on the westbound approach, and the proposed project would increase traffic at this location by three percent in the AM peak hour, which is considered a significant impact based on City standards. However this impact can be reduced to **less than significant with mitigation incorporated** (Mitigation Measure T-1).

Congestion Management Program Impacts

As required by the Los Angeles County Congestion Management Program (CMP), a regional Traffic Impact Analysis (TIA) was prepared for the proposed project to determine the potential impacts at designated monitoring locations on the CMP highway system. The CMP guidelines state that 1) intersection monitoring locations must be examined if the proposed project would add 50 (PHT) or more during the AM or PM peak hour and that 2) freeway monitoring locations must be examined if the proposed project would add 150 PHT or more, in either direction, during the AM or PM peak hour.

None of the intersections included in the traffic analysis for the proposed project are in the CMP network. Additionally, the proposed project is forecast to add less than 150 peak hour trips to U.S. Highway 101. Therefore, based on CMP criteria, the proposed project would result in a **less than significant impact** to CMP intersections.

Cumulative Impacts

Associated Transportation Engineers forecasted the cumulative traffic volumes, accounting for approved and pending development projects within the City of Agoura Hills and adjacent areas of Los Angeles County (these related projects are included in Appendix F). Trip generation estimates for the proposed project are again based on the ITE trip generation manual, with cumulative trips distributed to the study area street network based on land use patterns in the City, traffic patterns observed in the study area, distribution data compiled from the traffic studies of other projects, and consideration of the most logical travel routes for vehicles accessing the project site. The cumulative traffic volume forecasts are shown in Appendix F, Cumulative Traffic Volumes and Cumulative + Project Volumes).

Intersection Operations

The LOS for study area intersections were calculated using the cumulative and cumulative plus project volumes. Each scenario is shown for the AM and PM peak hours in **Tables 19** and **20**, below.

Table 19
Cumulative and Cumulative Plus Project AM Peak Hour Levels of Service

Intersection	Cumulative		Cumulative Plus Project		Project Added	
	Control Delay (seconds)	LOS	Control Delay (seconds)	LOS	Percent Increase	Significant Project Impact?
Lewis Road/Agoura Road	9.1	A	9.1	A	N/A	NO
U.S. 101 Southbound Ramps/Chesebro/Dorothy	**> 50**	**F**	**> 50**	**F**	**2.2**	**YES**
U.S. 101 Northbound Ramps/Palo Comado Canyon	**> 50**	**F**	**> 50**	**F**	1.8	NO
Chesebro Road/Palo Comado Canyon	**> 50**	**F**	**> 50**	**F**	**2.6**	**YES**
Chesebro Road/Agoura Road	14.9	B	14.9	B	N/A	NO

Notes: Bold values exceed the City of Agoura Hills standard.
N/A=The V/C increase is not applicable at LOS C or better.
Source: Associated Transportation Engineers (August 2008).

Table 20
Cumulative and Cumulative Plus Project PM Peak Hour Levels of Service

Intersection	Cumulative		Cumulative Plus Project		Project Added	
	Control Delay (seconds)	LOS	Control Delay (seconds)	LOS	Percent Increase	Significant Project Impact?
Lewis Road/Agoura Road	9.0	A	9.1	A	N/A	NO
U.S. 101 Southbound Ramps/Chesebro/Dorothy	**> 50**	**F**	**> 50**	**F**	**3.8**	**YES**
U.S. 101 Northbound Ramps/Palo Comado Canyon	**> 50**	**F**	**> 50**	**F**	**3.5**	**YES**
Chesebro Road/Palo Comado Canyon	**> 50**	**F**	**> 50**	**F**	**4.0**	**YES**
Chesebro Road/Agoura Road	**24.5**	**C**	**25.6**	**D**	1.0	NO

Notes: Bold values exceed the City of Agoura Hills standard.
N/A=The V/C increase is not applicable at LOS C or better.
Source: Associated Transportation Engineers (August 2008).

As shown, the intersections of U.S. 101 Southbound Ramps/Chesebro Road/Dorothy Drive, U.S. 101 Northbound Ramps/Palo Comado Canyon Road, and Chesebro Road/Palo Comado Canyon Road would operate at LOS F under both the cumulative and cumulative plus project scenarios during both AM and PM peak hours. In addition, the proposed project's contribution to these cumulative traffic volumes would be greater than two percent at two intersection during

the AM peak hours and at three intersections during the PM peak hours, resulting in a significant impact, based on City standards. However this impact can be reduced to **less than significant with mitigation incorporated**.

c) As the project includes medical office and parking land uses and it is not located in the vicinity of airports or airstrips, the project would not result in a change to any air traffic patterns. **No impact** to air traffic would occur with project implementation.

d), e) The proposed project would implement frontage improvements, resulting in a change to the lane geometry at the Chesebro Road/Agoura Road and Chesebro Road/Palo Comado Canyon Road intersections. Associated Transportation Engineers reviewed the existing and cumulative traffic volumes at these intersections in order to determine the lane geometry that would be required to accommodate future traffic. As shown in **Appendix F**, these frontage improvements would include 1) widening the west side of Chesebro Road, providing a southbound left-turn land at the Agoura Road intersection and bike lanes on both sides of the road, and 2) reconfiguring the Chesebro Road/Palo Comado Canyon Road intersection to provide separate left-turn lanes on the northbound and southbound approaches and to improve the eastbound approach by providing a left-turn through lane and a right-turn lane. The project site parking areas would be accessed by one driveway from Chesebro Road and one driveway from Agoura Road, which are discussed in further detail below. Each driveway would meet the City's 26-foot drive aisle requirement. A LOS and gap analysis was performed to assess operations at these driveways, assuming cumulative plus project volumes. A description and the results of the analysis for each driveway are discussed below.

Chesebro Road Driveway

This driveway is located on the south side of Chesebro Road, between the intersections of Dorothy Drive to the north and Palo Comado Canyon Road to the east. The Chesebro Road cross-section allows full access at the driveway (both right- and left-turns, inbound and outbound). This driveway would provide access to the project's surface and garage parking areas, as well as connect with the Agoura Road driveway. The delays at the Chesebro Road driveway are forecast to be in the LOS A range for left-turns inbound to the project site during the peak hours and LOS C range for both left- and right-turn outbound vehicles from the project site during peak hours. Therefore, there would be sufficient gaps in the cumulative plus project scenario for vehicles to enter and exit the project site from the Chesebro Road driveway (refer to Appendix F for data sheets).

Agoura Road Driveway

This driveway is located on the north side of Agoura Road between the intersections of Lewis Road to the west and Chesebro Road to the east. The Agoura Road cross-section allows full access at the driveway (both right- and left-turns, inbound and outbound). This driveway would extend north from Agoura Road, providing access to the surface parking area and connecting with the Chesebro Road driveway. As with the Chesebro Road driveway, the delays at the Agoura Road driveway are forecast to be in the LOS A range for left-turns inbound to the project site during the peak hours; however, delays would be in the LOS B range for left- and right-turn outbound vehicles from the project site during peak hours. Therefore, there would be sufficient gaps in the cumulative plus project scenario for vehicles to enter and exit the project site from the Agoura Road driveway (refer to Appendix F for data sheets).

Proposed site access and circulation would be designed to avoid hazardous road conditions. As such, the proposed project's potential impacts to hazardous road conditions from site access (including Emergency access) and circulation are considered to be **less than significant**.

f) The City of Agoura Hills Municipal Code requires a minimum of five spaces per 1,000 square feet of medical office gross floor area and seven handicapped parking spaces for development providing between 200 and 300 parking spaces. The City of Agoura Hills Municipal Code requires a minimum of five spaces for each 1,000 square feet of gross floor area for medical office land use and requires seven handicapped parking spaces for developments providing between 200 and 300 parking spaces (Section 9645.6, Parking Allocation). As the proposed project includes 40,700 square feet of medical office space, it would be required by City to provide 204 parking spaces. Project site plans include a total of 209 parking spaces (which includes eight handicapped spaces). Therefore, the proposed project exceeds the City's parking requirement and would result in **a less than significant impact** associated with parking capacity.

g) The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. **No impact** would occur.

Mitigation Measures

The mitigation measures listed below would reduce project specific and the project's contribution to cumulative impacts to less than significant. These measures supersede the measures identified in the Traffic Study.

Project Impacts

T-1 U.S. 101 Northbound Ramps/Palo Comado Canyon Road (AM Peak Hour) The applicant shall implement the project-specific mitigation measures which include 1) signalization of the intersection; and 2) restriping the westbound approach to provide one left-through lane and one right-turn lane.

Cumulative Impacts

T-2 U.S. 101 Southbound Ramps/Chesebro Road/Dorothy Drive (AM and PM Peak Hour) The applicant shall contribute their proportionate share to fund City of Agoura Hills and Caltrans improvements at the U.S. 101 Southbound Ramps/Chesebro Road/Dorothy Drive intersection resulting in LOS A during the AM peak hour and LOS C during the PM peak hour, which may include signalizing the intersection and restriping each approach, providing one left-turn lane and one shared through-right lane.

T-3 U.S. 101 Northbound Ramps/Palo Comado Canyon Road (PM Peak Hour) The applicant shall contribute their proportionate share to fund City of Agoura Hills and Caltrans improvements at the U.S. 101 Northbound Ramps/ Palo Comado Canyon Road intersection resulting in LOS C or better during the AM peak hour, which include 1) signalization of the intersection; and 2) restriping the westbound approach to provide one left-through lane and one right-turn lane.

T-4 Chesebro Road/Palo Comado Canyon Road (AM and PM Peak Hour) The applicant shall contribute their proportionate share to fund City of Agoura Hills

and Caltrans improvements at the Chesebro Road/Palo Comado Canyon Road intersection resulting in LOS B during the AM peak hour and LOS A during the PM peak hour, which may include signalization of the intersection and restriping the eastbound approach to provide one left-through lane and one right-turn lane, and restriping the southbound approach to provide one left-turn lane, one through lane, and one right-turn lane.

T-5 The project developer shall pay the standard City Traffic Impact fee.

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☑
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the constructions of which would cause significant environmental effects?	☐	☐	☑	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☑	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☑
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☑	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☑

a) Wastewater generated by the proposed project would be collected and transported through local, trunk, and mainline sewers to the Tapia Wastewater Reclamation Facility (TWRF), operated by the Las Virgenes Municipal Water District (LVMWD). The LVMWD provides

potable water, wastewater treatment, reclaimed water and biosolids composting to over 66,000 persons located within the Cities of Agoura Hills, Hidden Hills, Calabasas, Westlake Village, and unincorporated areas of western Los Angeles County.[33] Wastewater treatment at the TWRF is carried out in conformance with the requirements of the Regional Water Quality Control Board. The proposed project would not involve direct discharges and its wastewater generation is within the treatment capacity at TWRF, as described in Response XVI.b. Therefore, the proposed project is not expected to exceed the applicable wastewater treatment requirements. Thus, **no impact** is anticipated.

b) The TWRF is located approximately 4.5 miles south of the project site, and is adjacent to Malibu Creek at the point where the creek crosses Malibu Canyon Road. The TWRF currently provides tertiary treatment to all wastewater received and has a capacity of 16.1 million gallons per day. However, based on estimated future wastewater flows, it is undergoing planned modifications that are expected to reduce its rated capacity to an average of 12 million gallons per day.[34] The modifications are necessary to improve the nutrient removal capabilities of the plant and enable to the TWRF to conform to new discharge limits on nutrients that stimulate algal growth. The TWRF currently treats approximately an average daily influent flow of 9.5 million gallons per day (average dry-weather day).[35]

Full build out of the proposed project would add 40,700 square feet of medical building space. Based on the average wastewater generation rates provided by the Los Angeles County Sanitation District (LACSD), the proposed project is expected to generate approximately 12,210 gallons of wastewater per day. **Table 21** outlines the proposed project's wastewater generation.

Table 21
Estimated Wastewater Generated by The Proposed Project

Land Use Description	Proposed Development Sq. Ft.	Sewage Demand Factor (Future gal/ 1000 sf/day)[1]	Gallons per Day (gpd)
Professional Building	40,700	300 gal/1,000 sf/day	12,210 gpd
		Total	**12,210 gpd**
[1] Source: LACSD accessed from April 2, 2008 from http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3531			

The 12,210 gallons per day of wastewater generated by the proposed project would represent approximately .19 percent of the current 6.6 million gallons per day of excess capacity at the TWRF. Under the future proposed capacity of 12 million gallons per day at the TWRF, the proposed project would represent approximately .49 percent of the future 2.5 million gallons per day of excess capacity. Therefore, the TWRF is anticipated to have adequate capacity (even after reductions to capacity at the plant) to serve the proposed project.

[33] Las Virgenes Municipal Water District. Accessed on October 20,2008 from http://www.lvmwd.dst.ca.us/who/who3bringing.html.

[34] Boyle Engineering. Integrated Water System Master Plan Updated 2007. October 2007.

[35] Las Virgenes Municipal Water District. Bringing Water Service Full Circle. Accessed on July 7, 2008 from http;//www.lvmwd.com.

As indicated previously by City Engineer Ramiro Adeva, the City of Agoura Hills is not aware of any deficiencies in the City's sewer system.[36] Nevertheless, existing LVMWD facilities and trunk sewer lines are expected to be able to accommodate the incremental increase in wastewater generated by the proposed project. As such, impacts related to wastewater generation are considered to be **less than significant**.

c) Stormwater runoff is currently handled through connections to the City storm drain system. As described above (see Response VIII.d), the proposed project would decrease the quantity of runoff at the project site and, therefore, would not significantly impact the quantity of stormwater runoff generated at the project site. Therefore, the proposed project would not result in significant impacts on stormwater drainage capacity. In addition, as noted in Response VIII.a, in accordance with Federal, State, and local regulations, the proposed project would involve the preparation and implementation of a SWPPP and SUSMP, which would reduce the potential for adverse impacts as the result of the modification of site drainage. Thus, a **less than significant** impact is anticipated.

d) As previously mentioned in Response XVI.a, the LVMWD would provide potable water and reclaimed water for the proposed project. Most of the potable water served to LVMWD customers is purchased from the Metropolitan Water District of Southern California (MWD). The LVMWD is one of 26 participating agencies that receive potable water service of MWD. Water supplies are conveyed via the MWD's pipelines throughout the LVMWD's service area that encompasses 122 square miles of western Los Angeles County and are transported via a system that contains 325 miles of water pipelines, 20 storage tanks, and 20 pump stations. Water served annually by LVMWD includes 25,772 acre-feet (AF) of potable water and 6,087 AF of recycled water.[37] The Las Virgenes Reservoir is filled with MWD supplies during periods of low demand and holds up to a six-month supply for emergency backup. The LVWMD also purchases water from the Ventura County Waterworks District No. 17 for Woolsey Canyon residents and from the City of Simi Valley for residents in Box Canyon.

The LVMWD potable water system consists of an elaborate system of pumps, pressure zones, supply connections and reservoirs/tanks. There are 22 main pressure zones created by numerous facilities. The 1235-foot "Main Zone" would serve the proposed project site. The "Main Zone," which distributes potable water to customers within the 1235-foot gradient (below an elevation of about 1100 feet), is the "backbone" of the District's potable water system. This zone stretches along the 101 Freeway corridor, from eastern Calabasas to the western edge of Westlake Village. The main system serves approximately 90 percent of the District's customer either directly or by distribution to smaller subsystems within the District.[38] Besides the Las Virgenes Reservoir, this zone has operation storage in Calabasas, Equestrian Trails, and Morrison Tanks. In the Potable Water Master Plan Update (2007), Boyle Engineering identified problems and deficiencies within the LVWMD and offered several recommendations to improve the systems in order to adequately meet the water demands now and over the next 25 years. Some which include pipeline improvements along Agoura Road and Reyes Road located west

[36] Gelman, Daniel, Agoura Hills working to create a sewer management program, Ventura County Star, October 30, 2007. Accessed on April 6, 2009 from: http://www.venturacountystar.com/news/2007/oct/30/agoura-hills-working-to-create-a-sewer-program/.

[37] Las Virgenes Municipal Water District. Bringing Water Service Full Circle. Accessed on July 7, 2008 from http;//www.lvmwd.com.

[38] Boyle Engineering. LVMWD Potable Water Master Plan Update, 2007.

of the project site. According to the LVMWD, the existing potable water system currently operates with no significant deficiencies.[39]

Full buildout of the proposed project would add 40,700 square feet of medical building space on a project site that consists of 79,194 square feet, inclusive of seven separate parcels. Potable water demand for the proposed buildings can be indirectly derived from standard Los Angeles County Sanitation Districts' (LACSD) wastewater (sewage) generation rates. Utilizing such indirect means to make such estimates is common practice. It is assumed that all landscape plantings would be irrigated with reclaimed water. Based on the wastewater demand land use factors provided by the LACSD, the proposed project would demand approximately 12,210 gallons of potable water per day or 8.5 gallons per minute. **Table 22** outlines the increase in demand generated by the proposed office development.

Table 22
Estimated Water Demand by The Proposed Project

Land Use Description	Proposed Development Sq. Ft.	Water Demand Factor (Future gal/ 1000 sf/day)[1]	Gallons per Day (gpd)
Professional Building	40,700	300 gal/1,000 sf/day	12,210 gpd
Total			**12,210 gpd**

[1] Source: LACSD accessed from January 23, 2008 from http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3531
[2] Estimate assumes that all landscape plantings would be irrigated with potable water.

The increase in annual demand of approximately 4.5 million gallons per year, or 13.8 acre-feet (AF) represents only .05 percent of the annual demand on LVMWD potable supply, which currently serves approximately 25,772 AF of water annually.

The LVMWD recycled water system includes four pressure zones or service areas within LVMWD. The proposed project is located in the Western Recycled Water System. This system consists of the headquarters Recycled Water Pump Station West (RWPS West), the Morrison Supplement Facility (Morrison Pump Station), 24-inch and 20-inch pipelines that connect to the Indian Hills Tank, and many smaller diameter pipelines that serve many uses within the Western System. Within the Western System the major pipeline is 24 inches in diameter and extends from RWPS West to the intersection of Lindero Canyon and Agoura Road.[40] Recycled water from the district's TWRF has reduced demand for imported potable supplies by 20 percent.

The availability of recycled water is dependent on the amount of wastewater coming into the TWRF. According to the LVMWD Recycled Water Master Plan Update (2007) supply to Tapia is expected to increase by about 25 percent by estimated buildout in 2030. As discussed in Response XVI.b, the proposed project is expected to generate approximately 11,761 gallons of sewage per day. As such, the proposed project would supply wastewater for the TWRF, which in turn would produce additional recycled water that can be utilized for the proposed project site. Furthermore, the proposed project would be able to connect into the Western System's major 24-inch pipeline, which extends from RWPS West to the intersection of Lindero Canyon and

[39] Phone Communication with Phyllis Southard of LVMWD Planning on 12/11/08.
[40] Boyle Engineering. LVMWD Recycled Water Master Plan Update, 2007.

Agoura Road. As such, it is expected that sufficient recycled water resources and infrastructure would be available for the proposed project site.

The applicant would be required to pay for waterline connections for the proposed project. In addition, the applicant would dedicate easements and right-of-way requirements for the installation of the required waterlines. The proposed project would be required to comply with all water system and conservation requirements of the LVMWD and the California Plumbing Code, as adopted by the City of Agoura Hills. The estimated demand of potable water and reclaimed water is considered a small increase. Therefore sufficient potable and reclaimed water supplies should be available. Thus impacts are anticipated to be **less than significant**

e) As discussed above (See Response XVI.b), the proposed project would result in an incremental increase in wastewater generation within the TWRF service area. The TWRF has adequate remaining capacity to serve the proposed project in addition to its other commitments. Thus, **no impact** is anticipated.

f) The County of Los Angeles comprises 88 incorporated cities and numerous unincorporated areas within its 4,100 square miles, and has a population in excess of 9.8 million persons. Each jurisdiction of the County is responsible for its own solid waste management. Solid waste generated in Los Angeles County comprises residential waste, construction wastes, commercial and industrial wastes, and sludge residues (wastes remaining at the end of the sewage treatment process). Private contractors provide collection and hauling of solid waste services to commercial customers in Agoura Hills. Waste is transported mainly to the Calabasas Landfill for disposal. The Calabasas landfill is located in Agoura and is owned by the County of Los Angeles and operated by the County Sanitation Districts of Los Angeles County. In 2006, the landfill operated at about 46 percent of its permitted daily capacity. As of the end of 2006, the landfill had a remaining capacity of 7.89 million tons and an estimated remaining life of approximately 15.6 years (based on 1,623 tons per day, 6 days per week).[41]

Much of the solid waste generated from construction of the proposed project is recyclable, such as wood and metal scrap and formed construction board (cement and dry wall board). Minimum quantities of waste would be generated by construction workers at the site, which is mostly food related (food scraps and various food packaging materials). The City of Agoura Hills has an approved Construction and Demolition Debris Program that is required for all new construction and additions, alterations, and demolitions over 1,000 square feet. Under this program, the project applicant is required to show that 50 percent of construction debris would be recycled. The applicants must complete a Pre-Construction Waste Reduction/Recycling Plan (WRRP) to demonstrate how materials will be recycled. Upon completion of work, the applicant must submit a Post Construction WRRP, indicating whether the goals for recycling and reuse were met. If less than 50 percent of the construction debris from the project was diverted from landfill disposal, the submittal must include documentation demonstrating that a "good faith" effort was made to achieve the 50 percent waste reduction goal. Given the applicant's required compliance with the City's Construction and Demolition Debris Recycling Program and the excess in permitted daily capacity at the Calabasas landfill, construction waste from the proposed project that cannot be recycled is not expected to exceed the capacity of the landfills.

[41] Los Angeles County Department of Public Works. 2006 Los Angeles County Countywide Integrated Waste Management Plan. Countywide Summary Plan and Countywide Siting Element.

The hazardous wastes produced by the proposed medical building uses, as well as the typical hazardous waste related to maintenance activities, such as paint thinners, solvents, and motor oil would be stored in areas consistent with current County Fire Department practices. As shown in **Table 23**, the daily average solid waste generation would be 235.2 pounds per day, or 43 tons per year. The quantities shown in Table 23 represent projected solid waste generation under worst-case conditions without any recycling activities in place.

Table 23
Project Generated Solid Waste

Land Use	Size	Factor	Daily Generation (lbs/day)	Annual Generation (tons/yr)
Office	40,700 sf	6 lbs/1000 sq. ft./day[1]	244.2	45
Net Increase in Solid Waste Generation			**244.2**[2]	**45**

[1] Source: Ultrasystems, Stevenson Ranch DEIR Phase IV Specific Plan, April 1992. Accessed from the California Integrated Waste Management Board. Accessed on November 17, 2008 from: http://www.ciwmb.ca.gov/wastechar/wastegenrates/Commercial.htm.
[2] Estimate does not take into consideration that the project buildings would be designed and operated according with local regulations to promote recycling.

Calabasas Landfill's disposal rate is, on average, 1,877 tons per day less than its permitted daily capacity of 3,500 tons per day. The .12 tons per day generated from the project only represents .003 percent of the remaining average daily capacity of the Calabasas Landfill. Although there is an identified Countywide shortage of future landfill capacity (as reported in the Los Angeles County Integrated Solid Waste Management Plan 2006 Annual Report), substantial capacity currently exists at the landfill that would serve the project site. Nevertheless, the applicant would be required to participate in the City's Commercial Services & Recycling Program. Under this program, adequate storage areas shall be located within the proposed project site for the collection and removal of recyclable materials in order to ensure that the waste diverted to local landfills is reduced to the degree feasible. Given the limited contribution of the proposed project's incremental solid waste generation as compared to the remaining available landfill capacity, the proposed project is expected to result in a **less than significant** impact on solid waste disposal capacity.

g) The proposed project would comply with Federal, State, and local statutes and regulations related to solid waste, such as AB 939. The proposed project would dispose of solid waste in a manner consistent with City requirements, which reflect Federal, State and local (City of Agoura Hills) regulations. Thus, **no impact** is anticipated.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

a) The proposed project would not have the potential to significantly degrade the quality of the environment, substantially reduce the habitat to a fish or wildlife species, and cause a fish or wildlife population to drop below self-sustaining levels. Although there are no known or reported archaeological or paleontological resources located on the project site, given that the city is located in a region rich in the archaeological remains of prehistoric cultures and the possibility that previously undiscovered paleontological resources would be exposed during project grading and construction activities, impacts to archaeological and paleontological resources are considered potentially significant. However, impacts would be **less than significant with mitigation incorporated** (Mitigation Measures CR-1 and CR-2).

b) The proposed project's impacts would not be cumulatively considerable with the exception of its traffic generation in relation to future nearby intersection traffic congestion. The traffic cumulative analysis indicates that project would generate a cumulative impact at the following intersections:

- U.S. 101 Southbound Ramps/Chesebro Road/Dorothy Drive (A.M. and P.M. peak hour periods);

- U.S. 101 Northbound Ramps/Palo Comado Canyon Road (P.M. peak hour period); and
- Chesebro Road/Palo Comado Canyon (A.M. and P.M peak hour periods).

However, the proposed project would be required to implement road improvements and contribute a fair share contribution to the improvement of the above intersections. As such, as discussed in Section XV. (Transportation/Traffic), impacts would be **less than significant with mitigation incorporated**.

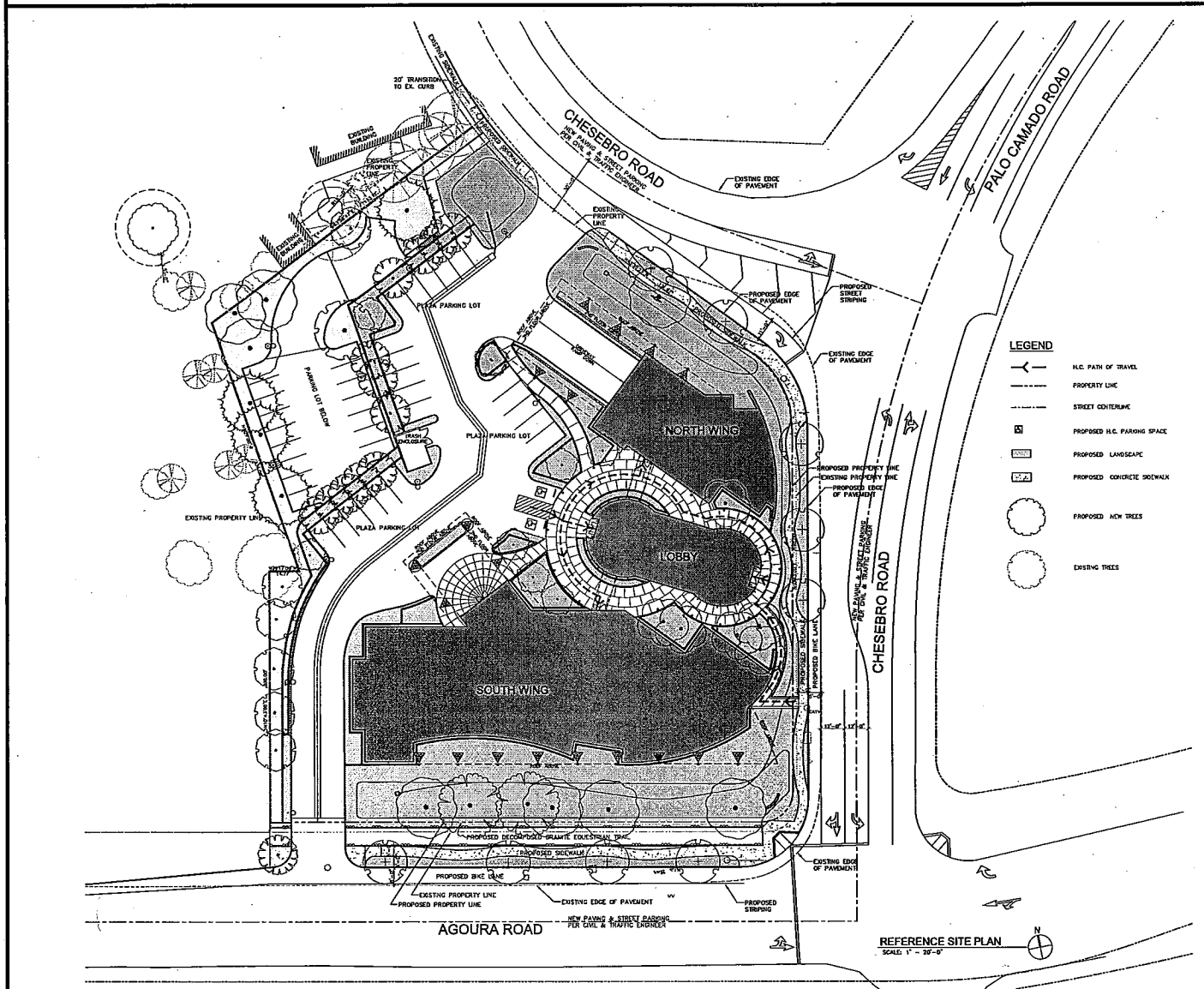
c) As discussed in the following sections: Geology and Soils (Section VI), Noise (Section XI), and Transportation/Traffic (XV), the project has a potential to result in conditions that may adversely affect humans. However, implementation of mitigation measures listed herein would reduce impacts to levels of insignificance. Thus, impacts would be **less than significant with mitigation incorporated**,

Project Site Plans

APPENDIX A

AGOURA MEDICAL

AGOURA HILLS, CALIFORNIA

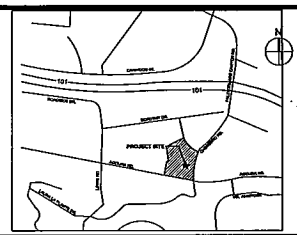


REFERENCE SITE PLAN
SCALE: 1" = 20'-0"

REFERENCE SITE PLAN | 1

SHEET INDEX

VICINITY MAP



ZONING PROJECT DATA

PROJECT DESCRIPTION:
THIS PROJECT IS A TWO (2) STORY MEDICAL OFFICE BUILDING WITH A TWO TIERED PARKING STRUCTURE.

ZONE:
(CRS) COMMERCIAL RETAIL SERVICE

PARKING JUSTIFICATION:

PARKING REQUIRED
MEDICAL OFFICE 40,733 SQ. FT. / 200 = 204 SPACES

PARKING PROVIDED

PLAZA LEVEL	24
PARKING LEVEL	119
LOWER PARKING GARAGE	66
TOTAL PARKING	209

209 CARS X 200 SQ. FT. PER CAR= 41,800 SQ. FT. ALLOWABLE AREA.

SQUARE FOOTAGE CALCULATIONS:

TOTAL TENANT SPACE (APPROX. AREA)

1ST FLOOR MEDICAL OFFICE BUILDING

LOBBY	2,535.0 SQ. FT.
SOUTH WING	11,866.0 SQ. FT.
NORTH WING	3,657.0 SQ. FT.
1ST FLR TOTAL SQ. FT.	18,058.0 SQ. FT

2ND FLOOR MEDICAL OFFICE BUILDING

LOBBY	2,535.0 SQ. FT.
SOUTH WING	12,992.0 SQ. FT.
NORTH WING	5,612.0 SQ. FT.
2ND FLR TOTAL SQ. FT.	21,144.0 SQ. FT.

TOTAL BUILDING AREA: 39,202 SQ.FT

SITE COVERAGE JUSTIFICATION :

	AREA (SQ. FT.)	% OF COVERAGE	
BUILDING (PARKING STRUCTURE & OFFICE BUILDING)	±44,804	±58.0%	60% MAX
LANDSCAPE	±17,431	±22.5%	
HARDSCAPE	±15,604	±19.5%	
TOTAL NEW SITE	±77,399	100%	
ADDITIONAL LANDSCAPING ON PARKING STRUCTURE	±7,745	±10.0%	
TOTAL LANDSCAPE	±30,314	±32.5%	25% MIN

EXISTING SITE AREA: ±79,184 SQ. FT.
NEW SITE AREA:(-R.O.W. DEDICATION) ±77,399 SQ. FT.

CONTACTS

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PRINCIPAL ARCHITECT
HEATHCOTE & ASSOCIATES
3396 WILLOW LANE SUITE 200
WESTLAKE VILLAGE, CA. 91361
CONTACT: CORY ANTELA
(805) 497-4700 EXT. 223

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ANDREW WILDROOT, P.E., LEED A.P.
30930 RANCHO CENTER LANE, STE. A
WOODLAND HILLS, CA 91367
(818) 251-1330

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EDWARD GRIPP
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WESTLAKE VILLAGE, CA 91362
(805) 379-1775

DAY TREE CONSULTANT:
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THOUSAND OAKS, CA 91359
(805) 375-1010

SURVEYOR:
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MARK HARDY
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SANTA MONICA, CA 90404
(310)-449-5511

OWNERS:
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AL DICKENS
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SUITE D
SAN LUIS OBISPO, CA 93401
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(805)-547-0901

SOILS GEOTECH CONSULTANT:
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GEORGE LARSON
6634 VALJEAN AVE.
VAN NUYS, CA 91406
(818) 785-2158
(818) 785-1548 FAX

REVISIONS

DRAWING INFO
COMPUTER FILE

DATE
SEPTEMBER, 2008
SCALE

JOB NO.
1718

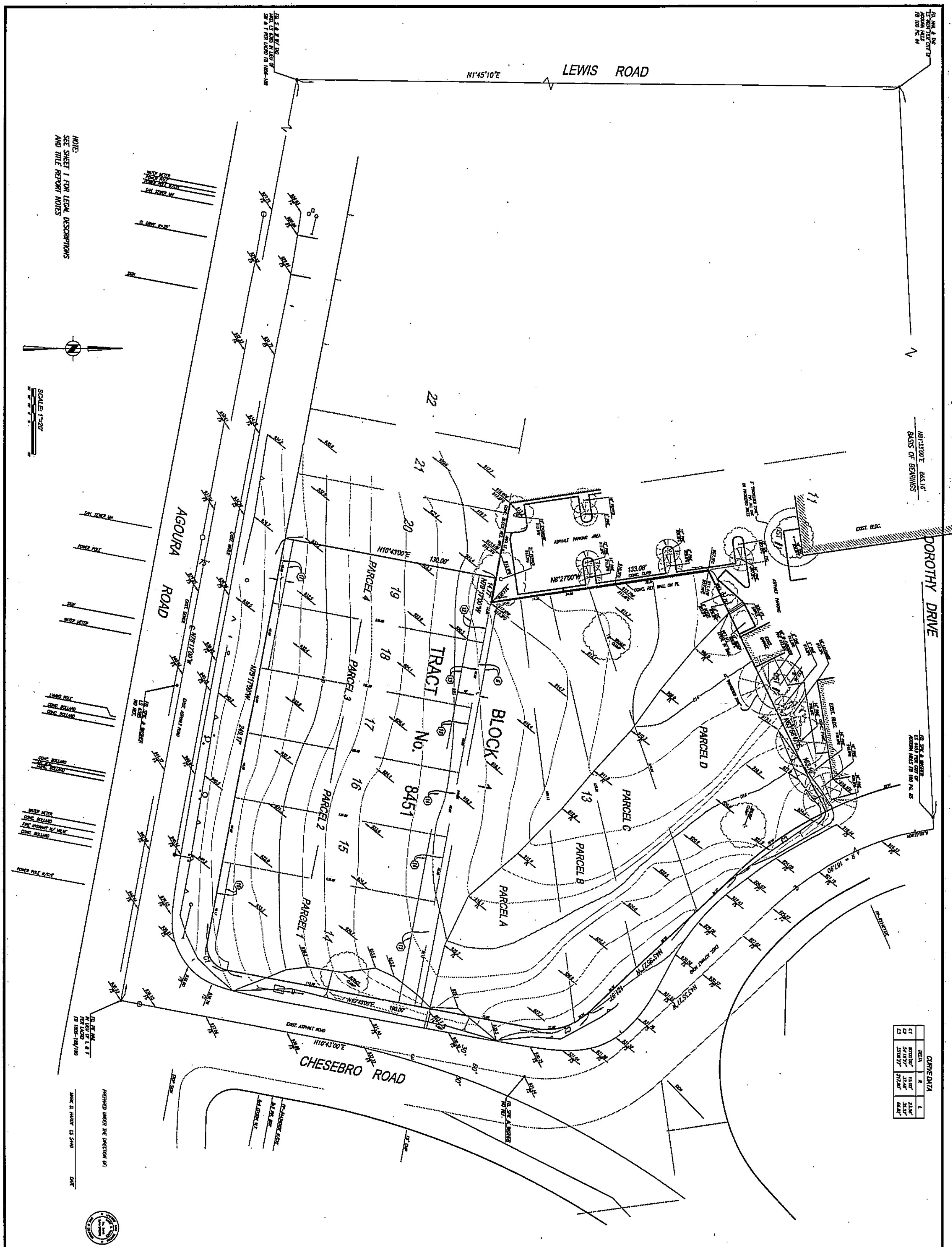
AGOURA MEDICAL PARTNERS LLC
CORNER OF CHESEBRO ROAD & AGOURA ROAD
Agoura Hills, CA

LICENSED ARCHITECT
GARY HEATHCOTE
C-011856
RENEWAL
STATE OF CALIFORNIA

Heathcote & Associates
Architecture
3396 Willow Lane
Westlake Village
California Suite 200
Phone 805-497-4700

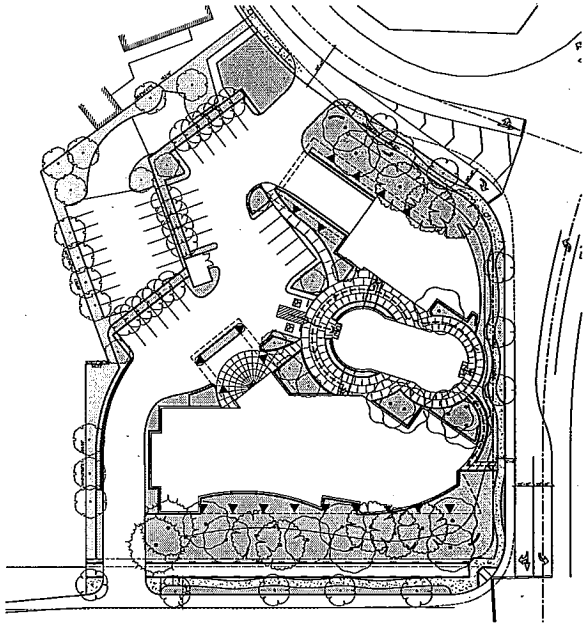
SHEET
T1
TITLE SHEET/SITE PLAN

PRELIMINARY NOT FOR CONSTRUCTION



PREPARED BY:	PREPARED FOR:	TITLE:
HMK ENGINEERING INC. — CIVIL ENGINEERS PLANNERS LAND SURVEYORS, 24007 VENTURA BLVD., SUITE 102, CALABASAS, CA 91302 PHONE (818) 222-0301	MR. AL DICKENS, 23945 CALABASAS ROAD, SUITE 111, CALABASAS, CA 91302	BOUNDARY AND TOPOGRAPHIC SURVEY, CHESEBORO ROAD and AGOURA ROAD, AGOURA HILLS, CALIFORNIA. SHEET 2 OF 2 SHEETS. W.O. 04-632

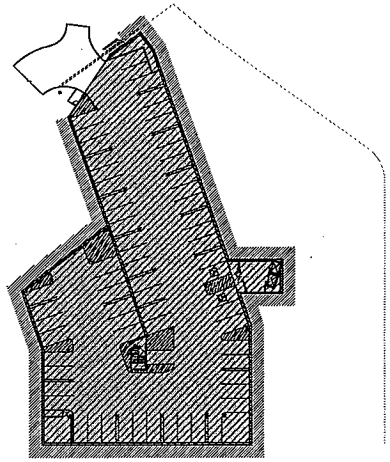
NO.	REVISION DESCRIPTION	DATE
1	ADDED EXISTING OAK AND WALNUT TREES	[illegible]
2	ADDED ALL TREES (W/ DRIPLINES), ADJACENT CULTURE	[illegible]



ON SITE PARKING:

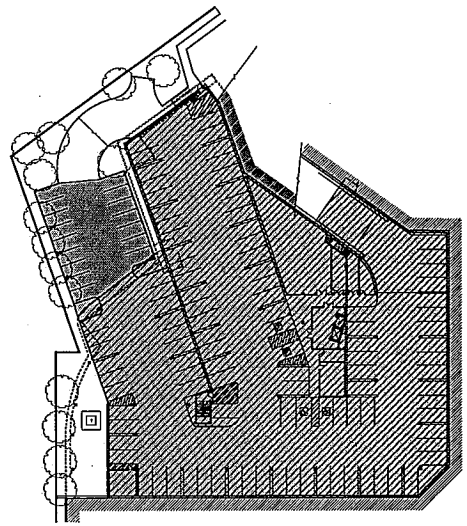
PARKING LOT AREA

COVERED PARKING LOT AREA



LOWER LEVEL PARKING

COVERED PARKING LOT AREA/ PARKING LOT AREA:
25,919 / 25,919 = 100%



INTERMEDIATE PARKING LEVEL

COVERED PARKING LOT AREA/ PARKING LOT AREA:
44,794 / 48,865 = 91.5%

PARKING COVERAGE JUSTIFICATION

1

REVISIONS

DRAWING INTO COMPUTER FILE

DATE
AUGUST, 2009

SCALE

JOB NO.
1718

AGOURA MEDICAL PARTNERS LLC

CORNER OF CHESEBRO ROAD & AGOURA ROAD

Agoura Hills, CA.

LICENSED ARCHITECT
C-011856
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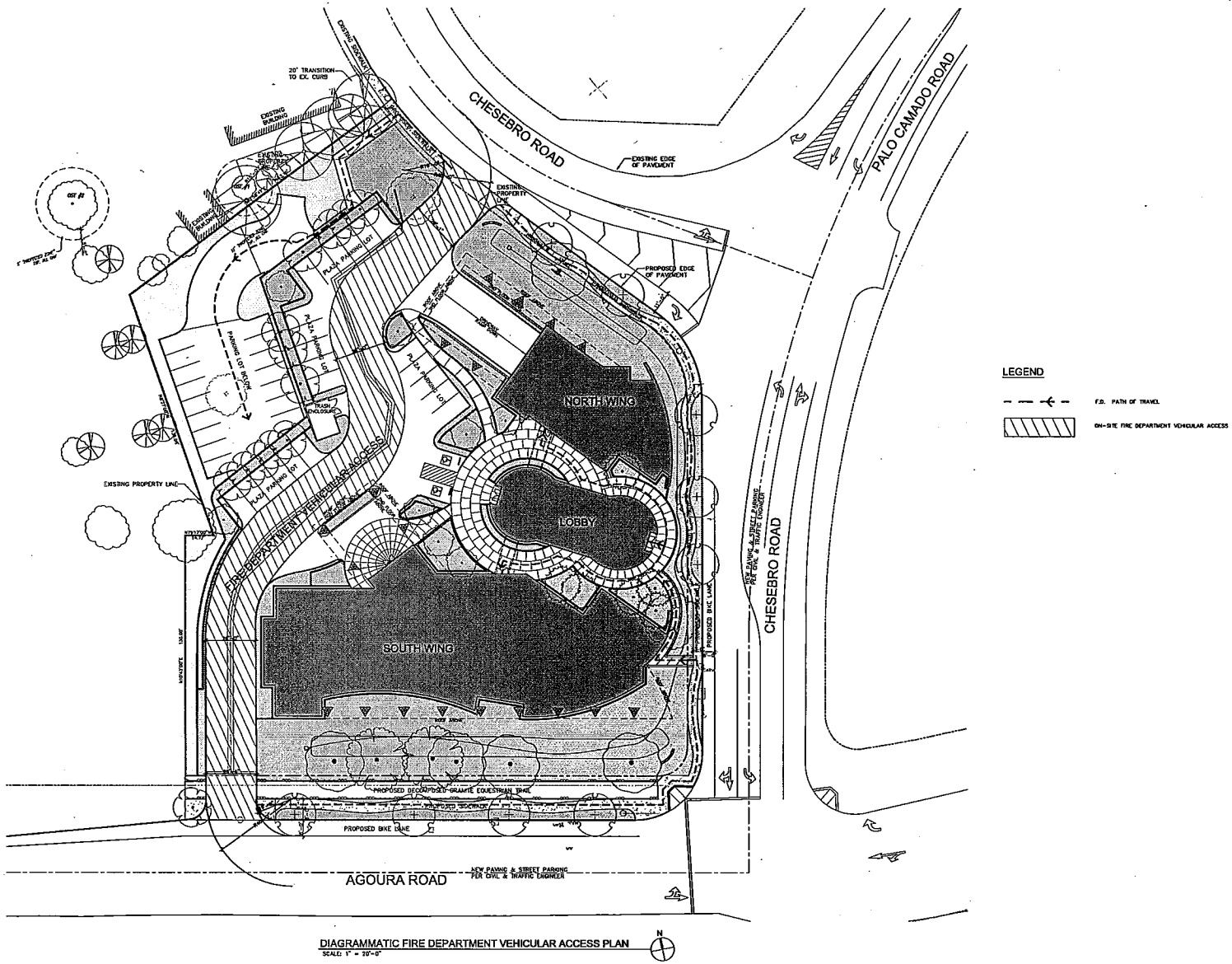
SHEET
T3
PARKING COVERAGE JUSTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION



DIAGRAMMATIC FIRE DEPARTMENT VEHICULAR ACCESS PLAN
SCALE: 1" = 20'-0"

FIRE DEPARTMENT VEHICULAR ACCESS DIAGRAM

1

REVISIONS

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DOMPUTER FILE
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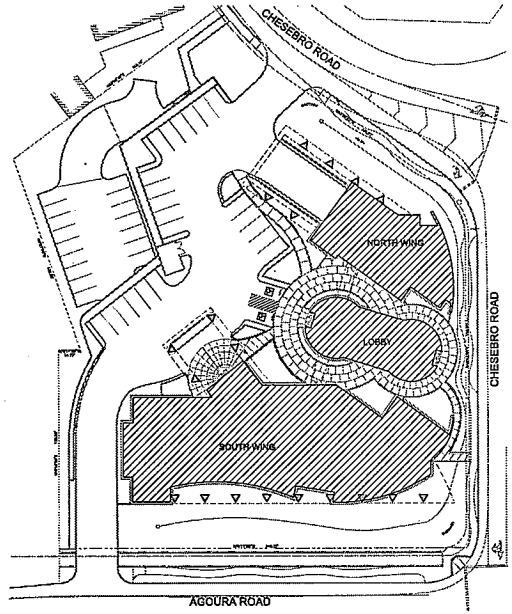
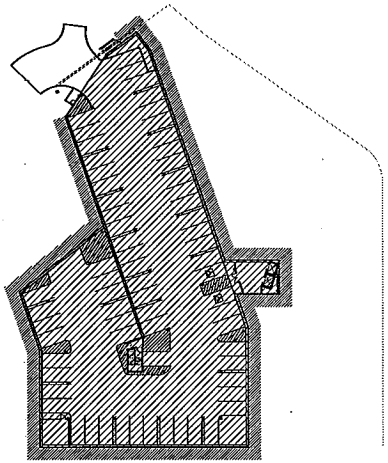
SHEET
T4.0
FIRE VEHICULAR ACCESS

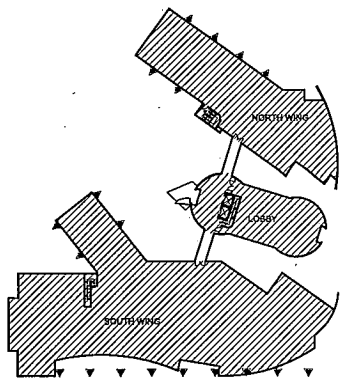
PRELIMINARY NOT FOR CONSTRUCTION



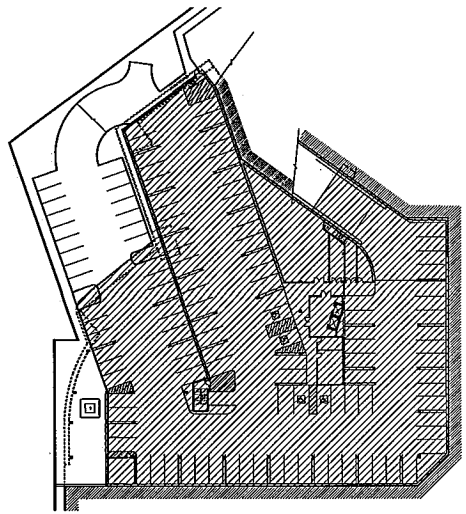
FIRST FLOOR
BUILDING FLOOR AREA: 19,268 SQ. FT.



LOWER LEVEL PARKING FLOOR:
BUILDING FLOOR AREA: 25,919 SQ. FT.



SECOND FLOOR
BUILDING FLOOR AREA: 22,363 SQ. FT.



INTERMEDIATE PARKING FLOOR
BUILDING FLOOR AREA: 44,794 SQ. FT.

FLOOR BUILDING AREA

TYPE OF CONSTRUCTION:

BUILDING: TYPE V
PARKING STRUCTURE: TYPE I, SPRINKLED

OCCUPANCY CLASSIFICATION:

GROUP B OCCUPANCY

BUILDING SQUARE FOOTAGE CALCULATIONS:

TOTAL 2 STORY MEDICAL OFFICE WITH A TWO STORY PARKING STRUCTURE.

1ST FLOOR BUILDING AREA: 1ST FLOOR TOTAL SQ. FT.	19,268 SQ. FT
2ND FLOOR BUILDING AREA: 2ND FLOOR TOTAL SQ. FT.	22,363 SQ. FT.
PARKING LEVEL BUILDING AREA: PARKING LEVEL TOTAL SQ. FT.	44,794 SQ. FT
LOWER PARKING LEVEL BUILDING AREA: LOWER PARKING LEVEL TOTAL SQ. FT.	25,919 SQ. FT

BUILDING FLOOR AREA JUSTIFICATION | 2 | PROJECT DATA | 1

REVISIONS

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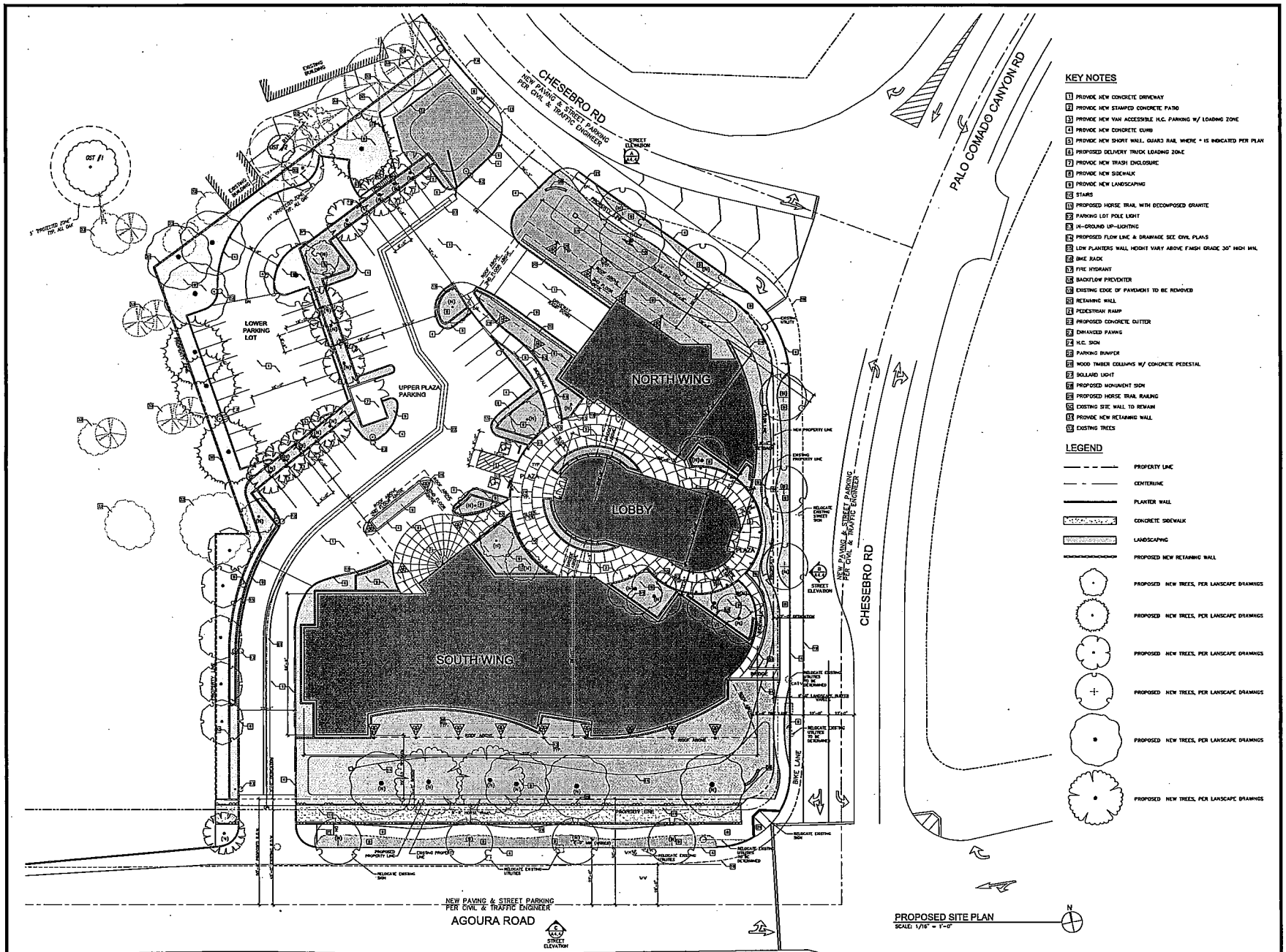
SHEET
T4.1
BUILDING AREA JUSTIFICATION & PROJECT DATA

PRELIMINARY NOT FOR CONSTRUCTION



KEY NOTES

1. PROVIDE NEW CONCRETE DRIVEWAY
2. PROVIDE NEW STAMPED CONCRETE PATIO
3. PROVIDE NEW VAN ACCESSIBLE H.C. PARKING W/ LOADING ZONE
4. PROVIDE NEW CONCRETE CURB
5. PROVIDE NEW SHORT WALL, GUARD RAIL WHERE * IS INDICATED PER PLAN
6. PROPOSED DELIVERY TRUCK LOADING ZONE
7. PROVIDE NEW TRASH ENCLOSURE
8. PROVIDE NEW SIDEWALK
9. PROVIDE NEW LANDSCAPING
10. STAIRS
11. PROPOSED HORSE TRAIL WITH DECOMPOSED GRANITE
12. PARKING LOT POLE LIGHT
13. IN-GROUND UP-LIGHTING
14. PROPOSED FLOW LINE & DRAINAGE SEE CIVIL PLANS
15. LOW PLANTERS WALL HEIGHT VARY ABOVE FINISH GRADE 30" HIGH MIN.
16. BIKE RACK
17. FIRE HYDRANT
18. BACKFLOW PREVENTER
19. EXISTING EDGE OF PAVEMENT TO BE REMOVED
20. RETAINING WALL
21. PEDESTRIAN RAMP
22. PROPOSED CONCRETE GUTTER
23. ENHANCED PAVING
24. H.C. SIGN
25. PARKING BUMPER
26. WOOD TIMBER COLUMNS W/ CONCRETE PEDESTAL
27. BOLLARD LIGHT
28. PROPOSED MONUMENT SIGN
29. PROPOSED HORSE TRAIL RAILING
30. EXISTING SITE WALL TO REMAIN
31. PROVIDE NEW RETAINING WALL
32. EXISTING TREES

LEGEND

- PROPERTY LINE
- CENTERLINE
- PLANTER WALL
- CONCRETE SIDEWALK
- LANDSCAPING
- PROPOSED NEW RETAINING WALL
- PROPOSED NEW TREES, PER LANSCAPE DRAWINGS
- PROPOSED NEW TREES, PER LANSCAPE DRAWINGS
- PROPOSED NEW TREES, PER LANSCAPE DRAWINGS
- PROPOSED NEW TREES, PER LANSCAPE DRAWINGS
- PROPOSED NEW TREES, PER LANSCAPE DRAWINGS
- PROPOSED NEW TREES, PER LANSCAPE DRAWINGS

SITE PLAN

1

REVISIONS

DRAWING INFO
COMPUTER FILE

DATE
SEPTEMBER, 2009
SCALE
JOB NO.
1718

AGOURA MEDICAL PARTNERS LLC

Agoura Hills, CA

CORNER OF CHESEBRO ROAD & AGOURA ROAD

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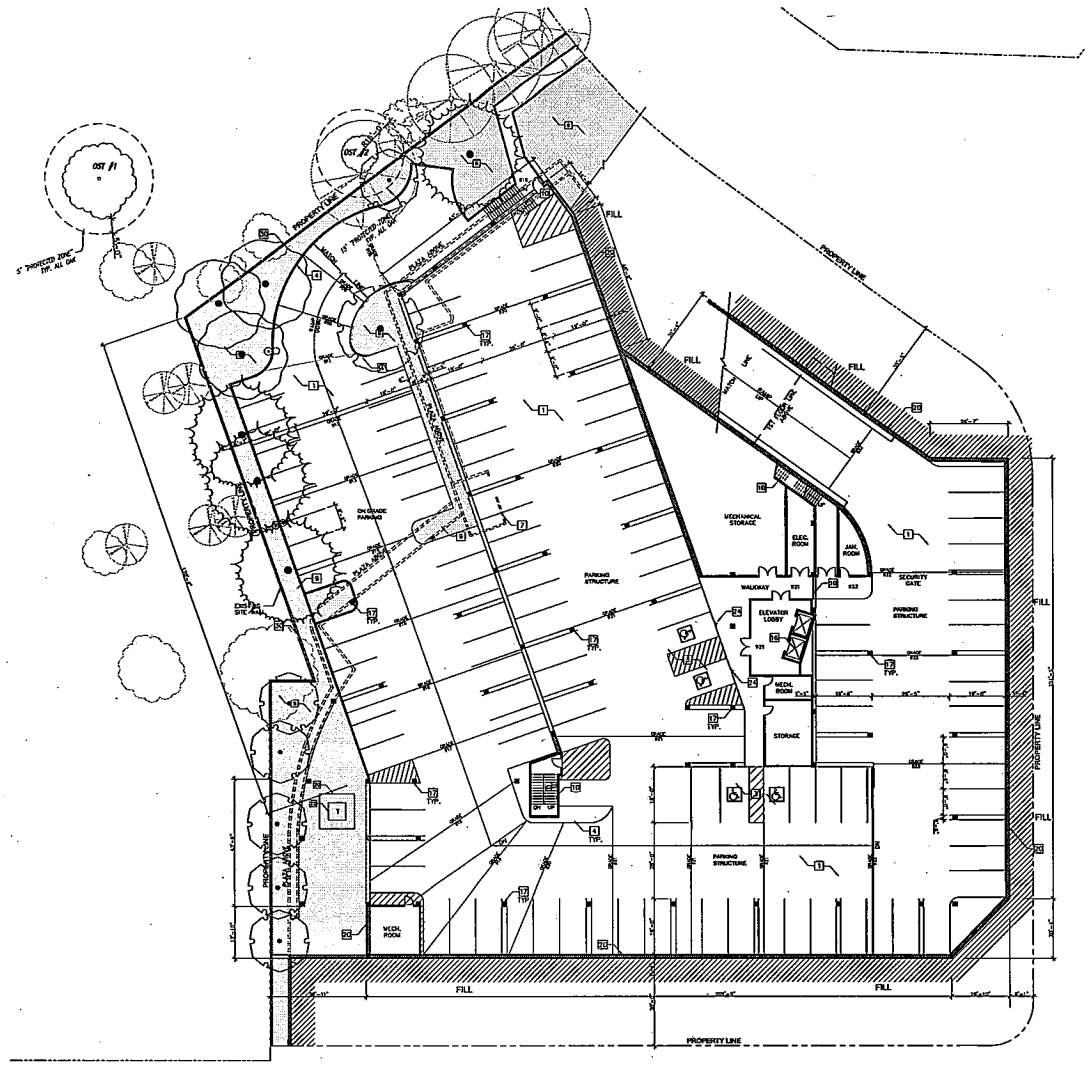
SHEET
A1.1
SITE PLAN

PRELIMINARY NOT FOR CONSTRUCTION



INTERMEDIATE PARKING LEVEL PLAN
SCALE: 1" =16'-0"

N

KEY NOTES

1. PROVIDE NEW CONCRETE DRIVEWAY
2. PROVIDE NEW STAMPED CONCRETE PATIO (NOT APPLICABLE, SEE ADDLE PLAN)
3. PROVIDE NEW VAN ACCESSIBLE H.C. PARKING W/ LOADING ZONE
4. PROVIDE NEW CONCRETE CURB
5. PROVIDE NEW SHORT WALL W/ 36" HIGH GUARD RAIL (NOT APPLICABLE, SEE ADD'L PLAN)
6. PROPOSED DELIVERY TRUCK LOADING ZONE (NOT APPLICABLE, SEE ADD'L PLANS)
7. PROVIDE NEW TRASH ENCLOSURE ABOVE
8. PROVIDE NEW SIDEWALK (NOT APPLICABLE, SEE ADD'L PLANS)
9. PROVIDE NEW LANDSCAPING
10. STAIRS
11. PROPOSED HORSE TRAIL WITH DECOMPOSED GRANITE (NOT APPLICABLE, SEE ADD'L PLANS)
12. PARKING LOT POLE LIGHT (NOT APPLICABLE, SEE ADD'L PLANS)
13. IN-GROUND LIGHTING (NOT APPLICABLE, SEE ADD'L PLANS)
14. PAVING (NOT APPLICABLE, SEE ADD'L PLANS)
15. LOW PLANTERS WALL HEIGHT VARY ABOVE FINISH GRADE (NOT APPLICABLE, SEE ADD'L PLANS)
16. ELEVATOR
17. COLUMNS
18. BACKFLOW PREVENTER (NOT APPLICABLE, SEE ADD'L PLANS)
19. TREE GRATE (NOT APPLICABLE, SEE ADD'L PLANS)
20. RETAINING WALL BELOW GRADE
21. PEDESTRIAN RAMP (NOT APPLICABLE, SEE ADD'L PLANS)
22. TRANSFORMER, ACTUAL DIMENTION TO BE DETERMINED BY MECHANICAL ENGINEER
23. ENHANCED PAVING (NOT APPLICABLE, SEE ADD'L PLANS)
24. H.C. SIGN
25. PARKING BUMPER (NOT APPLICABLE, SEE ADD'L PLANS)
26. EXTERIOR WOOD TIMBER COLUMNS W/ CONCRETE PEDESTAL (NOT APPLICABLE, SEE ADD'L PLANS)
27. BOLLARD LIGHT (NOT APPLICABLE, SEE ADD'L PLANS)
28. PROPOSED MONUMENT SIGN (NOT APPLICABLE, SEE ADD'L PLANS)
29. PROPOSED SCREEN WALL, ALSO SEE LANDSCAPE DRAWINGS
30. EXISTING SITE WALL TO REMAIN

LEGEND:

DOOR & FRAME

WALL

PROPOSED NEW TREES

PROPOSED LANDSCAPE

PROPOSED NEW RETAINING WALL

REVISIONS

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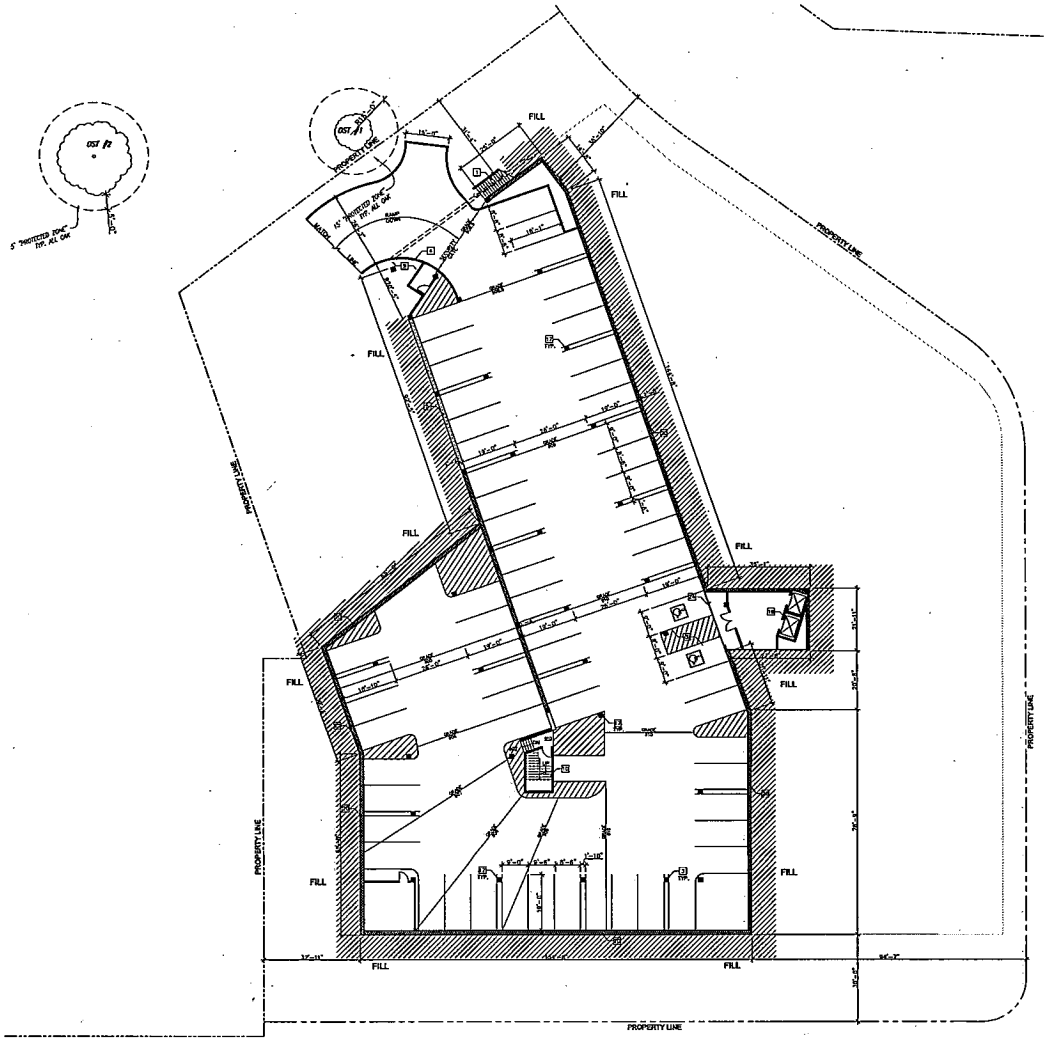
SHEET
A1.2
PARKING STRUCTURE

PRELIMINARY NOT FOR CONSTRUCTION



KEY NOTES:

1. PROVIDE NEW CONCRETE DRIVEWAY (NOT APPLICABLE, SEE ADD'L PLAN)
2. PROVIDE NEW STAMPED CONCRETE PATIO (NOT APPLICABLE, SEE ADD'L PLAN)
3. PROVIDE NEW VAN ACCESSIBLE H.C. PARKING W/ LOADING ZONE
4. PROVIDE NEW CONCRETE CURB
5. PROVIDE NEW SHORT WALL W/ 36" HIGH GUARD RAIL
6. PROPOSED DELIVERY TRUCK LOADING ZONE (NOT APPLICABLE, SEE ADD'L PLANS)
7. PROVIDE NEW TRASH ENCLOSURE (NOT APPLICABLE, SEE ADD'L PLANS)
8. PROVIDE NEW SIDEWALK (NOT APPLICABLE, SEE ADD'L PLANS)
9. PROVIDE NEW LANDSCAPING
10. STAIRS
11. PROPOSED HORSE TRAIL WITH DECOMPOSED GRANITE (NOT APPLICABLE, SEE ADD'L PLANS)
12. PARKING LOT POLE LIGHT (NOT APPLICABLE, SEE ADD'L PLANS)
13. IN-GROUND LIGHTING (NOT APPLICABLE, SEE ADD'L PLANS)
14. PAVING (NOT APPLICABLE, SEE ADD'L PLANS)
15. LOW PLANTERS WALL HEIGHT VARY ABOVE FINISH GRADE (NOT APPLICABLE, SEE ADD'L PLANS)
16. ELEVATOR
17. COLUMNS
18. BACKFLOW PREVENTER (NOT APPLICABLE, SEE ADD'L PLANS)
19. TREE GRATE (NOT APPLICABLE, SEE ADD'L PLANS)
20. RETAINING WALL
21. PEDESTRIAN RAMP (NOT APPLICABLE, SEE ADD'L PLANS)
22. TRANSFORMER (NOT APPLICABLE, SEE ADD'L PLANS)
23. ENHANCED PAVING (NOT APPLICABLE, SEE ADD'L PLANS)
24. H.C. SIGN
25. PARKING BUMPER
26. EXTERIOR WOOD TIMBER COLUMNS W/ CONCRETE PEDESTAL (NOT APPLICABLE, SEE ADD'L PLANS)
27. BOLLARD LIGHT (NOT APPLICABLE, SEE ADD'L PLANS)

LEGEND:

DOOR & FRAME

WALL

LOWER PARKING LEVEL PLAN

SCALE: 1" = 16'-0"

N

REVISIONS

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SCALE

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AGOURA MEDICAL PARTNERS LLC

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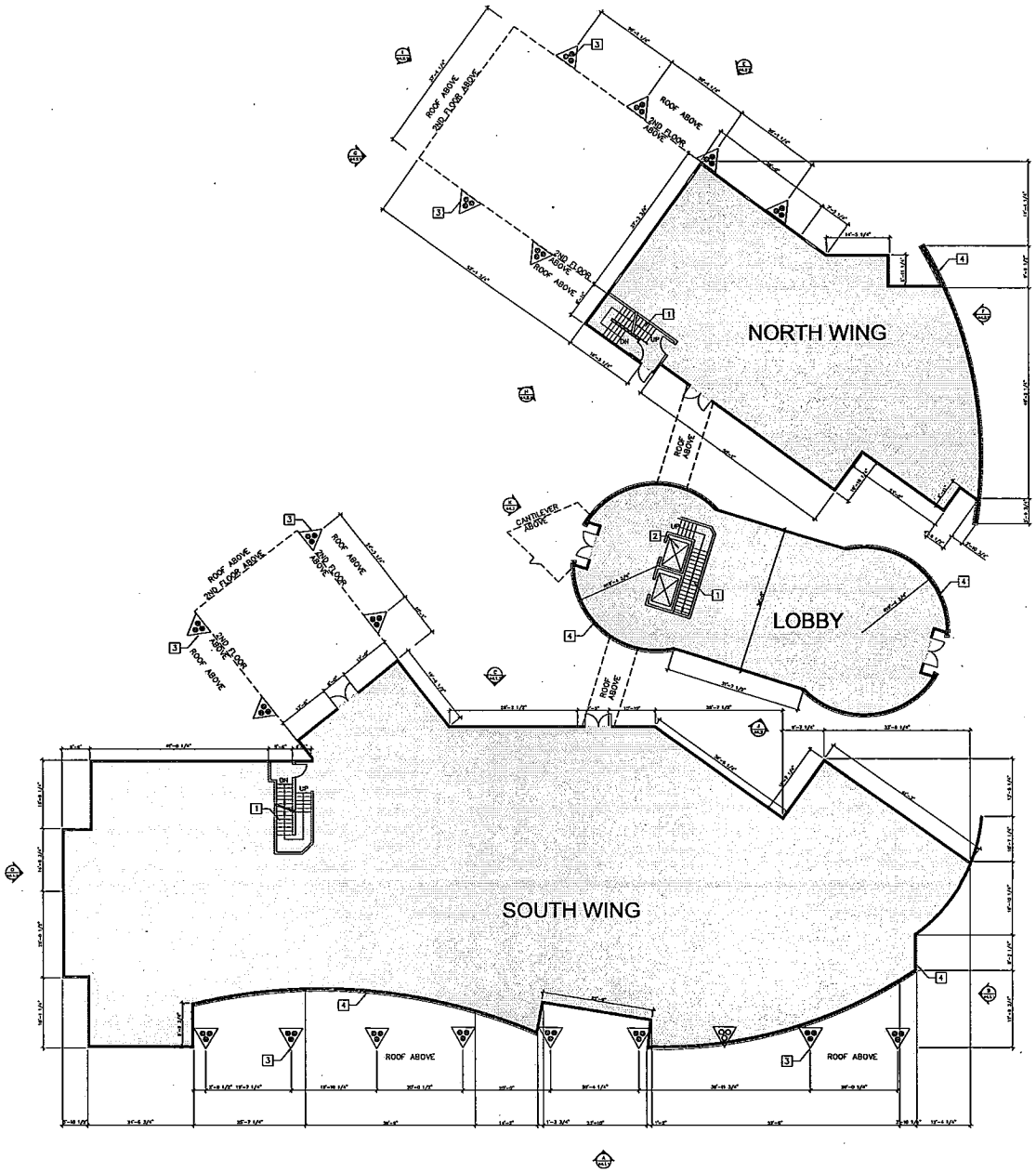
SHEET
A1.3
LOWER PARKING STRUCTURE

PRELIMINARY NOT FOR CONSTRUCTION



LEGEND:

STOREFRONT

DOOR & FRAME

WINDOW & FRAME

WALL

KEY NOTES

1. STAIRS
2. ELEVATOR
3. WOOD TIMBER COLUMNS W/ CONCRETE BASE
4. STONE VENEER

FIRST FLOOR PLAN
SCALE: 1" = 10'-0"

N

FIRST FLOOR PLAN

1

REVISIONS

DRAWING INFO
COMPUTER FILE

DATE
AUGUST, 2009
SCALE

JOB NO.
1716

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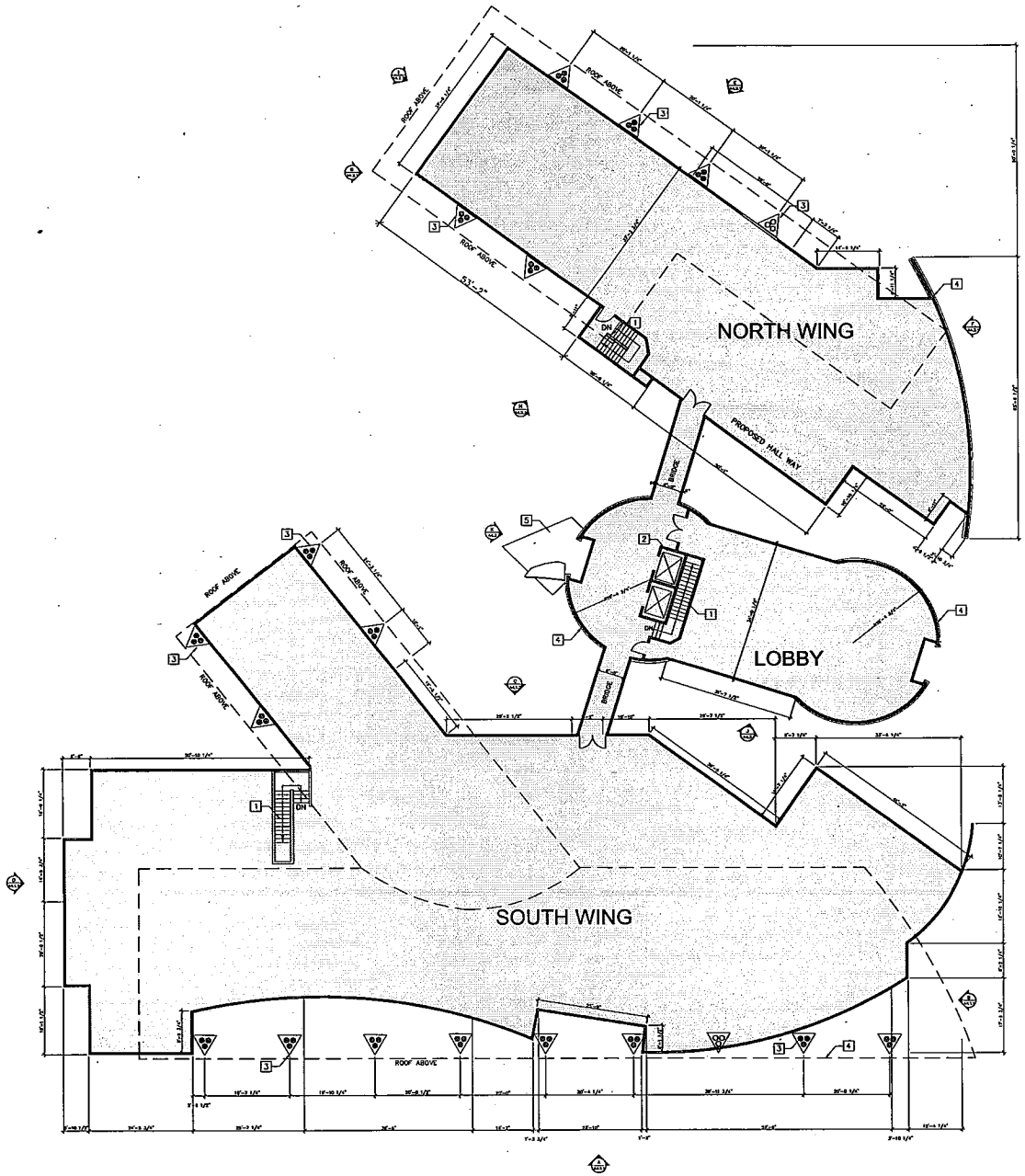
PRELIMINARY NOT FOR CONSTRUCTION

SHEET
A2.1
FIRST FLOOR PLAN



KEY NOTES

1. STAIRS
2. ELEVATOR
3. COLUMNS
4. STONE VENEER
5. METAL CANTILEVER, ALSO SEE ELEVATION ON SHEET A4.3

LEGEND:

STOREFRONT

DOOR & FRAME

WINDOW & FRAME

WALL

SECOND FLOOR PLAN
SCALE: 1" =10'-0"

N

SECOND FLOOR PLAN

1

REVISIONS

DRAWING INTO COMPUTER FILE

DATE
AUGUST, 2006
SCALE

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AGOURA MEDICAL PARTNERS LLC

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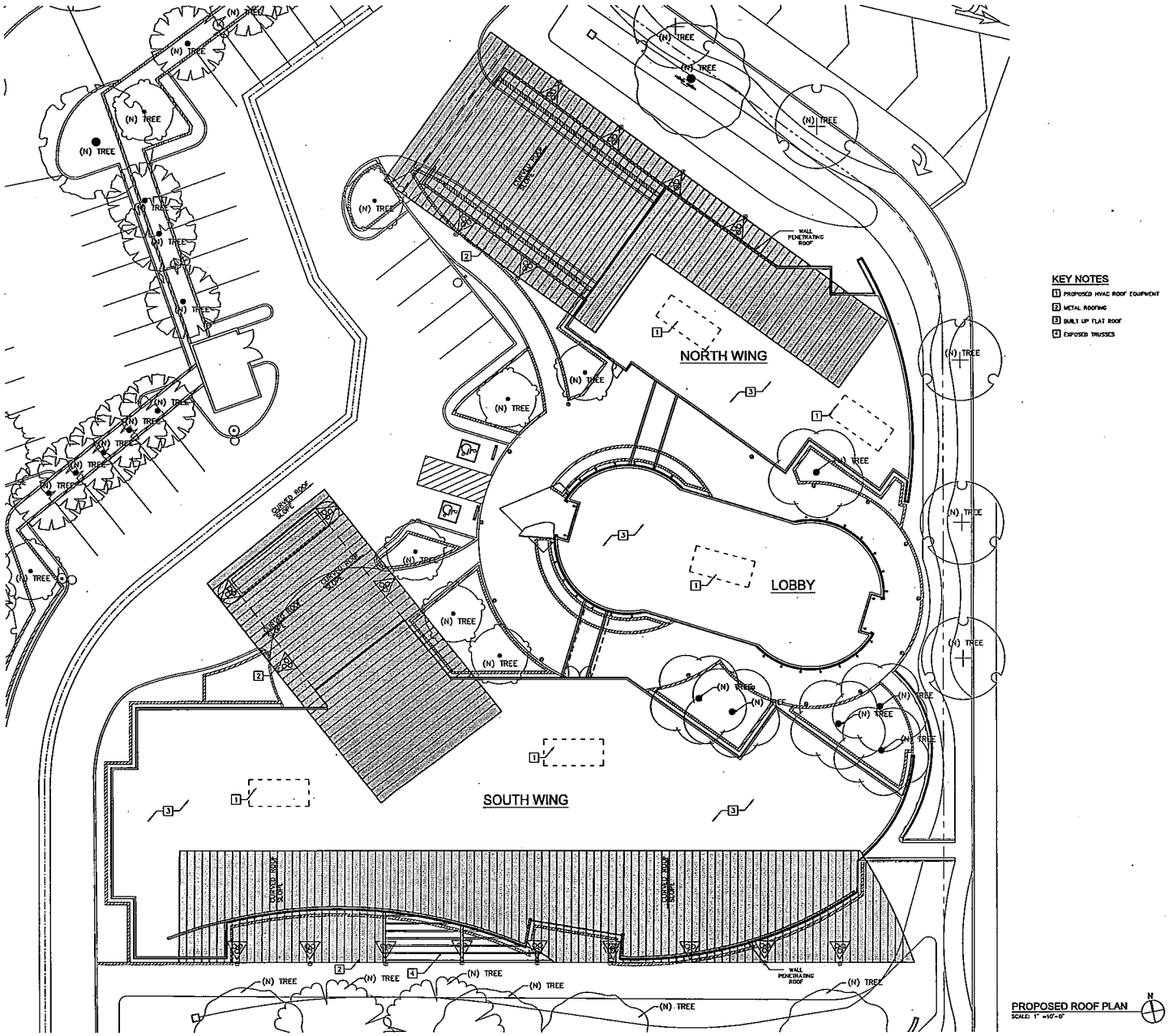
SHEET
A2.2
SECOND FLOOR PLAN

PRELIMINARY NOT FOR CONSTRUCTION



BUILDING ROOF PLAN

1

REVISIONS

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SCALE
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1718

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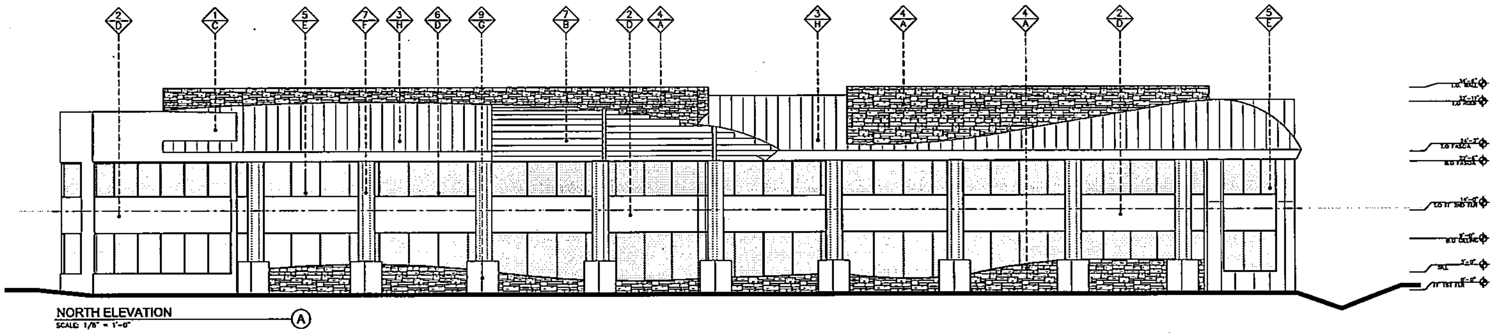
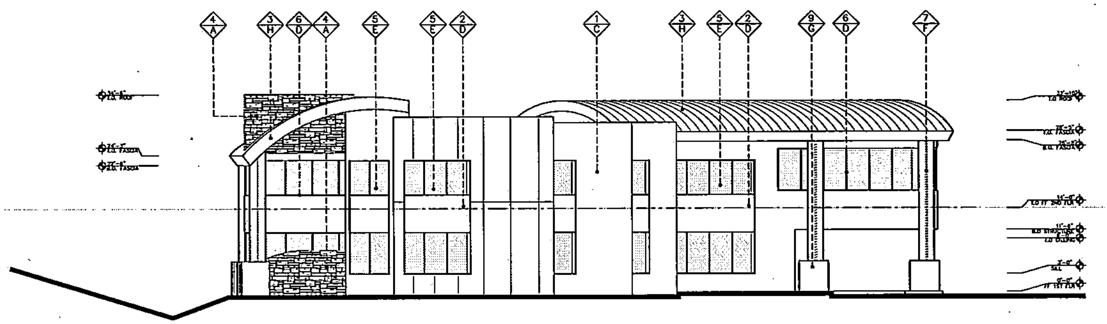
SHEET
A2.3
ROOF PLAN

PRELIMINARY NOT FOR CONSTRUCTION



NORTH ELEVATION (A)
SCALE: 1/8" = 1'-0"



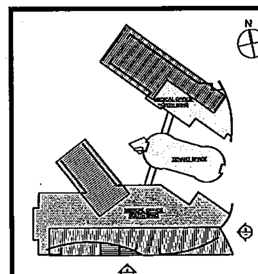
EAST ELEVATION (B)
SCALE: 1/8" = 1'-0"

KEYNOTES

LEGEND:
SEE MATERIAL SCHEDULE
SEE COLOR / FINISH SCHEDULE

MATERIALS:
1 STUCCO
2 METAL REVEAL
3 METAL ROOFING
4 STONE VENEER
5 GLASS
6 ALUMINUM STOREFRONT
7 WOOD (TIMBER) OR STEEL
8 METAL
9 CONCRETE

COLOR/FINISHES:
A CULTURED STONE "WALNUT" COUNTRY LEDGESTONE (CSV-20045)
B DUNN EDWARDS "RODEO" DEA163
C DUNN EDWARDS "GOURMET HONEY" DE6150
D KAWNEER ALUMINUM FINISH ACROFUR "MEDIUM BRONZE"
E CLEAR GLASS WITH GREEN TINT
F NATURAL TIMBER FINISH OR MATCH TIMBER FINISH
G NATURAL COLOR
H FIRESTONE UNA-CLAD KYNAR 500 STEEL "MEDIUM BRONZE"



SOUTH WING ELEVATIONS 1

KEY PLAN 2

REVISIONS

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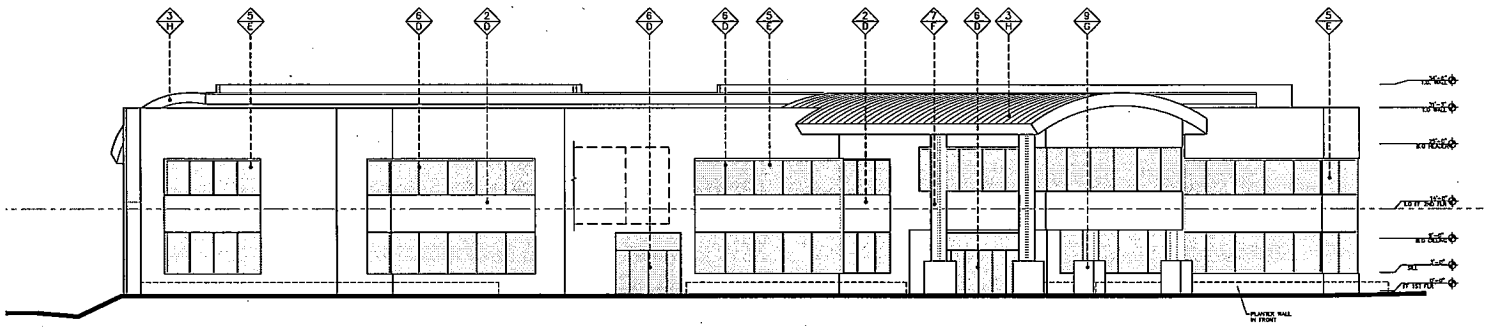
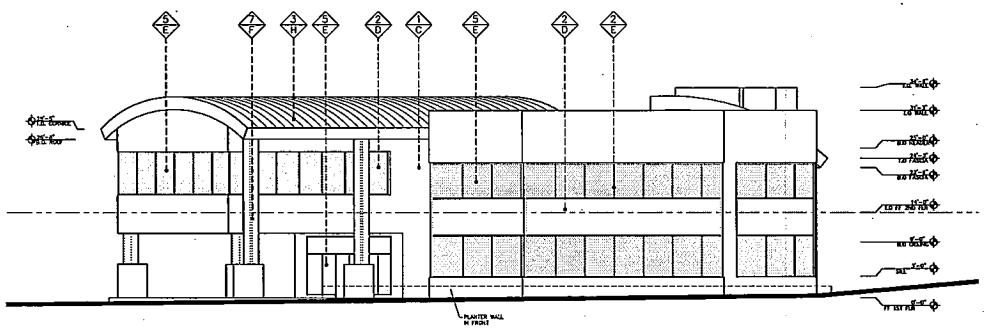
SHEET
A4.1.1
ELEVATIONS-1 SOUTH WING

PRELIMINARY NOT FOR CONSTRUCTION



SOUTH ELEVATION
SCALE: 1/8" = 1'-0" (C)



WEST ELEVATION
SCALE: 1/8" = 1'-0" (D)

KEYNOTES

LEGEND:

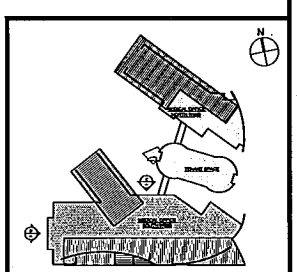
- SEE MATERIAL SCHEDULE
- SEE COLOR / FINISH SCHEDULE

MATERIALS:

1. STUCCO
2. METAL REVEAL
3. METAL ROOFING
4. STONE VENEER
5. GLASS
6. ALUMINUM STOREFRONT
7. WOOD (TIMBER) OR STEEL
8. METAL
9. CONCRETE

COLOR/FINISHES:

A. CULTURED STONE "WALNUT" COUNTRY LEDGESTONE (CSV-2004S)
B. DUNN EDWARDS "ROCCO" DEA163
C. DUNN EDWARDS "GOURMET MONEY" DE6150
D. KAWNEER ALUMINUM FINISH AGROFUR "MEDIUM BRONZE"
E. CLEAR GLASS WITH GREEN TINT
F. NATURAL TIMBER FINISH OR MATCH TIMBER FINISH
G. NATURAL COLOR
H. FIRESTONE UMA-CLAD KYNAR 500 STEEL "MEDIUM BRONZE"



SOUTH WING ELEVATIONS | 1 | KEY PLAN | 2

REVISIONS

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AUGUST, 2009
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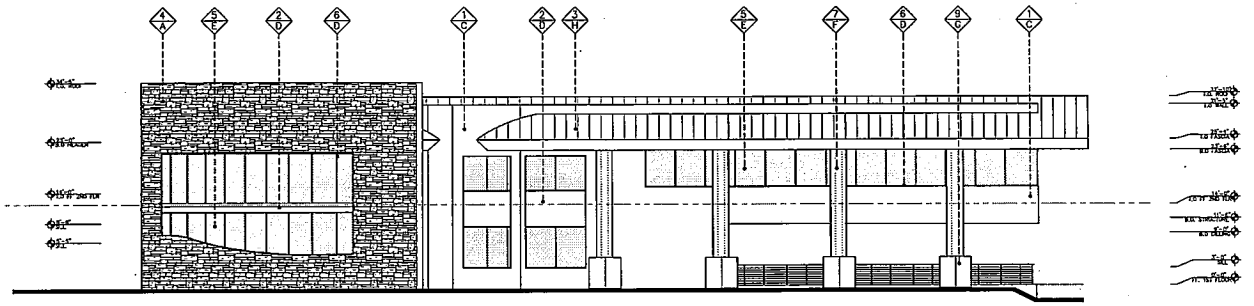
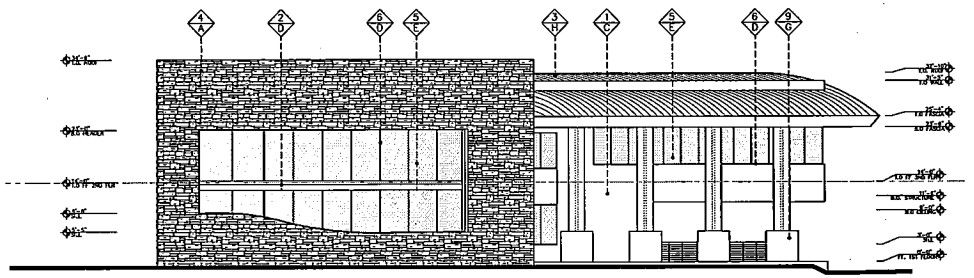
SHEET
A4.1.2
ELEVATIONS-2 SOUTH WING

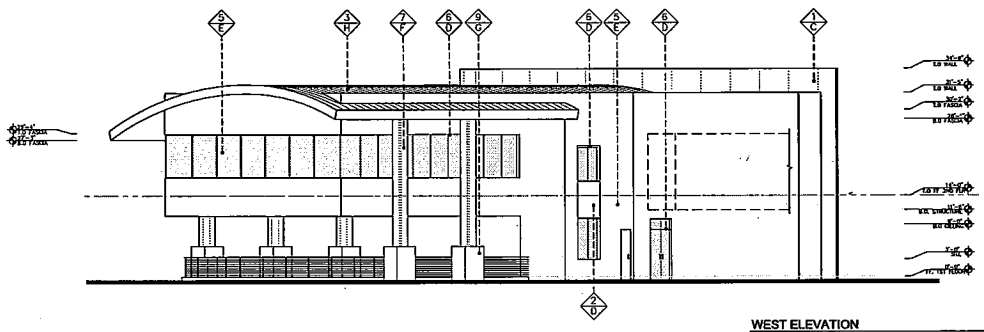
PRELIMINARY NOT FOR CONSTRUCTION



NORTH-EAST ELEVATION (E)
SCALE: 1/8" = 1'-0"



EAST ELEVATION (F)
SCALE: 1/8" = 1'-0"



WEST ELEVATION (G)
SCALE: 1/8" = 1'-0"

KEYNOTES

LEGEND:

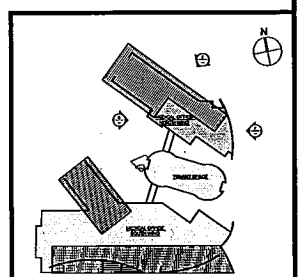
- SEE MATERIAL SCHEDULE
- SEE COLOR / FINISH SCHEDULE

MATERIALS:

- STUCCO
- METAL REVEAL
- METAL ROOFING
- STONE VENEER
- GLASS
- ALUMINUM STOREFRONT
- WOOD (TIMBER) OR STEEL
- METAL
- CONCRETE

COLOR/FINISHES:

- CULTURED STONE "WALNUT" COUNTRY LEDGESTONE (CSV-2004S)
- DUNN EDWARDS "RODEO" DEA163
- DUNN EDWARDS "COURANT HONEY" DEA150
- KAWNEER ALUMINUM FINISH ACROFLUR "MEDIUM BRONZE"
- CLEAR GLASS WITH GREEN TINT
- NATURAL TIMBER FINISH OR MATCH TIMBER FINISH
- NATURAL COLOR
- FIRESTONE UNA-CLAD KYNAR 500 STEEL "MEDIUM BRONZE"



KEY PLAN 2

NORTH WING ELEVATIONS 1

REVISIONS

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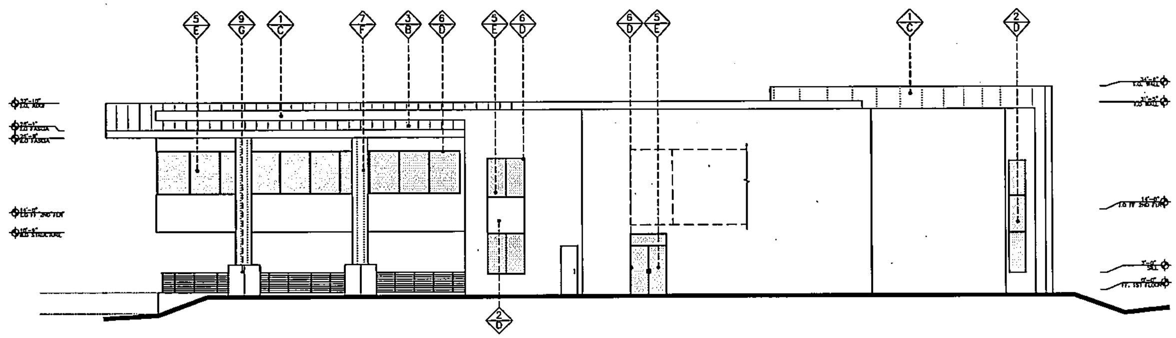
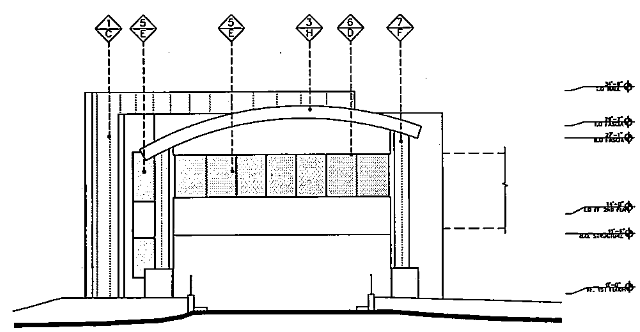
PRELIMINARY NOT FOR CONSTRUCTION

SHEET
A4.2.1
ELEVATIONS-3
NORTH WING



WEST ELEVATION H
SCALE: 1/8" = 1'-0"



NORTH-WEST ELEVATION I
SCALE: 1/8" = 1'-0"

KEYNOTES

LEGEND:

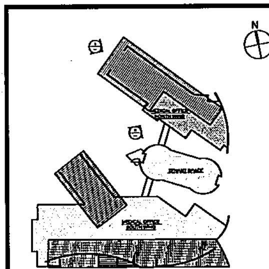
- SEE MATERIAL SCHEDULE
- SEE COLOR / FINISH SCHEDULE

MATERIALS:

1. STUCCO
2. METAL REVEAL
3. METAL ROOFING
4. STONE VENEER
5. GLASS
6. ALUMINUM STOREFRONT
7. WOOD (TIMBER) OR STEEL
8. METAL
9. CONCRETE

COLOR/FINISHES:

- A. CULTURED STONE "WALNUT" COUNTRY LEDGESTONE (CSV-20045)
- B. DUNN EDWARDS "RODEO" DCA163
- C. DUNN EDWARDS "GOURMET HONEY" DE6150
- D. KAWNEER ALUMINUM FINISH ACRODUR "MEDIUM BRONZE"
- E. CLEAR GLASS WITH GREEN TINT
- F. NATURAL TIMBER FINISH OR MATCH TIMBER FINISH
- G. NATURAL COLOR
- H. FIRESTONE UNA-CLAD KYNAR 500 STEEL "MEDIUM BRONZE"



NORTH WING ELEVATIONS 1

KEY PLAN 2

REVISIONS

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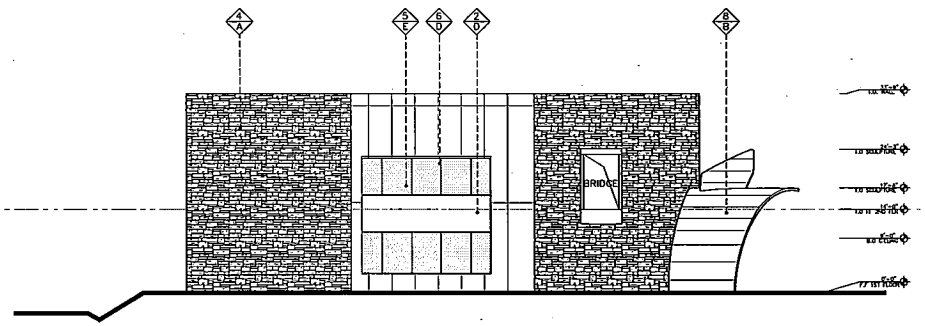
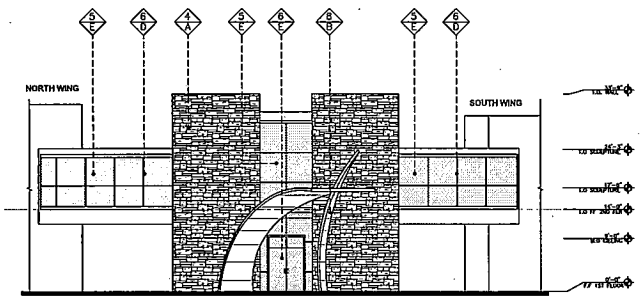
SHEET
A4.2.2
ELEVATIONS-4 NORTH WING

PRELIMINARY NOT FOR CONSTRUCTION



WEST ELEVATION (J)
SCALE: 1" = 8'-0"



NORTH-WEST ELEVATION (K)
SCALE: 1" = 8'-0"

KEYNOTES

LEGEND:

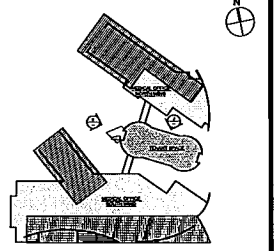
- SEE MATERIAL SCHEDULE
- SEE COLOR / FINISH SCHEDULE

MATERIALS:

1. STUCCO
2. METAL REVEAL
3. METAL ROOFING
4. STONE VENEER
5. GLASS
6. ALUMINUM STOREFRONT
7. WOOD (TIMBER) OR STEEL
8. METAL
9. CONCRETE

COLOR/FINISHES:

1. CULTURED STONE "WALNUT" COUNTRY LEDGESTONE (CSV-20045)
2. DUNN EDWARDS "ROCCO" DE6163
3. DUNN EDWARDS "GOURMET MONEY" DE6150
4. HAMMER ALUMINUM FINISH ACROFUR "MEDIUM BRONZE"
5. CLEAR GLASS WITH GREEN TINT
6. NATURAL TIMBER FINISH OR MATCH TIMBER FINISH
7. NATURAL COLOR
8. FIRESTONE UNA-CLAD KYNAR 500 STEEL "MEDIUM BRONZE"



KEY PLAN

LOBBY ELEVATIONS

1

2

REVISIONS

DRAWING INTO COMPUTER FILE

DATE
AUGUST, 2009
SCALE

JOB NO.
1716

AGOURA MEDICAL PARTNERS LLC

CORNER OF CHESEBRO ROAD & AGOURA ROAD

Agoura Hills, CA

LICENSED ARCHITECT
JOHN HEATHCOTE
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REN 3/31/11
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3396 Willow Lane
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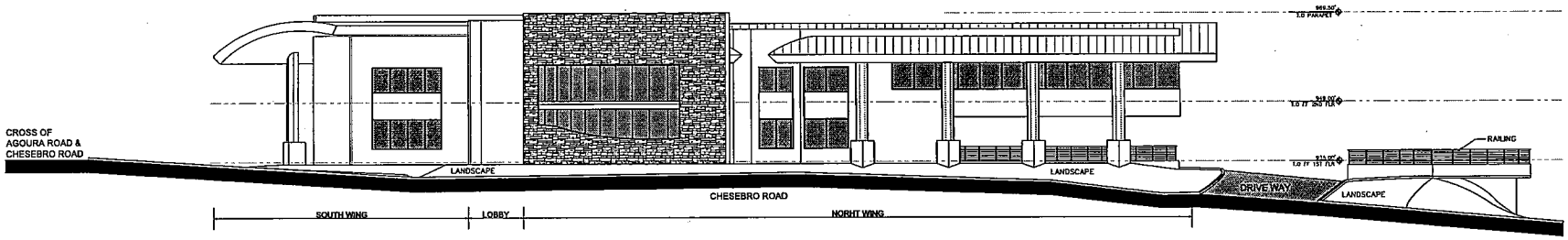
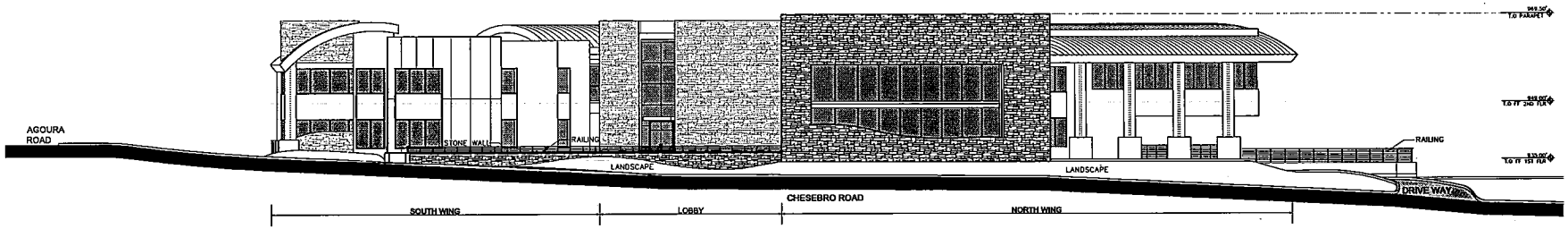
SHEET
A4.3
ELEVATIONS-5
LOBBY

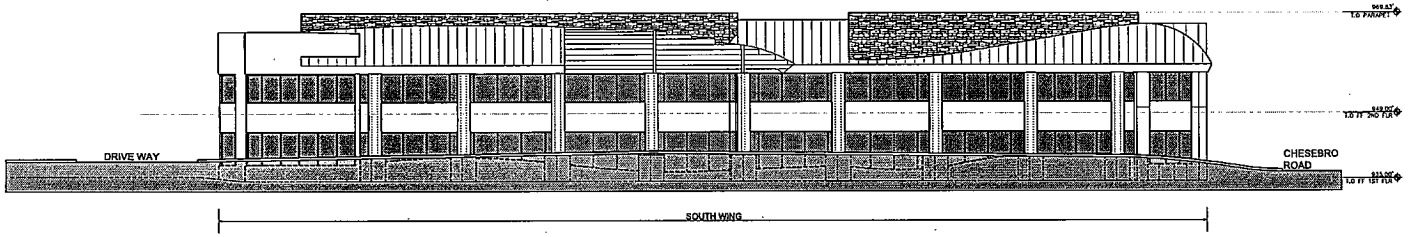
PRELIMINARY NOT FOR CONSTRUCTION



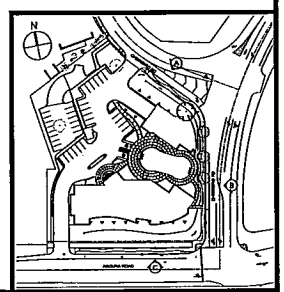
CHESEBRO ROAD STREET ELEVATION - NORTH (A)
SCALE: 1" = 10'-0"



CHESEBRO ROAD STREET ELEVATION - EAST (B)
SCALE: 1" = 10'-0"



AGOURA ROAD STREET ELEVATION (C)
SCALE: 1" = 10'-0"



KEY PLAN 2

STREET ELEVATIONS 1

REVISIONS

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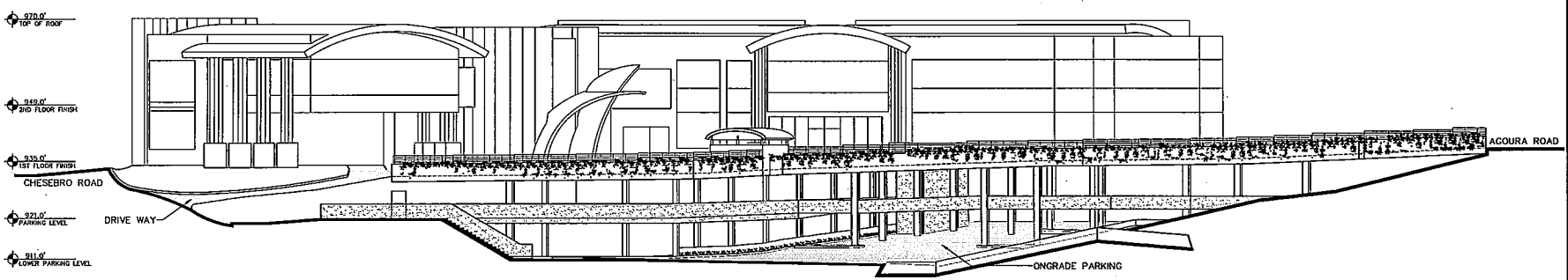
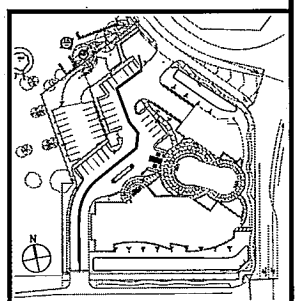
SHEET
A4.4
STREET ELEVATIONS

PRELIMINARY NOT FOR CONSTRUCTION



DIAGRAMMATIC NORTH WEST GARAGE ELEVATION (A)
SCALE: 1" =10'-0"



DIAGRAMMATIC GARAGE ELEVATION | 1 | KEY PLAN | 2

REVISIONS

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DATE
SEPTEMBER, 2002
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JOB NO.
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AGOURA MEDICAL PARTNERS LLC
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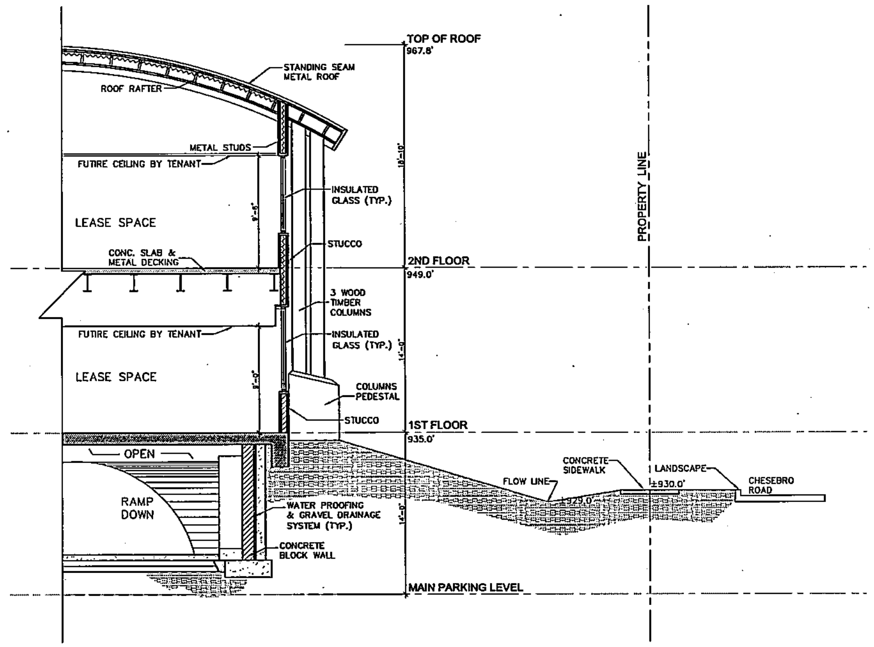
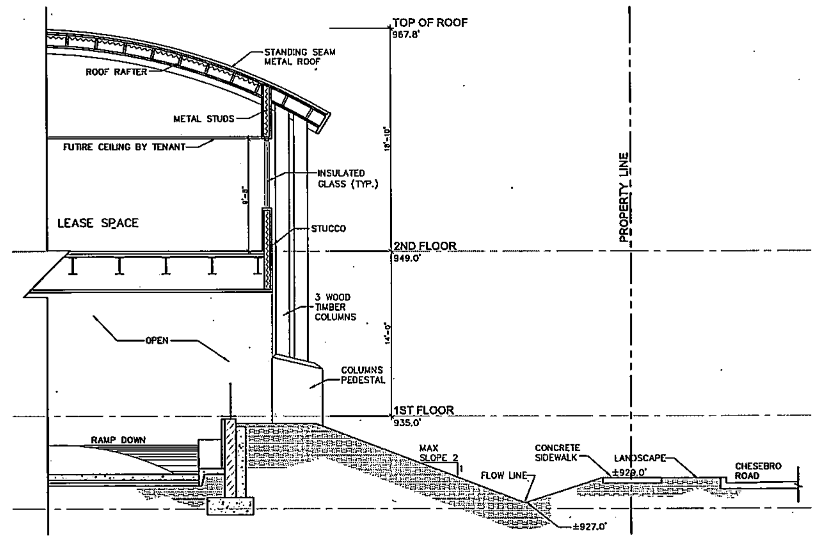
SHEET
A4.5
DIAGRAMMATIC GARAGE ELEVATION

PRELIMINARY NOT FOR CONSTRUCTION



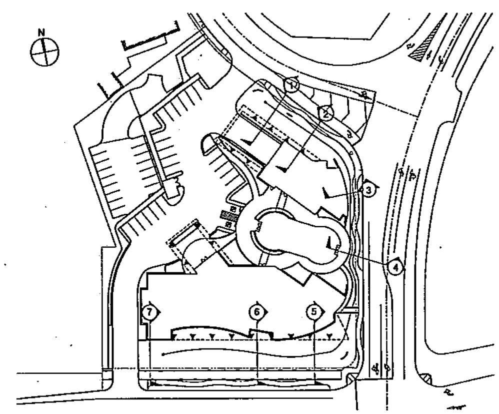
DIAGRAMATIC SECTION (2)
SCALE: 1/4" =1'-0"

SECTION 2



DIAGRAMATIC SECTION (1)
SCALE: 1/4" =1'-0"

SECTION 1



KEY PLAN

REVISIONS

DRAWING INFO
COMPUTER FILE
DATE
AUGUST, 2009
SCALE
JOB NO.
1716

AGOURA MEDICAL PARTNERS LLC

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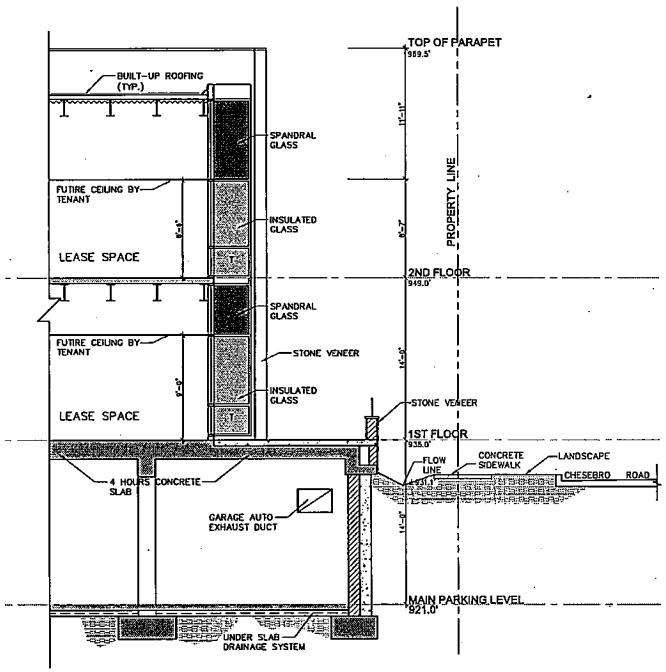
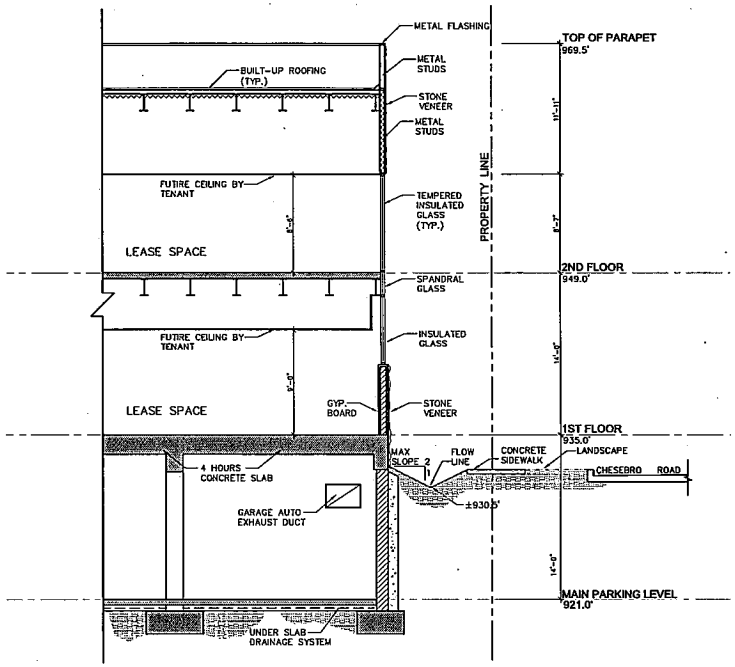
SHEET
A6.2
BUILDING SECTIONS

PRELIMINARY NOT FOR CONSTRUCTION



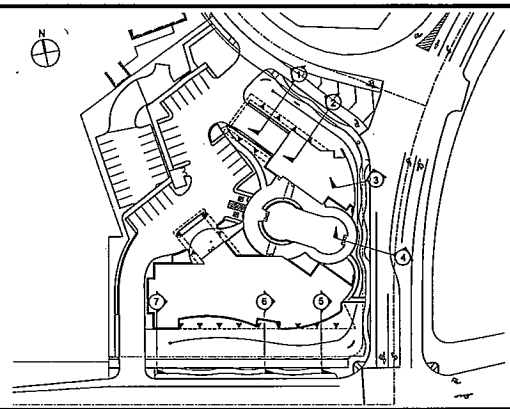
DIAGRAMATIC SECTION 4
SCALE: 1/4" =1'-0"

SECTION 4



DIAGRAMATIC SECTION 3
SCALE: 1/4" =1'-0"

SECTION 3



KEY PLAN

REVISIONS

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AGOURA MEDICAL PARTNERS LLC

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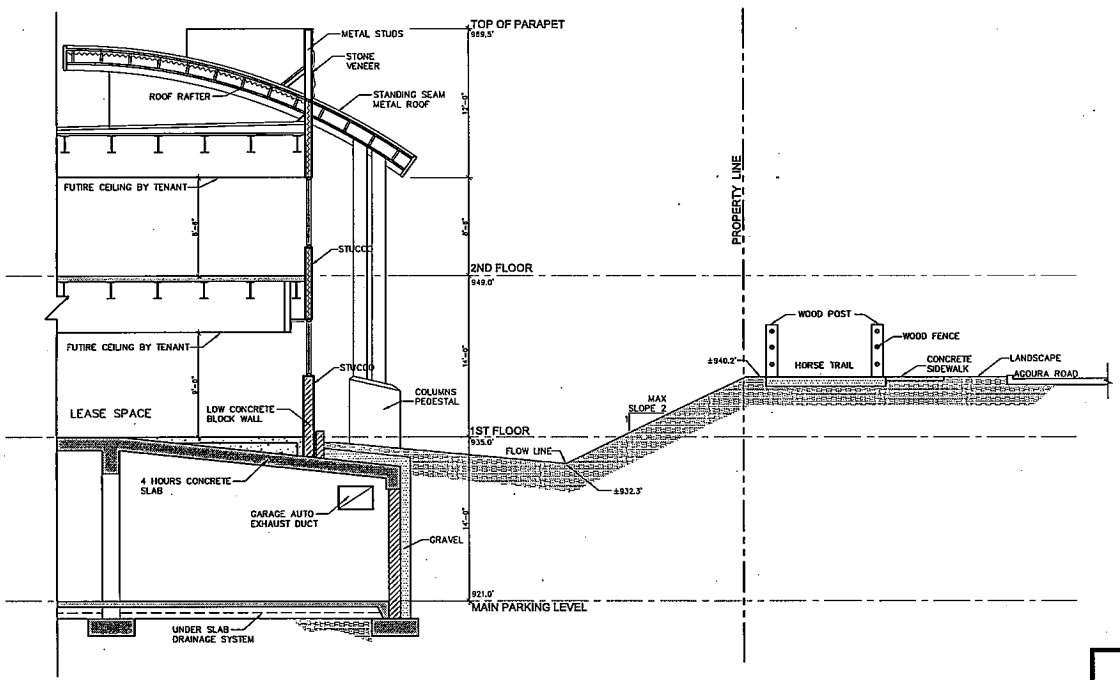
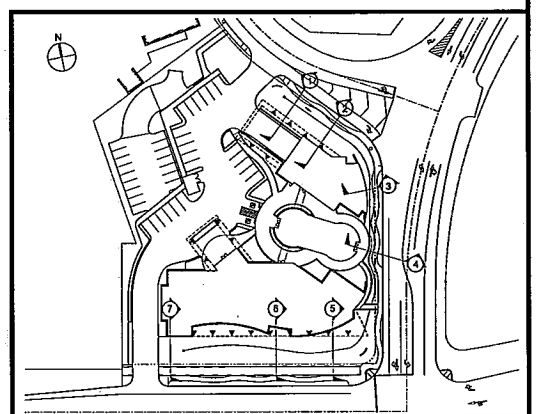
SHEET
A6.3
BUILDING SECTIONS

PRELIMINARY NOT FOR CONSTRUCTION



DIAGRAMATIC SECTION (5)
SCALE: 1/4" =1'-0"



KEY PLAN

SECTION | 5

REVISIONS

DRAWING INFO
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DATE
AUGUST, 2009
SCALE

JOB NO.
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AGOURA MEDICAL PARTNERS LLC

CORNER OF CHESEBRO ROAD & AGOURA ROAD
Agoura Hills, CA.

LICENSED ARCHITECT
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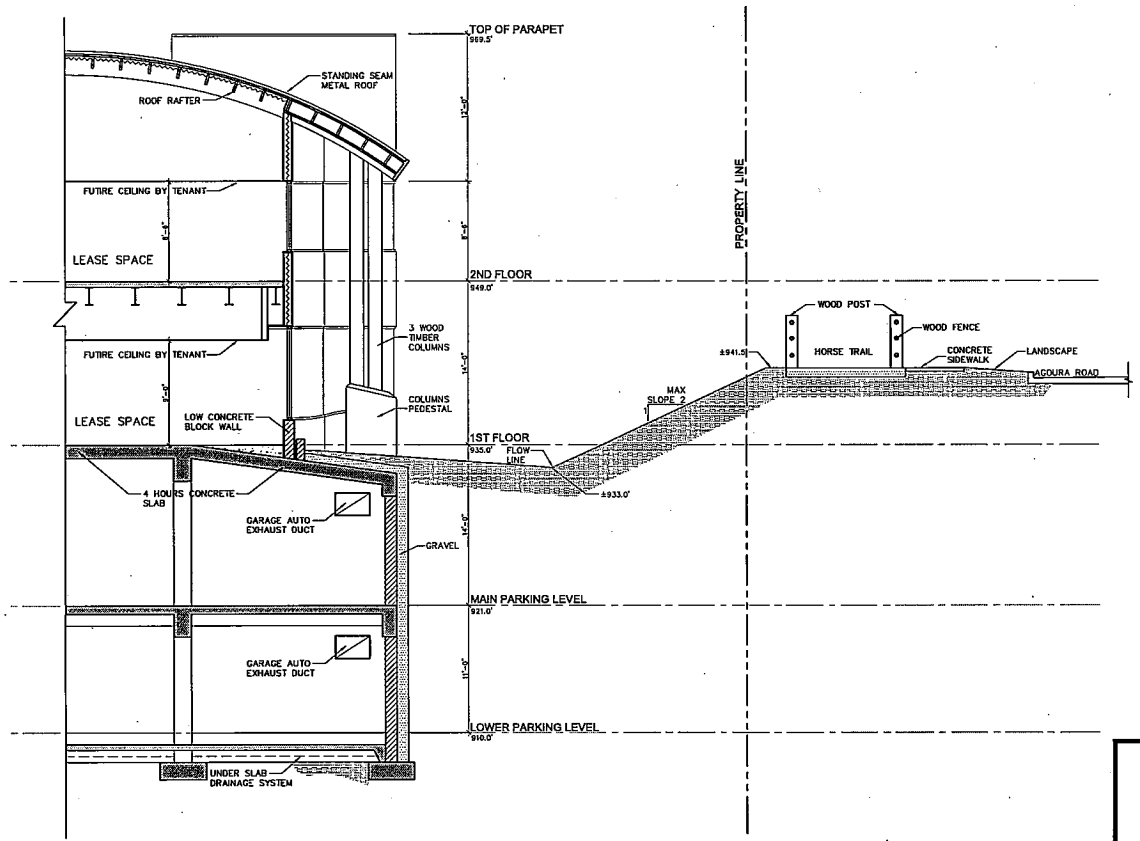
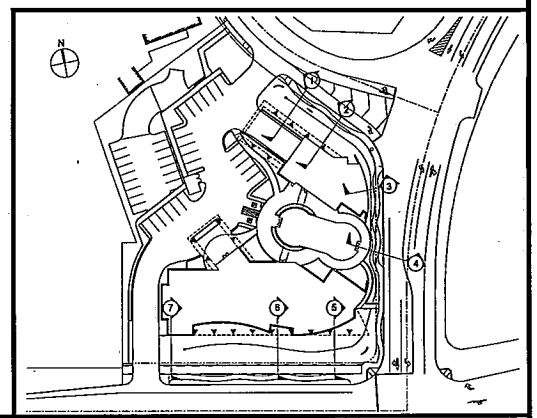
SHEET
A6.4
BUILDING SECTIONS

PRELIMINARY NOT FOR CONSTRUCTION



DIAGRAMATIC SECTION ⑥
SCALE: 1/4" =1'-0"



SECTION | 6 | KEY PLAN

REVISIONS

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DATE: AUGUST, 2009
SCALE:
JOB NO: 1715

AGOURA MEDICAL PARTNERS LLC

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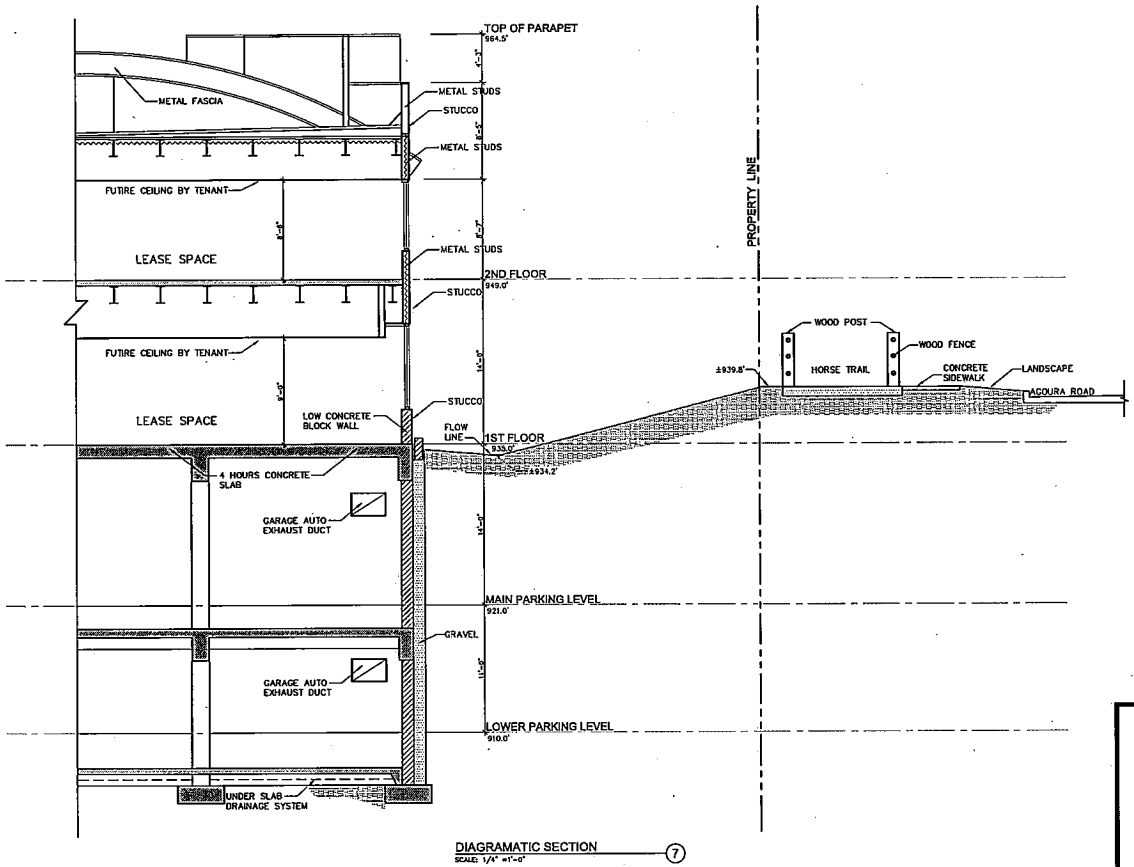
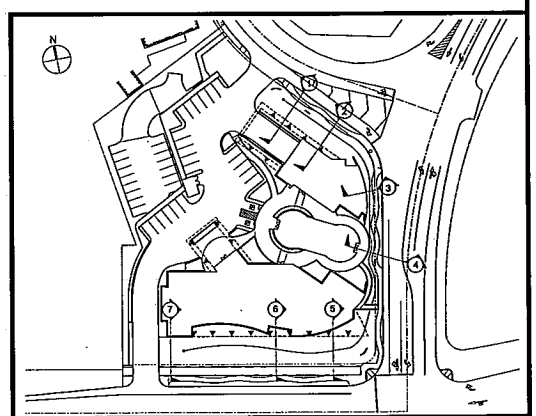
SHEET
A6.5
BUILDING SECTIONS

PRELIMINARY NOT FOR CONSTRUCTION



DIAGRAMATIC SECTION ⑦
SCALE: 1/4" =1'-0"



SECTION | 7 | KEY PLAN

REVISIONS

DRAWING INFO
COMPUTER FILE
DATE
AUGUST, 2009
SCALE
JOB NO.
1715

AGOURA MEDICAL PARTNERS LLC
CORNER OF CHESEBRO ROAD & AGOURA ROAD
Agoura Hills, CA

LICENSED ARCHITECT
GARY HEATHCOTE
C-011856
EXPIRATION DATE
STATE OF CALIFORNIA

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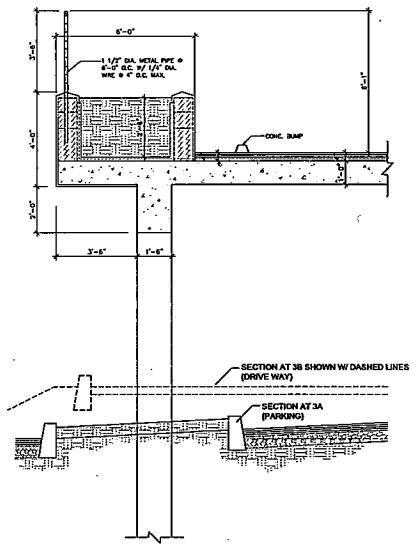
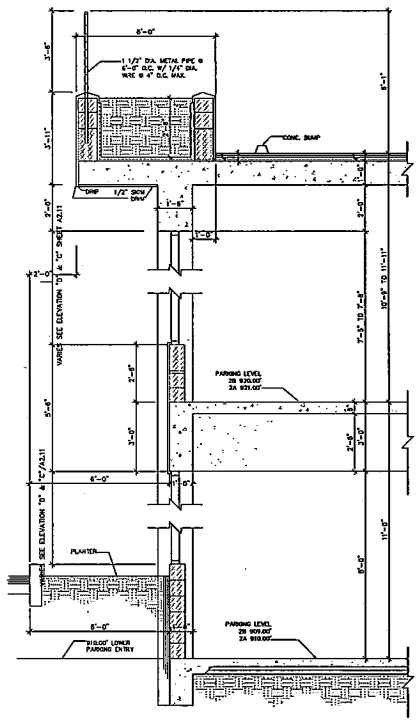
SHEET
A6.6
BUILDING SECTIONS

PRELIMINARY NOT FOR CONSTRUCTION



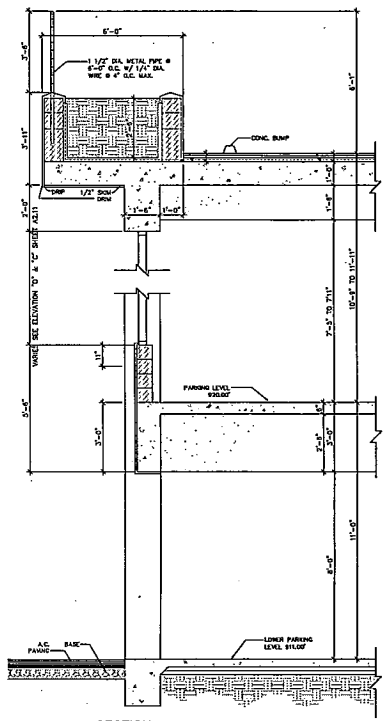
SECTION
SCALE: 1/2" =1'-0" ③

SECTION 3A & 3B | 3



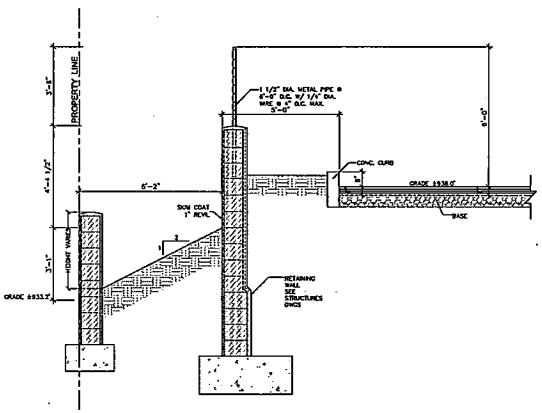
SECTION
SCALE: 1/2" =1'-0" ②

SECTION 2 | 2



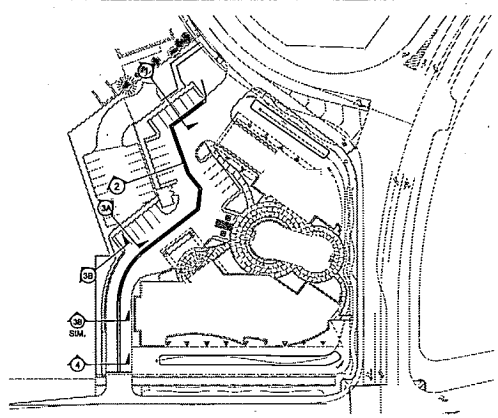
SECTION
SCALE: 1/2" =1'-0" ①

SECTION 1 | 1



SECTION
SCALE: 1/2" =1'-0" ④

SECTION 4 | 4



KEY PLAN | 5

REVISIONS

DRAWING INFO
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AGOURA MEDICAL PARTNERS LLC

Agoura Hills, CA

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LICENSED ARCHITECT
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C-011856
EXP. 9/30/01
STATE OF CALIFORNIA

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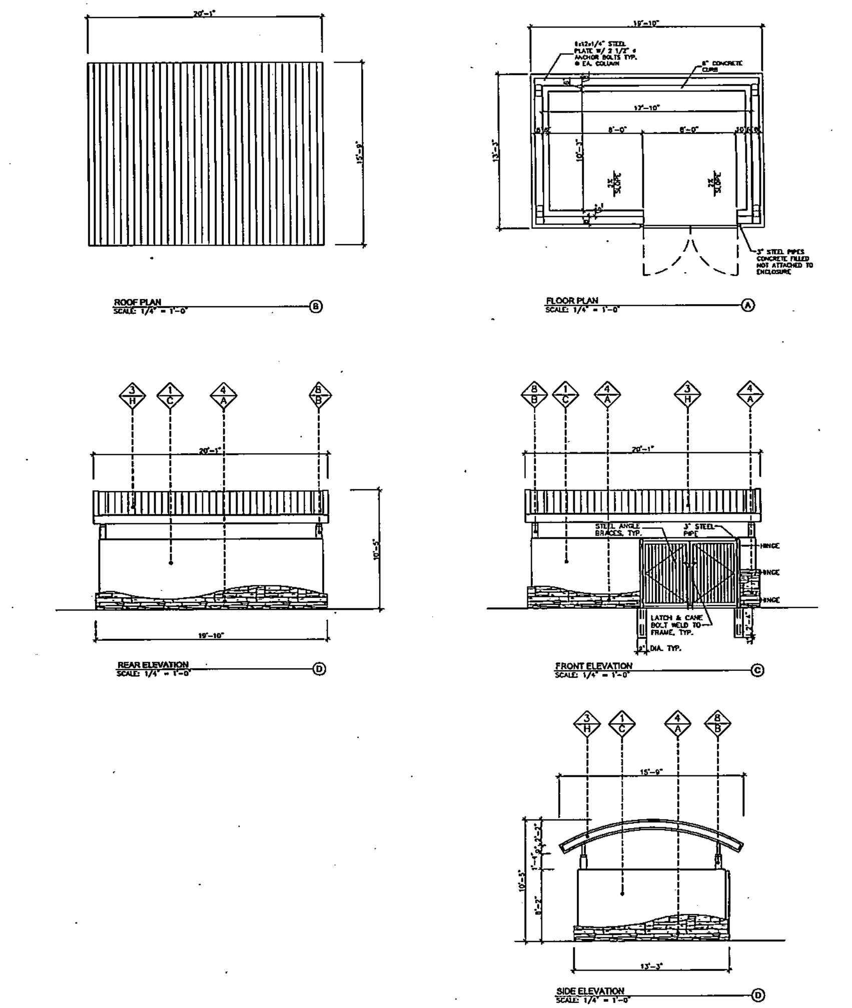
SHEET
A6.7
GARAGE SECTIONS

PRELIMINARY NOT FOR CONSTRUCTION



KEYNOTES

LEGEND:

- SEE MATERIAL SCHEDULE
- SEE COLOR / FINISH SCHEDULE

MATERIALS:

- 1 STUCCO
- 2 METAL REVEAL
- 3 METAL ROOFING
- 4 STONE VENEER
- 5 GLASS
- 6 ALUMINUM STOREFRONT
- 7 WOOD (TIMBER) OR STEEL
- 8 METAL
- 9 CONCRETE

COLOR/FINISHES:

- A CULTURED STONE "WALNUT" COUNTRY LEDGESTONE (CSV-20045)
- B DUNN EDWARDS "RODEO" DEA163
- C DUNN EDWARDS "GOURMET HONEY" DE8150
- D KAWNEER ALUMINUM FINISH ACROFUR "MEDIUM BRONZE"
- E PPG GLASS SOLARCOOL AZURIA WITH BLUE ALLURE OPACI-COAT-300 SPANDREL COATING
- F NATURAL TIMBER FINISH OR MATCH TIMBER FINISH
- G NATURAL COLOR
- H FIRESTONE UNA-CLAD KYNAR 500 STEEL "MEDIUM BRONZE"

TRASH ENCLOSURE | 1

REVISIONS

DRAWING INFO
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DATE
SEPTEMBER, 2009
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AGOURA MEDICAL PARTNERS LLC

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Agoura Hills, CA

LICENSED ARCHITECT
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STATE OF CALIFORNIA

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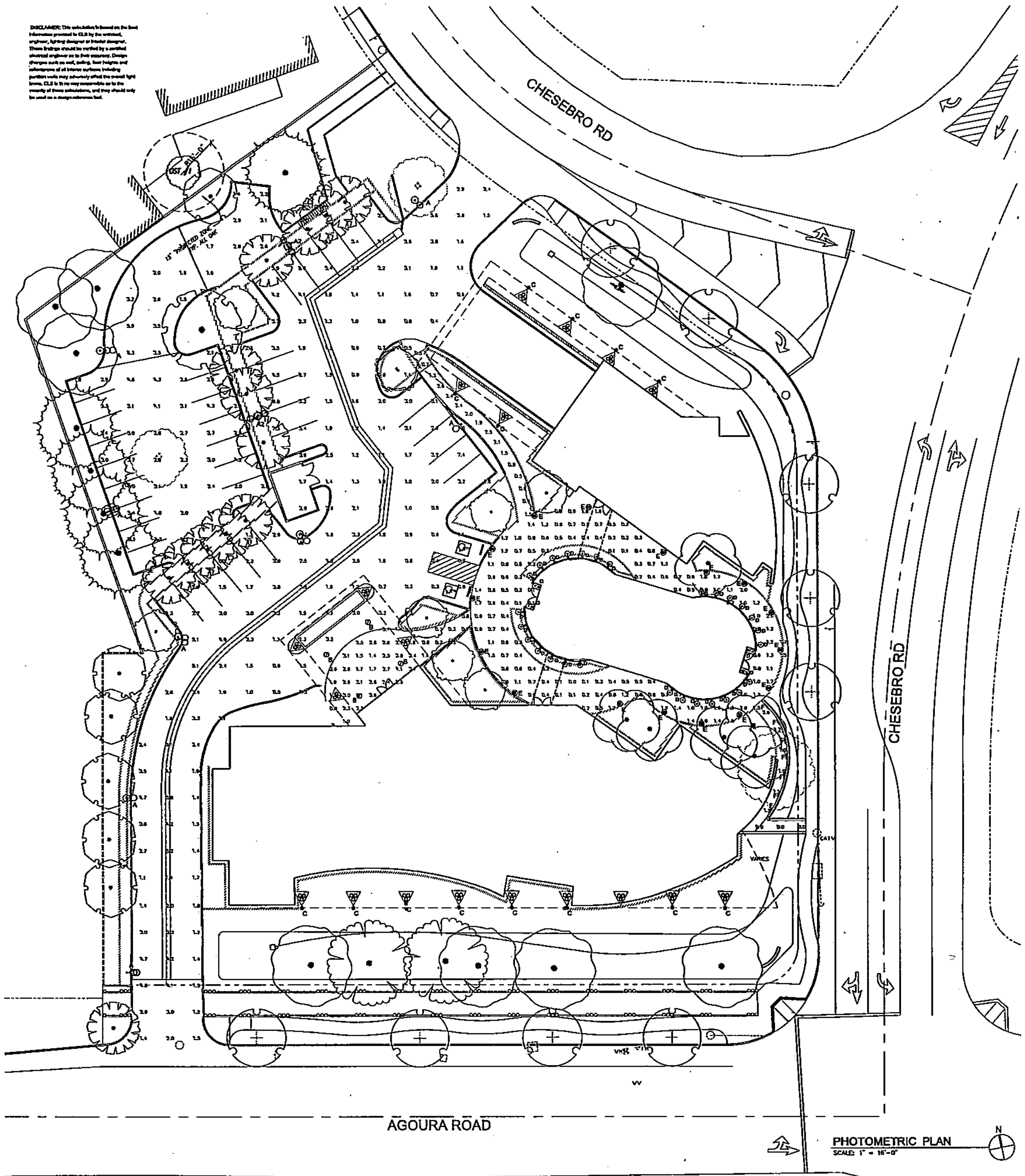
SHEET
A7.0
TRASH ENCLOSURE

PRELIMINARY NOT FOR CONSTRUCTION

DISCLAIMER: This calculation is based on the best information provided to CLS by the architect, engineer, lighting designer or interior designer. These findings should be verified by a certified electrical engineer as to their accuracy. Design changes such as wall, ceiling, floor heights and reflectances of all interior surfaces including partition walls may adversely affect the overall light levels. CLS is in no way responsible as to the veracity of these calculations, and they should only be used as a design reference tool.



PHOTOMETRIC PLAN
SCALE: 1" = 16'-0"

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	Lumens	LLF
○	A	8	GREENLEE: LSM-X-X-175PSM-I-M7-3-F-FINISH, BOTTOM OF FIXTURE @ APPROX 13'-0" A.F.G.	LIFESTYLE MEDIUM	VENTURE: MS 175W/BU/MED/PS	17500	0.81
○○○	A2	2	GREENLEE: LSM-X-X-175PSM-I-M7-3-F-FINISH, BOTTOM OF FIXTURE @ APPROX 13'-0" A.F.G.	LIFESTYLE MEDIUM	VENTURE: MS 175W/BU/MED/PS	17500	0.81
⊘	B	4	DELRAY: H7.5132A30 WITH LENS @ 11'-6" A.F.G.	7.5" LENSED DOWNLIGHT	(1) 32W CF	2400	0.85
⊕	C	14	WINONA: INGRADE T6	INGRADE	35W T6	3300	0.72
⊙	D	32	ERCO: IN-GRADE 33711000	Tesis in-ground luminaire	35W T6	3300	0.72
⊜	E	16	ERCO: BOLLARD 33353000	Panorama Bollard luminaire	35W T6	3300	0.72
—	F	7	LUMENTON: S.683-26PL BOTTOM OF FIXTURE @ 1'-0" A.F.G.	WALL RECESSED LUMINARES POLYCARBONATE LENS	(1) 26W PL	1710	0.85

STATISTICS

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
GRADE LEVEL PARKING	+	2.5 fc	8.8 fc	0.3 fc	29.3:1	8.3:1
LOWER PARKING	+	3.0 fc	8.0 fc	1.4 fc	5.7:1	2.1:1
NORTH SIDEWALK	+	1.5 fc	2.6 fc	0.5 fc	5.2:1	3.0:1
PAVEMENT	+	1.1 fc	4.1 fc	0.0 fc	N / A	N / A
SOUTH SIDEWALK	+	1.0 fc	2.8 fc	0.0 fc	N / A	N / A
VERTICAL	+	0.6 fc	4.7 fc	0.0 fc	N / A	N / A
VERTICAL	+	7.5 fc	24.3 fc	1.5 fc	16.2:1	5.0:1
VERTICAL	+	1.4 fc	4.3 fc	0.0 fc	N / A	N / A
VERTICAL	+	1.5 fc	4.1 fc	0.2 fc	20.5:1	7.5:1
VERTICAL	+	1.4 fc	3.6 fc	0.2 fc	18.0:1	7.0:1
VERTICAL	+	1.5 fc	3.7 fc	0.2 fc	18.5:1	7.5:1
VERTICAL	+	0.6 fc	2.6 fc	0.0 fc	N / A	N / A
VERTICAL	+	1.7 fc	3.7 fc	0.0 fc	N / A	N / A

PHOTOMETRIC PLAN 1

REVISIONS

DRAWING INFO
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AGOURA MEDICAL PARTNERS LLC

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Agoura Hills, CA

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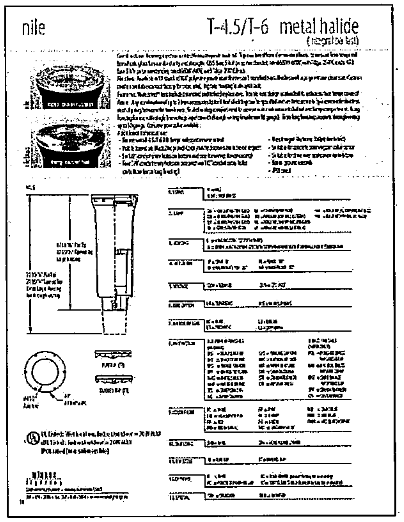
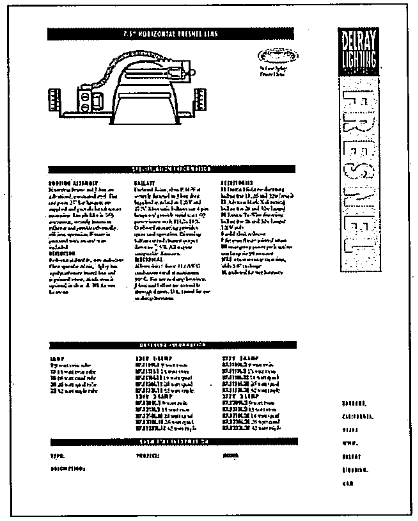
PRELIMINARY NOT FOR CONSTRUCTION

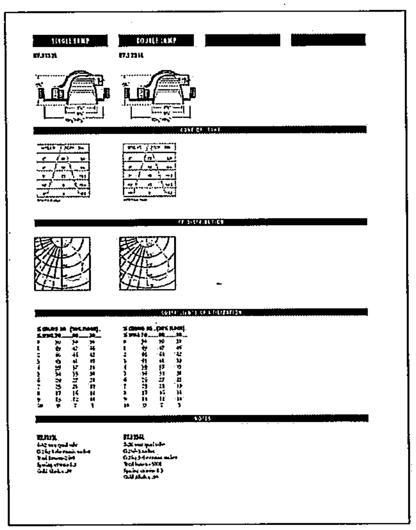
SHEET
E1
PHOTOMETRIC PLAN

LIGHTING FIXTURE TYPE C

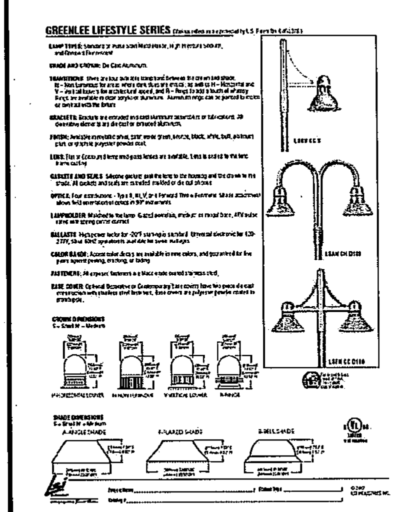


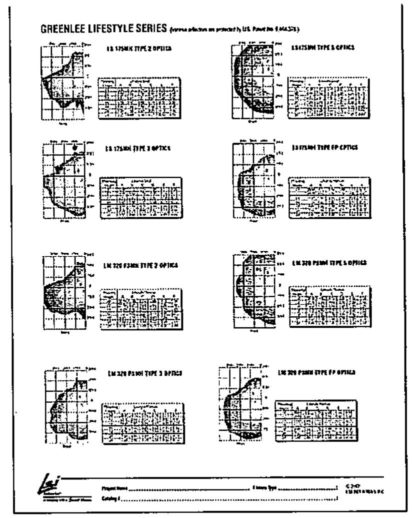
LIGHTING FIXTURE TYPE B

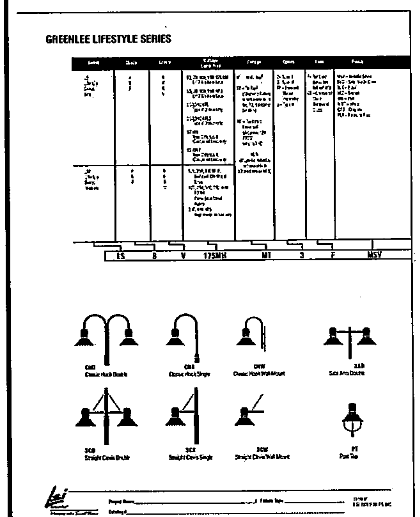


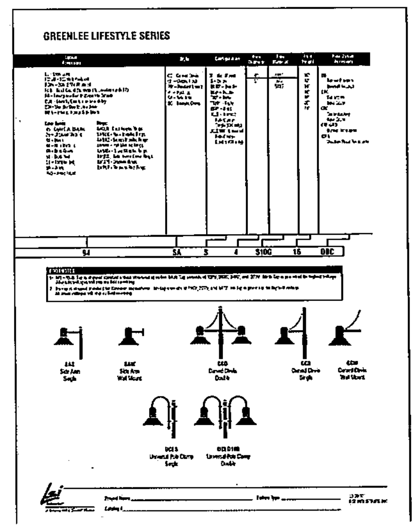


LIGHTING FIXTURE TYPE A & A2









REVISIONS	

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COMPUTER FILE
DATE SEPTEMBER, 2009
SCALE
JOB NO. 1718

AGOURA MEDICAL PARTNERS LLC

CORNER OF CHESEBRO ROAD & AGOURA ROAD

Agoura Hills, CA

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Westlake Village
California Suite 200
Phone 805-497-4700

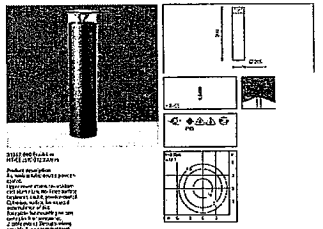
PRELIMINARY NOT FOR CONSTRUCTION

SHEET E2

LIGHTING CUT SHEETS

ERCO **Panorama Bollard luminaire**

For metal halide lamps



ERCO **Panorama Bollard luminaire**

Planning data

ERCO **Panorama Bollard luminaire**

Accessories

ERCO **Tesis In-ground luminaire**

Adjustable uplight for metal halide lamps

ERCO **Tesis In-ground luminaire**

Planning data

ERCO **Tesis In-ground luminaire**

Accessories

LIGHTING FIXTURE TYPE E | 2

LIGHTING FIXTURE TYPE D | 1

REVISIONS

DRAWING INFO
COMPUTER FILE:
DATE
SEPTEMBER, 2009
SCALE
JOB NO.
1718

AGOURA MEDICAL PARTNERS LLC

Agoura Hills, CA

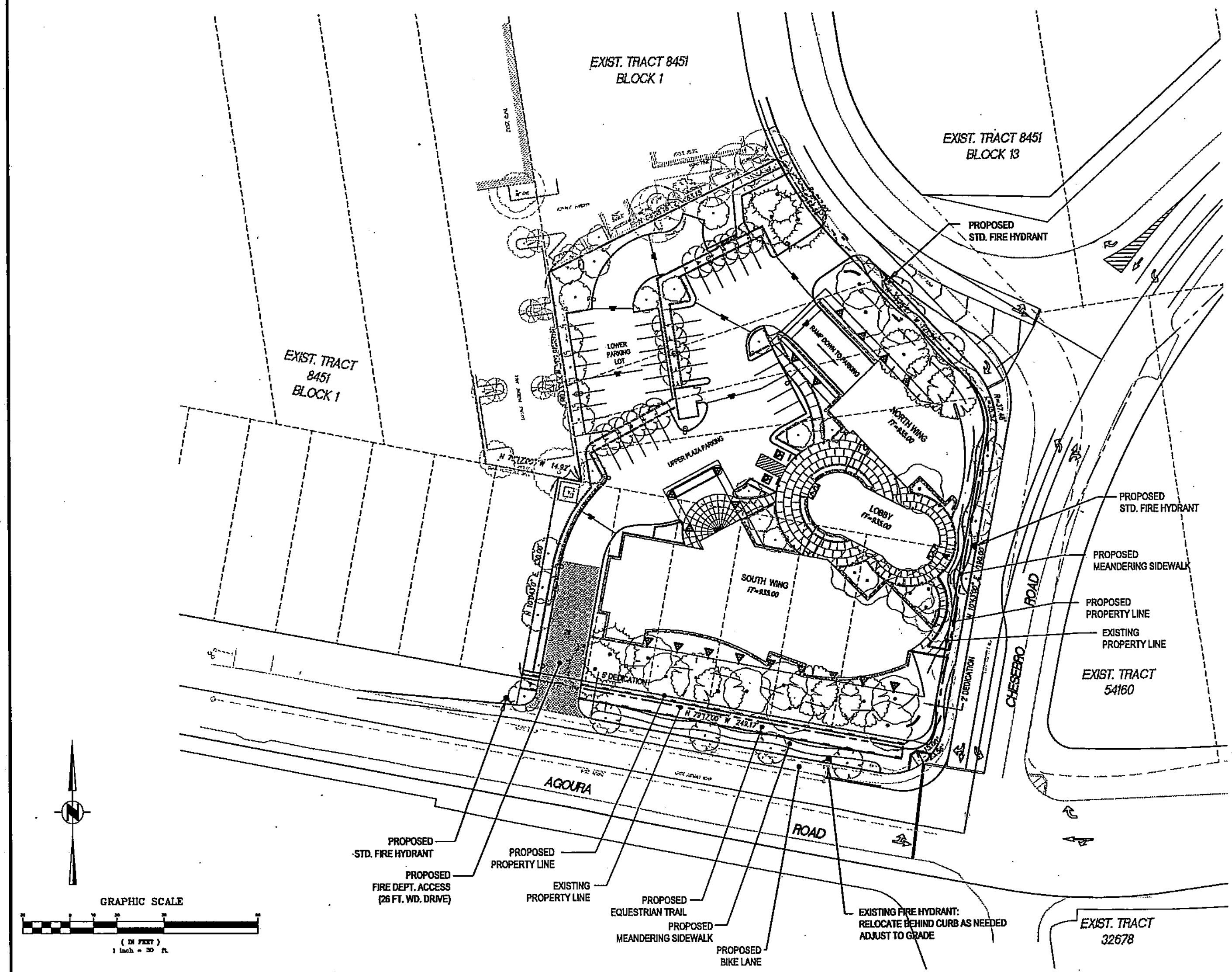
CORNER OF CHESEBRO ROAD & AGOURA ROAD

LICENSED ARCHITECT
C-011856
RENEWAL 08/31/2011
STATE OF CALIFORNIA

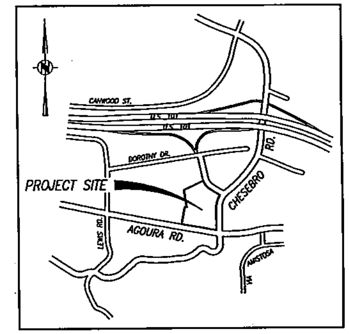
Heathcote & Associates
Architecture
3396 Willow Lane
Westlake Village
California Suite 200
Phone 805-497-4700

SHEET
E3
LIGHTING CUT SHEETS - 2

PRELIMINARY NOT FOR CONSTRUCTION



VICINITY MAP



OWNER/DEVELOPER:

AGOURA MEDICAL PARTNERS, LLC
23945 CALABASAS ROAD, SUITE 111
CALABASAS, CA 91302
PHONE: (818) 222-4990
FAX: (818) 222-4331

ENGINEER:

HMK ENGINEERING, INC.
1552 18th STREET
SANTA MONICA, CA 90404
ATTN: MARK HARDY
PHONE: (310) 449-5511

BENCHMARK:

RDBM TAG IN CB @ SE COR LAURA LA PLANTE DR & AGOURA RD
46 FT E & 32 FT S/O C/L INT (2 FT E/O BCR)

BM #OY 10127 ELEV=935.545 1990

PROPOSED LAND USAGE AND AREAS:

PROPOSED LAND USES: TWO STORY MEDICAL OFFICE BLDG. W/ TWO TIERED PARKING STRUCTURE

TOTAL NUMBER OF LOTS: 1

GROSS AREA: 79,194 SF (1.82 AC)

NET AREA: 77,399 SF (1.78 AC)

PARKING: PLAZA LEVEL = 24 SPACES
PARKING LEVEL = 119 SPACES
LOWER PARKING GARAGE = 66 SPACES
TOTAL = 209 SPACES

ZONING INFORMATION:

EXISTING ZONING: CRS, FCOA, BP/OR/OA/FC

PROPOSED ZONING: UNDECIDED

EXISTING GENERAL PLAN: BPOR/RETAIL

PROPOSED GENERAL PLAN: OFFICE/RETAIL

PREPARED BY:	PREPARED FOR:	PLAN TITLE:	NO.	REVISION DESCRIPTION	DATE
HMK ENGINEERING INC. CIVIL ENGINEERS PLANNERS LAND SURVEYORS 1552 18th STREET SANTA MONICA, CA 90404 PHONE (310) 449-5511	OWNER / DEVELOPER AGOURA MEDICAL PARTNERS, LLC 23945 CALABASAS ROAD, SUITE 111 CALABASAS, CA 91302 (818) 222-4990	FIRE DEPARTMENT SITE PLAN TENTATIVE PARCEL MAP 70096 MEDICAL OFFICE BUILDING SHEET 2 OF 2 SHEETS W.O. No. 632			

LEGAL DESCRIPTION (LOT 13):

PARCEL A:
THAT PORTION OF LOT 13, BLOCK 1, TRACT NO. 8451, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104, PAGE 80 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT; THENCE ALONG THE WESTERLY LINE THEREOF NORTH 8° 27' WEST 18.41 FEET; THENCE NORTH 82° 37' 15" EAST 260.13 FEET TO A POINT IN THE CURVED EASTERLY LINE OF SAID LOT, DISTANT NORTHWESTERLY 25.00 FEET ALONG SAID CURVE, FROM THE SOUTHEASTERLY TERMINUS OF THAT CERTAIN CURVE SHOWN ON SAID MAP AS HAVING A RADIUS OF 37.48 FEET AND A TOTAL LENGTH OF 35.52 FEET, A RADIAL LINE TO SAID LAST MENTIONED POINT BEARS NORTH 62° 29' 57" EAST; THENCE SOUTHEASTERLY ALONG SAID CURVE, 25.00 FEET TO SAID SOUTHEASTERLY TERMINUS; THENCE CONTINUING ALONG THE EASTERLY LINE OF SAID LOT; SOUTH 10° 43' WEST 75.00 FEET TO THE MOST SOUTHERLY CORNER OF SAID LOT; THENCE NORTH 79° 17' WEST 249.25 FEET TO THE POINT OF BEGINNING.

PARCEL B:
THAT PORTION OF LOT 13, BLOCK 1, TRACT NO. 8451, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104, PAGE 80 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WESTERLY LINE OF SAID LOT, DISTANT NORTH 8° 27' WEST 18.41 FEET FROM THE SOUTHWEST CORNER THEREOF; THENCE NORTH 82° 37' 15" EAST 260.13 FEET TO A POINT IN THE CURVED EASTERLY LINE OF SAID LOT, DISTANT NORTHWESTERLY 25.00 FEET ALONG SAID CURVE FROM THE SOUTHEASTERLY TERMINUS OF THAT THAT CERTAIN CURVE SHOWN ON SAID MAP AS HAVING A RADIUS OF 37.48 FEET AND A TOTAL LENGTH OF 35.52 FEET, A RADIAL LINE TO SAID LAST MENTIONED POINT BEARS NORTH 62° 29' 57" EAST; THENCE NORTHWESTERLY ALONG SAID CURVE, 10.52 FEET TO THE END OF SAID CURVE; THENCE ALONG THE NORTHEASTERLY LINE OF SAID LOT; NORTH 43° 35' 27" WEST 39.48 FEET; THENCE SOUTH 78° 59' 37" WEST 233.33 FEET TO A POINT IN THE WESTERLY LINE OF SAID LOT, DISTANT NORTH 8° 27' WEST 18.30 FEET FROM THE POINT OF BEGINNING; THENCE SOUTH 8° 27' EAST 18.30 FEET TO THE POINT OF BEGINNING.

PARCEL C:
THAT PORTION OF LOT 13, BLOCK 1, TRACT NO. 8451, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104, PAGE 80 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WESTERLY LINE OF SAID LOT, DISTANT NORTH 8° 27' WEST 36.71 FEET FROM THE SOUTHWEST CORNER THEREOF; THENCE NORTH 78° 59' 37" EAST 233.33 FEET TO A POINT IN THE NORTHEASTERLY LINE OF SAID LOT, DISTANT NORTH 43° 35' 27" WEST 39.48 FEET FROM THE NORTHWESTERLY TERMINUS OF A CURVE IN SAID LINE SHOWN ON SAID MAP AS HAVING A RADIUS OF 37.48 FEET AND A LENGTH OF 35.52 FEET; THENCE ALONG SAID NORTHEASTERLY LINE NORTH 43° 35' 27" WEST 50.00 FEET; THENCE SOUTH 71° 42' 45" WEST 208.84 FEET TO A POINT IN SAID WESTERLY LINE DISTANT NORTH 8° 27' WEST 24.08 FEET FROM THE POINT OF BEGINNING; THENCE SOUTH 8° 27' EAST 24.08 FEET TO THE POINT OF BEGINNING.

PARCEL D:
THAT PORTION OF LOT 13, BLOCK 1, TRACT NO. 8451, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104, PAGE 80 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WESTERLY LINE OF SAID LOT, DISTANT NORTH 8° 27' WEST 60.79 FEET FROM THE SOUTHWEST CORNER THEREOF; THENCE NORTH 71° 42' 45" EAST 208.84 FEET TO A POINT IN THE NORTHEASTERLY LINE OF SAID LOT, DISTANT NORTH 43° 35' 27" WEST 89.48 FEET FROM THE NORTHWESTERLY TERMINUS OF A CURVE IN SAID LINE SHOWN ON SAID MAP AS HAVING A RADIUS OF 37.48 FEET AND A LENGTH OF 35.52 FEET; THENCE ALONG SAID NORTHEASTERLY LINE NORTH 43° 35' 27" WEST 32.69 FEET TO THE BEGINNING OF A TANGENT CURVE; CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 217.50 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE 66.82 FEET TO THE MOST NORTHERLY CORNER OF SAID LOT; THENCE SOUTH 63° 58' 47" WEST 163.16 FEET TO THE NORTHWEST CORNER OF SAID LOT; THENCE SOUTH 8° 27' WEST 72.29 FEET TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION (LOTS 14-19):

PARCEL 1:
LOT 14, BLOCK 1, TRACT NO. 8451, IN THE CITY OF AGOURA HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104, PAGE 79 TO 90, INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT AN UNDIVIDED ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE OF SAID LAND, WITHOUT THE RIGHT OF SURFACE ENTRY, AS RESERVED IN DEED RECORDED DECEMBER 5, 1962, AS DOC. NO. 1893 OF OFFICIAL RECORDS.

PARCEL 2:
LOT 15 AND 16, BLOCK 1, TRACT NO. 8451, IN THE CITY OF AGOURA HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104, PAGE 79 TO 90, INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3:
LOT 17 AND 18, BLOCK 1, TRACT NO. 8451, IN THE CITY OF AGOURA HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104, PAGE 79 TO 90, INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT AN UNDIVIDED ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE OF SAID LAND, WITHOUT THE RIGHT OF SURFACE ENTRY, AS RESERVED IN DEED RECORDED DECEMBER 5, 1962, AS DOC. NO. 1893 OF OFFICIAL RECORDS.

PARCEL 4:
LOT 19, BLOCK 1, TRACT NO. 8451, IN THE CITY OF AGOURA HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104, PAGE 79 TO 90, INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
EXCEPT THE SOUTHERLY 5 FEET THEREOF

LOT AREAS:

LOT 13 = 44,901 SF (1.03 AC.)
LOT 14 = 8,283 SF (0.19 AC)
LOT 15 = 5,200 SF (0.12 AC)
LOT 16 = 5,200 SF (0.12 AC)
LOT 17 = 5,200 SF (0.12 AC)
LOT 18 = 5,200 SF (0.12 AC)
LOT 19 = 5,200 SF (0.12 AC)

TOTAL = 79,194 SF GROSS AREA
OR 1.82 ACRES

BASIS OF BEARINGS:

THE BEARING NORTH 81° 33' 00" EAST BEING THE CENTERLINE OF DOROTHY DRIVE PER TRACT NO. 8451, AS RECORDED IN BOOK 104, PAGE 80 OF MAPS, WAS USED AS THE BASIS OF BEARINGS FOR THIS MAP.

BENCHMARK:

ROBAN TAG IN CB @ SE COR LAURA LA PLANTE DR & AGOURA RD
48 FT E & 32 FT S/O C/L INT (2 FT C/O BCR)

BM #DY 10127 ELEV=935.545 1990

EASEMENTS (LOT 13):

THE EFFECTS OF EASEMENTS SHOWN IN CHICAGO TITLE COMPANY POLICY NO. 44010174-J01, DATED FEB. 9, 2004, ARE SHOWN HEREON UNLESS OTHERWISE NOTED:

(5) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED IN BOOK 9288, PAGE 112 OF OFFICIAL RECORDS, AFFECTS SAID LAND.

(6) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED IN BOOK 17295, PAGE 78 OF OFFICIAL RECORDS, AFFECTS THE SOUTHERLY 4 FEET OF SAID LAND.

THE EFFECTS OF TAXES, ASSESSMENTS, WATER RIGHTS, COVENANTS, CC&R'S, OIL AND GAS LEASES, COVENANT AND AGREEMENTS, PROVISIONS, UNRECORDED LEASE, RIGHTS, CLAIMS OR INTERESTS, AND DEEDS OF TRUST AS DISCLOSED BY ITEM NO'S 1 THROUGH 4 AND 7 THROUGH 15 INCLUSIVE, ARE INDETERMINABLE AND THEREFORE NOT SHOWN ON THIS SURVEY.

EASEMENTS (LOTS 14-19):

THE EFFECTS OF EASEMENTS SHOWN IN CHICAGO TITLE COMPANY POLICY NO. 44010342-J01, DATED MAR. 23, 2004, ARE SHOWN HEREON UNLESS OTHERWISE NOTED:

(10) AN EASEMENT FOR PUBLIC UTILITIES RECORDED JUNE 13, 1925, IN BOOK 3944, PAGE 316 OF OFFICIAL RECORDS, AFFECTS LOTS 17 AND 18

(11) AN EASEMENT FOR PUBLIC UTILITIES RECORDED APRIL 28, 1928, IN BOOK 8589, PAGE 218 OF OFFICIAL RECORDS, AFFECTS LOTS 15 AND 16

(12) AN EASEMENT FOR SANITARY SEWER RECORDED APRIL 22, 1969, AS DOCUMENT NO. 1972 OF OFFICIAL RECORDS, AFFECTS THE NORTHERLY 10 FEET OF LOT 19 OF SAID LAND

(13) AN EASEMENT FOR SANITARY SEWER RECORDED APRIL 22, 1969, AS DOCUMENT NO. 1974 OF OFFICIAL RECORDS, AFFECTS THE NORTHERLY 10 FEET OF LOT 14, 17, AND 18 OF SAID LAND

(14) AN EASEMENT FOR SANITARY SEWER RECORDED APRIL 24, 1969, AS DOCUMENT NO. 2386 OF OFFICIAL RECORDS, AFFECTS THE NORTHERLY 10 FEET OF LOT 15 AND 16 OF SAID LAND

(16) AN EASEMENT FOR PUBLIC ROAD AND HIGHWAY RECORDED JUNE 17, 1980 AS DOCUMENT NO. 80-586908 OF OFFICIAL RECORDS, AFFECTS A PORTION OF LOT 14

(17) AN EASEMENT FOR PUBLIC ROAD AND HIGHWAY RECORDED JUNE 17, 1980 AS DOCUMENT NO. 80-586909 OF OFFICIAL RECORDS, AFFECTS THE SOUTHERLY 5 FEET OF LOT 17 AND 18

THE EFFECTS OF TAXES, ASSESSMENTS, WATER RIGHTS, COVENANTS, CC&R'S, OIL AND GAS LEASES, COVENANT AND AGREEMENTS, PROVISIONS, UNRECORDED LEASE, RIGHTS, CLAIMS OR INTERESTS, AND DEEDS OF TRUST AS DISCLOSED BY ITEM NO'S 1 THROUGH 9, 15, AND 18 THROUGH 19 INCLUSIVE, ARE INDETERMINABLE AND THEREFORE NOT SHOWN ON THIS SURVEY.

SEISMIC HAZARD ZONE NOTES:

THE CALIFORNIA DIVISION OF MINES AND GEOLOGY UNDER THE SEISMIC HAZARDS MAPPING ACT HAS PREPARED MAPS DELINEATING ZONES OF POTENTIAL SEISMIC HAZARDS. THE LEGISLATION FOR THIS ACT MAY BE FOUND IN THE CALIFORNIA PUBLIC RESOURCES CODE, DIVISION 2, CHAPTER 7.8, SECTIONS 2690-2699.6 AND CHAPTER 8, ARTICLE 10, SECTIONS 2720-2726. THE PURPOSE OF THE ACT IS TO PROVIDE CITIES AND COUNTIES WITH ZONES WHERE SITE-SPECIFIC GEOTECHNICAL STUDIES ARE REQUIRED PRIOR TO DEVELOPMENT. LOCAL AGENCIES MUST REGULATE MOST TYPES OF DEVELOPMENT PROJECTS LOCATED WITHIN THE ZONES. THE CURRENTLY AVAILABLE OFFICIAL MAPS OF SEISMIC HAZARD ZONES CONTAIN ZONES FOR THE SEISMIC HAZARDS OF LIQUEFACTION AND EARTHQUAKE-INDUCED LANDSLIDING FOR LIMITED GEOGRAPHIC AREAS ONLY. HOWEVER, FUTURE MAPS MAY CONTAIN ADDITIONAL SEISMIC HAZARDS AND MAY COVER THE ENTIRE STATE. OUR SEARCH INDICATES WHETHER A PROPERTY IS SITUATED OR NOT SITUATED WITHIN A MAPPED SEISMIC HAZARD ZONE. IF THE PROPERTY IS NOT LOCATED IN AN AREA MAPPED BY THE STATE SEISMIC HAZARDS MAPPING PROGRAM, OUR REPORT INDICATES THAT THE MAP FOR THE SITE HAS NOT YET BEEN RELEASED BY THE STATE, DUE TO THE LIMITATIONS OF THE STATE SEISMIC HAZARDS MAPPING PROGRAM. LOS REPORTS, INC. RECOMMENDS HIRING A CERTIFIED ENGINEERING GEOLOGIST TO ADDRESS ANY CONCERNS REGARDING THE SEISMIC HAZARD POTENTIAL OF THE SUBJECT SITE.

THE LIQUEFACTION HAZARD ZONES DELINEATE AREAS WHERE LIQUEFACTION HAS BEEN RECORDED IN THE PAST AND AREAS WHERE LOCAL SOIL AND GROUNDWATER CONDITIONS INDICATE A POTENTIAL FOR PERMANENT GROUND DISPLACEMENT FROM LIQUEFACTION THAT WOULD REQUIRE MITIGATION. SITE SPECIFIC GEOTECHNICAL STUDIES ARE REQUIRED PRIOR TO NEW DEVELOPMENT. LIQUEFACTION IS A PROCESS WHEREBY SATURATED, UNCONSOLIDATED, SANDY SOILS, TEMPORARILY BECOME LIQUEFIED AS A RESULT OF STRONG GROUND SHAKING. LIQUEFACTION IS CONSIDERED MOST LIKELY WHEN THE GROUND WATER TABLE IS LOCATED LESS THAN 50 FEET BELOW THE GROUND SURFACE. GROUND DISPLACEMENT MAY OCCUR AND BUILDINGS MAY BE DAMAGED AS A RESULT OF LIQUEFACTION.

EARTHQUAKE-INDUCED LANDSLIDE ZONES INCLUDE AREAS WHERE GEOLOGIC MATERIALS ARE CONSIDERED SUSCEPTIBLE TO SLOPE FAILURE DURING STRONG EARTHQUAKE GROUND SHAKING. ALSO INCLUDED ARE AREAS WITH IDENTIFIED PAST LANDSLIDE MOVEMENT AND AREAS WITH KNOWN EARTHQUAKE-INDUCED SLOPE FAILURE DURING HISTORIC EARTHQUAKES. SITE SPECIFIC GEOTECHNICAL STUDIES ARE REQUIRED PRIOR TO NEW DEVELOPMENT.

IT SHOULD BE NOTED THAT THE MAPS MAY NOT SHOW ALL AREAS OF POTENTIAL LIQUEFACTION OR EARTHQUAKE-INDUCED LANDSLIDING. IN ADDITION, THE MAPPED AREAS WITHIN EACH ZONE WILL NOT BE AFFECTED UNIFORMLY DURING AND EARTHQUAKE. AS NOTED ON THE MAPS, LIQUEFACTION ZONES MAY ALSO CONTAIN AREAS SUSCEPTIBLE TO THE EFFECTS OF EARTHQUAKE-INDUCED LANDSLIDES. THIS SITUATION TYPICALLY EXISTS AT OR NEAR THE TOE OF EXISTING LANDSLIDES, DOWNSLOPE FROM ROCKFALL OR DEBRIS FLOW SOURCE AREAS, OR ADJACENT TO STEEP STREAM BEDS.

NOTE: FOR ANY ADDITIONAL CONCERNS REGARDING THIS PROPERTY'S SEISMIC CONDITIONS REFER TO THE SOILS REPORT BY GED-SOILS CONSULTANTS DATED DEC. 16, 2005.

PROPOSED LAND USAGE AND AREAS:

PROPOSED LAND USES: TWO STORY MEDICAL OFFICE BLDG. W/ TWO TIERED PARKING STRUCTURE

TOTAL NUMBER OF LOTS: 1

GROSS AREA: 79,194 SF (1.82 AC)

NET AREA: 77,399 SF (1.78 AC)

PARKING: PLAZA LEVEL = 24 SPACES
PARKING LEVEL = 119 SPACES
LOWER PARKING GARAGE = 66 SPACES
TOTAL = 209 SPACES

ZONING INFORMATION:

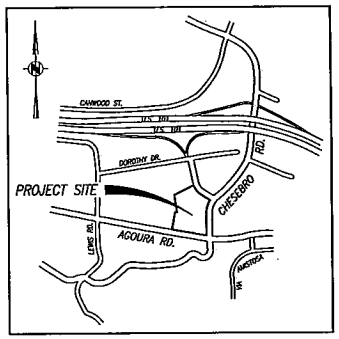
EXISTING ZONING: OS, FCOD, BP/DR/DA/TC

PROPOSED ZONING: UNDECIDED

EXISTING GENERAL PLAN: BPOR/RETAIL

PROPOSED GENERAL PLAN: OFFICE/RETAIL

VICINITY MAP



OWNER/DEVELOPER:

AGOURA MEDICAL PARTNERS, LLC
23945 CALABASAS ROAD, SUITE 111
CALABASAS, CA 91302
PHONE: (818) 222-4990
FAX: (818) 222-4331

ENGINEER:

HMK ENGINEERING, INC.
24007 VENTURA BLVD. STE. 102
CALABASAS, CA 91302
ATTN: MARK HARDY
PHONE: (818) 222-0301

LICENSED LAND SURVEYOR MARK D. HARDY No. 5440 Exp. 9/30/2010 STATE OF CALIFORNIA

MARK D. HARDY L.S. 5440 EXP. 9/30/2010 DATE

PREPARED BY:
HMK ENGINEERING INC.
CIVIL ENGINEERS PLANNERS LAND SURVEYORS
24007 VENTURA BLVD., SUITE 102
CALABASAS, CA 91302 PHONE (818) 222-0301

PREPARED FOR: OWNER / DEVELOPER
AGOURA MEDICAL PARTNERS, LLC
23945 CALABASAS ROAD, SUITE 111
CALABASAS, CA 91302
(818) 222-4990

PLAN TITLE:
TENTATIVE PARCEL MAP 70096

SHEET 1 OF 2 SHEETS W.O. No. 632

NO.	REVISION DESCRIPTION	DATE

PRELIMINARY GRADING PLAN
AGOURA MEDICAL PARTNERS, LLC.
MEDICAL OFFICE BUILDING
SWC OF AGOURA RD AND CHESEBRO RD.
AGOURA HILLS, CALIFORNIA

GRADING NOTES

1. ALL GRADING SHALL BE IN ACCORDANCE WITH ARTICLE 8 OF THE AGOURA HILLS MUNICIPAL CODE.
2. A PRE-CONSTRUCTION CONFERENCE OF ALL INTERESTED PARTIES SHALL BE HELD PRIOR TO ANY CONSTRUCTION. THIS SHALL INCLUDE ALL APPROPRIATE CITY STAFF.
3. ALL EXPORT MATERIAL SHALL BE DELIVERED TO A SITE APPROVED BY THE CITY.
4. ALL GEOLOGIC AND SOIL RECOMMENDATIONS IMPOSED BY THE CONSULTANT OR CONTAINED IN THE CONSULTANT SOILS AND GEOLOGIC REPORT ARE TO BE COMPLIED WITH AND ARE HEREBY MADE AN INTEGRAL PART OF THE GRADING SPECIFICATIONS AND NOTES.
5. ANY CHANGES IN THE WORK HEREON SHALL BE SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.
6. THE PERMITTEE SHALL EMPLOY A REGISTERED CIVIL ENGINEER TO PROVIDE CONSTANT ON-SITE GRADING SUPERVISION TO ASSURE COMPLIANCE WITH THE APPROVED PLANS AND A SOILS ENGINEER TO PROVIDE CONSTANT SOILS INSPECTION IN ACCORDANCE WITH THE AGOURA HILLS MUNICIPAL CODE.
7. REPORTS REQUIRED:

   1. ROUGH GRADING REPORT. PRIOR TO THE CONSTRUCTION OF ANY STRUCTURE, A ROUGH GRADING REPORT MUST BE SUBMITTED TO THE BUILDING OFFICIAL, STATING THAT ALL ROUGH GRADING HAS BEEN COMPLETED PER THE APPROVED GRADING PLANS.

   2. FINAL GRADING REPORT. PRIOR TO THE FINALIZATION OF ANY GRADING PROJECT, A FINAL GRADING REPORT MUST BE SUBMITTED TO THE BUILDING OFFICIAL FOR APPROVAL. THE REPORT SHALL BE BY THE ENGINEER OF RECORD, STATING THAT ALL GRADING, LOT DRAINAGE AND DRAINAGE FACILITIES HAVE BEEN COMPLETED, AND THE SLOPE PLANTING AND IRRIGATION SYSTEMS HAVE BEEN INSTALLED IN CONFORMANCE WITH THE APPROVED PLANS AND REQUIREMENTS OF THE CITY OF AGOURA HILLS.
8. AN AS-BUILT SOILS REPORT SHALL BE SUBMITTED TO THE CITY FOR REVIEW. THIS REPORT, PREPARED BY THE GEOTECHNICAL CONSULTANT, MUST INCLUDE DOCUMENTATION OF ANY FOUNDATION INSPECTIONS, 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 FLOWLINE 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.
9. TESTS SHALL BE PERFORMED PRIOR TO POURING FOOTINGS AND SLABS TO DETERMINE THE EXPANSION INDEX OF THE SUPPORTING SOILS. IF THE EXPANSION INDEX IS GREATER THAN 130, FOUNDATION AND SLAB PLANS SHOULD BE REVISED ACCORDINGLY.
10. EXCAVATIONS SHALL BE MADE IN COMPLIANCE WITH CAL/OSHA REGULATIONS.
11. A COPY OF THE GRADING PERMIT AND GRADING PLANS SHALL BE AVAILABLE ON-SITE AT ALL TIMES.
12. ALL CONSTRUCTION ACTIVITY SHALL BE CONFINED TO THE HOURS OF 7:00 AM TO 7:00 PM, MONDAY THROUGH FRIDAY, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER. NO CONSTRUCTION SHALL BE PERMITTED ON GOVERNMENT-OBSERVED HOLIDAYS.

INSPECTION NOTES

THE PERMITTEE OR HIS AGENT SHALL NOTIFY THE BUILDING AND SAFETY DEPARTMENT AT LEAST TWO WORKING DAYS IN ADVANCE OF REQUIRED INSPECTIONS.

ABBREVIATIONS

AC - ASPHALTIC CONCRETE
BF - BOTTOM OF FOOTING
CB - CATCH BASIN
CF - CURB FACE
℄ - CENTERLINE
CLF - CHAIN LINK FENCE
CO - CLEAN OUT
DB - DEBRIS BASIN
D/L - DAYLIGHT
EG - EDGE OF GUTTER
EP - EDGE OF PAVEMENT
FF - FINISHED FLOOR
FG - FINISHED GRADE
FH - FIRE HYDRANT
FL - FLOWLINE
FS - FINISH SURFACE
HC RMP - HANDICAP RAMP
HP - HIGH POINT
INV - INVERT
NG - NATURAL GROUND
NTS - NOT TO SCALE
PL - PROPERTY LINE
POB - POINT OF BEGINNING
SDMH - STORM DRAIN MANHOLE
SMH - SEWER MANHOLE
SS - SANITARY SEWER
TB - TOP OF BERM
TC - TOP OF CURB
TF - TOP OF FOOTING
TG - TOP OF GRATE
TW - TOP OF WALL
TYP - TYPICAL
WM - WATER METER
WV - WATER VALVE

LEGEND AND SYMBOLS

PROJECT BOUNDARY	— - - — - - —
EXISTING GRADE CONTOUR	(1100)
PROPOSED GRADE CONTOUR	1100
SPOT ELEVATION	x 1100
PROPOSED SLOPE PER PLAN	
RETAINING WALL	
DAYLIGHT CUT/FILL LINE	C F
DIRECTION OF FLOW (SLOPE)	%
CONSTRUCTION NOTE NUMBER	(8)

PUBLIC UTILITIES / SERVICES

WATER:	LAS VIRGENES MUNICIPAL WATER DISTRICT 4232 LAS VIRGENES ROAD CALABASAS, CA 91302 (818) 880-4110
ELECTRICAL:	SOUTHERN CALIFORNIA EDISON 3589 FOOTHILL DRIVE THOUSAND OAKS, CA 91361 (805) 494-7016
TELEPHONE:	SBC (PAC BELL) 16201 RAYMER STREET, #115 VAN NUYS, CA 91406 (818) 373-6889
GAS:	SOUTHERN CALIFORNIA GAS 9400 OAKDALE AVENUE CHATSWORTH, CA 91313 (818) 701-3324
SEWER:	LA COUNTY, DEPT. OF PUBLIC WORKS SEWER MAINTENANCE DIVISION 1000 S. FREMONT AVENUE, BLDG A9 EAST ALHAMBRA, CA 91803 (626) 300-3308
CABLE:	TIME WARNER (CABLE) 2323 TELLER ROAD NEWBURY PARK, CA 91320 (805) 375-6213
CABLE:	CHARTER COMMUNICATIONS 3806 CROSSCREEK ROAD MALIBU, CA 90265 (310) 456-9010
CALTRANS:	CALTRANS 5660 RESEDA BOULEVARD TARZANA, CA 91356 (805) 388-1426

UNDERGROUND SERVICE ALERT
CALL TOLL FREE
1-800-227-2600
TWO WORKING DAYS BEFORE YOU DIG

STORMWATER POLLUTION NOTES

1. APPLICANT IS RESPONSIBLE FOR SUBMITTING A SITE-SPECIFIC, "STORM WATER POLLUTION PREVENTION PLAN" (SWPPP) AS OUTLINED IN THE MODEL PROGRAM FOR STORMWATER MANAGEMENT WITHIN THE COUNTY OF LOS ANGELES. THE SWPPP SHALL BE SIGNED AND STAMPED BY A STATE-LICENSED CIVIL ENGINEER. THE SWPPP SHALL OUTLINE "BEST MANAGEMENT PRACTICES" (BMP) PROCEDURES TO BE USED IN ORDER TO PREVENT THE TRANSPORT OF ONSITE POLLUTANTS TO OFFSITE LOCATIONS DURING AND AFTER CONSTRUCTION.
2. A SITE-SPECIFIC, "WET-WEATHER EROSION-CONTROL PLAN" SHALL BE PREPARED IN CONJUNCTION WITH THE SWPPP, AND SHALL DESCRIBE BMP'S TO BE USED DURING CONSTRUCTION IN THE RAINY SEASON AND DEPICT THEIR LOCATIONS RELATIVE TO THE SITE. THE PLAN MUST BE AVAILABLE ON-SITE BY OCTOBER 1ST, AND IMPLEMENTED FROM OCTOBER 1ST THROUGH APRIL 15TH.
3. IT IS THE PROPERTY OWNER'S RESPONSIBILITY TO MAINTAIN ALL ONSITE DRAINAGE STRUCTURES UNLESS OTHERWISE APPROVED BY THE CITY. CATCH BASIN FILTER INSERTS SHALL BE CLEANED OUT A MINIMUM OF TWICE PER YEAR, ONCE BEFORE THE RAINY SEASON, AND AGAIN AFTER THE RAINY SEASON, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.

OAK TREE NOTES

1. APPLICANT MUST CONTACT CITY OAK TREE CONSULTANT, (818) 597-7350, TO OBTAIN PROJECT SPECIFIC "OAK TREE NOTES."

LEGAL DESCRIPTION

(LOT 13)

PARCEL A:

THAT PORTION OF LOT 13, BLOCK 1, TRACT NO. 8451, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104, PAGE 80 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT; THENCE ALONG THE WESTERLY LINE THEREOF NORTH 8° 27' WEST 18.41 FEET; THENCE NORTH 82° 37' 15" EAST 260.13 FEET TO A POINT IN THE CURVED EASTERLY LINE OF SAID LOT, DISTANT NORTHWESTERLY 25.00 FEET ALONG SAID CURVE, FROM THE SOUTHEASTERLY TERMINUS OF THAT CERTAIN CURVE SHOWN ON SAID MAP AS HAVING A RADIUS OF 37.48 FEET AND A TOTAL LENGTH OF 35.52 FEET, A RADIAL LINE TO SAID LAST MENTIONED POINT BEARS NORTH 62° 29' 57" EAST; THENCE SOUTHEASTERLY ALONG SAID CURVE, 25.00 FEET TO SAID SOUTHEASTERLY TERMINUS; THENCE CONTINUING ALONG THE EASTERLY LINE OF SAID LOT; SOUTH 10° 43' WEST 75.00 FEET TO THE MOST SOUTHERLY CORNER OF SAID LOT; THENCE NORTH 79° 17' WEST 249.25 FEET TO THE POINT OF BEGINNING.

PARCEL B:

THAT PORTION OF LOT 13, BLOCK 1, TRACT NO. 8451, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104, PAGE 80 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WESTERLY LINE OF SAID LOT, DISTANT NORTH 8° 27' WEST 18.41 FEET FROM THE SOUTHWEST CORNER THEREOF, THENCE NORTH 82° 37' 15" EAST 260.13 FEET TO A POINT IN THE CURVED EASTERLY LINE OF SAID LOT, DISTANT NORTHWESTERLY 25.00 FEET ALONG SAID CURVE FROM THE SOUTHEASTERLY TERMINUS OF THAT THAT CERTAIN CURVE SHOWN ON SAID MAP AS HAVING A RADIUS OF 37.48 FEET AND A TOTAL LENGTH OF 35.52 FEET, A RADIAL LINE TO SAID LAST MENTIONED POINT BEARS NORTH 62° 29' 57" EAST; THENCE NORTHWESTERLY ALONG SAID CURVE, 10.52 FEET TO THE END OF SAID CURVE; THENCE ALONG THE NORTHEASTERLY LINE OF SAID LOT; NORTH 43° 35' 27" WEST 39.48 FEET; THENCE SOUTH 76° 59' 37" WEST 233.32 FEET TO A POINT IN THE WESTERLY LINE OF SAID LOT, DISTANT NORTH 8° 27' WEST 18.30 FEET FROM THE POINT OF BEGINNING. THENCE SOUTH 8° 27' EAST 18.30 FEET TO THE POINT OF BEGINNING.

PARCEL C:

THAT PORTION OF LOT 13, BLOCK 1, TRACT NO. 8451, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104, PAGE 80 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WESTERLY LINE OF SAID LOT, DISTANT NORTH 8° 27' WEST 36.71 FEET FROM THE SOUTHWEST CORNER THEREOF; THENCE NORTH 76° 59' 37" EAST 233.32 FEET TO A POINT IN THE NORTHEASTERLY LINE OF SAID LOT, DISTANT NORTH 43° 35' 27" WEST 39.48 FEET FROM THE NORTHWESTERLY TERMINUS OF A CURVE IN SAID LINE SHOWN ON SAID MAP AS HAVING A RADIUS OF 37.48 FEET AND A LENGTH OF 35.52 FEET; THENCE ALONG SAID NORTHEASTERLY LINE NORTH 43° 35' 27" WEST 50.00 FEET; THENCE SOUTH 71° 42' 45" WEST 206.84 FEET TO A POINT IN SAID WESTERLY LINE DISTANT NORTH 8° 27' WEST 24.08 FEET FROM THE POINT OF BEGINNING; THENCE SOUTH 8° 27' EAST 24.08 FEET TO THE POINT OF BEGINNING.

PARCEL D:

THAT PORTION OF LOT 13, BLOCK 1, TRACT NO. 8451, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104, PAGE 80 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WESTERLY LINE OF SAID LOT, DISTANT NORTH 8° 27' WEST 60.79 FEET FROM THE SOUTHWEST CORNER THEREOF; THENCE NORTH 71° 42' 45" EAST 206.84 FEET TO A POINT IN THE NORTHEASTERLY LINE OF SAID LOT, DISTANT NORTH 43° 35' 37" WEST 89.48 FEET FROM THE NORTHWESTERLY TERMINUS OF A CURVE IN SAID LINE SHOWN ON SAID MAP AS HAVING A RADIUS OF 37.48 FEET AND A LENGTH OF 35.52 FEET; THENCE ALONG SAID NORTHEASTERLY LINE NORTH 43° 35' 27" WEST 32.49 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 217.90 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE 66.82 FEET TO THE MOST NORTHERLY CORNER OF SAID LOT; THENCE SOUTH 63° 58' 47" WEST 163.16 FEET TO THE NORTHWEST CORNER OF SAID LOT; THENCE SOUTH 8° 27' WEST 22.29 FEET TO THE POINT OF BEGINNING.

(LOTS 14-19)

PARCEL 1:
LOT 14, BLOCK 1, TRACT NO. 8451, IN THE CITY OF AGOURA HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104, PAGE 73 TO 90, INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY:
EXCEPT AN UNDIVIDED ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE OF SAID LAND, WITHOUT THE RIGHT OF SURFACE ENTRY, AS RESERVED IN DEED RECORDED DECEMBER 5, 1962, AS DOC. NO. 1693 OF OFFICIAL RECORDS.

PARCEL 2:
LOT 15 AND 16, BLOCK 1, TRACT NO. 8451, IN THE CITY OF AGOURA HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104, PAGE 79 TO 90, INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY:

PARCEL 3:
LOT 17 AND 18, BLOCK 1, TRACT NO. 8451, IN THE CITY OF AGOURA HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104, PAGE 79 TO 90, INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY:
EXCEPT AN UNDIVIDED ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE OF SAID LAND, WITHOUT THE RIGHT OF SURFACE ENTRY, AS RESERVED IN DEED RECORDED DECEMBER 5, 1962, AS DOC. NO. 1693 OF OFFICIAL RECORDS.

PARCEL 4:
LOT 19, BLOCK 1, TRACT NO. 8451, IN THE CITY OF AGOURA HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104, PAGE 73 TO 90, INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY:
EXCEPT THE SOUTHERLY 5 FEET THEREOF

INDEX OF DRAWINGS

SHEET NO.	DESCRIPTION
1.	TITLE SHEET
2.	PRELIMINARY GRADING PLAN
3.	STREET IMPROVEMENTS EXHIBIT (FOR REFERENCE)

ESTIMATED EARTHWORK QUANTITIES

ESTIMATED CUT: 10,591 CY
ESTIMATED FILL: 2,537 CY
ESTIMATED OVER-EXCAVATION: 2,630 CY
ESTIMATED EXPORT: 8,055 CY
ESTIMATED IMPORT: 0 CY

BENCHMARK:

DESCRIPTION: BM NO. DY 10127 ELEVATION: 935.545 SURVEY DATE: 08/03/07

RECORD DRAWING STATEMENT

I, ANDREW WILLRODT, HEREBY CERTIFY, BASED ON MY FIELD OBSERVATION AND INFORMATION PROVIDED BY THE OWNER AND GENERAL CONTRACTOR, THAT THE WORK ON SHEET NOS. 1 THROUGH 2, MARKED AS "RECORD DRAWING" HAS BEEN CONSTRUCTED IN SUBSTANTIAL COMPLIANCES WITH THESE PLANS, SPECIFICATIONS, REVISIONS, CHANGE ORDERS, AND FIELD CHANGES.

REGISTERED CIVIL ENGINEER ____ DATE ____ C49881 RCE NO. 09-30-08 EXP. DATE

SOILS APPROVAL

THIS PLAN HAS BEEN REVIEWED, AND IS IN CONFORMANCE WITH THE RECOMMENDATIONS IN OUR REPORT(S) DATED ______________.

REGISTERED GEOLOGIST ____ DATE ____ RCE NO. ____ EXP DATE

REGISTERED GEOTECHNICAL ENGINEER ____ DATE ____ RCE NO. ____ EXP DATE

PLANS PREPARED BY:
Hall & Foreman, Inc.
Civil Engineering • Planning • Surveying • Public Works
20950 Warner Center Lane, Suite A • Woodland Hills, CA 91367-6537 • (818) 251-1200
ANDREW J. WILLRODT, P.E. C 49881 EXP. 09/30/10
9-2-09 DATE

REGISTERED PROFESSIONAL ENGINEER • ANDREW WILLRODT • No. C49881 • Exp. 09-30-10 • CIVIL • STATE OF CALIFORNIA

OWNER

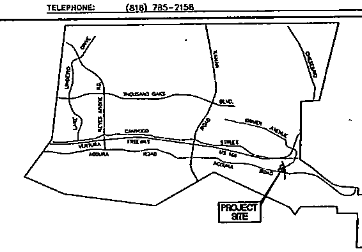
NAME: AGOURA MEDICAL PARTNERS, LLC.
ADDRESS: 23945 CALABASAS ROAD, SUITE 111, CALABASAS, CA 91302
REPRESENTATIVE: AL DICKENS
TELEPHONE: (818) 222-4331

CIVIL ENGINEER

NAME: HALL & FOREMAN, INC.
ADDRESS: 25152 SPRINGFIELD COURT, SUITE 350, SANTA CLARITA, CA 91355
REPRESENTATIVE: ANDREW J. WILLRODT, P.E., LEED A.P.
TELEPHONE: (661) 284-7463

GEOTECHNICAL ENGINEER

NAME: GEOSOILS CONSULTANTS, INC.
ADDRESS: 6634 VALJEAN AVENUE, VAN NUYS, CA 91406
REPRESENTATIVE: MASOOD S. RANA, P.E.
TELEPHONE: (818) 785-2158



VICINITY MAP

REVISION #	SYMBOL	DESCRIPTION OF CHANGE	APPROVED	DATE
5.		UPDATED PER COMMENTS BY JAY PATEL-SENIOR CIVIL ENGINEER		08-05-09
4.		UPDATED PER COMMENTS BY JAY PATEL-SENIOR CIVIL ENGINEER		02-27-09
3.		UPDATED PER COMMENTS BY JAY PATEL-SENIOR CIVIL ENGINEER		02-17-09
2.		UPDATED PER SITE PLAN CHANGES & PROP. ST. IMPROVEMENTS ELEVATIONS		11-07-08
1.		REVISION PER COMMENTS BY CITY OF AGOURA HILLS STAFF ON 8/26/09		09-02-03

PREPARED BY:

PROJECT ENGINEER ____ DATE

CITY OF AGOURA HILLS APPROVAL

REVIEWED BY ____ DATE

RAMIRO ADEVA III CITY ENGINEER ____ DATE ____ 66865 RCE NO. ____ 09/30/10 EXP DATE

CITY OF AGOURA HILLS

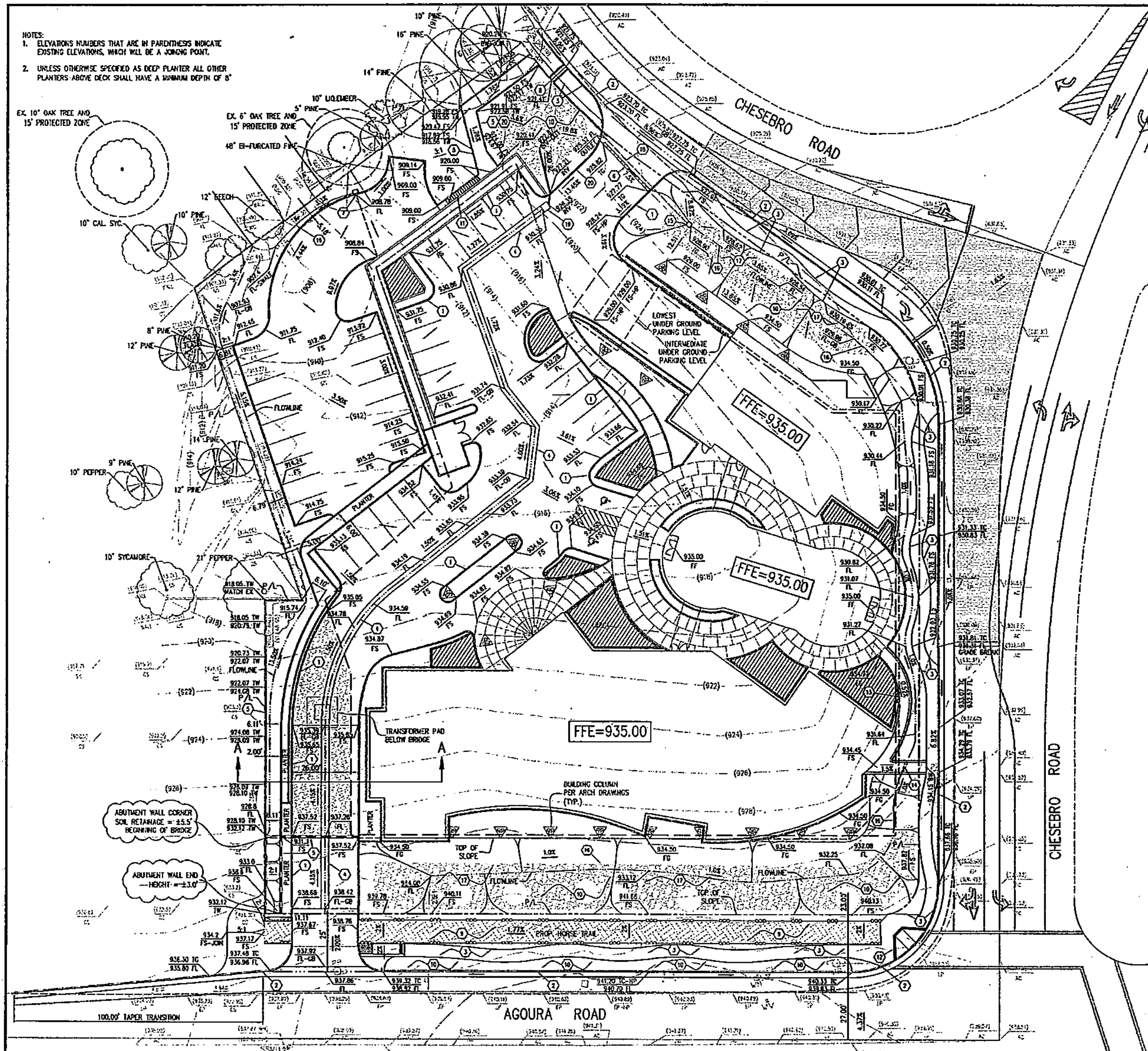
07 - SPR - 015 --- XXXXX AGOURA ROAD

TITLE SHEET

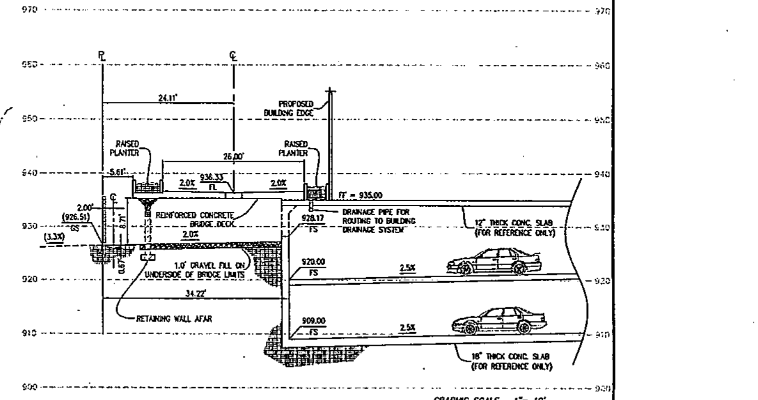
SHEET 1 OF 3

CITY OF AGOURA HILLS DWG. NO. ________

NOTES:
1. ELEVATIONS NUMBERS THAT ARE IN PARENTHESIS INDICATE EXISTING ELEVATIONS, WHICH WILL BE A JOINING POINT.
2. UNLESS OTHERWISE SPECIFIED AS DEEP PLANTER ALL OTHER PLANTERS ABOVE DECK SHALL HAVE A MINIMUM DEPTH OF 8"



PRELIMINARY GRADING PLAN
AGOURA MEDICAL PARTNERS, LLC.
MEDICAL OFFICE BUILDING
SWC OF AGOURA RD AND CHESEBRO RD.
AGOURA HILLS, CALIFORNIA



SECTION A–A

GRAPHIC SCALE 1" = 10'

CONSTRUCTION NOTES

1. CONSTRUCT CONCRETE CURB
2. CONSTRUCT CURB AND GUTTER
3. CONSTRUCT SIDEWALK
4. CONSTRUCT CONCRETE VALLEY GUTTER
5. CONSTRUCT RETAINING WALL
6. INSTALL TRENCH DRAIN
7. INSTALL SWALE CARD BY KRISTAR, GRASSY SWALE PRE-FILTER, (SUSMP BMP)
8. CONSTRUCT 2' WIDE PARKWAY DRAIN
9. CONSTRUCT HORSE TRAIL PER THE CITY OF AGOURA HILLS REQUIREMENTS
10. LANDSCAPE AREA PER LANDSCAPE PLAN
11. CONSTRUCT CONCRETE STAIRS PER ARCHITECTURAL DRAWINGS
12. CONSTRUCT HANDICAP RAMP PER THE CITY OF AGOURA HILLS STANDARD
13. CONSTRUCT HANDICAP ACCESS RAMP
14. INSTALL 10" PIPE DRAINAGE CULVERT
15. INSTALL PRECAST INLET BASIN
16. FORM SWALE
17. CONSTRUCT INFILTRATION TRENCH (5,500 SF) (SUSMP BMP + 50 YEAR RETENTION)
18. INSTALL STORM DRAIN PIPE CULVERT
19. CONSTRUCT 36"x36" KRISTAR FLOW GUARD CATCH BASIN (DWG No. FG-0001)
20. INSTALL 3' HIGH HAND RAIL ALONG CENTER LINE OF WALL/CURB

LEGEND

FFE	FINISH FLOOR ELEVATION
FS	FINISH SURFACE
TC	TOP OF CURB
FL	FLOW LINE
BW	BACK OF WALK
EP	EDGE OF PAVEMENT
AC	ASPHALTIC CONCRETE
INV	INVERT ELEVATION
TW	TOP OF WALL
GS	GROUND SURFACE
BLDG	BUILDING ELEVATION
TG	TOP OF GRATE ELEVATION
HP	HIGH POINT
	INDICATES FLOW DIRECTION
2.50%	INDICATES FINISH SURFACE SLOPE
SSMH	SEWER MANHOLE
WM	WATER METER
WV	WATER VALVE
PP	POWER POLE
	SIGN
FH	FIRE HYDRANT
	GUY WIRE
CATV	CABLE TV BOX
	PROPOSED 32" DEEP SOIL PLANTERS

SCALE 1" = 20'

SEE ARCHITECTURAL DRAWINGS A1.2 & A1.3 FOR FINISH FLOOR ELEVATIONS OF THE UNDERGROUND PARKING GARAGE STRUCTURE.

PLANS PREPARED BY: Hall & Foreman, Inc.
Civil Engineering · Planning · Surveying · Public Works
20950 Warner Center Lane, Suite A · Woodland Hills, CA 91367-6537 · (818) 251-1200
ANDREW J. HILKOVITZ, P.E. EXP. 09/30/10 DATE 9-2-09

REVISION #	SYMBOL	DESCRIPTION OF CHANGE	APPROVED	DATE
5.		UPDATED PER COMMENTS BY JAY PATEL-SENIOR CIVIL ENGINEER		08-06-09
4.		UPDATED PER COMMENTS BY JAY PATEL-SENIOR CIVIL ENGINEER		02-27-09
3.		UPDATED PER COMMENTS BY JAY PATEL-SENIOR CIVIL ENGINEER		02-17-09
2.		UPDATED PER SITE PLAN CHANGES & PROP. ST. IMPROVEMENTS ELEVATIONS		11-07-08
1.		REVISION PER COMMENTS BY CITY OF AGOURA HILLS STAFF ON 8/29/08		09-02-03

PREPARED BY:

PROJECT ENGINEER DATE

CITY OF AGOURA HILLS APPROVAL

REVIEWED BY DATE

RAMIRO ADEVA III, CITY ENGINEER — DATE — 66865 RCE NO. — 09/30/10 EXP DATE

CITY OF AGOURA HILLS

07 - SPR - 015 — XXXXX AGOURA ROAD

GRADING PLAN

SHEET 2 OF 3

CITY OF AGOURA HILLS DWG. NO.

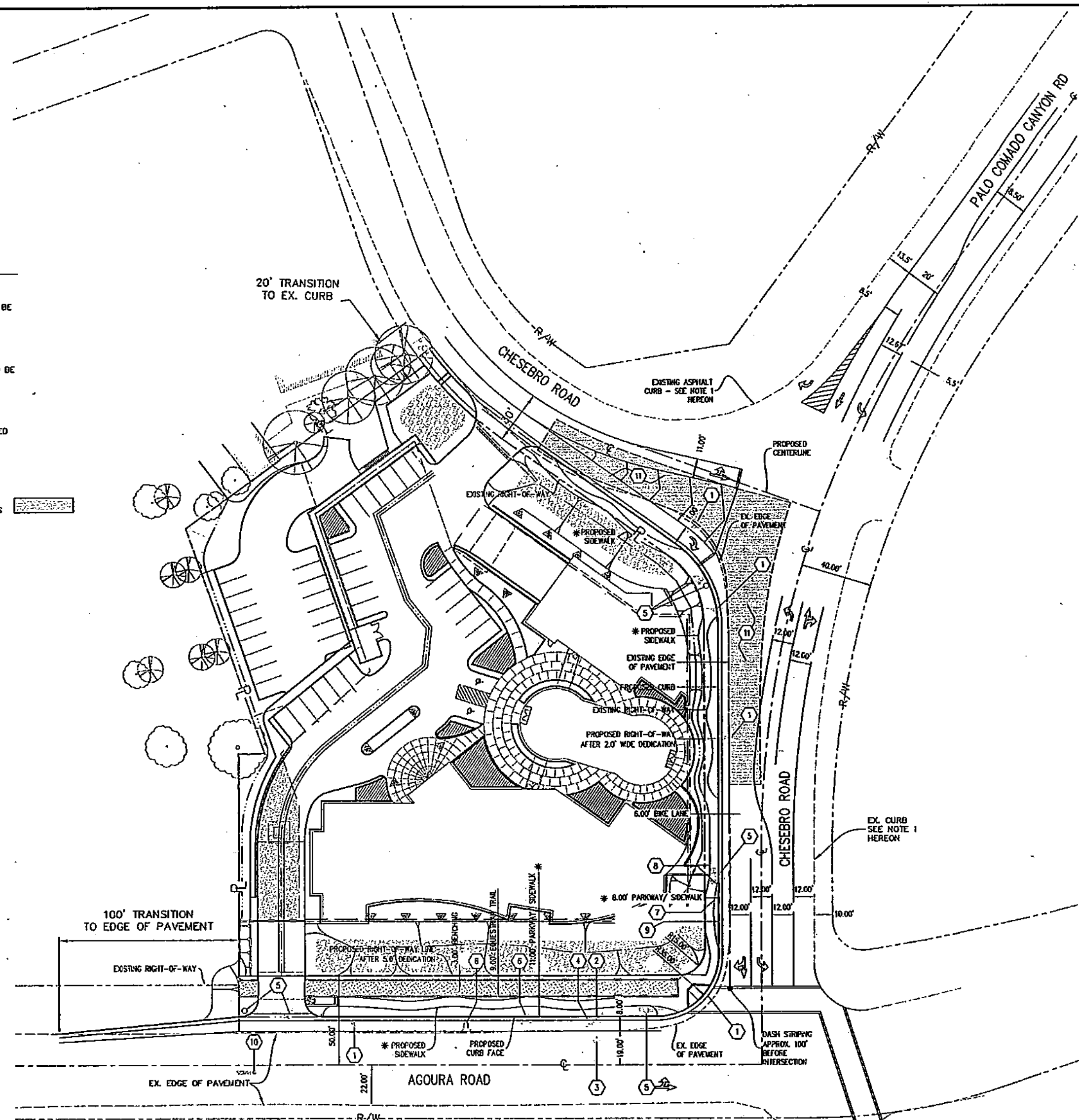
AGOURA MEDICAL PARTNERS, LLC
MEDICAL OFFICE BUILDING
NWC OF AGOURA RD. &
CHESEBRO RD.
AGOURA HILLS, CALIFORNIA

CONSTRUCTION NOTES

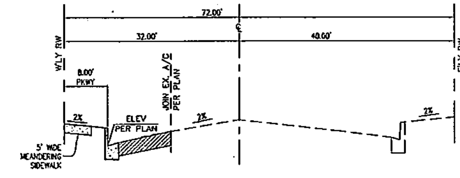
1. EXISTING SIGN TO BE RELOCATED AS REQUIRED
2. EXISTING FIRE HYDRANT PROTECTED WITH BOLLARDS, TO BE RELOCATED AS REQUIRED
3. EXISTING WATER VALVE TO BE RELOCATED AS REQUIRED
4. EXISTING WATER METER TO BE RELOCATED AS REQUIRED
5. EXISTING POWER POLE AND OVERHEAD ELECTRIC LINE TO BE RELOCATED AS SHOWN.
6. EXISTING AIR RELEASE VALVE ON CONCRETE PAD, PROTECTED WITH BOLLARDS, TO BE RELOCATED AS REQUIRED
7. EXISTING ELECTRIC VAULT TO BE RELOCATED AS REQUIRED
8. EXISTING CABLE TV TO BE RELOCATED AS REQUIRED
9. EXISTING GUY WIRE TO BE RELOCATED AS REQUIRED
10. EXISTING SANITARY SEWER MANHOLE TO REMAIN
11. REMOVE EXISTING PAVEMENT AND OVERLAY WITH NEW PAVEMENT IN ACCORDANCE WITH LA COUNTY STANDARDS

LEGEND

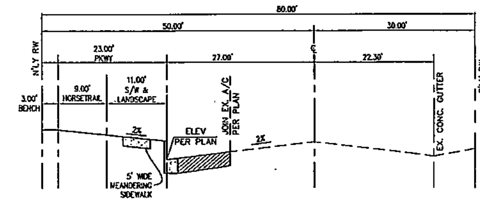
- PROP. STREET CURB
- PROP. STRIPPING
- EX. STREET CURB/ EDGE OF PAVEMENT
- EX. ROW
- PROPOSED ROW
- PROPOSED DECOMPOSED GRANITE EQUESTRIAN TRAIL



*5' SIDEWALK TO MEANDER THRU PARKWAY/ SIDEWALK CORRIDOR AND ONTO PARCEL PROPERTY IN SEVERAL INSTANCES



CHESEBRO ROAD CROSS SECTION
NOT TO SCALE



AGOURA ROAD CROSS SECTION
NOT TO SCALE

GRAPHIC SCALE 1" = 30'
0 30 60

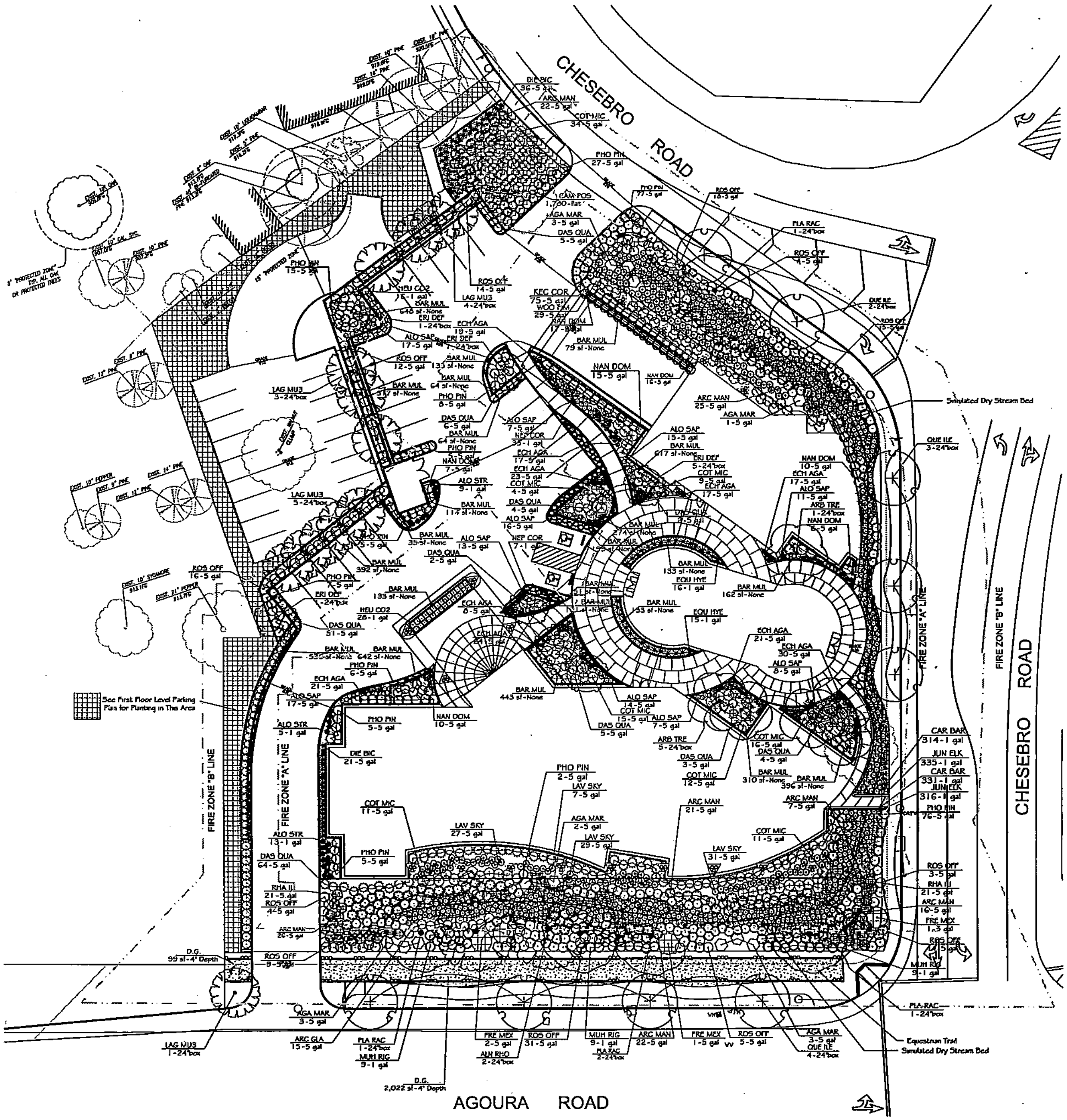
NOTE 1: ALL EXISTING EDGE OF PAVEMENT, CURB, BOUNDARY, RIGHT-OF-WAY AND STRIPING INFORMATION HAS BEEN PROVIDED BY HMK ENGINEERING, DATED 5-30-08

Hall & Foreman, Inc.
Engineering · Surveying · Planning · Landscape Architecture
20550 WARNER CENTER LANE, SUITE A · WOODLAND HILLS, CA 91367 · 818-251-1200
PREPARED UNDER THE SUPERVISION OF: 9-2-09
ANDREW JEFFERSON WILLHOIT, P.E. No. C49881

REGISTERED PROFESSIONAL ENGINEER · ANDREW JEFFERSON WILLHOIT · No. C49881 · Exp. 09/30/10 · CIVIL · STATE OF CALIFORNIA

AGOURA MEDICAL PARTNERS, LLC	
MEDICAL OFFICE BUILDING	
DRAWN BY: JC	STREET IMPROVEMENT
DESIGNED BY: JC	SCALE: 1"=30'
CHECKED BY: AW	DATE: 09-02-09
APPROVED BY: CITY ENGINEER DATE	SHT NO: 3 of 3

Drawing Name: L:\07497\Eng\07497\Exhibit\02_Street Layout_04-05-09\07497_Road Layout.dwg
Last Opened: Sep 02, 2009 - 7:27pm by: JCruz



PLANT SCHEDULE

TREES	BOTANICAL/COMMON	CONT	SIZE	QTY
ALN RHO	Alnus rhombifolia / White Alder	24"box	10' Ht. 5' Sp.	2
ARB TRE	Arbutus unedo / Strawberry Tree Multi-Trunk	24"box		6
ERI DEF	Eriobotrya deflexa / Bronze Loquat	24"box		6
KOE BIP	Koelreuteria bipinnata / Chinese Flame Tree	24"box		6
LAG MUS	Lagerstroemia indica "Muskogee" / Multi-Trunked Muskogee Crape Myrtle	24"box		15
PLA RAC	Platanus racemosa / California Sycamore	24"box		8
PLA ACE	Platanus x acerifolia / London Plane Tree	24"box		1
QUE AGR	Quercus agrifolia / Coast Live Oak	24"box	10' Ht. 5' Sp.	5
QUE ILE	Quercus ilex / Holly Oak	24"box		9

SHRUBS	BOTANICAL/COMMON	CONT	QTY
AGA MAR	Agave americana "Marginata" / Variegated Century Plant	5 gal	15
ALO SAP	Aloe saponaria / Soap Aloe	5 gal	126
ALO STR	Aloe striata / Coral Aloe	1 gal	27
ARB OKT	Arbutus unedo "Oktoberfest" / Strawberry Tree	5 gal	17
ARC GLA	Arctostaphylos glauca / Manzanita Big Berry	5 gal	15
ARC MAN	Arctostaphylos x "Emerald Carpet" / Emerald Carpet Manzanita	5 gal	179
CAR BAR	Carex barbarae / Santa Barbara Sedge	1 gal	645
COT MIC	Cotoneaster microphyllus / Rockspray Cotoneaster	5 gal	144
DAS QUA	Dasylirion quadrangulatum	5 gal	146
DIE BIC	Dietes bicolor / Fortnight Lily	5 gal	86
ECH AGA	Echeveria agavoides / Wax Agave	5 gal	157
EQU HYE	Equisetum hyemale / Horsetail Reed Grass	1 gal	31
FRE MEX	Fremontodendron mexicanum / Southern Flannel Bush	5 gal	7
HEU CO2	Heuchera sanguinea / Coral Bells	1 gal	63
JUN ELK	Juncus patens "Elk Blue" / Spreading Rush	1 gal	651
KEC COR	Keckiella cordifolia / Climbing Penstemon	5 gal	75
LAV SKY	Lavandula angustifolia "Skylark" / Skylark English Lavender	5 gal	94
MAH AQU	Mahonia aquifolium / Oregon Grape	5 gal	40
MUH RIG	Muhlenbergia rigens / Deer Grass	1 gal	67
NAN DOM	Nandina domestica / Heavenly Bamboo	5 gal	51
NAN COM	Nandina domestica "Compacta" / Dwarf Heavenly Bamboo	5 gal	43
NEP COR	Nephrolepis cordifolia / Southern Sword Fern	1 gal	42
PHO PIN	Phormium tenax "Pink Stripe" / New Zealand Flax	5 gal	272
RHA ILI	Rhamnus crocea ilicifolia / Hollyleaf Redberry	5 gal	47
ROS OFF	Rosmarinus officinalis / Rosemary	5 gal	135
WOO FIM	Woodwardia fimbriata / Giant Chain Fern	5 gal	29

VINES/ESPALIER	BOTANICAL/COMMON	CONT	QTY
FIC MIN	Ficus pumila minima / Creeping Fig	1 gal	5

GROUND COVERS	BOTANICAL/COMMON	CONT	QTY
(hatch)	Campanula poscharskyana / Siberian Bellflower	Flat @ 12" oc	1,760
(hatch)	Vinca minor / Dwarf Periwinkle	Flat @ 12" oc	4,000

NO LIVING GROUND COV.	BOTANICAL/COMMON	CONT	QTY
(hatch)	Decomposed Granite / Decomposed Granite	4" Depth	2,122 sf
(hatch)	Rock Mulch / Landscape Rock Ground Cover	None	1,353 sf
(hatch)	Walk-On Bark Mulch / 3" Depth of Dewitt 4 Oz. Weed Fabric (or Eq.)	None	7,350 sf

River Boulders - Various Sizes

PROJECT LANDSCAPE REQUIREMENT DATA:
[illegible]

Eric Gripp E.G.L.A.
LANDSCAPE ARCHITECTURE
2894 RANCHO PANCHO
CARLSBAD, CA 92009

REVISIONS

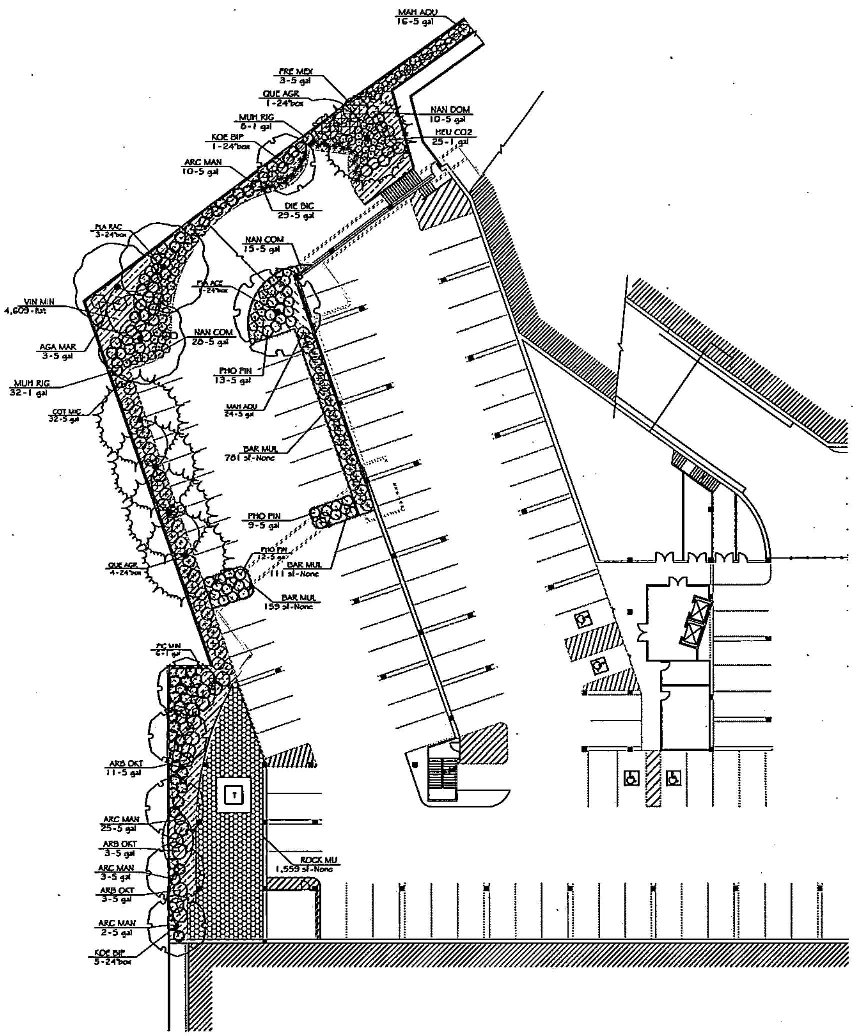
PRELIMINARY
NOT FOR CONSTRUCTION

CLIENT AND PROJECT
Medical Office Building
S.W.C. Chesebro Road & Agoura Road
Agoura Hills, CA
FOR:
Agoura Medical Partners L.L.C.

SHEET DESCRIPTION
Planting Plan (Sht. 1 of 2)
Plaza Level

DATE: 06/10/09
SCALE: 1" = 10'
DRAWN BY: Eric Gripp
SHEET NUMBER

PL-1.1
of 2



PLANT SCHEDULE

TREES	BOTANICAL/COMMON	CONT	SIZE	QTY
ALN RHO	Alnus rhombifolia / White Alder	24"box	10' Ht. 5' Sp.	2
ARB TRE	Arbutus unedo / Strawberry Tree Multi-Trunk	24"box		6
ERI DEF	Eriobotrya deflexa / Bronze Loquat	24"box		8
KOE BIP	Koelreuteria bipinnata / Chinese Flame Tree	24"box		6
LAG MUS	Lagerstroemia indica "Muskogee" / Multi-Trunked Muskogee Crape Myrtle	24"box		13
PLA RAC	Platanus racemosa / California Sycamore	24"box		8
PLA ACE	Platanus x acerifolia / London Plane Tree	24"box		1
QUE AGR	Quercus agrifolia / Coast Live Oak	24"box	10' Ht. 5' Sp.	5
QUE ILE	Quercus ilex / Holly Oak	24"box		9
SHRUBS	**BOTANICAL/COMMON**	**CONT**		**QTY**
AGA MAR	Agave americana "Marginata" / Variegated Century Plant	5 gal		15
ALO SAP	Aloe saponaria / Soap Aloe	5 gal		126
ALO STR	Aloe striata / Coral Aloe	1 gal		27
ARB OKT	Arbutus unedo "Oktoberfest" / Strawberry Tree	5 gal		17
ARC GLA	Arctostaphylos glauca / Manzanita Big Berry	5 gal		15
ARC MAN	Arctostaphylos x "Emerald Carpet" / Emerald Carpet Manzanita	5 gal		179
CAR BAR	Carex barbarae / Santa Barbara Sedge	1 gal		645
COT MIC	Cotoneaster microphyllus / Rockspray Cotoneaster	5 gal		144
DAS QUA	Dasylirion quadrangulatum	5 gal		146
DIE BIC	Dietes bicolor / Fortnight Lily	5 gal		66
ECH AGA	Echeveria agavoides / Wax Agave	5 gal		157
EQU HYE	Equisetum hyemale / Horsetail Reed Grass	1 gal		31
PRE MEX	Fremontodendron mexicanum / Southern Flannel Bush	5 gal		7
HEU CO2	Heuchera sanguinea / Coral Bells	1 gal		69
JUN ELK	Juncus patens "Elk Blue" / Spreading Rush	1 gal		651
KEC COR	Keckiella cordifolia / Climbing Penstemon	5 gal		75
LAV SKY	Lavandula angustifolia "Skylark" / Skylark English Lavender	5 gal		54
MAH AQU	Mahonia aquifolium / Oregon Grape	5 gal		40
MUH RIG	Muhlenbergia rigens / Deer Grass	1 gal		67
NAN DOM	Nandina domestica / Heavenly Bamboo	5 gal		51
NAN COM	Nandina domestica "Compacta" / Dwarf Heavenly Bamboo	5 gal		43
NEP COR	Nephrolepis cordifolia / Southern Sword Fern	1 gal		42
PHO PIN	Phormium tenax "Pink Stripe" / New Zealand Flax	5 gal		272
RHA ILI	Rhamnus crocea ilicifolia / Hollyleaf Redberry	5 gal		42
ROS OFF	Rosmarinus officinalis / Rosemary	5 gal		135
WOO FIM	Woodwardia fimbriata / Giant Chain Fern	5 gal		29
VINES/ESPALIER	**BOTANICAL/COMMON**	**CONT**		**QTY**
FIC MIN	Ficus pumila minima / Creeping Fig	1 gal		6
GROUND COVERS	**BOTANICAL/COMMON**	**CONT**		**QTY**
	Campanula poscharskyana / Serbian Bellflower	flat @ 12" oc		1,700
	Vinca minor / Dwarf Periwinkle	flat @ 12" oc		4,609
NO LIVING GROUND COV.	**BOTANICAL/COMMON**	**CONT**		**QTY**
	Decomposed Granite / Decomposed Granite	4" Depth		2,122 sf
	Rock Mulch / Landscape Rock Ground Cover	None		1,559 sf
	Walk On Bark Mulch / 3" Depth of Dewitt 4 Oz. Weed Fabric (or Eq.)	None		7,250 sf

River Boulders - Various Sizes

PROJECT LANDSCAPE REQUIREMENT DATA:
TOTAL SITE AREA = [illegible] S.F.
BUILDING FOOTPRINT AREA = [illegible] S.F.
[illegible]
PARKING AREA INCLUDING DRIVES BUT NOT INCL. COVERED PARKING = [illegible] S.F.
REQUIRED LANDSCAPED AREA [illegible] OF PARKING AREA INCLUDING DRIVES BUT NOT INCL. COVERED PARKING = [illegible] S.F.
PROVIDED LANDSCAPE IN PARKING AREA AND DRIVES BUT NOT INCL. COVERED PARKING = [illegible] S.F.
REQUIRED LANDSCAPE AREA [illegible] OF SITE = [illegible] S.F.
PROVIDED LANDSCAPE AREA (NOT INCLUDING PARKING AREA AND DRIVE LANDSCAPE) = [illegible] S.F.
TOTAL LANDSCAPE PROVIDED = [illegible] S.F.

Eric Gripp **E.G.L.A.**
LANDSCAPE ARCHITECTURE
CALIFORNIA REGISTERED LANDSCAPE ARCHITECT #3230
NEVADA REGISTERED LANDSCAPE ARCHITECT #[illegible]
2894 RANCHO PANCHO
CARLSBAD, CA 92009
P: 760-525-8356
F: 760-525-[illegible]
E: [illegible]

REVISIONS

[illegible]

REGISTERED LANDSCAPE ARCHITECT — ERIC C. GRIPP — 3230 — STATE OF CALIFORNIA

REGISTERED LANDSCAPE ARCHITECT — EDWARD C. GRIPP — 1970 — STATE OF CALIFORNIA

PRELIMINARY
NOT FOR CONSTRUCTION

1" = 10'

CLIENT AND PROJECT
Medical Office Building
S.W.C. Chesebro Road & Agoura Road
Agoura Hills, CA
FOR:
Agoura Medical Partners L.L.C.

SHEET DESCRIPTION
Planting Plan (Sht. 2 of 2)
First Floor Parking Level

DATE: 08/10/09
SCALE: 1" = 10'
DRAWN BY: Eric Gripp
SHEET NUMBER

PL-1.2
of 2

Air Quality

- Air Quality Impact Study

APPENDIX B

Rincon Consultants, Inc.
790 East Santa Clara Street
Ventura, California 93001

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FAX 641 1072

info@rinconconsultants.com
www.rinconconsultants.com

October 31, 2008
Project No. 08-63420

Al Dickens
Agoura Medical Partners, L.L.C.
23945 Calabasas Road, Suite 111
Calabasas, California 91302

AIR QUALITY IMPACT STUDY
Agoura Medical Partners Project
Agoura Hills, California

Dear Mr. Dickens:

Rincon Consultants, Inc. is pleased to submit the attached Updated Air Quality Impact Study for a 40,700 square foot medical office building proposed in the City of Agoura Hills. The purpose of this study is to provide analysis of the proposed project and to calculate project-related air pollutant emissions using the California Air Resources Board's (CARB) most recent air quality modeling program (URBEMIS 2007, version 9.2.4). Additionally, a global climate change section is included to address the project's contribution to cumulative impacts relating to global climate change.

The impact analysis indicates that temporary construction emissions generated during construction of the proposed project would not exceed SCAQMD significance thresholds, nor would they exceed Localized Significance Thresholds (LSTs). Therefore, temporary air quality impacts would be less than significant. Long-term operational impacts associated with development of the proposed project would not exceed SCAQMD thresholds or CAPCOA suggested thresholds for greenhouse gas emissions. Project development would not result in significant CO "hotspot" impacts, nor would it be inconsistent with the AQMP. Thus, the project's long-term operational impacts would be less than significant with the implementation of mitigation identified in the Traffic and Circulation Study (ATE, 2008). If you have any questions regarding these studies or if we can provide you with other environmental consulting services, please feel free to contact us.

Sincerely,

RINCON CONSULTANTS, INC.

Joe Power, AICP
Principal

Patrick Nichols
Environmental Planner/Scientist

This report is an analysis of the potential air quality impacts of a 40,700 square foot medical-office development project proposed on approximately 1.8 acres in the City of Agoura Hills, Los Angeles County, California. The report has been prepared by Rincon Consultants, Inc. under contract to Heathcote & Associates for use by the City of Agoura Hills, Planning and Community Development Department in preparation of environmental analyses pursuant to the California Environmental Quality Act (CEQA). This report analyzes both temporary impacts relating to construction activity and possible long-term impacts associated with development of the medical office buildings. The analyses herein are based on a revised Traffic and Circulation Study, dated August 27, 2008, that was prepared by Associated Transportation Engineers (ATE), as well as a preliminary site plan dated October 8, 2008 prepared by Heathcote & Associates. The analysis also includes a global climate change discussion that addresses the project's contribution to cumulative impacts relating to global climate change.

PROJECT DESCRIPTION

The proposed project involves the development of 40,700 square feet of medical office use and associated infrastructure on 1.82 acres. The project site is located at the northwest corner of the Agoura Road/Chesebro Road intersection in the City of Agoura Hills. Based on a traffic study prepared for the project, approximately 1,472 average daily trips would be generated. The site is currently undeveloped and project development would not involve any demolition. The project site trends upward from approximate elevation 914 feet at the northwestern corner of the parcel to approximate elevation 935 feet on the southeastern corner of the parcel.

Project access is proposed at one driveway on Chesebro Road and one driveway at Agoura Road. Two two-story office buildings separated by a lobby and connected with walkways are proposed along the east side of the driveways which connect with a surface parking lot and a subterranean parking garage.

The majority of the project site would be graded. Project grading activities would involve approximately 13,057 cubic yards (CY) of cut and 2,536 CY of fill, resulting in a net export of 10,521 CY of cut.

SUMMARY OF FINDINGS

Both construction and operation of the proposed project would generate air pollutant emissions. The project site is within the South Coast Air Basin, which is a non-attainment area for ozone and fine particulate matter (PM_{10}); therefore, projects that increase these air pollutant emissions within the region have the potential to create significant air quality impacts. Construction emissions would not exceed South Coast Air Quality Management District (SCAQMD) significance thresholds nor would they exceed Localized Significance Threshold (LST) for particulate matter < 10 microns (PM_{10}) without mitigation. Therefore, the project's temporary construction impacts would be less than significant.

Emissions associated with long-term operation of the project would not exceed the SCAQMD thresholds for any criteria pollutant. Project development would not result in significant CO

"hotspot" impacts, nor would it be inconsistent with the AQMP. Therefore, the project's long-term operational impacts to local and regional air quality would be less than significant.

The proposed project would add approximately 3,238 metric tons of Carbon Dioxide Equivalent (CDE) to the environment each year, with the majority of these coming from existing automobiles traveling to and from the project site. The project's greenhouse gas contribution represents approximately 0.00062% of the State of California's annual CDE inventory.

AIR QUALITY ANALYSIS

Climate and Meteorology

The semi-permanent high-pressure system west of the Pacific coast strongly influences California's weather. It creates sunny skies throughout the summer and influences the pathway and occurrence of low-pressure weather systems that bring rainfall to the area during October through April. As a result, wintertime temperatures in Agoura Hills are generally mild, while summers are warm and dry. During the day, the predominant wind direction is from the west and southwest, and at night, wind direction is from the north. These predominant wind patterns are occasionally broken during the winter by storms coming from the north and northwest and by episodic Santa Ana winds. Santa Ana winds are strong northerly to northeasterly winds that originate from high-pressure areas centered over the desert of the Great Basin. These winds are usually warm, dry, and often full of dust. They are particularly strong in the mountain passes and at the mouths of canyons.

Daytime summer temperatures in the area average from the high 70s to mid 90s. Nighttime low temperatures during the summer are typically in the high 50s to low 60s, while the winter high temperature tends to be in the 60s. Winter low temperatures are in the 40s. Annual average rainfall in Agoura Hills ranges from about 14 to 16 inches, nearly all of which occurs between October and April.

Air Pollution Regulation

Federal and state standards have been established for six criteria pollutants, including ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulates less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$), and lead (Pb). California has also set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Table 1 lists the current federal and state standards for criteria pollutants.

The local air quality management agency is required to monitor air pollutant levels to assure that the air quality standards are met and, in the event they are not, to develop strategies to meet these standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in "attainment" or "non-attainment." The South Coast Air Basin (Basin), in which the project site is located, is a non-attainment area for both the federal and state standards for ozone and particulate matter. The basin is also classified as a non-attainment area for the federal standard of carbon monoxide. However, the basin is in

attainment for the state and federal standards for nitrogen dioxide, and the state standards of carbon monoxide. The Basin exceeded the federal CO standard once in 2002. Added to a perfect record in 2001 (no exceedances), this fulfills the compliance requirement of no more than one day exceeding the standard in two consecutive years.

Table 1
Current Federal and State Ambient Air Quality Standards

Pollutant	Federal Standard	California Standard
Ozone	0.075 ppm (8-hr avg)	0.09 ppm (1-hr avg) 0.07 ppm (8-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	0.053 ppm (annual avg)	0.18 ppm (1-hr avg)
Sulfur Dioxide	0.03 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1-hr avg)
Lead	1.5 $\mu g/m^3$ (annual avg)	1.5 $\mu g/m^3$ (30-day avg)
Particulate Matter (PM_{10})	150 $\mu g/m^3$ (24-hr avg)	20 $\mu g/m^3$ (annual avg) 50 $\mu g/m^3$ (24-hr avg)
Particulate Matter ($PM_{2.5}$)	15 $\mu g/m^3$ (annual avg) 35 $\mu g/m^3$ (24-hr avg)	12 $\mu g/m^3$ (annual avg)

ppm= parts per million
$\mu g/m^3$ = micrograms per cubic meter
Source: California Air Resources Board, http://www.arb.ca.gov/research/aaqs/aaqs2.pdf, April 1, 2008.

Non-attainment status within the Basin is a result of several factors, primarily the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants (surface and subsidence inversions), the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the South Coast Air Basin. The potential health effects of pollutants for which the South Coast Air Basin is in nonattainment are described below.

Ozone. Ozone is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO_x) and reactive organic gases (ROG). [1] Nitrogen oxides are formed during the combustion of fuels, while reactive organic gases are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it is formed primarily

[1] *Organic compound precursors of ozone are routinely described by a number of variations of three terms: hydrocarbons (HC), organic gases (OG), and organic compounds (OC). These terms are often modified by adjectives such as total, reactive, or volatile, and result in a rather confusing array of acronyms: HC, THC (total hydrocarbons), RHC (reactive hydrocarbons), TOG (total organic gases), ROG (reactive organic gases), TOC (total organic compounds), ROC (reactive organic compounds), and VOC (volatile organic compounds). While most of these differ in some significant way from a chemical perspective, from an air quality perspective two groups are important: non-photochemically reactive in the lower atmosphere, or photochemically reactive in the lower atmosphere (HC, RHC, ROG, ROC, and VOC). SCAQMD uses the term VOC, while the URBEMIS program uses ROG. For the purposes of this analysis, these two terms are used as equivalents.*

between the months of April and October. Ozone is a pungent, colorless toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include children, the elderly, persons with respiratory disorders, and people who exercise strenuously outdoors.

Suspended Particulates. Atmospheric particulate matter is comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mists. The particulates of primary concern are fine particulate matter less than 10 or 2.5 microns in diameter (PM_{10} and $PM_{2.5}$). These small particles have the greatest likelihood of being inhaled deep into the lungs. Short- and long-term exposure to PM has been associated with increased mortality and cardiopulmonary disease in a number of epidemiological studies. Major man-made sources of PM_{10} are agricultural operations, industrial processes, combustion of fossil fuels, construction, demolition operations, and entrainment of road dust into the atmosphere. Natural sources include wind blown dust, wildfire smoke, and sea spray salt. The finer $PM_{2.5}$ particles are derived from combustion processes, and are secondary pollutants formed by chemical processes in the atmosphere.

Carbon Monoxide (CO). CO is a colorless, odorless, poisonous gas that is only found in high concentrations very near its source. The major local source of CO is automobile traffic with elevated concentrations usually only found near areas of high traffic volumes and congestion. The adverse effect of CO on human health is a function of its affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity, and impaired mental abilities.

Greenhouse Gas (GHG). Executive Order S-3-05 established statewide GHG emissions reduction targets. S-3-05 provides that by 2010, emissions are to be reduced to 2000 levels; by 2020, emissions are to be reduced to 1990 levels; and by 2050, emissions are to be reduced to 80% of 1990 levels (CalEPA 2006a). 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. In addition, this law requires 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.

Local Air Quality

The SCAQMD monitors air pollutant concentrations throughout the basin at various monitoring stations. The SCAQMD has divided the basin among 38 separate monitoring stations. The nearest SCAQMD monitoring station lies 13 miles away in Reseda in the San

Fernando Valley; however, the Ventura County Air Pollution Control District (APCD) monitoring station located in Thousand Oaks is closer at eight miles to the west. The air quality data gathered at the Thousand Oaks station more accurately reflects the pollutant concentrations present in Agoura Hills because both are in inter-mountain valleys north of the Santa Monica Mountains. Table 2 on the following page summarizes exceedances of the federal and/or state standards for ozone, PM_{10} and NO_x at the Thousand Oaks station.

Table 2 indicates that locally, the federal standards for ozone and PM_{10} have been met the last three years; however, the state standard for ozone and PM_{10} was exceeded at the Thousand Oaks monitoring station during the past three years. Nitrogen dioxide and $PM_{2.5}$ have not been exceeded at the state or federal level during the past three years.

Since the project is located within the Los Angeles County jurisdiction of the SCAQMD, ambient air quality data from the Reseda and Burbank monitoring stations in the San Fernando Valley are included in this analysis as well. Reseda is the closest location with a monitoring station; however, the Reseda Station does not monitor particulate matter, so the Burbank station was used to obtain this information. Summaries of this information are presented in Table 3. As illustrated, federal and state standards for ozone are regularly exceeded in the San Fernando Valley, as is the state standard for PM_{10}.

Sensitive Receptors

Sensitive receptors most likely to be affected by air quality impacts associated with project construction include single family residences located approximately 175 feet southwest of the project site, and approximately 200 feet southeast of the project site across Agoura Road. Conerstone Preschool is located approximately 600 feet west of the project site. Additionally, Born Learners School, Woodcrest Pre-School, Partners in Learning, Montessori School and Agoura High School are also all located within one mile of the project site. Air pollutant emissions associated with long-term use of the site are not location specific, but rather are a contribution to the airshed as a whole and the location of specific sensitive receptors is not relevant unless the project contributes substantially to carbon monoxide concentrations at locally congested intersections. In this instance, sensitive receptors would be pedestrians in the vicinity of the intersection, whose presence would be represented by sidewalks and/or bus stops.

Table 2
Ambient Air Quality Data for Thousand Oaks, Ventura County

Pollutant[1]	2005	2006	2007
Ozone, ppm - Worst Hour	0.109	0.096	0.112
Number of days of State exceedances (>0.09 ppm)	2	2	2
Number of days of Federal exceedances (>0.12 ppm)	0	0	0
Ozone, ppm – Maximum 8-Hour (8-hr avg)	0.082	0.082	0.101
Number of days of Federal exceedances (>0.08 ppm)	0	0	2
Carbon Monoxide, ppm - Worst 8 Hours	-	-	-
Number of days of State/Federal exceedances (>9.0 ppm)	-	-	-
Nitrogen Dioxide, ppm - Worst Hour	0.063*	0.055*	0.064*
Number of days of State exceedances (>0.25 ppm)	0*	0*	0*
Particulate Matter <10 microns, $\mu g/m^3$ Worst 24 Hours	76.0*	56.9*	118.5*
Number of samples of State exceedances (>50 $\mu g/m^3$)	1*	1*	4*
Number of samples of Federal exceedances (>150 $\mu g/m^3$)	0*	0*	0*
Particulate Matter <2.5 microns, $\mu g/m^3$ Worst 24 Hours	27.8	28.4	31.5
Number of samples of Federal exceedances (>65 $\mu g/m^3$)	0	0	0

Source: California Air Resources Board, Air Quality Data Statistics, 2005-2007. www.arb.ca.gov/adam/welcome.html

Data from the Thousand Oaks monitoring station except as indicated.
** Data from Simi Valley monitoring station; Thousand Oaks station data not available.*
- Insufficient or no data to determine a value
[1] SO_2 is not monitored in the Thousand Oaks area

Table 3
Ambient Air Quality Data for the San Fernando Valley, Los Angeles County

Pollutant	2005	2006	2007
[a]Ozone, ppm - Worst Hour	0.138	0.158	0.129
Number of days of State exceedances (>0.09 ppm)	30	34	21
Number of days of Federal exceedances (>0.12 ppm)	2	6	1
[a]Ozone, ppm – Maximum 8-Hour (8-hr avg)	0.113	0.109	0.105
Number of days of Federal exceedances (>0.08 ppm)	12	17	28
[a]Carbon Monoxide, ppm - Worst 8 Hours	3.46	3.48	2.76
Number of days of State/Federal exceedances (>9.0 ppm)	0	0	0
[a]Nitrogen Dioxide, ppm - Worst Hour	0.086	0.073	0.081
Number of days of State exceedances (>0.25 ppm)	0	0	0
[b]Particulate Matter <10 microns, $\mu g/m^3$ Worst 24 Hours	92.0	71.0	109.0
Number of samples of State exceedances (>50 $\mu g/m^3$)	5	10	5
Number of samples of Federal exceedances (>150 $\mu g/m^3$)	0	0	0
[a]Particulate Matter <2.5 microns, $\mu g/m^3$ Worst 24 Hours	39.5	44.0	43.3
Number of samples of Federal exceedances (>65 $\mu g/m^3$)	0	0	0

Source: California Air Resources Board, Air Quality Data Statistics, 2005-2007.
/www.arb.ca.gov/adam/welcome.html
[a]Reseda Monitoring Station
[b]Burbank Monitoring Station

Impact Analysis

Methodology and Significance Thresholds. Emissions estimates for the proposed project were calculated using URBEMIS 2007 version 9.2.4, which was developed by the ARB to evaluate construction emissions, operational emissions and trip emissions associated with new development. The modeling results are included as an attachment at the end of this report. The SCAQMD defines a project's impact as significant and adverse when a project individually or cumulatively:

- *Interferes with progress towards the attainment of the ozone standard by releasing emissions which equal or exceed the established long term quantitative thresholds for pollutants; or*
- *Causes an exceedance of a state or federal ambient air quality standard for any criteria pollutant (as determined by modeling).*

Table 4 lists the significance thresholds recommended by the SCAQMD for projects within the Basin. Localized significance thresholds (LSTs; Table 5) were established by the SCAQMD in

Table 4
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds	
Pollutant	**Operation Thresholds**
NO_x	55 lbs/day
ROC	55 lbs/day
PM_{10}	150 lbs/day
$PM_{2.5}$	55 lbs/day
SO_x	150 lbs/day
CO	550 lbs/day
Lead	3 lbs/day
Toxic Air Contaminants (TACs) and Odor Thresholds	
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Hazard Index ≥ 1.0 (project increment) Hazard Index ≥ 3.0 (facility-wide)
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402
Ambient Air Quality for Criteria Pollutants [a]	
NO_2 1-hour average annual average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.25 ppm (state) 0.053 ppm (federal)
PM_{10} 24-hour average annual geometric average annual arithmetic mean	10.4 $\mu g/m^3$ (recommended for construction) [b] & 2.5 $\mu g/m^3$ (operation) 1.0 $\mu g/m^3$ 20 $\mu g/m^3$
PM2.5 24-hour average	10.4 $\mu g/m^3$ (recommended for construction) [b] & 2.5 $\mu g/m^3$ (operation)
Sulfate 24-hour average	1 ug/m^3
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) 9.0 ppm (state/federal)

Source: SCAQMD, CEQA handbook (SCAQMD, 1993), http://www.aqmd.gov/ceqa/hdbk.html accessed March 12, 2007
[a] Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, unless otherwise stated.
[b] Ambient air qality threshold based on SCAQMD Rule 403.

KEY: Lbs/day = pounds per day ppm = parts per million ug/m^3 = microgram per cubic meter ≥ greater than or equal to

Table 5
SCAQMD LSTs for Construction in SRA-6

Pollutant	Allowable emissions (lbs/day) as a function of receptor distance from a two acre site boundary				
	82 Feet	164 Feet	328 Feet	656 Feet	1,640 Feet
	lbs/day				
Gradual conversion of NO_x to NO_2	147	143	156	187	263
CO	633	887	1,497	2,629	4,460
PM_{10}	6	17	33	66	162
$PM_{2.5}$	4	5	9	21	84

Source: http://www.aqmd.gov/ceqa/handbook/LST/LST.html#Appendix%20C; July 2008.
With Links to: 1) SRA Only Table, and 2) Appendix C - Mass Rate LST Look-up Tables

response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the SCAQMD's CEQA Air Quality Handbook.

The LSTs were devised in response to public concern regarding exposure of individuals to criteria pollutants in local communities. The LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, distance to the sensitive receptor, etc. However, the LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation, and LSTs have only been developed for NO_x, CO, PM_{10} and PM_5 pollutants. Furthermore, LSTs are only applicable for project areas up to 5 acres in size, with air pollutant dispersion modeling recommended for activity within larger areas. Additionally, it should be noted that LSTs are not applicable to mobile sources such as cars on a roadway. As such, LSTs for operational emissions would not apply to the proposed project as the majority of emissions would be generated by cars on the roadways. Table 5 includes LSTs for construction for projects of two acres in size in Source Receptor Area 6 (SRA-6), which is designated by the SCAQMD as the west San Fernando Valley, including the city of Agoura Hills.

As previously indicated, construction and operational emissions associated with the proposed 40,700 square foot medical office development were calculated using the URBEMIS 2007 v. 9.2.4 computer program (see Attachment for modeling results). Trip generation rates were applied based on default values offered in the URBEMIS model, but were verified as consistent with those indicated in the traffic report that was prepared for this project. The estimate of operational emissions includes both emissions from vehicle trips (1,472 average daily trips) and from electricity and natural gas consumption.

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.

GHG emission estimates were provided for the operational phase, which include direct[2] and indirect[3] 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.

Construction Impacts. Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles, in addition to ROG that would be released during the drying phase upon application of architectural coatings. Construction would generally consist of site preparation (grading) and erection of the proposed office buildings.

The site preparation phase would involve the greatest amount of heavy equipment and the greatest generation of fugitive dust. Project development would involve 13,057 cubic yards (CY) of cut and 2,536 CY of fill, resulting in a net export of 10,521 CY of cut. For purposes of modeling a realistic maximum daily emissions scenario analysis, it was presumed that exported cut would be transported to a development within a 10-mile radius. For purposes of analysis, it was presumed that the project would require 3 months of grading and 9 months of building construction. Table 6 summarizes the maximum daily air pollutant emissions that would be generated by construction activity and compares these emissions to SCAQMD significance thresholds. Table 7 compares total emissions to applicable LSTs.

Construction emissions would not exceed SCAQMD daily thresholds or LSTs for ROG, NO_x, CO, PM_{10} or $PM_{2.5}$; therefore, construction-related impacts relating to these pollutants would be less than significant.

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[2] Direct emissions are those emissions which are created onsite by the project itself. For the proposed project, direct emissions would include emissions generated by the building's heating system and air conditioning system as well as emissions generated by landscaping activities or other maintenance activities.

[3] The main source of indirect emissions generated by the proposed project would be emissions generated by vehicular transportation to and from the project site. Electricity used to operate the proposed building would be another source of indirect emissions as the electricity would be generated at an offsite power plant.

Table 6
Estimated Maximum Daily Construction Emissions
(in pounds)

Emission Source	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Phase I Site Grading	3.83	34.06	17.27	25.29	6.48
Phase II Building Construction	2.47	20.19	9.71	1.01	0.92
Phase III Paving and Architectural Coating	43.64	13.27	9.58	1.19	1.06
Maximum lbs/day	**43.64**	**34.06**	**17.27**	**25.29**	**6.48**
SCAQMD Daily Thresholds	***75***	***100***	***550***	***150***	***55***
Exceed Significance Threshold?	***No***	***No***	***No***	***No***	***No***

Notes: All calculations were made using URBEMIS 2007 v.9.2.4. See the Attachment for calculations. Site Grading and Building Construction totals include worker trips, construction vehicle emissions and fugitive dust.
**indicates exceedance of a threshold.*

Table 7
Total On-Site Construction Criteria Pollutant
Emissions for Localized Significance Thresholds

	CO	NO_x	PM_{10}	$PM_{2.5}$
Site Preparation	20.8	45.1	4.8	2.6
Grading	25.0	53.4	3.6	2.8
Building	11.0	26.0	1.5	1.3
Arch Coating and Paving	17.6	36.0	2.6	2.4
Localized Significance Threshold*	*887*	*143*	*17*	*5*
Exceed Significance Threshold?	**No**	**No**	**No**	**No**

Source: SCAQMD's Sample Construction Scenarios spreadsheet for LST analysis (Appendix C – 2 Acre Site Sample). See the Attachment for calculations.
**LSTs are for a two-acre project site in SRA-6 at a distance of 164 feet from the site boundary.*
Please consult http://www.aqmd.gov/cega/handbook/LST/LST.html for the Methodology Paper for applicable LSTs.

Long-Term Regional Impacts. Table 8 shows projected maximum daily emissions associated with operation of the proposed 40,700 square foot medical office development. Overall emissions would not exceed SCAQMD thresholds for any criteria pollutant. Consequently, the project's regional air quality impacts would not be significant. In addition, the project would not contribute to the housing stock in Agoura Hills and would thus not generate population; therefore, the project would not contribute to exceedance of the population forecasts in the AQMP and would not be considered inconsistent with the AQMP.

Table 8
Projected Operational Emissions
(pounds per day)

Emission Source	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Vehicles	10.51	15.57	136.04	23.28	4.53
Electricity and Natural Gas Consumption, Landscaping, Consumer Products	0.38	0.29	1.78	0.01	0.01
Total	**10.89**	**15.86**	**137.82**	**23.29**	**4.54**
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*55*

See Attachment for URBEMIS 2007 v.9.2.4 model output.

On-Site Impacts. The project is proposed in an area that contains a mix of urban and rural uses adjacent to Highway 101. Surrounding uses include predominantly commercial and residential uses. Development of the proposed 40,700 square foot medical office project would not expose sensitive receptors to known substantial local pollutant concentrations beyond that typical of the region as a whole (which as noted above is in non-attainment). Thus, the impact with respect to exposure of new receptors to substantial pollutants would be less than significant under CEQA.

CO Hot Spots. Long-term operational impacts would also be significant if project-generated traffic were to cause a significant impact at a local intersection that would result in CO concentrations above the state or federal standards. Areas with high vehicle density, such as congested intersections, have the potential to create high concentrations of CO. These areas are known as CO "hot spots." A project's localized air quality impact is considered significant if CO emissions create a hot spot where either the California one-hour standard of 20 ppm or the federal and state eight-hour standard of 9.0 ppm is exceeded. This typically occurs at intersections having a level of service (LOS) of E or F. The 2007 SCAQMD summary card, which provides data on current conditions, states the maximum CO one-hour concentration for SRA-6 (west San Fernando Valley) as 4.0 ppm, and the maximum eight-hour concentration as 2.8 ppm. These are the ambient CO concentrations, to which the project would contribute. These ambient concentrations are well below the 20 ppm one-hour standard and 9.0 ppm eight-hour standard.

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 from LOS A, B, C or D to E or F. The traffic report that was prepared for the proposed project analyzed six intersections currently operating at LOS B-F during the AM and PM peak hours. The traffic report concluded that project impacts were significant per City criteria at one intersection (Palo Comado Canyon Road/US 101 Northbound Ramps) during the AM peak hour. However, the impact could be mitigated to less than significant with

signalization of the intersection and re-striping of the westbound approach and City staff indicated that several improvements for the intersection are being evaluated as part of another project. Cumulative development, as detailed on the City's approved and pending projects list, was included in the future traffic generation scenario. The traffic report concluded that the project would have significant cumulative impacts at two intersections during the AM peak hour and three intersections during the PM peak hour. These would include: U.S. 101 Southbound Ramps/Chesebro Road/Dorothy Drive during AM and PM peak hours, Palo Comado Canyon road/ U.S. 101 Northbound Ramps during the PM peak hour, and Chesebro Road/Palo Comado Canyon Road during the AM and PM peak hour (project contributions > 2% at these intersections). All three of these intersections would operate at LOS F under cumulative conditions and under cumulative + project conditions during the respective peak hours. However, proposed measures to reconfigure these intersections, including the installation of signals, restriping, and additional lanes, would reduce the cumulative impacts at these intersections to less than significant. Implementation of the intersection improvements, for which the Agoura Medical Office Project is required to contribute a fair share of funding, would improve the three intersections to LOS C or better. Therefore, based on the recommendations contained in the Caltrans *Transportation Project-Level Carbon Monoxide Protocol* (1997), further CO analysis would not be required and the project's effect on CO concentrations would be less than significant.

Global Climate Change. As discussed in the methodology, project-level operational emissions were studied based on contributions for both stationary and mobile emissions sources. Temporary construction-generated emissions were also quantified.

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 460 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 would 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[4]. 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 9 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.

[4] *For explanation of indirect and direct emissions, please refer to footnotes 2 and 3 on page 10.*

Table 9
Estimated Annual Operational Emissions of GHG from Project

Emission Source	Annual Emissions	
	Emissions	CDE
Carbon Dioxide (CO_2)[1]	334.44 short tons	303.4 metric tons
Methane (CH_4)[2]	0.0021 metric tons	0.0 metric tons
Nitrous Oxide (N_20)[2]	0.0011 metric tons	0.3 metric tons
Project Total		**304 metric tons**

Source: California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.0, April 2008, page 30-35.
[1] Includes indirect energy from electrical and area source emissions from natural gas and heating. See Appendix for 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 13,473 daily VMT are associated with the project. Table 10 shows the estimated mobile emissions of GHGs based on this VMT.

Table 10
Estimated Annual Mobile Emissions
of Greenhouse Gases from Project

Emission Source	Annual Emissions	
	Emissions	CDE
Carbon Dioxide (CO_2)[1]	2,442.8 tons (short, US)	2,216 metric tons
Methane (CH_4)[2]	2.1 metric tons	48 metric tons
Nitrous Oxide (N_2O)[2]	2.3 metric tons	671 metric tons
Project Total		**2,934 metric tons**

Source:
[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 for GHG emission factor assumptions.