

includes 8 handicapped spaces.⁴ Out of the 209 spaces, 24 spaces would be located at the plaza level, 119 spaces would be on the first underground level, and 66 spaces at the lowest level.

Requested Approvals

The approvals being requested from the City include:

- General Plan Amendment for land use change from CRS to BP-OR;
- Zone change from CRS-FC-OA to BP-OR-OA-FC;
- Tentative Parcel Map to merge 7 parcels;
- Site Plan/Architectural Review to develop the vacant properties;
- City of Agoura Hills Oak Tree Permit; and
- Variance to allow 58 percent site coverage, which exceeds the 50 percent maximum allowed by the Old Agoura Design Overlay District.

⁴ 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).

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Public Services
<input type="checkbox"/> Agricultural Resources	<input type="checkbox"/> Hydrology & Water Quality	<input type="checkbox"/> Recreation
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Land Use & Planning	<input checked="" type="checkbox"/> Transportation/Traffic
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Utilities & Service Systems
<input checked="" type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Mandatory Findings of Significance
<input checked="" type="checkbox"/> Geology & Soils	<input type="checkbox"/> Population & Housing	

Determination

On the basis of the attached initial study checklist an evaluation:

_____ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

X I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures have been added to the project. A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED.

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

_____ I find that THERE IS ADDITIONAL INFORMATION for the proposed project with respect to environmental conditions, impacts, mitigation measures or alternatives identified in the prior environmental impact report. Only minor additions or changes will be necessary to make the previous EIR adequately apply to the project in the changed situation and a SUPPLEMENT TO THE EIR will be prepared.

_____ I find that none of the conditions requiring an additional environmental document have occurred.

Approved by: 
Valerie Darbouze, Associate Planner

Date: 10/4/09

4.0 ENVIRONMENTAL EVALUATION

I. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is previously disturbed, vacant land. Vegetation within the site is sparse and is dominated by non-native, ruderal species (see Figure 2). One oak tree located offsite would be encroached upon by the project development (Refer to Section IV, Biological Resources, for further discussion and mitigation associated with potential impacts to trees). The project site generally slopes downward to the north from Agoura Road and west from Chesebro Road. The range of elevation on-site is approximately 32 feet, and extends from 908 feet mean sea level (msl) in the northwest corner to 940 msl in the southeast corner at the Chesebro Road and Agoura Road intersection.

The proposed project would alter the topography of the land, requiring grading, and the construction of a two-story medical office building and parking facilities. The proposed project would be located adjacent to existing development, would be similar in size and scale to existing surrounding uses, and would utilize grading, and landscaping sensitive to the existing landscape within the area. The proposed building design would consist of smooth stucco with stone veneer. The building would have multiple roof overhangs featuring wood timber columns supporting the roof structure. The building is designed to be a combination of a flat roof and a seam metal barrel roof in a “medium bronze” finish. The City of Agoura’s Architecture Review Panel has approved the proposed project’s architectural style, which includes exterior materials and earth tone colors that compliment the surrounding natural and man-made environment (**Figures 4, 5, and 6** show visual renderings of the proposed buildings). The building height would be 35 feet or less per the Old Agoura (OA) Design Overlay District. In addition, the proposed building roofline would include a setback of approximately 30 feet from the dedicated Agoura Road right of way and eight feet from the dedicated Chesebro Road right of way.



Source: Heathcote & Associates Architects, 2009.



Source: Heathcote & Associates Architects, 2009.



Source: Heathcote & Associates Architects, 2009.

a) The City of Agoura Hills General Plan Scenic Highways Element (referred to herein as the “Scenic Highways Element”) identifies Agoura Road (which abuts the project site on the south) and Chesebro Road (which abuts the project site on the northeast and east) as Local Scenic Highways. The 101 Freeway, located north of the site, is identified as a Local Scenic Highway, Secondary County Scenic Highway, and eligible for state scenic highway designation.

As described in the Scenic Highways Element, Agoura Road is the scenic corridor through the southern section of the City. The views along Agoura Road are characterized by close-in foothill views to the south, with occasional vistas beyond the City to the north, which include the backdrop of rolling hills and the higher, more distant Simi Hills. The Scenic Highways Element identifies the following needs for this corridor:

- Design guidelines and a specific design for street widening and realignment, including landscaping, pedestrian and equestrian trails, where appropriate, and preservation of existing oaks adjacent to the roadway;
- Naturalistic landscaping at project edges to preserve rural character;
- Open space corridor connections at the Zuma Ridge Trail and Medea Creek;
- Setbacks to preserve rural character following widening;
- Restrict street lighting; and
- Screening of unsightly uses, e.g., contractors’ yards and storage yards.

Northeasterly views of hillsides and ridgelines of the Simi Hills are currently observed by travelers heading east along Agoura Road as they approach and pass the project site. The lower portion of these hillsides in this northeasterly view are blocked by existing commercial development at the northeast corner of Agoura Road and Chesebro Road, although the ridgeline remains visible. The proposed project would eliminate northeasterly views of this ridgeline for a distance of approximately 400 feet (0.08 miles) along Agoura Road. To the west of this segment, existing hillside and ridgeline views would remain available from eastbound Agoura Road.

Limited views of distant hillsides and ridgelines are available to travelers heading west along Agoura Road. These features are not as prominent in westbound views as they are in eastbound views. The proposed project would obstruct these views for approximately 300 feet (0.05 miles) along westbound Agoura Road.

The proposed project provides the following design features that conform to the Scenic Highway Element’s specified corridor needs for Agoura Road. It includes the widening of Agoura Road along the project’s entire frontage pursuant to the improvement plans for Agoura Road (required of all road-fronting properties by the City of Agoura Road) and the provision of pedestrian and equestrian trails, as well as the planting of oak trees adjacent to the roadway. The project also provides for a 30-foot setback from Agoura Road and natural landscaping at the project edges to preserve the area’s semi-rural character. In addition, the proposed project would include the undergrounding of all utilities. As discussed in IX. (Land Use) the proposed project would conform to all of the requirements and standards associated with the OA Design Overlay District, the Freeway Corridor (FC) Overlay District, and the site’s proposed Business Park-Office Retail (BP-OR) zoning and land use designation.

Although the obstruction of hillside and ridgeline views from Agoura Road is considered adverse, this impact would be **less than significant** due to the limited distance along which views would be affected, the existing quality of the obstructed views (e.g., the eastbound hillside views are currently partially obstructed by commercial development), the consistency of the project with the needs identified in the Scenic Element, and the consistency of the project with other development along Agoura Road.

Travelers heading south on Chesebro Road have an existing south/southwest view of the Santa Monica Mountains along the project site's entire western frontage. A very limited southwest/west view of Ladyface Mountain ridgeline is available near the Chesebro Road and Palo Comado Canyon Road intersection. The lower portions of these mountains are blocked by existing commercial development located along Agoura Road, although ridgelines from these views remain visible. The proposed project would eliminate southwesterly views of mountain ridgelines for a distance of approximately 200 feet (0.04 miles) along Chesebro Road. Limited northwesterly views of distant hillsides and ridgelines are available to travelers heading north along Chesebro Road. The proposed project would obstruct these views for approximately 200 feet (0.04 miles) along Chesebro Road. Although no specific needs are identified in the Scenic Element for this corridor, the proposed project would provide (as discussed above) yard setbacks and natural landscaping that would help preserve the semi-rural character of the area. In addition, the proposed project would conform to all the requirements and standards associated with the site's proposed zoning and land use designation with the exception of a technical requirement (see IX., Land Use and Planning). Although the project's impact on ridgeline views from Chesebro Road is considered adverse, this impact would be **less than significant** due to the limited distance along which views would be affected, the existing quality of the obstructed views, and the consistency of the project with other development in the area.

The project site is visible from the 101 Freeway, although these views are restricted by existing development between the project site and the Freeway. Upon build out, portions of the proposed development may be partially visible from the 101 Freeway. However, it is anticipated that the project would not eliminate any ridgeline views that currently exist from this corridor. Furthermore, the proposed project would be consistent with other development located within the designated freeway corridor. Therefore, the proposed project would result in a **less than significant impact** on views from the 101 Freeway.

b) The 101 Freeway is eligible for designation as a state scenic highway, but has not been officially designated as such. There are no rock outcropping, historic buildings, or other scenic resources on the project site. In addition, the proposed project would not remove any oak trees. Therefore, the project would **not result in an impact** to these scenic resources.

c) The project site is previously disturbed, vacant land. Vegetation within the site is sparse and is dominated by non-native, ruderal species. As previously discussed, the project would be compatible with the uses, scale and design of other office buildings in the immediate area. The building materials would also be similar to those utilized in other buildings in the area, with smooth stucco and stone veneer. The City's Architectural Review Panel has approved the project architectural plans for its architectural style and choice of colors and materials. For these reasons, the proposed project would not substantially degrade the visual character of the site and its surroundings. As such, this impact is considered **less than significant**.

d) The applicant has proposed a photometric site lighting plan that includes installation of light fixtures, including perimeter lighting, parking lot lighting, and pedestrian walkway lighting (see Appendix A). The light poles would be no more than 13 feet tall and oriented to minimize light spill. To the east, north, and south of the project site, night lighting exists for the surrounding commercial development. The vacant parcel to the west, as well as existing residential areas to the southeast and southwest do not have exterior lighting. According to the photometric site plan, light fixtures would abut the western edge of the project site and would also be located south of the proposed medical office building in the southern area of the project site. Building setbacks and landscaping (including trees and shrubs) would serve as a buffer between the light fixtures and the nearby residential areas, as well as the western vacant lot. Although the proposed project would include light fixtures for pedestrian and security, the photometric plan indicates that lighting would be directed and shielded such that most of the light emitted would be contained within the project site. The actual illumination levels of all exterior lighting fixtures would be subject to field review and approval by the Director of Planning and Community Development, and the lighting may be subject to reduce illumination levels if determined to be necessary for compliance with the City Lighting Standards and Guidelines.

The surfacing and roofing of the office building will make use of glass, metal, and aluminum, which could, under some circumstances, create glare effects during the day. As described above, the City's Architectural Review Panel has approved project's architectural plans, which includes the use of earth tone colors. Glass is not as prominent on the south and east elevations that face residential areas. In addition, a wide roof overhang shields the large southerly glass span. Under the OA Design Overlay District, exterior treatments characterized by an overly bright, shiny, reflective, or artificial appearances are not permitted. Proposed road setbacks and landscaping features would help attenuate any possible glare effects. Therefore, the light and glare impacts associated with the proposed project would be **less than significant**.

II. AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with the existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The project site is currently vacant with Commercial Retail/Service (CRS) and Business Park Office Retail (BP-OR) zoning and land use designations. The California Department of Conservation's (CDC) Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data for analyzing impacts on California's agricultural resources. According to 2006 farmland data for Los Angeles County, the proposed project site is considered "urban and built-up land" and it is not known to include any of the soils listed above.⁵ Therefore, the proposed project would result in **no impact** related to the conversion of farmland.

b) As discussed above in Response II. a, the project site is zoned CRS and BP-OR, and is currently vacant. It is not zoned for agricultural use and is not under a Williamson Act Contract. Therefore, the proposed project would not conflict with agricultural zoning or a Williamson Act Contract. As such, **no impact** is anticipated.

c) The project site is not located in the vicinity of any farmland; the City of Agoura Hills, which the project site is located, is an urbanized environment, and business office, residential, and commercial uses, as well as the 101 Freeway, comprise the area surrounding the project site. Therefore, the proposed project would not result in the conversion of farmland to non-agricultural use. As such, **no impact** is anticipated.

⁵ California Department of Conservation, Division of Land Resource Protection, Los Angeles County Important Farmland Data Availability, accessed from: http://redirect.conservation.ca.gov/dlrp/fmmp/county_info_results.asp, on September 23, 2009.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following air quality analysis is primarily based on the Air Quality Impact Study – Agoura Medical Partners Project, Agoura Hills, California (October 31, 2008) conducted by Rincon Consultants, Inc. and contained in **Appendix B**.

a) The air quality plan applicable to the proposed project is the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). Developments, such as the proposed project, do not directly relate to the AQMP in that there are no specific air quality programs or regulations governing “general” development. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of master planned growth is determined. The AQMP growth assumptions are generated by the Southern California Association of Governments (SCAG), which derives its assumptions, in part, based on the General Plan of cities within the SCAG region. If a given project, such as the proposed project, is consistent with the adopted SCAG forecasts or the General Plan of the city in which the project is located, then the regional air quality impact of project-related growth would not be significant regarding AQMP inconsistency.

As discussed in Response XII.a, the proposed project would be within the SCAG growth forecast. The proposed project would require an amendment to the General Plan for land use change from Commercial Retail/Service (CRS), to Business Park-Office Retail (BP-OR).

Although this amendment would not increase the square footage that could occur onsite, it would increase the allowable Floor-to Area (FAR) on the site from 0.55 to 0.75. Nevertheless, the proposed project would remain within the existing 0.55 FAR allowed in the CRS district. Therefore, project-related growth is expected to be within the AQMP growth assumptions. As the proposed project would be consistent with the SCAG growth forecast, the proposed project would not conflict with or obstruct implementation of the AQMP and a **less than significant** impact is anticipated.

b) Emission estimates for the 40,700 square-foot office development were calculated using URBEMIS 2007 version 9.2.4, which was developed by the California Air Resources Board (CARB) to evaluate construction emissions, operational emissions and trip emissions associated with new development. The modeling results are included as an attachment to the Air Quality Impact Analysis in Appendix B.

Construction Impacts

Regional Construction Emissions

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust, otherwise known as particulates less than 10 and 2.5 microns in diameter (PM₁₀ and PM_{2.5}), and exhaust emissions from heavy construction vehicles. In addition, reactive organic gases (ROG) would be released during the drying phase upon application of architectural coatings. Construction would generally consist of site preparation (grading), erection of the proposed office buildings, and paving and architectural coating.

The site preparation phase would involve the greatest amount of heavy equipment and the greatest generation of fugitive dust. As described in Section 2.0 (Project Description), site grading activities associated with the proposed project would involve 10,591 cubic yards of cut and 2,537 cubic yards of fill, resulting in a net export of 8,055 cubic yards of cut. For purposes of modeling, it was conservatively estimated that the project would include 13,057 cubic yards of cut and 2,536 cubic yards of fill, for a total net export of 10,521 cubic yards of cut. In addition, 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 three months of grading and nine months of building construction. **Table 1** summarizes the maximum daily air pollutant emissions that would be generated by construction activity and compares these emissions to SCAQMD significance thresholds.

Table 1
Construction Period Emissions (pounds/day) ¹

Activity	Reactive Organic Gas (ROG)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	PM-10	PM-2.5
Phase I Site Grading ²	3.83	34.06	17.27	25.29	6.48
Phase II Building Construction ²	2.47	20.19	9.71	1.01	0.92

Activity	Reactive Organic Gas (ROG)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	PM-10	PM-2.5
Phase III – Paving and Architectural Coating	43.64	13.27	9.58	1.19	1.06
Maximum Pounds/Day	43.64	34.06	17.27	25.29	6.48
SCAQMD Thresholds	75	100	550	150	55
Exceed Threshold?	No	No	No	No	No
Significance					
No					
Source: URBEMIS2007 Model, Output in Appendix B.					
1. Emission calculations are based on greater amounts of grading activity than what is proposed in the project and therefore are considered conservative.					
2. Site grading and building construction totals include worker trips, construction vehicle emissions and fugitive dust.					

The data provided in Table 1 demonstrates that the proposed project's construction period activities would not exceed the SCAQMD thresholds for criteria pollutants. Therefore, the proposed project is expected to result in a **less than significant impact** associated with regional construction period impacts. However, as the South Coast Air Basin (SCAB) is in non-attainment for smog and PM₁₀ impacts from all Basin-wide construction activities (including diesel exhaust from construction vehicles), implementation of **Mitigation Measures AQ-1** and **AQ-2** is recommended.

Local Construction Emissions

Localized significance thresholds (LSTs) were established by the SCAQMD in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the SCAQMD's CEQA Air Quality Handbook.

The LSTs were devised in response to public concerns 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 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 NOx, CO, PM10, and PM5 pollutants. Furthermore, LSTs are only applicable for project areas up to five 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 the roadways. **Table 2** compares the project's total emissions to applicable LSTs for the construction of 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.

Table 2
Total On-Site Construction Criteria Pollutant Emissions for Local Significance
Thresholds (pounds/day)

Activity	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	PM-10	PM-2.5
Site Preparation	45.1	20.8	4.8	2.6
Grading	53.4	25.0	3.6	2.8
Building	26.0	11.0	1.5	1.3
Arch Coating and Paving	36.0	17.6	2.6	2.4
Localized Significance Thresholds	143	887	17	5
Exceed Significance Threshold?	No	No	No	No
Source: URBEMIS2007 Model, Output in Appendix B. 1. Site grading and building construction totals include worker trips, construction vehicle emissions and fugitive dust.				

As shown in Table 2, construction emissions generated by the proposed project would not exceed the established SCAQMD localized thresholds. As such the proposed project's localized air quality impacts would be **less than significant**. However, as mentioned above, because the SCAB is in non-attainment for smog and PM₁₀ impacts, Mitigation Measures AQ-1 and AQ-2 are recommended; these measures would further reduce the proposed project's impacts.

Operational Period Impacts

Table 3 shows projected maximum daily emissions associated with operation of the proposed medical office development. Overall emissions would not exceed SCAQMD thresholds for any criteria pollutant. Consequently, the project's regional air quality impacts would be **less than significant**.

Table 3
Project Operational Emissions (pounds/day)

Emission Source	Reactive Organic Gas (ROG)	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	PM-10	PM-2.5
Vehicles	3.83	34.06	17.27	25.29	6.48
Electricity and Natural Gas Consumption, Landscaping, Consumer Products	2.47	20.19	9.71	1.01	0.92
Total	10.89	15.86	137.82	23.29	4.52
SCAQMD Thresholds	55	55	550	150	55
Exceed Significance Threshold?	No	No	No	No	No
Source: URBEMIS2007 Model, Output in Appendix B. 1. Site grading and building construction totals include worker trips, construction vehicle emissions and fugitive dust.					

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 parts per million (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 concentrations 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. Cumulative development, as detailed on the City’s approved and pending project’s 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 the AM and PM peak hours, Palo Comado Canyon road/ U.S. 101 Northbound Ramps during the PM peak hour, and the Chesebro Road/Palo Comado Canyon Road during the AM and PM peak hour. Implementation of the mitigation measures identified in Section XV. would require the proposed project to contribute to its fair share of funding to improve the three impacted intersections to and acceptable 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

Temporary Construction Emissions

Based on the maximum daily CO₂ emissions generated by construction of the proposed project (See the URBEMIS modeling results in Appendix B), construction of the proposed project would generate an estimated 460 tons of CO₂ 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 operation sources such as natural gas, electricity, landscaping equipment, and vehicle trips.

Operational Indirect and Stationary Emissions

The generation of electricity through combustion of fossil fuels typically yields carbon dioxide, and to a smaller extent nitrous oxide and methane. Annual electricity emissions were calculated

using the California Climate Action Registry General Reporting Protocol's spreadsheet model titled Greenhouse Gas Emission Worksheet: Operation Emissions, which is included in Appendix B. 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 office development. **Table 4** shows the estimated operational emissions of GHGs from the proposed office development. Some portion of the energy demand represents a diversion of emissions from other locations, so the emissions shown do not necessarily represent an increase over statewide or global emissions.

Table 4
Estimated Annual Operation Emissions of GHG from Project

Emission Source	Annual Emissions	
	Emissions	Carbon Dioxide Equivalent (CDE)
Carbon Dioxide (CO ₂) ¹	334.44 tons (short, US)	303.4 metric tons
Methane (CH ₄) ²	0.0021 metric tons	0.0 metric tons
Nitrous Oxide (N ₂ O) ²	0.0011 metric tons	0.3 metric tons
Project Total		304 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.		

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 (VMT) 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 5** shows the estimated mobile emissions of GHGs based on this VMT.

Table 5
Estimated Annual Mobile Emissions of GHG from Project

Emission Source	Annual Emissions	
	Emissions	Carbon Dioxide Equivalent (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 ₂ O) 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.		

Combined Stationary and Mobile Source Emissions

Table 6 combines the operation and mobile GHG emissions associated with the proposed project, which total approximately 3,238 metric tons per year in CDE units. This total represents roughly 0.00062% of California's total 2004 emissions of 523 million metric tons CDE (CARB, 2007). These emission projections indicate that the majority of the project GHG emissions are associated with vehicular travel (90%). As discussed above, the mobile emissions accounted for in Table 6 are, in part, a redirection of existing travel to other locations, and so are not new or increased emissions by are instead already a part of the total California GHG emissions.

Table 6
Estimated Annual Total Emissions of GHG from Project

Emission Source	Annual Emissions
Operational	304 metric tons CO ₂ e
Mobile	2,934 metric tons CO ₂ e
Project Total	3,238 metric tons CO₂e
Sources: Operational Emissions from URBEMIS 2007 (version 9.2.4). California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.0, April 2008.	

Conclusions Regarding Global Climate Change Impacts

Given the grand scope of global climate change, it is not anticipated that the proposed project would have an individually discernable effect on global climate change, given the scale of the project. However, the GHG emissions resulting from the proposed project would combine with emissions from throughout the Earth to cumulatively contribute to global climate change. The Air Quality Impact Study provides several approaches to consider potential cumulative significance of projects with respect to GHGs and concludes that emissions generated by construction and operation of the proposed project would not exceed SCAQMD significance thresholds or CAPCOA suggested thresholds for GHGs, and the proposed project would be consistent with GHG reduction strategies set forth by the 2006 CAT Report (See Appendix B for more information). Nevertheless, as no CEQA or SCAQMD threshold of significance exists for GHG emission, a determination of significance cannot be made at this time. However, the proposed project would be required to meet Title 24 Energy Efficiency Standards and recommended Mitigation Measure AQ-2 for smog generating activities would also reduce project-generated GHG emissions.

c) Refer to Response III.b, above. This response provides an analysis of the proposed project's air emissions as compared to SCAQMD significance thresholds. These thresholds are applied to individual projects in order to address regional, cumulative air quality impacts. As such, because the proposed project would result in emissions below these thresholds, the proposed project is not anticipated to significantly contribute to cumulative air quality impacts. Thus, the project's impacts are **less than significant**. However, the analysis recognizes the non-attainment status of the air basin for ozone, PM-10 and PM-2.5, and as such recommends the use of best available control measures during construction to reduce the proposed project's contribution to cumulative regional air quality impacts to the maximum extent feasible (see Mitigation Measures AQ-1 and AQ-2).

d) The project is proposed in an area that contains a mix of urban and rural uses. Surrounding uses include predominantly commercial and residential uses. The site is approximately 500 feet from the 101 Freeway. Development of the proposed medical office project would not expose sensitive receptors to known substantial local pollutant concentrations beyond that typical of the region as a whole. Thus, the impact with respect to exposure of new receptors to substantial pollutants would be **less than significant**.

e) The project site is located in an urbanized area with a mix of uses, including residential and commercial uses. No significant odors currently exist in the immediate area of the project site. Significant odors are typically generated by large-scale food related activities, such as localized areas of food processing and heavy industrial/chemical sources. The proposed project includes the development of a 40,700 square-foot medical office building. The operation of the proposed project, like other commercial projects, would not involve the use of materials or practices that generate odors beyond the project site boundary. Any unforeseen odors would be controlled in accordance with SCAQMD's Rule 402, which prohibits persons from discharging quantities of air contaminants that cause nuisance to any considerable number of persons. Thus, **no impact** is anticipated.

Mitigation Measures

Although the proposed project is not anticipated to have any significant impacts to air quality, Mitigation Measures AQ-1 and AQ-2 would reduce the project's significant impacts to air quality to a less than significant level.

AQ-1 The applicant shall prepare a Construction Management Plan to control PM-10 emissions. At a minimum, the Plan shall include the following dust control measures:

- The simultaneous disturbance site should be minimized as much as possible.
- The proposed project shall comply with SCAQMD established minimum requirements for construction activities to reduce fugitive dust and PM-10 emissions.

A plan to control fugitive dust through the implementation of best available control measures shall be prepared and submitted to the City for approval prior to the issuance of grading permits. The plan shall specify the dust control measures to be implemented. Such measures may include, but are not limited to, the following:

- a) Application of soil stabilizers to inactive areas;
 - b) Preparation of a high wind dust control plan and implement plan elements and terminate soil disturbance when winds exceed 25 mph;
 - c) Stabilization of previously disturbed areas if subsequent construction is delayed; and
 - d) Covering all stockpiles with tarps.
- The project proponent shall comply with all applicable SCAQMD Rules and Regulations including Rule 403 insuring the clean up of construction-related dirt on approach routes to the site. Rule 403 prohibits the release of fugitive dust emissions from any active operation, open storage pile or disturbed surface area visible beyond the property line of the emission source. Particulate matter on public roadways is also prohibited.

- Adequate watering techniques shall be employed to mitigate the impact of construction-related dust particulates. Portions of the site that are undergoing surface earth moving operations shall be watered such that a crust will be formed on the ground surface, and then watered again at the end of each day. Watering of exposed surfaces and haul roads three times/day is recommended.
- Any vegetative cover to be utilized onsite shall be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems required for these plants shall be installed as soon as possible to maintain good ground cover and to minimize wind erosion of the soil.
- Any construction access roads (other than temporary access roads) shall be paved as soon as possible and cleaned after each workday. The maximum vehicle speed on unpaved roads shall be 15 mph.

AQ-2 The applicant shall prepare a Construction Management Plan to control equipment emissions during construction. At a minimum, the Plan shall incorporate the following mitigation measures:

- 90 day Low Nox tune-ups shall be required for off-road equipment.
- Tier 3 rated engines shall be used for all equipment during site grading, if available.
- Equipment whose engines are equipped with diesel oxidation catalysts shall be utilized, if available.
- Construction operations affecting off-site roadways shall be scheduled by implementing traffic hours and shall minimize obstruction of through-traffic lanes.
- Idling trucks or heavy equipment shall turn off their engines if the expected duration of idling exceeds five (5) minutes as required by law.
- On-site heavy equipment used during grading and construction shall be equipped with diesel particulate filters unless it is demonstrated that such equipment is not available or its use is not cost-competitive.
- Low VOC architectural and asphalt coatings shall be used on site and shall comply with AQMD Rule 1113-Architectural Coatings.
- All building construction shall comply with energy use guidelines in Title 24 of the California Code of Regulations.

III. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

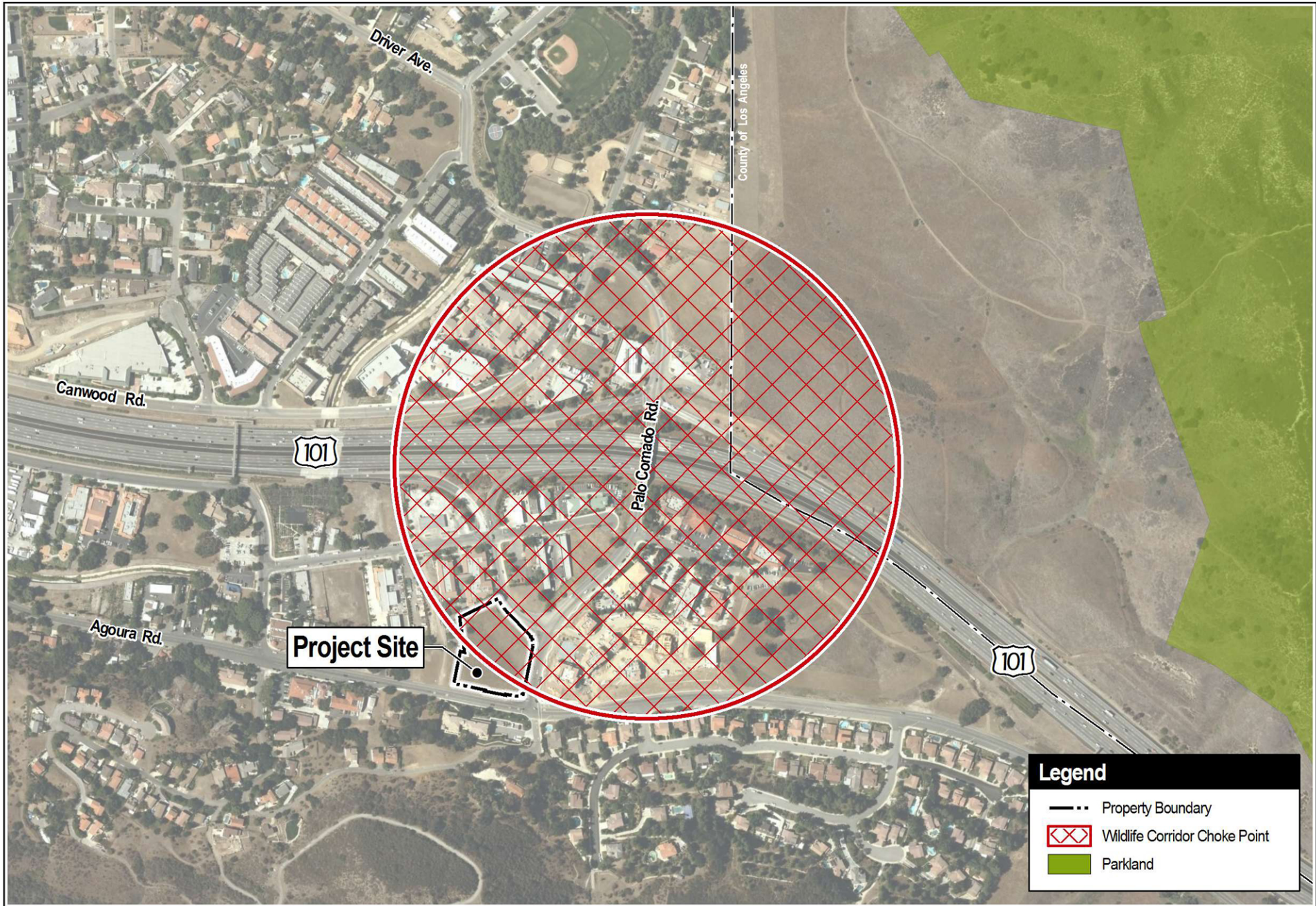
A Biological Resources Assessment was conducted for the project site by Rincon Consultants, Incorporated (Dated April 2, 2008), and is contained in **Appendix C**. The report assesses the potential impacts to biological resources related to the proposed development of the medical office building. The following analysis of biological resources is partially based on the Biological Resources Assessment.

a) The project site consists of approximately 1.8 acres of gently sloping, vacant, undeveloped land within the City of Agoura Hills. During the site visit by Rincon Consultants, Inc., a ruderal/disturbed habitat type was observed within the project site. A ruderal/disturbed habitat indicates an unnaturally disturbed habitat typically occupied by non-native plants. At the time of site visit by Rincon Consultants (March 12, 2008), this habitat type occupied the entire project site, which had been plowed within the past four to six weeks as estimated based on plant regrowth. Vegetation remained around the periphery of the site and was dominated by invasive plant species including fiddleneck (*Amsinckia* spp.), soft chess brome (*Bromus hordeaceus*), rip-gut brome (*Bromus diandrus*), and filaree (*Erodium cicutarium*). Generally, ruderal/disturbed habitat offers marginal habitat that is utilized by species adapted to frequent disturbance such as various urban-adaptable birds. Appendix C contains a complete list of plants and animals observed on-site. The project site does not include habitat for protected species, including those listed in the California Natural Diversity Data Base (CNDDDB, 2008) or Federal/State Endangered Species Act, and no such species are known to present in the project site. Wildlife observed by sight, sign, or sound on-site included only the American crow (*Corvus brachyrhynchos*) and western fence lizard (*Sceloporus occidentalis*). Of the 30 wildlife species listed in the CNDDDB, only highly mobile animals such as raptors (golden eagle, Cooper's hawk) and insectivorous bats are likely to occasionally forage at the site. The limited amount of available food resources at the site would not sustain such species and the loss of such as a consequence of site development would have a negligible effect on these species. While the timing of the field visit excluded the potential for a spring survey of most blooming plants, the ruderal/disturbed habitat present at the site lacks the potential to contain sensitive plant and animal species because of the long term continual disturbance of the property for weed control/fuel management and the consequential lack of suitable habitat for sensitive species. Given the present condition of the site, construction of the proposed medical facility would not result in a **less than significant impact** on biological resources.

b) The project site does not contain riparian habitat or other sensitive natural communities identified in the City or regional plans, policies, or regulations by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service. The closest significant ecological area (SEA) is the Las Virgenes SEA #6, which is located approximately 900 feet south of the proposed project site. Biological impacts of the proposed project would be limited to the removal of invasive landscaping, identified in Response IV.a. Therefore, the proposed project would not result in adverse impacts to riparian habitat or other sensitive natural communities. Thus, **no impact** would occur.

c) The project site does not contain any Federally protected wetlands as defined by Section 404 of the Clean Water Act. As such, the proposed project would not result in adverse impacts on Federally protected wetlands. Thus, **no impact** would occur.

d) The project site is located in an area characterized by mostly commercial development and some residential development. Although the project site is not developed, it is surrounded by development that limits wildlife use surrounding the site. The site does not occur within a significant wildlife corridor or native wildlife nursery; however, the site is partially located within a wildlife-migration choke point as delineated in the City of Agoura Hills General Plan Update Open Space and Conservation Element, 1993 (See **Figure 7**). Nevertheless, the City-designated wildlife-migration choke point located at Chesebro Road/Palo Comado Road is not considered a primary or secondary freeway linkage as identified in the Nature Conservancy's assessment of regional wildlife movement and movement potential between the Santa Susana



Source: Wildlife Corridors Figure OCS-4 from Agoura Hills General Plan Update, 1993. Google Earth Pro Aerial, 2008.

Mountains, the Simi Hills, and the Santa Monica Mountains. The assessment, which was funded by the Santa Monica Mountains Conservancy, identifies two primary, regional habitat linkages that occur at Liberty Canyon and Crummer Canyon. The width of the nearby Liberty Canyon freeway habitat interface area, both immediately adjacent to the U.S. 101 Freeway and several thousand feet away, offers the most substantial U.S. 101 Freeway wildlife corridor crossing.⁶ The proposed project site is located approximately 0.85 miles west of this primary linkage and thus, would not negatively impede this established migration corridor.

The term “choke point” is used infrequently in the *South Coast Missing Linkages Project: A Linkage Design for the Santa Monica-Sierra Madre Connection* (Penrod et al. 2006, p. 75) to refer to “crossing structures that represent only small portions of overall habitat linkages or movement corridors.” In the sense of wildlife linkages, it usually refers to narrow constrictions between core habitat areas, such as freeway overpasses, underpasses, and drainage culverts. The present situation at the Chesebro Road Interchange, and including the project site is one whereby a large core habitat area to the north in the Palo Comado/Chesebro Canyon, and east of Chesebro Road, is separated from a large core habitat in the Santa Monica Mountains, west of Liberty Canyon Road. A distance of approximately 2,000 feet separates the two core habitat areas. A large land animal such as a deer, bobcat, coyote, or mountain lion would necessarily use the Chesebro overpass in order to make a successful traversal. Commercial developments abut Chesebro Road on both sides between the freeway and Agoura Road, with the exception of the present project site, which is not an effective staging area for the final traversal south of Agoura Road. Additional barriers south of Agoura Road include a commercial building and chain-link fenced residences on the southwest corner of Agoura/Chesebro and a block-walled residential tract on the southeast corner. If an animal should manage to navigate to the southern terminus or spur of Chesebro Road, it would still be blocked by chain-link fence and residences to the south. In conclusion, the present condition of the Chesebro Road Interchange area as a “choke point” or linkage has already deteriorated to an untenable situation for wildlife to cross, with the probable exception of coyotes that have become habituated to an urban landscape.

Given that the proposed project site is not located within a primary or secondary freeway linkage, the present condition of the site (see Response III a., above), and that considerable development is already located within the City-designated wildlife migration choke point at Chesebro Road/Palo Comado Road, it is not anticipated that the project would substantially further interfere the movement of native wildlife species or migratory wildlife corridors. Thus, impacts are considered **less than significant**.

e) Oak trees (*Quercus spp.*) within the City of Agoura Hills are protected by the City’s Oak Tree Ordinance (Appendix A, Oak Tree Preservation Guidelines). For an oak tree larger than two inches in diameter, measured 3.5 feet above the tree’s natural grade, a permit is required to cut, move, or remove an oak tree. In addition, a permit is required for any encroachment within a qualified oak tree’s protected zone.⁷

Richard W. Campbell, Oak Tree Preservation Specialist, prepared an oak tree survey for the project site. The survey dated March 8, 2008, along with an addendum to the oak tree survey, dated June 26, 2009, is included in Appendix C. The survey identified two trees, referred to as

⁶ The Nature Conservancy, Critical Wildlife Corridor/Habitat Linkage Area Between the Santa Susana Mountains, the Simi Hills, and the Santa Monica Mountains, February 2001, Page 25.

⁷ Appendix A: Oak Tree Preservation Guidelines, Agoura Municipal Code.

Tree OST-1 and Tree OST-2, located near, but not within the project site. Tree OST-1 is in a parking lot planter, approximately 50 feet from the northerly boundary of the property and is not expected to be impacted by the new grading and building/parking construction. The southerly fifth (20 percent) of the “protected zone” (minimum 15 foot radius) of the Tree OST-2 overhangs the northerly boundary line and some encroachment is expected. Based on preliminary grading plans available to date, grading required for the proposed project is not anticipated to create any long-term negative effects to the root zone of the Tree if construction activities around OST-2 are carefully executed. If the grading plan remains consistent with preliminary plans available to date, impacts to OST-2 are considered potentially significant but would be **less than significant with mitigation incorporated**. Protection measures that would assure adequate protection to the tree during construction are proposed as Mitigation Measure BR -1,

Nonetheless, the possibility exists that through the City’s review of final grading plans for the project, the boundaries of the required grading may be revised. Given the proximity of the proposed parking area relative to Tree OST-2, additional encroachment may result in the potential for a significant impact to Tree OS-2. In this case, additional measures are provided to reduce impacts to a less than significant level (Mitigation Measures BR-2)

The Agoura Hills General Plan (1993) encourages 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 approved by an Agoura Hills Planning Department approved Landscape/Oak Tree Consultant prior to grading or project development in order to be in accordance with the intent of Policy 2.10 of the City of Agoura Hills General Plan Land Use Element, which promotes extensive landscaping in all new projects while emphasizing the use of drought-tolerant plant materials and low volume irrigation.”⁸

f) The project site is not located within an area covered by local, regional, or State conservation plans and would, therefore, not result in any adverse impacts related to conflicting with such plans. Thus, **no impact** is anticipated.

Mitigation Measures

Mitigation Measure BR-1 would reduce impacts to oak trees to a less than significant level, based on the project’s preliminary grading plan.

BR-1 The applicant shall incorporate treatment recommendations listed in the Oak Tree Report and addendum notes, prepared by Richard W. Campbell, March 8, 2008 and June 26, 2009 (Appendix C). Final determination of treatment will be as directed in the field by an Oak Tree Preservation Specialist. In summary, the recommended treatments include the following elements:

- Oak Tree Preservation Specialist is to monitor and direct all work near the trees to remain protected in place;
- Remove deadwood from appropriate specimens;
- Clean-cut prior pruning/broken branch scars, as directed;

⁸ City of Agoura Hills General Plan Update Land Use Element, 1993, Page II-16.

- Cable trunks/branching on appropriate oak trees, as directed; and
- Protect “duff” areas to allow seedlings to establish.

Mitigation Measure BR-2 is included to assure mitigations are in place to reduce impacts to oak trees to a less than significant level in the event that the final grading plan does result in greater impacts.

BR-2 The applicant shall submit a final Grading Plan, approved by the City Engineer, to the City’s Oak Tree and Landscape Consultant. The Consultant shall review the plan for potential impacts to Tree OS-2. If this tree would be impacted to such a degree that its life expectancy might be reduced, the following measure will be required:

Seven inches (7”) of diameter of new oak trees need to be included on the project landscape plan to mitigate the loss of Oak Tree OST-2. The mitigation trees must include at least four (4) new oak trees within the site, to include at least two (2) twenty-four inch (24”) box-size oak trees and one (1) thirty-six inch (36”) box-size oak tree. The quality of the nursery stock and the planting locations would be subject to the approval of the City Oak Tree Consultant. The mitigation oak tree(s) must be maintained in perpetuity. Should any of the mitigation oak trees decline or die, they must be replaced in accordance with the provisions of the Oak Tree Preservation and Protection Guidelines.

V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) A site visit conducted by Envicom Corporation on April 10, 2009, found the project site to be vacant and absent of recognized historic resources. Construction and operation of the proposed project is therefore not expected to adversely impact any State or Nationally recognized historic structures or resources. In addition, the City of Agoura Hills-designated Reyes Adobe Historical

site is of sufficient distance from the project site (2.5 miles northwest)⁹ that development of the project would not adversely impact this resource. Therefore, the proposed project **would not result in impacts** on historical resources.

b) According to the City of Agoura Hills, there are no known or reported archaeological resources located on the project site.¹⁰ However, given that the City is located in a region rich in the archaeological remains, there is a potential that previously undiscovered archaeological resources would be exposed during project grading and construction activities. Therefore, impacts related to archaeological resources are considered potentially significant. Mitigation measures are identified below. The project's impacts would be **less than significant with mitigation incorporated**.

c) According to the City of Agoura Hills, there are no known or reported paleontological resources located on the project site.¹ Bedrock underlying the project site consists of firm, dense sandstones, siltstone, and shale of the Topanga Formation. There is a possibility that previously undiscovered paleontological resources would be exposed during project grading activities. This is a potentially significant impact, but would be **less than significant with mitigation incorporated**.

d) The project site is not part of any cemetery and human remains are not otherwise known to exist at the project site. However, there is potential that unknown remains may be uncovered during project construction activities. This is a potentially significant impact. However, impacts related to human remains would be **less than significant with mitigation incorporated**.

Mitigation Measures

Potential impacts to unknown archaeological and paleontological resources, as well as human remains, would be reduced to a less than significant level upon implementation of Mitigation Measures CR-1 and CR-2.

CR-1 Should archaeological or historic remains be encountered during such activities, the applicable procedures established under the CEQA Guidelines §15064.5 shall be followed. The City of Agoura Hills Department of Planning and Community Development shall be notified immediately, and work shall stop within a 100-foot radius until a qualified archaeologist has assessed the nature, extent, and potential significance of any remains. In the event that such remains are determined to be significant, appropriate actions to mitigate impacts to the remains shall be implemented. Depending upon the nature of the find, such actions may involve avoidance, documentation, or other means to be determined by the archaeological monitor.

In the event that human remains are discovered and in accordance with the California State Health and Safety Code, no further disturbance of the remains shall occur until the County of Los Angeles Coroner has made the necessary findings as to origin and disposition. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the

⁹ Google Earth Pro, 2009

¹⁰ Communication with Allison Cook, Senior Planner, City of Agoura Hills, April 1, 2009.

person(s) thought to be the Most Likely Descendent (MLD) of the deceased Native American, who will then help determine the appropriate course of action.

- CR-2** Should paleontological remains be encountered during such activities, the monitor shall have the authority to determine the applicable procedures to be followed. The City of Agoura Hills Department of Planning and Community Development shall be notified immediately, and work shall stop within a 100-foot radius until a qualified paleontologist has assessed the nature, extent, and potential significance of any remains. In the event that such remains are determined to be significant, appropriate actions to mitigate impacts to the remains shall be implemented. Depending upon the nature of the find, mitigation may involve avoidance, documentation, or other means to be determined by the paleontological monitor.

VI. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section is predominantly based on the geologic and geotechnical review conducted by GeoSoils Consultants, Inc. (GSC) in December 2005 (contained in **Appendix D**). The study included review of regional geologic maps, historical aerial photograph interpretation, geological reconnaissance mapping, subsurface exploration (i.e., drilling and sampling of bucket auger borings and trenches), laboratory testing, and engineering analysis. In addition, the performance of probabilistic, deterministic, and historical seismic hazard assessments of the project area were completed for the preparation of this MND. A complete record of the research, sampling procedures, calculations, and laboratory testing and results (with trench and boring logs and maps) performed for this analysis is provided in Appendix D.

a (i). Pursuant to the Alquist-Priolo Earthquake Fault Zoning (APEFZ) Act,¹¹ the State Mining and Geology Board considers an active fault as one which demonstrates surface displacement (relative movement in any direction) within Holocene time (11,000 years before present) and which therefore possesses a relatively high potential for future surface rupture. A potentially active fault is one with demonstrated offset of Quaternary deposits (i.e., to 1.6 million years before present).¹² An Alquist-Priolo Earthquake Fault Zone is an area delineated by the State as being within 500 feet from a known active fault trace.

The proposed site is not located within an Alquist-Priolo Earthquake Fault Zone. As such, there are no active faults located on or adjacent to the property. However, there are active faults in close enough proximity to the site, which could cause moderate to intense ground shaking during the lifetime of the proposed project. The closest active fault to the project site is the Malibu Coast Fault.

¹¹ Known as the Alquist-Priolo Special Studies Zone Act prior to January 1, 1994.

¹² Division of Mines and Geology, Department of Conservation, Fault-Rupture Hazard Zones in California: Alquist-Priolo Fault Zoning Act with Index to Earthquake Fault Zones Maps, Special Publication No. 42, rev. 1994, interim rev. 2007.

The Malibu Coast Fault encompasses a zone of folding and faulting up to several miles in width (north/south), and extends for 21 miles between Leo Carillo State Beach and Malibu Point. Activity along the Malibu Coast fault is thought to have occurred during the Late Quaternary and Holocene periods. The USGS has listed the moment magnitude earthquake for this fault as 6.7. Regional faults are shown in **Figure 7**. The active faults shown in **Table 7** were identified by Caltrans (Mualchin-Jones Active Fault Map, 1990) in the *City of Agoura Hills General Plan Update* (1993) as having the potential for causing ground shaking in Agoura Hills, although fault rupture is unlikely. Therefore, impacts relating to rupture of a known fault would be **less than significant**.

Table 7
Active Faults in Nearby Vicinity

Fault Name	Approximate Distance from Site (miles)	Moment Magnitude¹
Malibu Coast Fault	7	6.7
Oak Ridge	17	6.9
San Cayetano	20	6.8
Simi-Santa Rosa (Simi)	7	6.7

1. California Department of Conservation, California Fault Parameters, Accessed from: http://www.consrv.ca.gov/cgs/rghm/psha/ofr9608/Pages/b_faults2.aspx

a (ii). Earthquake generated ground shaking is the most pervasive and critical earthquake factor for development planning purposes. The intensity of ground shaking at a site is most dependent upon the earthquake magnitude, the distance of the earthquake event from the site, site topography, and the geologic conditions at the site. An earthquake magnitude between the Landers and Northridge events (about $M = 7$) could occur beneath this portion of the Santa Monica Mountains; however, the timing, size and location of this planning level event cannot be predicted at this time. Both State and County agencies regulate the design of structures in seismic zones, and these regulations require consideration of both nearby and distant faults in the design analysis for critical facilities.

Research of historical earthquake events that have occurred in the general study area can be analyzed to determine potential on-site ground motions using a historical analysis and deterministic evaluation of seismic parameters. GSC used EQSEARCH to estimate repeated high ground acceleration from historic earthquakes. EQSEARCH performs searches of a historical earthquake catalog using an abbreviated (magnitude =4.0 and above) and supplemented version of the California Division of Mines and Geology (CDMG) computerized earthquake catalog for the state of California. Based on the results of the EQSEARCH program, the significant earthquakes that have affected the site during the time period from 1850 to 2005 are shown in **Table 8**. The results from the EQSEARCH program for all earthquakes within a 100-mile radius are presented in Appendix D.



- | | | | |
|------------------------------|------------------------------|------------------------------------|--|
| 1. Alamo thrust | 16. Eagle Rock fault | 31. Newport Inglewood fault zone | 46. San Gabriel fault zone |
| 2. Arrowhead fault | 17. El Modeno | 32. North Frontal fault zone | 47. San Jacinto fault |
| 3. Bailey fault | 18. Frazier Mountain thrust | 33. Northridge Hills fault | 48. San Jose fault |
| 4. Big Mountain fault | 19. Garlock fault zone | 34. Oak Ridge fault | 49. Santa Cruz-Santa Catalina Ridge f.z./Anacapa |
| 5. Big Pine fault | 20. Grass Valley fault | 35. Palos Verdes fault zone | 50. Santa Monica fault |
| 6. Blake Ranch fault | 21. Helendale fault | 36. Pelona fault | 51. Santa Ynez fault |
| 7. Cabrillo fault | 22. Hollywood fault | 37. Peralta Hills fault | 52. Santa Susana fault zone |
| 8. Chatsworth fault | 23. Hoiser fault | 38. Pine Mountain fault | 53. Sierra Madre fault zone |
| 9. Chino fault | 24. Lion Canyon fault | 39. Raymond fault | 54. Simi fault |
| 10. Clamshell-Sawpit fault | 25. Liano fault | 40. Red Hill (Etiwanda Ave.) fault | 55. Soledad Canyon fault |
| 11. Clearwater fault | 26. Los Alamitos fault | 41. Redondo Canyon fault | 56. Stoddard Canyon fault |
| 12. Cleghourn fault | 27. Malibu Coast fault | 42. San Andreas fault | 57. Tunnel Ridge fault |
| 13. Crafton Hills fault zone | 28. Mint Canyon fault | 43. San Antonio fault | 58. Verdugo fault |
| 14. Cucamonga fault zone | 29. Mirage Valley fault zone | 44. San Cayetano fault | 59. Waterman Canyon fault |
| 15. Dry Creek | 30. Mission Hills fault | 45. San Fernando fault zone | 60. Whittier fault |

Source: Lisa Wald, U.S. Geological Survey (modified from SCEC)

Table 8
Earthquakes That Have Affected The Project Site 1800 to 2002

Date of Earthquake	Approximate Distance (miles)	Magnitude	Maximum Site Acceleration (g)
January 17, 1994	12.5	6.70	0.308
April 14, 1893	13.5	6.00	0.187

GSC generated the deterministic seismic analysis using the computer program EQFAULT, which utilizes the most recent fault geometry, location, estimated slip rates, magnitudes, and other fault-related measurements that have been provided by the CDMG. EQFAULT is considered a “standard of practice” method for performing a seismic analysis in Southern California. Based on the results of the GCS deterministic analysis, the maximum potential site acceleration, which is also referred as the maximum credible acceleration, is 0.666g. This acceleration represents peak horizontal ground acceleration and could occur from a magnitude 7.3 earthquake on the Anacapa-Dume Fault. Summaries of other significant faults that may affect the site during a seismic event, as determined by GSC, are presented in **Table 9**, below. The results from the EQFAULT program for all faults within a 100-mile radius are presented in Appendix D.

Table 9
Proximity of Active and/or Potentially Active Faults to the Project Site

Fault Name	Approximate Distance (miles)	1997 UBC Source Type	1997 UBC Slip Rate	1997 UBC Maximum Magnitude	Maximum Credible Site Acceleration (g)
Malibu Coast	6.4	B	0.30	6.7	0.652
Anacapa-Dume	7.8	B	3.00	7.3	0.666
San Andreas	40.8	A	34.00	7.8	0.155

GSC evaluated the prescribed design basis ground motion using the CDMG Probabilistic Seismic Hazard Map for the State of California, which indicates that project site fall within the 40 to 50 percent gravity range for peak horizontal ground acceleration (10 percent probability in 50 years), resulting from an earthquake moment magnitude 6.0 to 7.3. The results are summarized in **Table 10**. GSC recommends that an average value of peak horizontal ground acceleration and earthquake magnitude be used, correspondingly to 0.41 g and 6.70 Mw, respectively. Building codes and engineering investigation report requirements govern the design of most structures to withstand earthquake hazards. As discussed above, no known active faults cross through the project area; therefore, the potential for fault rupture within the project area is minimal. However, the project area is susceptible to ground shaking from numerous faults in the region; this is not unlike most other sites in southern California.

All on-site structures must comply with applicable provisions of the California Building Code and Chapter 1 of Article 8 of the Agoura Hills Municipal Code. The City Building Official prior to issuance of a Building Permit or Grading Permit must verify compliance with these

requirements. As such, impacts associated with ground shaking are considered **less than significant**.

Table 10
Recommended Design Based Ground Motion

Peak Horizontal Ground Acceleration (10% probability in 50 years)	Earthquake Magnitude
0.41 g	6.7

a (iii) Ground shaking produced during an earthquake can result in a number of potentially damaging phenomena classified as secondary earthquake effects. These secondary effects include fault-induced ground rupture, landsliding, ground lurching, seiches and tsunamis, as well as liquefaction. Descriptions of each of these phenomena, and how they could potentially affect the proposed site, are described below:

Ground Rupture

Ground surface rupture results when the movement along a fault is sufficient to cause a surface gap or rupture along the upper edge of the fault zone. Since there are no known active faults on the site, the potential for ground rupture is remote.

Landsliding

Landslides are slope failures that occur where the horizontal seismic forces act to induce soil and/or bedrock failures. The most common failure occurs by the reactivation or movement or pre-existing landslides. Typically, existing slides that are stable under static conditions (i.e., factor-of-safety at or greater than one) become unstable and move during strong ground shaking. There is no evidence of landslide or mudflow on-site or in significant proximity to the parcel to impact intended land use. Provided the proposed slopes are graded in accordance with GCS grading recommendations (Mitigation Measure GEO-1), earthquake-induced landslides are not considered to be a hazard to the proposed development.

Ground Lurching

Ground lurching is defined as earthquake motion at right angles to a cliff, stream bank, or embankment that results in yielding of material in the direction in which it is unsupported. The initial effect is to produce a series of parallel cracks with the top of the slope or embankment that separating the ground into rough blocks. Lurching is also used to describe undulating surface waves in the soil that have some similarities to the seismic oscillation. This phenomenon generally occurs in soft, saturated, fine-grained soils. Due to the absence of embankment or cliffs, lurching does not represent a hazard to the site.

Seiches and Tsunamis

Seiches are generally caused by seismic excitation of a body of water, which causes surface oscillations that varies in period from a few minutes to several hours. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. Due to the proximity of the site relative to the ocean, seiches and tsunamis are not considered a hazard to the site.

Liquefaction

Liquefaction describes a phenomenon where cyclic stresses, which are produced by earthquake-induced ground motion creates excess pore pressures in cohesionless soils. These soils may thereby acquire a high degree of mobility, which can lead to lateral sliding, consolidation and settlement of loose sediments, sand boils, and other damaging deformation. This phenomenon occurs only below the water table, but after liquefaction has developed, it can propagate upward into overlying, non-saturated soils in excess pore water escapes.

Liquefaction susceptibility is related to numerous factors and the following conditions must exist for liquefaction to occur: 1) sediments must be relatively young in age and must not have developed large amounts of cementation, 2) sediments must consist mainly of cohesionless sands and silts, 3) the sediments must not have a high relative density, 4) free groundwater must exist in the sediment, and 5) the site must be exposed to seismic events of a magnitude large enough to induce straining of soil particles.

GSC exploratory test pits encountered bedrock from 2 and 12 feet. This site has shallow bedrock condition concluded that liquefaction would not be a problem at the site.

Because the proposed project is not expected to be susceptible for the secondary earthquake effects described above with the exception of landsliding. Mitigation measure GEO-2 would address this impact. Therefore, impacts related to secondary earthquake effects would be **less than significant with mitigation incorporated**.

a (iv) As described in Response a (iii), there is no evidence of landslide or mudflow on-site or in significant proximity to the parcel to impact the proposed project. In addition, the project site is not located in area delineated as a landslide hazard zone (City of Agoura Hills Seismic Safety Element, 1992). However, prior to assurance that the proposed slopes would be graded in accordance with GSC grading recommendations as required by Mitigation Measure GEO-1, the project would result in a potentially significant impact. As such, impacts related to landslides are **less than significant with mitigation incorporated**.

b) During wet winters, concentrated surface water flow can, over time, cause rilling and possible washouts of substantial slope areas whether composed of natural soils or artificial fill. The proposed project involves grading of the project site, including 10,591 cubic yards of onsite cut material, 2,537 cubic yards of fill material, and 8,055 cubic yards of export soil. Proposed grading would expose additional soils to erosive processes. In particular, the proposed grading plan would result in fill slopes, which could be subject to accelerated processes of wind and water erosion during and immediately following construction. Mitigation Measure GEO-2 addresses this impact. These are potentially significant impacts, which can be reduced to **less than significant with mitigation incorporated**.

c) GSC completed excavation, sampling, and logging of 10 backhoe test pits for soil sampling and geologic identification. Bedrock underlying the parcel consists of firm, dense sandstones, siltstones, and shale of the Topanga Formation. Overlying the bedrock is two to four feet of topsoil in the northerly portion of the parcel, and six to twelve feet of topsoil and old alluvium in the southern half of the parcel. The old alluvium is a portion of an ancient, non-marine alluvial surface that is found in many areas of Agoura Hills. These sediments consist of dark brown to slightly reddish-brown clay, sand to sandy clay with pebble to cobble-sized fragments of

volcanic rock. The upper portions of the old alluvial sediments are porous. All of the material is massive.

Assuming the foundation elements are founded in the recommended bearing soils, GSC estimates that the total static settlement would not exceed ¾-inch, with differential settlements on the order of one-half the total settlement. The majority of the settlement will most likely occur during the initial loading of the foundation; however, if any disturbed, loose, yielding, or soft soils are left within the footing area prior to concrete placement, settlements greater than predicted herein may be realized. Additional foundation settlements can also occur due to leakage from any appurtenant plumbing; therefore, it is important that all underground plumbing fixtures be absolutely leak-free. As required by Mitigation Measure GEO-1, once foundation plans are available which include loading, details of the total dead and real live loads, the plans should be reviewed by the geotechnical engineer to ensure that total and/or differential settlements are within tolerable limits. As such, impacts related to settlement are expected to be **less than significant with mitigation incorporated**.

d) Expansiveness of soil, soft bedrock, and fill materials relates to the potential for the materials to shrink and swell as a response to alternate drying and wetting from water sources such as precipitation, irrigation, or subsurface flow. In general, the greater the clay content of the material, the greater the potential for expansion. This process can result in damage to structures that are in contact with these clay-rich materials. For this reason, the County building codes require analysis to address expansion potential. According to GSC, native soils collected on-site were found to have a low to very high expansion index (see Appendix D). Foundation design will be influenced by the expansion index of earth materials that ultimately underlie the planned structures. Surficial soil samples for expansion and chemical analyses should be obtained from building locations for post grade testing. The proposed removal and/or over excavation of materials with elevated soil expansion index, replacement with compacted fill materials and appropriately designed footings and slabs, in accordance with the Los Angeles County Building Code, would reduce the potential for substantial differential expansion and provide uniform bearing surfaces. As such, the potential impacts due to expansive soils are considered to be **less than significant** using normal geotechnical engineering practices.

e) The project would be connected to the City's sewer system and does not propose the use of septic tanks or alternative waste disposal systems. As such, **no impact** would occur.

Mitigation Measures

Development of the proposed project would be required to comply with applicable requirements of the Uniform Building Code and California Building Code. In addition, the following measures are required to reduce impacts to the degree feasible.

- GEO-1** The proposed project shall comply with all project design recommendations contained within the Geologic and Geotechnical Engineering Review conducted by GeoSoils Consultants, Inc. Recommendations contained in this study shall be reviewed and approved by the City Geologic/Geotechnical Consultant and incorporated in to final grading and structural design plans, as deemed appropriate by the City Building Official.
- GEO-2** The Contractor shall provide erosion control measures, when necessary, during grading and prior to the completion and construction of permanent drainage

controls. Such measures may include slope protection measures, netting and sandbagging, landscaping and possibly hydroseeding, temporary drainage control facilities such as retention areas, etc. The erosion control measures shall be reviewed and approved by the City Engineer prior to issuance of the grading permit.

VII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The medical office use proposed for the project site would generate biohazards, which will be disposed of in compliance with all applicable state and local requirements. In addition, all biohazard material commonly associated with medical offices will be stored in the maximum allowed quantities in approved indoor storage containers in compliance with applicable codes. All hazardous materials use and storage practices are subject to review by the City Building Official and County Fire Department in conjunction with standard building permit and certificate of occupancy inspection processes. In addition, operation of the proposed project would involve the use and disposal of small amounts of chemicals for routine cleaning, landscaping (pesticides, etc.) and maintenance. The use of these materials is subject to safe handling requirements, in accordance with product labels and State and Federal regulations. Thus, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and a **less than significant** impact is anticipated.

b) As stated above in Response VII. a, the medical office use proposed for the project site would generate biohazards, which will be disposed of and stored in compliance with all applicable state and local requirements. The proposed project site is currently vacant and would not involve the demolition or disturbance of buildings that would contain lead based paints or asbestos. In addition, upon checking the California Geological Survey *Radon Potential Zone Map for South Los Angeles County, California* (June 2005), it was found that the project site is located in an area that has *Low Potential for Indoor Radon Levels Above 4.0 pCi/l*. Adherence to City requirements, as well as state and federal regulations, reduce potential impacts from hazardous materials to a **less than significant** level.

c) Currently, there are four schools located within one-quarter mile of the project site (Cornerstone Preschool, Born Learners School, Montessori School of Agoura, and Partners in Learning). The medical office use proposed for the project site would generate biohazards, which will be disposed of and stored in compliance with all applicable state and local requirements. In addition, operation of the proposed project would involve the use and disposal of small amounts of chemicals for routine cleaning, landscaping (pesticides, etc.) and maintenance. Adherence to City requirements, as well as state and federal regulations, reduce potential impacts from hazardous materials to a **less than significant** level.

d) The project site does not appear on any hazardous material site list compiled pursuant to Government Code Section 65962.5. The following data resources provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements were checked on April 6, 2009 for known hazardous materials contamination at the project site:

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database;
- List of Leaking Underground Storage Tank (LUST) Sites and Spills, Leaks, Investigation, and Cleanup (SLIC) sites from Water Board GeoTracker database;
- List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit;
- List of “active” Cease and Desist Orders and Cleanup and Abatement Orders from Water Board; and
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

Therefore the project would result in **no impact** pertaining to hazardous materials sites.

e) The project site is not located within an Airport Land Use Plan area or within two miles of an existing public airport. Thus, **no impact** is anticipated.

f) The project site is not located in the vicinity of an existing private airstrip. Thus, **no impact** is anticipated.

g) The proposed project is an infill development and would be constructed within an existing city block. It would not interfere with adopted emergency response or evacuation plans. Thus, **no impact** is anticipated.

h) The project involves construction of one medical office building and associated parking areas in the City’s Urban/Wildland Interface.¹³ Wildland fires in are a major concern due to the hilly, mountainous, and undeveloped character of much of the surrounding areas of Agoura Hills.¹⁴ However, the City of Agoura Hills includes mandatory building and design standards that help to prevent the threat of loss during a wildland fire. Mandatory compliance with building standards and regulations would reduce impacts to a **less than significant** level.

VIII. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

¹³ City of Agoura Hills General Plan Update, Public Safety Element, 1993, Page VI-22.

¹⁴ Ibid. Page VI-7.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard are structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section is primarily based on the technical report contained in **Appendix E**, entitled *On-Site Hydrology Study and Report, Agoura Road and Chesebro Road, Agoura Hills*, Revised September 9, 2009.

a) The proposed project would be designed to comply with all applicable construction and operational water quality standards and waste discharge requirements. The City of Agoura Hills

General Plan Conservation and Open Space Element establishes as a community priority to preserve water courses in their natural state, where feasible, as well as to reduce sediment entering waterways. As a permittee within the County of Los Angeles Municipal Stormwater National Pollutant Discharge Elimination System Permit (NPDES Permit No. CAS004001), the City is required to comply with several programs to insure water that is discharged from its limits meets the requirements mandated by the NPDES permit. Prior to construction, a Storm Water Pollution Prevention Plan (SWPPP) would be required. The SWPPP will identify pollution sources and Best Management Practices (BMPs) to control and mitigate pollutants during construction and operation of the proposed project. In addition, the applicant would be required to prepare a Standard Urban Storm Water Mitigation Plan (SUSMP), which outlines the necessary BMPs which must be incorporated into design plans for certain categories of development and/or redevelopment to reduce the potential for pollutants to enter the storm drain system. The SWPPP and SUSMP would need to be provided to the City and approved by the City Engineer prior to issuance of a grading permit. Because the proposed project would be designed to comply with all applicable construction and operational water quality standards and waste discharge requirements, it is not expected to violate any water quality standards or waste discharge requirements. Thus, a **less than significant impact** is anticipated.

b) The Russell Valley Groundwater Basin lies beneath the project site. The approximate depth to groundwater in this basin is 35 feet and recharge is dominantly from percolation of rainfall.¹⁵ The existing project site, which is currently vacant, would be developed with a 40,700 square-foot medical building, underground and surface parking, internal roadways, and landscaping. According to Hall & Foreman, Inc., two percent of the existing project site is impervious. At project build out, 74 percent of the project site would consist of impervious surfaces. As such, the proposed project may reduce groundwater recharge. However, the Preliminary Geologic and Geotechnical Study, prepared for the project site by GeoSoils Consultants Inc., did not encounter groundwater. No springs or seeps are found on the property. Thus, given the relatively small amount of water originating on-site relative to the volume of the Russell Valley Groundwater Basin, which as a storage capacity of 10,570 acre-feet (af),¹⁶ the project site is not a significant recharge area for the Basin. Thus, the project is not expected to adversely affect groundwater recharge. In addition, the proposed project would utilize potable and reclaimed water provided by the Las Virgenes Municipal Water District (LVMWD), which is served by the California State Water Project. As such, the proposed project would not be served by local wells or include any other component that would substantially deplete local groundwater supplies. Based on these considerations, the proposed project is not expected to adversely impact groundwater by depleting groundwater supplies or interfering with groundwater recharge or a groundwater table. Thus, a **less than significant impact** is anticipated.

c) The drainage pattern on the site would be substantially altered by the proposed project. The site is currently vacant and composed of two sub-areas (Sub-area A1, A2). Surface water on the project site is directed northerly down slope to an existing wall at the north property line. At the low point to the wall there is an eight-inch nominal diameter opening, where the site's storm drain flows routes to a concrete valley gutter on the adjacent property. The eight-inch diameter opening at the northerly property lines is the only functional drainage outfall system on the site.

¹⁵ CDM. Technical Memorandum task 3.2A: Hydrogeology and Aquifer Characteristics, North Santa Monica Bay Watersheds Regional Watershed Implementation Plan and Malibu Creek Bacterial TMDL, February 1, 2006, Page 10.

¹⁶ Ibid.

The proposed project will consist of the medical office building, underground parking, private storm drain systems, and landscaping. The site will be composed of sub-areas A1 through A4. Sub-area A1, comprising 0.83 acres, is the upper level area of the site which will be composed of the building roof tops and landscape vegetative areas that are located south and east of the building. This sub-area will flow to the proposed retention trenches located on-site via swale and gravel trench features. Sub-area A2, comprising of 0.65 acres, is primarily composed of the upper level parking of the project site. It also contains a minor portion of the site's landscape area and the hardscape at the entrance of the building. This sub-area will flow to the existing 8-inch outlet on the northerly wall. Sub-area A3, comprising 0.25 acres, is the lower area which will be composed of landscaping and parking areas, while sub-area A4, comprising 0.04 acres, is the drive-ramp that leads vehicles to the lower parking area, routing ultimately to sub-area A3, which would flow to the existing 8-inch diameter hole on the northerly wall. Finally, sub-area A5, comprising 0.18 acres, is basically the off-site areas of Chesebro Road and Agoura Roads that currently drain onto the site through un-improved shoulder conditions; and through the proposed public street improvement, this area would drain directly down to the intersection of Dorothy and Chesebro Road. 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 erosion and/or siltation impacts as the result of the modification of site drainage to a **less than significant** level.

d) As described above (see Response VIII.c) the proposed project would result in modifications the project site's drainage patterns. The City of Agoura Hills Municipal Code requirement stipulates two drainage "quantity" criterion be met: 1) The site's post-construction 50-year storm runoff shall not exceed that of the site's 50-year pre-construction runoff; and 2) for this project, the site's post development release through the existing 8-inch outlet of the northerly wall shall not exceed the site's preconstruction run-off through the same existing outlet. With an emphasis on detention requirements, Hall & Foreman, Inc. considered the existing undeveloped on-site area that falls within the proposed curb line, Sub-area A1, which consists of 1.78 acres. The 50-year event to the existing 8-inch diameter hole in the north wall generates a flow rate of 7.14 cubic feet per second (cfs). Sub-area A2, consisting of 0.51 acres, would be the area that currently runs onto the site but would ultimately flow and remain within the Chesebro Road's curb and gutter (via proposed street improvements) that convey this run-off north on Chesebro Road. The 50-year event generates a flow rate of 2.05 cfs. Combining Sub-areas A1 and A2 (for a total of 2.29 acres), produces an existing "clear flow" and "burn flow" peak flow rates of 9.19 cfs for a 50-year event from the site.

The proposed sub-areas A2 through A4, as described in Response VIII.c., comprising a proposed 50-year flow rate of 3.77 cfs will be released to the existing 8-inch outlet on the northerly wall. This rate is significantly less (i.e. 59 percent less) that the existing 50-year flow rate of 9.19 cfs currently being released through the existing 8-inch outlet on the northerly wall. Under the proposed project design, no drainage would release to Chesebro Road. Because the site would retain a portion of the on-site drainage flows, specifically sub-area A1, the on-site improvements will include a collection of swales and gravel infiltration trench features design to initially retain a drainage run-off volumes and then release the stored drainage to the underlying soils. For purposes of on-site design, Hall & Foreman, Inc. have provided for some 5,600 square feet of trench areas which correspond to an average trench depth of 7.5 to 8 feet required for this on-site retention storage requirement.

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. Thus, development of the proposed project would decrease the 50-year event runoff and, therefore, would not significantly impact the quantity of stormwater runoff generated at the project site or result in potential flooding impacts. 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. In addition, the proposed site drainage plan would have to be approved by the City Engineer prior to construction. Thus, a **less than significant** impact is anticipated.

e) 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. As described above in Response VIII.a, implementation of the required BMPs in accordance with the applicable NPDES permit would reduce potential water quality impacts to a **less than significant** level.

f) As indicated above in Response VIII.a, the proposed project would comply with all applicable construction and operational water quality standards and waste discharge requirements. In addition, the proposed project would be required to prepare a SWPPP prior to construction, which would identify pollution sources and BMPs to control and mitigate pollutants during construction and operation of the proposed project. Thus, the proposed project is not anticipated to result in the degradation of water quality, and a **less than significant** impact is anticipated.

g) The project site consists of the construction of medical building offices and it is not located within a 100-year flood plain or in a Flood Hazard Zone.¹⁷ Thus, the proposed project would not place housing within a 100-year flood plain, and **no impact** is anticipated.

h) Since no portion of the project site is located within a delineated 100-year floodplain (see Response VIII.g), the proposed project would not impede or redirect any flood flows in such flood plains. **No impact** is anticipated.

i) The project site is not near any levees or dams. Exposure of people or structures on the project site to risks due to flooding as a result of the failure of a levee or dam is not anticipated as a result of the proposed project. **No impact** is anticipated.

j) Tsunamis generally affect coastal areas. The project site is sufficiently inland to not be subject to tsunami hazards. Seiches are oscillating waves that form in an enclosed or semi-enclosed body of water. The project site is not adjacent to or near a body of water; therefore, it is not subject to this hazard. In addition, according to GeoSoils Consultants Inc., there is no evidence of landslide or mudflow on-site of in significant proximity to the parcel to impact intended land use. Therefore, **no impact** is expected to occur.

¹⁷ Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the City of Los Angeles, Los Angeles County. Community-Panel Number 0601370075D, Panel 75 of 112. Map revised July 6, 1998.

IX. Land Use and Planning

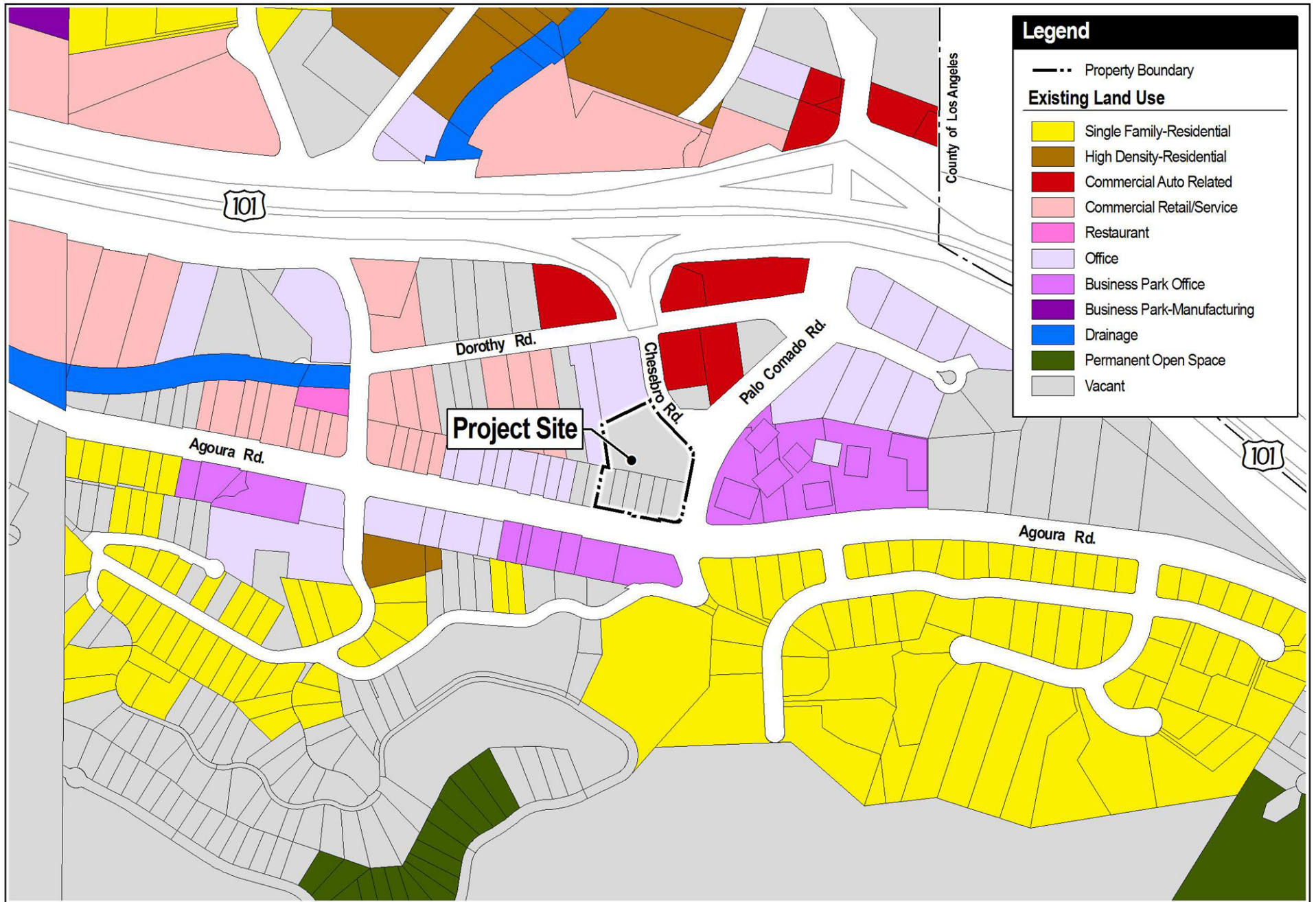
Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) As shown in **Figure 9**, the proposed office building is consistent and/or compatible with the existing neighboring land uses and development along Agoura Road and Chesebro Road. The surrounding area consists primarily of two-story office buildings and other commercial uses.

Although vacant, the project site has current zoning and land use designations that allow for professional office/commercial uses. The proposed project does not include any physical elements that would create a physical barrier in the project site vicinity and within this community. Thus, **no impact** is anticipated.

b) As shown in **Figures 10 and 11**, for the six smaller parcels located on-site fronting Agoura Road, the existing City of Agoura Hills General Plan Land Use designation is Business Park-Office Retail (BP-OR) and the existing zoning is Business Park-Office Retail-Old Agoura Design Overlay-Freeway Corridor Overlay (BP-OR-OA-FC). For the larger northern parcel (APN 2061-012-012), the existing General Plan Land Use Designation is Commercial Retail/Service (CRS) and the existing zoning is Commercial Retail/Service-Freeway Corridor Overlay-Old Agoura Design Overlay (CRS-FC-OA). According to the City of Agoura Hills Municipal Code, the purpose of the BP-OR district is to provide for smaller planned developments, including offices and incidental related retail commercial uses that are harmonious with the adjacent commercial or residential development.¹⁸ The purpose of the CRS district is to provide areas for general commercial, retail, and service uses for which a shopper in general makes a single-purpose trip to visit one establishment. It is intended that this district provide for the needs of the residents

¹⁸ Section 9371, Agoura Municipal Code.



Source: Agoura Hills Land Use Plan, Existing Land Use Map, November 21, 2006.

of the city and the surrounding areas.¹⁹ The areas within the FC District are considered “gateways” by the City of Agoura Hills Municipal Code. “They are seen first by visitors and residents as they pass through the City, and as they exit the freeway to enter the City. These areas are of crucial importance in establishing the city’s identity and character in the minds of visitors and residents.”²⁰ The OA Overlay District consists of a rural equestrian community; its purpose is to preserve the Old Agoura community through the establishment of special public improvement standards and design guidelines.²¹

The proposed project would require a General Plan Amendment for a land use designation change from CRS to BP-OR and a zone change from CRS-FC-OA to BP-OR-OA-FC for the larger northern parcel (APN 2061-012-012). This Amendment and zone change are needed to match the land use designation and zoning of the six smaller parcels fronting Agoura Road. Medical office buildings are permitted under both the BP-OR and CRS land use and zoning districts, as well as within the OA Overlay and FC Districts. Primary differences between the BP-OR and CRS districts include minimum project size requirements, and maximum building coverage standards, as well as minimum yard and landscaping requirements. Nevertheless, because all seven parcels are located within the OA Overlay District, regardless whether they are BP-OR or CRS district, they are all similarly subject to the same overlying standards that are included within the OA Overlay District, which allow irregular yards, a building coverage over 50 percent when the development consists of commercial use encompassing more than one lot, and a minimum of 15 percent required landscaping. As such the proposed project would not result in a substantial alteration of the present or planned land use of an area. With the exception of one technical requirement, the proposed project would be consistent under the BP-OR-OA-FC General Plan and Zoning Ordinance, as well as the City of Agoura Hills Municipal Code. Under the OA Overlay District, the maximum building coverage shall not exceed 50 percent of the lot unless the proposed development consists of a commercial use encompassing more than one lot. The proposed medical office project would merge seven parcels into one lot and have a building coverage of approximately 58 percent, exceeding the maximum building coverage allowed under the OA Overlay District. Thus, the proposed project would require a variance to allow for 58 percent building coverage.

The City of Agoura Hills General Plan includes numerous goals and policies guiding land use and development within the City. Policies of particular relevance to the proposed project are summarized as follows along with an evaluation of the project’s consistency with these policies (**Table 11**).

¹⁹ Section 9331, Agoura Municipal Code.

²⁰ Section 9541, City of Agoura Municipal Code.

²¹ Section 9551, City of Agoura Municipal Code.