City of Agoura Hills

Agoura Road Office Project

Draft Initial Study and Mitigated Negative Declaration

March 2010

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Initial Study and Mitigated Negative Declaration

Prepared by:

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March 2010

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INTRODUCTION

This document is an Initial Study and Mitigated Negative Declaration (IS/MND) that addresses the potential environmental effects resulting from the construction of 12,700 square feet of office space on Agoura Road east of the Agoura Road/Ladyface Circle Road intersection in the City of Agoura Hills.

LEGAL AUTHORITY AND FINDINGS

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

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

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

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

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

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

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

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

1. Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and

2. There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

An IS/MND may be used to satisfy the requirements of CEQA when a proposed project would have no significant unmitigable effects on the environment. As discussed further in subsequent sections of this document, implementation of the proposed project would not result in any

significant effects on the environment that cannot be reduced to below a level of significance with the mitigation measures included herein.

IMPACT ANALYSIS AND SIGNIFICANCE CLASSIFICATION

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

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

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

USE OF PREVIOUS ENVIRONMENTAL DOCUMENTS IN THIS ANALYSIS

The following environmental analyses and technical studies were used as a basis for this document.

- *City of Agoura Hills, General Plan Update EIR, March 12, 1993.*
- *City of Agoura Hills, Agoura Business Center West IS/MND, May 2009.*
- *City of Agoura Hills, Agoura Hills Business Park IS/MND, June 2008.*
- *City of Agoura Hills, Ladyface Mountain Specific Plan, 1991.*
- *City of Agoura Hills, Liberty Canyon Office Expansion IS/MND, April 2008.*
- *Associate Transportation Engineers, Traffic and Circulation Study, August 2008.*
- *Robert J. Wlodarski, Phase I Archaeological Study, March 2008.*
- *Clay A. Singer, Archaeological Report, October 1979.*
- *CVE Engineering, Inc., Hydrology and Drainage Study, October 2007.*

INITIAL STUDY

PROJECT TITLE

Agoura Road Office Project

LEAD AGENCY and CONTACT PERSON

City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 91301
Contact: Valerie Darbouze, Associate Planner

PROJECT PROPONENT

Dr. Vinod K. Gupta
31225 La Baya Drive
Westlake Village, CA 91362

PROJECT SITE CHARACTERISTICS

Location: The project site is located on Agoura Road east of the Agoura Road/Ladyface Circle Road intersection in the City of Agoura Hills, Los Angeles County. Figure 1 illustrates the location of the project site in its regional context and Figure 2 shows the location of the project site in the City of Agoura Hills.

Assessor Parcel Numbers: The project site is identified by Assessor's Parcel Number (APN) 2061-033-015.

Existing General Plan Designation: The City of Agoura Hills General Plan land use designation is Ladyface Mountain Specific Plan (SP).

Existing Zoning: The City of Agoura Hills zoning is Ladyface Mountain Specific Plan (SP).

Surrounding Land Uses: The project site is bounded by an office building on the west, Agoura Road on the north, a recreation area for a summer camp on the east, and open space on the south.

DESCRIPTION OF THE PROJECT

The proposed project involves the development of a two-story general office building on Agoura Road east of the Agoura Road/Ladyface Circle Road intersection. The project site measures approximately 1.65 acres. The proposed office building would be 12,700 square feet (sf). There would be 51 parking spaces provided through onsite surface and subterranean parking, which would exceed the 42 required parking spaces by nine spaces.

The project site is currently vacant and contains a level pad that has been previously graded. The northern portion of the project site is adjacent to Agoura Road and slopes slightly up to the level pad. The two-story building and surface parking lot would be located on the level pad. The southern portion of the project site is sloped and includes natural scrub oak habitat. Photographs of existing site conditions are shown on Figure 3.

Vehicles would access the project site via Agoura Road. An existing driveway east of the project site off Agoura Road would be improved and would provide vehicular access to the subterranean parking garage and the surface parking lot, located south of the proposed office building. Additionally, vehicles would access the project site through an existing parking lot to the west of the project site via Ladyface Circle. The parcel to the west of the site contains a 34,172 sf office building and surface parking lot. The project applicant owns this property. The proposed project would not include altering the existing building to the west of the project site. The proposed office building would be accessible to pedestrians from Agoura Road via the existing driveway and from the surface parking lot west of the project site. The proposed site plan is shown on Figure 4. Building elevations are shown on Figure 5.

The proposed project would include landscaping around the project perimeter and throughout the proposed parking lot. Figure 6 shows the landscape plan for the proposed project and figure 7 shows the oak tree map. Additionally, the southern portion of the project site would remain a natural area. The project would include a Santa Monica Mountains Conservancy conservation easement in the southern portion of the site, south of the proposed retaining wall. Site improvements would include concrete curbs, gutters, sidewalks, and a monument sign.

Site preparation would involve grading 1,800 cubic yards of cut and fill and excavation to create a subterranean parking garage. Figure 8 shows the grading plan for the proposed project. Construction trucks traveling to and from the project site would access the project site via Highway 101 to Agoura Road and would not travel into residential neighborhoods.

Pursuant to the Ladyface Mountain SP, a Conditional Use Permit (CUP) is required for any development within the Ladyface Mountain SP area. The proposed project would be within the Ladyface Mountain SP and would therefore require a CUP. The proposed project would also require a Ladyface SP amendment in order to build a structure of more than an 8,000 sf on the project site; enlarge the allowable buildable pad from 0.74 acres to 1 acre; and increase the allowable number of site-specific vehicular PM peak hour trips. A Ladyface Mountain SP amendment application is subject to review by the Planning Commission, which would provide a recommendation to the City Council regarding the proposed amendment. The City Council is then responsible for reviewing and approving the amendment application. A Variance is requested to reduce the minimum front (north side) and side (west side) yard setback size from 35 to 20 feet and from 70 to 60 feet respectively - an area-wide development standard.

The approvals being requested from the City include:

- *Ladyface Mountain SP amendment to increase the allowable square footage of the onsite building and pad for development and increase in allowable PM peak hour trips originally allocated to the site*
- *Conditional Use Permit for developing a parcel within the Ladyface Mountain SP area*

- *Oak Tree Permit for the removal and encroachment of the protected zone of on and off-site oak trees on and adjacent to the project site*
- *Variance to decrease the front and side yard setback specified by the Ladyface Mountain Specific Plan*

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

None other than the City of Agoura Hills (see discussion of required City approvals above).

ENVIRONMENTAL FACTORS AFFECTED

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

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

DETERMINATION

On the basis of this initial evaluation:

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

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

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Valerie Darbouze, Associate Planner
City of Agoura Hills

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

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

a, c. The project site is bounded by an office building and parking lot on the west, Agoura Road on the north, a recreation area for a summer camp on the east, and open space on the south. Highway 101 runs approximately 500 feet north of the project site parallel to Agoura Road.

The project site is within the jurisdiction of the Ladyface Mountain Specific Plan (SP). Development within the SP area is required to maintain views of Ladyface Mountain from Agoura Road by limiting the height of structures below the line-of-site between the viewer and the ridgeline. Additionally, design guidelines for the SP area include the following:

- *Respect the natural landscape characteristics of Ladyface Mountain's major natural open space areas which provides the setting for the project area.*
- *Soften the transition from adjoining natural open space areas to the urban development enclaves.*
- *Enhance the individual character of Ladyface Mountain's commercial, office, and residential enclaves with appropriate landscape and streetscape treatment.*
- *Complement the natural setting or landscape of the region with the choice of appropriate introduced urban landscape material.*

According to the City of Agoura Hills General Plan Scenic Highways Element (1993), Highway 101 is designated as a Local Scenic Highway and a Los Angeles County scenic highway and is eligible for State scenic highway designation.

According to the City of Agoura Hills General Plan Scenic Highways Element (1993), Agoura Road is designated as a Local Scenic Highway and identified as a source of "excellent vistas of Ladyface Mountain and the ridgelines along the south side of the City." As noted in the Scenic Highways Element, the goals in protecting the scenic resources of Agoura Road are as follows:

- *Landscaping sensitive to freeway views*
- *Significant reduction of unsightly signs on existing commercial structures*
- *Restrict Street lighting*
- *Utility Undergrounding*
- *Removal of pole signs and billboards*

The proposed project would not include unsightly signs, pole signs, or billboards. The proposed project would be required to comply with sign design guidelines specified in the SP, including the following:

- *All signs shall be in scale with the surrounding built environment*
- *Colors and materials shall be sensitively selected to blend signage with landscape and architectural elements, including building design, material, and color*
- *Signs shall be located at a minimum of five feet behind the property line*
- *Berming shall be limited to two feet in height above the surrounding finishing grade*
- *Signs shall be made of durable rust-inhibited materials*

The proposed project would incorporate restricted street lighting in parking lots. Additionally, the project would be compatible with surrounding uses and would be similar in size and scale to surrounding developments. The design of the proposed commercial facility includes elements such as landscaping, building heights, and roofing materials that are intended to fit in with existing development in the surrounding area.

Existing development near the project site cannot be seen from Highway 101. The proposed two-story office building would be constructed on a level surface at the height of the existing office building to the west of the project site and would be substantially blocked from Highway 101 by landscaping and existing commercial developments to the north of Agoura Road between the project site and Highway 101.

Ladyface Mountain is located south of the project site. The Ladyface Mountain SP requires development in the Ladyface Mountain SP area to maintain the following standards:

- *Limit development (as measured to top of building) to below 1,100 feet elevation*
- *Limit building heights to below the line-of-site between viewer and ridgeline (as viewed from Highway 101)*
- *Use materials and colors compatible with the surrounding natural environment*
- *Provide adequate setbacks for structures, maintaining views of Ladyface Mountain*
- *Provide quality design and aesthetic character*
- *Preserve natural terrain and scenic viewshed*

The top of the proposed building would be at an elevation of approximately 933 feet. As such, the proposed project would not alter the line-of-site between Highway 101 and the ridgeline. Proposed project materials and colors include 'Eagle' tile, Villa de Largo cultured stone, 'Evergreen' glass, 'Colorful' French Beige, and metal canopies. These colors and features would be aesthetically compatible with the surrounding natural environment.

Development of the proposed project would alter views of Ladyface Mountain looking south from Agoura Road. Views of Ladyface Mountain through the project site would be similar to views from Agoura Road through the existing office building west of the project site (See Figure 3 for a view of the existing office building from Agoura Road). The proposed project would incorporate a 60-foot setback that would maintain views of

Ladyface Mountain from Agoura Road and from the Highway 101. The design and character of the proposed project would be similar to the adjacent office building with respect to scale and architectural style.

The Open Space and Conservation Element of the Agoura Hills General Plan notes that the Las Virgenes area is an important scenic resource and that it is preserved through designation of the area as a Significant Ecological Area (SEA). The designated SEA is located about 700 feet east of the project site. The proposed two-story office building would not obstruct views of the SEA for travelers on Highway 101 or Agoura Road.

Implementation of the proposed project would result in the clearing of land that would require the removal of oak trees. Of the 23 oak trees analyzed by the Oak Tree Report (Campbell, 2009), the proposed project would remove 5 oak trees (1 in right of way, 2 onsite, and 2 offsite). This would impact the visual character of the project site. However, as part of the proposed project, the applicant is applying for an Oak Tree Permit, which is required to remove and encroach upon the protected zone of oak trees on and adjacent to the project site. Per Appendix A of the City's Municipal Code, the applicant is required to replace each oak tree be removed. See BIO-6 for replacement requirements. Compliance with the City's Municipal Code would ensure that the project would not result in a substantial loss of vegetation on the project site or result in potentially significant impacts.

As discussed above, the proposed project would be similar size and scale to existing developments in the project site vicinity. The proposed project would be consistent with the goals of the Scenic Highways Element of the Agoura Hills General Plan and would not obstruct vistas of ridgelines in the City. In addition, development of the project would not obstruct views of Ladyface Mountain or the Las Virgenes SEA. Therefore, the proposed project would not adversely affect a scenic vista or degrade the existing visual character or quality of the site or its surroundings. Impacts would be **less than significant.**

b. As identified above, developments north of Agoura Road and south of Highway 101 block views from Highway 101 to the project site. The proposed 2-story office building would not be visible from Highway 101 and would not obstruct views of Ladyface Mountain from Highway 101. While Highway 101 is eligible for designation as a state scenic highway, it is not officially designated as such. Therefore, impacts to scenic resources within a state scenic highway would be **less than significant**.

d. The project site is currently vacant and there are no existing sources of light or glare on the project site. However, development near the project site creates light and glare in the vicinity of the project site. The proposed project would incorporate exterior lighting at pedestrian access locations and in parking areas. In addition, light would be cast from windows on the first and second floors of the proposed buildings. Additional sources of glare may include exterior building materials and surface paving materials as well as vehicles parked on the project site.

According to the Agoura Hills Municipal Code Section 9303.1, the design of parking areas should minimize light and glare. This can be accomplished through the use of sound walls, general location, use of well-designed lights, and landscaping throughout the parking lot. Section 9305 of the Agoura Hills Municipal Code states that "all lights and glare associated with

operations of commercial buildings shall be shielded or directed so as to not illuminate adjacent businesses or cause glare to motorists." Moreover, the Ladyface Mountain SP includes regulations pertaining to lighting, which include the following:

- *Exterior building lights shall be concealed in landscaping. Spot-lighting shall be avoided; accent lighting of exterior building walls is encouraged*
- *On-site driveway/parking lot lights shall consist of "high cut off" type of light fixtures with adjustable reflectors to direct light downward, avoid light spillover, and minimize glare. The design of the fixtures shall be compatible with the design of the building and shall be subject to approval by the Architectural Review Board*
- *Pedestrian pathways shall contain bollard lights*
- *Pedestrian plazas/courtyards shall contain bollard lights*
- *Landscape lighting shall consist of spot or floodlights concealed in landscaping*
- *Signage lighting shall be self-contained or concealed in landscaping*

There would be two pole fixtures in the proposed parking lot. Light and glare associated with the office building would not be out of character with the existing surrounding developments, which include primarily commercial, office, and institutional uses. There are no residences in the vicinity of the project site. Therefore, light cast by the proposed project would not adversely affect residential uses. Per City requirements, development projects requiring CUPs need to submit photometric plans to ensure that there is no significant light spillover from exterior lighting. The project would be required to adhere to the City's Municipal Code requirements and Ladyface Mountain SP requirements related to lighting and glare. Therefore, impacts would be **less than significant.**

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

a. The project site is previously disturbed, vacant land. It is not Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared by the Farmland Mapping and Monitoring Program (California Department of Conservation, 2004). **No impact** would occur.

b. The project site is not zoned for agricultural use. Additionally, the City does not have agricultural zoning or Williamson Act contracts. Therefore, there would be no conflict with zoning for agricultural use or with a Williamson Act Contract. **No impact** would occur.

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

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

The project site is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The local air quality management agency is required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether or not the standards are met or exceeded, the air basin is classified as being in "attainment" or "nonattainment." The South Coast Air Basin is in nonattainment for both the federal and state standards for ozone and nitrogen dioxide as well as the state standard for PM_{10}. Thus, the basin currently exceeds several state and federal ambient air quality standards and is required to implement strategies that would reduce the pollutant levels to recognized acceptable standards. This non-attainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local air shed to eliminate pollutants from the air, and the number, type, and density of emission sources within the South Coast Air Basin. The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards.

The SCAQMD has established the following significance thresholds for construction activities within the South Coast Air Basin:

- *100 pounds per day of NOx*
- *550 pounds per day of CO*
- *150 pounds per day of PM_{10}*
- *55 pounds per day of $PM_{2.5}$*

The SCAQMD also has established the following significance thresholds for project operations within the South Coast Air Basin:

- *55 pounds per day of ROC*
- *55 pounds per day of NOx*
- *550 pounds per day of CO*
- *150 pounds per day of SOx*
- *150 pounds per day of PM10*
- *55 pounds per day of PM2.5*

The South Coast Air Basin is classified as being in "attainment" for federal and state carbon monoxide standards. According to the AQMP, all areas within the South Coast Air Basin have been in attainment of federal carbon monoxide standards since 2003 and no area exceeded state standards in 2005. The highest levels of carbon monoxide concentrations listed in the AQMP were 5.9 ppm, substantially lower than the California 8-hour standard of 9.0 ppm. (Greenhouse gas emissions are addressed below in Section XVII, *Mandatory Findings of Significance*, of this document.)

a. Generally, a project would conflict with or potentially obstruct implementation of an air quality plan if it would contribute to population growth in excess of that forecasted in the air quality management plan. Currently, the population in the City of Agoura Hills is approximately 23,337 people (California Department of Finance, 2009). There would be an estimated one employee per 288 sf in a low-rise office (Natelson Company Employee Density Study Summary Report, 2001). Therefore, the proposed project, which would include a 12,700 sf office building, would generate approximately 44 employees. Some of the employees may relocate to the City. However, any new housing generated by the proposed project would be subject to CEQA review. In addition, the project does not involve any residential development. Consequently, the project would not contribute to an exceedance of the City's projected population growth forecast, which is 23,400 people in 2020. Impacts would be **less than significant.**

b, c. Emissions generated by the proposed project would include temporary construction emissions and long-term operational emissions.

Long-term emissions generated by the proposed project would be primarily from vehicle trips to the office building. The project would be required to adhere to City standards regarding emissions and would also be required to meet the latest building energy efficiency standards set forth by Title 24 (California Energy Commission, 2008).

The long-term air quality emissions associated with the proposed project were estimated using

the URBEMIS 2007 v.9.2.4 air quality model. Appendix A contains the air quality modeling assumptions and detailed results. Operational emissions were determined based on the proposed square footage combined with the trip generation rates contained in the traffic impact study that was prepared for the project by Associated Transportation Engineers (see Appendix B). Estimated project emissions estimates as determined in the modeling analysis are presented in Table 1. Mobile emissions are those associated with vehicle trips, while the use of natural gas and landscaping maintenance equipment are included in the area emissions.

Table 1
Operational Emissions (pounds per day)

Emission Source	Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Mobile Emissions	3.2	4.4	39.3	6.6	1.3
Area Emissions	0.3	0.3	1.7	0.01	0.01
Gross Emissions	**3.5**	**4.7**	**41.0**	**6.6**	**1.3**
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*55*
Exceed SCAQMD Thresholds?	***NO***	***NO***	***NO***	***NO***	***NO***

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

As shown in Table 1, operation of the proposed project would generate an estimated 3.5 lbs of ROG per day; 4.7 lbs of NOx per day; 41 lbs of CO per day, 6.6 pounds of PM_{10} per day; and 1.3 lbs of $PM_{2.5}$ per day. The emissions generated by the proposed project would not exceed the SCAQMD's daily operational thresholds for any pollutant; therefore, regional air quality impacts would be **less than significant.**

In addition to SCAQMD's regional significance thresholds for operational emissions, long-term operational impacts would be significant if project-generated traffic were to cause a significant impact at a local intersection that would result in CO concentrations above state or federal standards. Areas with high vehicle density, such as congested intersections and parking garages, have the potential to create high concentrations of carbon monoxide (CO), 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. 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 or when a project is likely to worsen air quality at a signalized intersection.

The 2007 SCAQMD summary card, which provides data on current conditions, states the maximum CO one-hour concentration for Source Receptor Area (SRA)-6 (West San Fernando

Valley) as 4.0 ppm, and the maximum eight-hour concentration as 2.8 ppm. As discussed in Section XV, *Transportation/ Traffic*, the proposed project would not increase the LOS from LOS A, B, C, or D to E or F at any intersection within the vicinity of the project site. Given that project traffic would not have a significant impact at any intersection, project-generated traffic would not significantly worsen air quality at intersections within the vicinity of the project site. Neither the 20 ppm one-hour CO standard nor the 9.0 ppm eight-hour CO standard would be exceeded. Impacts related to CO hotspots would be **less than significant**.

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

Temporary construction emissions were estimated using the URBEMIS 2007 v.9.2.4 computer model (see Appendix A for air quality data). The number and type of construction equipment was estimated based on construction projects similar in size to the proposed project. The length of construction of the proposed project was estimated to last approximately one year. During project site preparation, the soils that underlie portions of the site could be turned over and pushed around, exposing the soil to wind erosion and dust entrainment by onsite operating equipment.

The majority of emissions associated with construction activities onsite come from off-road vehicles such as cranes and backhoes, but some emissions are also associated with construction worker trips and the application of architectural coatings, which release volatile or reactive organic gases (ROG) during the drying phase. Rule 403 of the SCAQMD Handbook requires implementation of measures to minimize emissions for all dust generating activity, regardless of whether it exceeds thresholds. The non-attainment status of the South Coast Air Basin for PM_{10} dust emissions requires that Best Available Control Measures (BACMs) be used to minimize regional cumulative PM_{10} impacts from all construction activities, even if any single project does not cause the thresholds to be exceeded.

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

LSTs have been developed for emissions within areas up to 5 acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides a lookup table for sites that measure 1, 2 or 5 acres. The project site measure 1.65 acres, so construction

emission thresholds shown in Table 2 are from the 2-acre LST lookup table. The site is located in Source Receptor Area 6 (SRA-6), which is designated by the SCAQMD as the West San Fernando Valley and includes the City of Agoura Hills. The thresholds in Table 2 were determined based on the distance of nearby sensitive receptors to the project site. The closest sensitive receptor population to the project site includes the summer camp 50 feet east of the project site and a Temple and pre-school 200 feet southwest of the project site.

Table 2
SCAQMD LSTs for Construction in SRA-6

Pollutant	Allowable emissions 82 feet from the 2-acre site boundary (lbs/day)
Gradual conversion of NO_x to NO_2	147
CO	633
PM_{10}	6
$PM_{2.5}$	4

Source: http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf, accessed online February 2010.

Table 3 shows the maximum construction emissions that would result from construction of the proposed project. As indicated, the estimated daily construction emissions of criteria pollutants are below SCAQMD construction thresholds and LSTs for each phase of construction. Therefore, impacts would be **less than significant.**

Table 3
Maximum Daily Construction Emissions[1] (pounds per day)

Emission Source	NO_x	CO	PM_{10}	$PM_{2.5}$
Grading	36.7	17.1	2.1	1.8
Building Construction	28.1	12.4	1.7	1.6
Coating and Paving	36.3	18.2	2.6	2.4
SCAQMD Thresholds (peak day)	*100*	*550*	*150*	*55*
Exceed SCAQMD Thresholds?	***NO***	***NO***	***NO***	***NO***
Localized Significance Thresholds	*147*	*633*	*6*	*4*
Exceed Localized Significance Thresholds?	***NO***	***NO***	***NO***	***NO***

Note: The grading phase and the building construction phase do not occur simultaneously.
[1]Includes worker trips and architectural coatings.
[2]Threshold interpolated from 2-acre sites.
Source: Construction Lookup Table interpolated for 2-acre site (See Appendix A for model assumptions and results)

e. Certain population groups are considered particularly sensitive to air pollution. Sensitive receptors include health care facilities, retirement homes, school and playground facilities, and residential areas. The closest sensitive receptor population to the project site includes a summer camp facility located approximately 50 feet east of the project site and a Temple and a pre-school 200 feet southwest of the project site. As discussed in items b, c, and d above, the proposed project would not result in an exceedance of either the SCAQMD or the LST thresholds for construction or operational emissions, nor would project operation create a CO hotspot. Daily thresholds are established to protect human receptors from potentially significant health impacts. Therefore, since the project would not exceed established thresholds, the project would not expose sensitive receptors to substantial pollutant concentrations during both construction and operational phases. Impacts to sensitive receptors would be **less than significant.**

f. The proposed office building would not generate any objectionable odors. Office building uses are not identified on Figure 5-5, *Land Uses Associated with Odor Complaints,* of the 1993 SCAQMD CEQA Air Quality Handbook. Therefore, it is unlikely that the proposed project would generate objectionable odors affecting a substantial number of people. There would be **no impact** associated with odors**.**

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

A Rincon Consultants, Inc. biologist conducted a reconnaissance field survey of the project site on June 24, 2009 to document onsite biological resources.

The northern two-thirds of the project site consists of a partially manufactured building pad that consists of frequently disced ruderal grassland dominated by *Bromus* species and mustards (*Hirschfeldia incana* and *Brassica nigra*). The southern third of the site consists primarily of fairly undisturbed and old-growth scrub oak habitat dominated by *Quercus berberidifolia*. The property is bound by development to varying degrees to the west (City Hall), east (an outdoor camp with some areas of natural habitat), and north across Agoura Road (commercial structure and parking lots). Open natural habitats associated with the Santa Monica Mountains are present to the south of the project site.

The timing of the survey and the disturbed nature of the northern portion of the project site produced minimal native vegetation. The flat portion of the raised building pad is predominantly ruderal grassland that is disced for fire control and to maintain the development pad. However, the southern portion of the site contains more natural habitat. Rincon observed 58 plant species on the entire site, including 41 native species (71%) and 17 introduced species (29%). Regardless, due to the late timing of the survey, it is likely that all plant species present were not detected and that additional plant species occupy the project site.

Twenty-two (22) wildlife species were observed or detected onsite. The three (3) reptiles observed include California side-blotched lizard (*Uta stansburiana elegans*), western fence lizard (*Sceloporus occidentalis*), and coastal western whiptail (*Aspidoscelis tigris stejnegeri*). The fifeteen (15) bird species observed include: common raven (*Corvus corax*), black phoebe (*Sayornis nigricans*), common bushtit (*Psaltriparus minimus*), California towhee (*Pipilo crissalis*), western scrub-jay (*Aphelocoma californica*), American crow (*Corvus brachyrhyncos*), red-tailed hawk (*Buteo jamaicensis*), Anna's hummingbird (*Calypte anna*), house finch (*Carpodacus mexicanus*), turkey vulture (*Cathartes aura*), acorn woodpecker (*Melanerpes formicivorus*), Nuttall's woodpecker (*Picoides nuttallii*), Pacific slope flycatcher (*Empidonax difficilis*), California towhee (*Pipilo crissalis*), and mourning dove (*Zenaida macroura*). The four (4) mammals detected onsite include: large-eared woodrat (*Neotoma macrotis* middens), Botta's pocket gopher (*Thomomys bottae* burrows), California ground squirrel (*Spermophilus beecheyi* burrows), and coyote (*Canis latrans* scat).

Table 4 shows all plant species observed on the project site.

a. A five-mile radius from the project site was queried and mapped using the California Department of Fish and Game's (CDFG's) California Natural Diversity Data Base (CNDDB) (CDFG 2009 [database current as of June 30, 2009]) to indicate the nearest location of any potential special-status species and critical habitat (Figure 9) in relation to the project site. This database search was conducted to account for special-status species tracked by CDFG in the area. The potential for special-status species to occur onsite is based on the proximity of the site to tracked occurrences, known geographic ranges, surrounding land uses, and onsite habitat suitability. A total of 28 special-status species, including 13 plants and 16 animals, are tracked within the five-mile radius of the project site (tables 5 and 6, respectively). Rincon's literature review also included a search of California Native Plant Society's Inventory of Rare and

Endangered Plants of California (CNPS 2001, 2008) and the CNDDB Special Animals List (CDFG 2008).

Table 4
Plant Species Observed at the Agoura Road Office Property

Scientific Name	Common name	Habit[1]	Family
Adenostoma fasciculatum	Chamise	S	Rosaceae
Amsinckia menziesii var. *intermedia*	Rancher's fire	AH	Boraginaceae
Asclepias fascicularis	Narrowleaf milkweed	PH	Apocynaceae
Avena fatua *	Wild oat	AG	Poaceae
Baccharis pilularis	Coyote brush	S	Asteraceae
Baccharis salicifolia	Mulefat	S	Asteraceae
Bloomeria crocea ssp. *crocea*	Goldenstars	PH	Themidaceae
Brassica nigra *	Black mustard	AH	Brassicaceae
Bromus diandrus *	Ripgut grass	AG	Poaceae
Bromus hordeaceus *	Soft chess	AG	Poaceae
Bromus madritensis ssp. *rubens* *	Red brome	AG	Poaceae
Carduus pycnocephalus *	Italian thistle	AH	Asteraceae
Ceanothus cuneatus var. *cuneatus*	Buck brush	S	Rhamnaceae
Centaurea solstitialis *	Yellow star-thistle	AH	Asteraceae
Chlorogalum pomeridianum var. *pomeridianum*	Soap plant	PH	Agavaceae
Cirsium vulgare *	Bull Thistle	BH	Asteraceae
Clarkia unguiculata	Elegant farwell-to-spring	AH	Onagraceae
Cryptantha decipiens	Gravel forget-me-not	AH	Boraginaceae
Deinandra fasciculata	Fasciculed tarplant	AH	Asteraceae
Dichelostemma capitatum	Blue dicks	PG	Themidaceae
Eriogonum elongatum var. *elongatum*	Long-stemmed buckwheat	PH	Polygonaceae
Eriogonum fasciculatum var. *foliolosum*	Leafy California buckwheat	S	Polygonaceae
Eriophyllum confertiflorum var. *confertiflorum*	Golden yarrow	PH	Asteraceae
Erodium cicutarium *	Redstem filaree	AH	Geraniaceae
Galium aparine	Goose grass	AH	Rubiaceae
Heliotropium curassavicum	Alkali heliotrope	PH	Boraginaceae
Hesperoyucca [*Yucca*] *whipplei* ssp. *whipplei*	Our lord's candle	S	Agavaceae
Heteromeles arbutifolia	Toyon	S	Rosaceae
Heterotheca grandiflora	Telegraph weed	PH	Asteraceae
Hirschfeldia incana *	Summer mustard	PH	Brassicaceae
Lactuca serriola *	Prickly wild lettuce	AH	Asteraceae
Lessingia filaginifolia var. *filaginifolia*	California cudweed-aster	PH	Asteraceae
Leymus triticoides	Creeping wildrye	PG	Poaceae
Lomatium sp. (no flowers)	Lomatium	PH	Apiaceae
Lonicera subspicata var. *denudata*	Southern honeysuckle	S	Caprifoliaceae
Lotus purshianus var. *purshianus*	Spanish clover	AH	Fabaceae
Marah macrocarpus var. *macrocarpus*	Large-fruited man-root	PV	Cucurbitaceae
Marrubium vulgare *	White horehound	S	Lamiaceae
Melilotus indica *	Sourclover	AH	Fabaceae
Mimulus aurantiacus	Bush monkeyflower	S	Phrymaceae
Nassella pulchra	Purple needlegrass	PG	Poaceae
Phacelia cicutaria var. *hispida*	Hispid caterpillar phacelia	AH	Hydrophyllaceae
Picris echioides *	Bristly Ox-tongue	AH	Asteraceae
*Piptatherum miliaceum**	Smilo grass	PG	Poaceae
Poa secunda ssp. *secunda*	One-sided bluegrass	PG	Poaceae
Pseudognaphalium californicum	Green everlasting	A/BH	Asteraceae
Quercus agrifolia	Coast live oak	T	Fagaceae
Quercus berberidifolia	California scrub oak	S	Fagaceae
Quercus lobata	Valley oak	T	Fagaceae
Rhamnus ilicifolia	Hollyleaf redberry	S	Rhamnaceae
*Rosmarinus officinalis**	Rosemary	S	Lamiaceae
Rumex crispus *	Curly dock	PH	Polygonaceae
Salix lasiolepis	Arroyo willow	T	Salicaceae
Salvia mellifera	Black sage	S	Lamiaceae
Sambucus Mexicana	Blue elderberry	S	Caprifoliaceae
Sanicula crassicaulis	Pacific sanicle	PH	Apiaceae
Stachys bullata	Pink hedge nettle	PH	Lamiaceae
Toxicodendron diversilobum	Western poison oak	S/V	Anacardiaceae

[1] Habit definitions: AG=annual grass/graminoid; PG=perennial grass/graminoid; AH=annual herb; PH=perennial herb; PV=perennial vine; S=shrub; T=tree.

Table 5
Special-Status Plant Species Tracked by CNDDB in the Vicinity of the Project Site

Scientific Name	Common Name	G-Rank/ S-Rank	Federal/ State Listing[1]	CNPS List[2]	Required Habitat
Astragalus brauntonii	Braunton's milk-vetch	G2/ S2.1	FE/-	1B.1	Closed-cone coniferous forest, chaparral, coastal scrub, valley and foothill grassland. Recent burns or disturbed areas; in stiff gravelly clay soils overlying granite or limestone. 4-640 m.
Baccharis malibuensis	Malibu baccharis	G1/ S1.1	-/-	1B.1	Coastal scrub, chaparral, cismontane woodland. In Conejo volcanic substrates, often on exposed roadcuts. Sometimes occupies oak woodland habitat. 150-260 m.
California macrophylla	Round-leaved filaree	G3/ S3.1	-/-	1B.1	Cismontane woodland, valley and foothill grassland. Clay soils. 15-1,200 m.
Calochortus clavatus var. *gracilis*	Slender mariposa-lily	G4T1/ S1.1?	-/-	1B.2	Chaparral, coastal scrub. Shaded foothill canyons; often on grassy slopes in other habitat. 420-760 m
Calochortus plummerae	Plummer's mariposa-lily	G3/ S3.2	-/-	1B.2	Coastal scrub, chaparral, valley and foothill grassland, cismontane woodland, lower montane coniferous forest. Occurs on rocky and sandy sites, usually of granitic or alluvial material. Can be very common after fire. 90-1,610 m.
Deinandra minthornii	Santa Susana tarplant	G2/ S2.2	-/SR	1B.2	Chaparral, coastal scrub. On sandstone outcrops and crevices, in shrubland. 280-760 m.
Delphinium parryi ssp. *blochmaniae*	Dune larkspur	G4T2/ S2.2	-/-	1B.2	Chaparral, coastal dunes (maritime). On rocky areas and dunes. 30-375 m.
Dudleya cymosa ssp. *agourensis*	Agoura Hills dudleya	G5T1/ S1.2	FT/-	1B.2	Chaparral, cismontane woodland. Rocky, volcanic breccia. 200-500 m.
Dudleya cymosa ssp. *marcescens*	Marcescent dudleya	G5T2/ S2.2	FT/SR	1B.2	Chaparral. On sheer rock surfaces and rocky volcanic cliffs. 180-520 m.
Eriogonum crocatum	Conejo buckwheat	G2/ S2.1	-/SR	1B.2	Chaparral, coastal scrub, valley and foothill grassland. Conejo volcanic outcrops; rocky sites. 50-580 m.
Nolina cismontana	Peninsular nolina	G1/ S1.1	-/-	1B.2	Chaparral, coastal scrub. Primarily on sandstone and shale substrates; also known from gabbro. 140-1,275 m.
Orcuttia californica	California Orcutt grass	G2/ S2.1	FE/SE	1B.1	Vernal pools. 15-660m.
Pentachaeta lyonii	Lyon's pentachaeta	G2/ S2	FE/SE	1B.1	Chaparral, valley and foothill grassland. Edges of clearings in chaparral. At ecotone between grassland & chaparral or firebreaks edges. 30-630m.

[1] Federal Status: FT=Federal Threatened, FE=Federal Endangered. State Status: SE=State Endangered; SR = State Rare

[2] CNPS List: 1A=Presumed Extinct in California; 1B=Rare, Threatened, or Endangered in California and elsewhere; 2=Rare, Threatened, or Endangered in California, but more common elsewhere; 3=Need more information (a Review List); 4=Plants of Limited Distribution (a Watch List).

CNPS Threat Code Extension: .1=Seriously endangered in California (>80% of occurrences threatened/high degree & immediacy of threat); .2=Fairly endangered in California (20-80% occurrences threatened); .3=Not very endangered in California (<20% of occurrences threatened).

a. A five-mile radius from the project site was queried and mapped using the California Department of Fish and Game's (CDFG's) California Natural Diversity Data Base (CNDDB) (CDFG 2009 [database current as of June 30, 2009]) to indicate the nearest location of any potential special-status species and critical habitat (Figure 9) in relation to the project site. This database search was conducted to account for special-status species tracked by CDFG in the area. The potential for special-status species to occur onsite is based on the proximity of the site to tracked occurrences, known geographic ranges, surrounding land uses, and onsite habitat suitability. A total of 29 special-status species, including 13 plants and 16 animals, are tracked

within the five-mile radius of the project site (tables 5 and 6, respectively). Rincon's literature review also included a search of California Native Plant Society's Inventory of Rare and Endangered Plants of California (CNPS 2001, 2008) and the CNDDB Special Animals List (CDFG 2008).

Table 6
Special-Status Wildlife Species Tracked by CNDDB in the Vicinity of the Project Site

Scientific Name[1]	Common Name	G-Rank/ S-Rank	Federal/ State Listing[2]	CDFG[3]	Required Habitat
Invertebrates					
Danaus plexippus	Monarch butterfly	G5/ S3	-/-	-	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.
Trimerotropis occidentiloides	Santa Monica grasshopper	G1G2/ S1S2	-/-	-	Known only from the Santa Monica Mountains. Bare hillsides and along dirt trails in chaparral.
Reptiles					
Aspidoscelis tigris stejnegeri	**Coastal western whiptail**	G5T3T4/ S2S3	-/-	-	Found in deserts & semiarid areas with sparse vegetation and open areas. Found in woodland & riparian areas. Ground may be firm, sandy, or rocky.
Phrynosoma coronatum (*blainvillii* population)	Coast (San Diego) horned lizard	G4G5/ S3S4	-/-	SC	Inhabits coastal sage scrub and chaparral in arid and semi-arid climate conditions. Prefers friable, rocky, or shallow sandy soils.
Lampropeltis zonata (pulchra)	Califonia mountain kingsnake (San Diego population)	G4G5/ S1S2	-/-	SC	Restricted to the San Gabriel and San Jacinto Mtns of southern California. Inhabits a variety of habitats, including valley-foothill hardwood, coniferous, chaparral, riparian, and wet meadows.
Birds					
Aquila chrysaetos	Golden eagle	G5/ S3	-/-	-	Rolling foothills, mountains, sage-juniper flats, & desert. Cliff-walled canyons provide nesting habitat in most parts of range; also large trees in open areas.
Picoides nuttallii [4]	**Nuttall's woodpecker**	G5/SNR	-/-	SA	Oak forest and woodlands. Requires standing snag or hollow tree for nest cavity.
Polioptila californica californica	Coastal California gnatcatcher	G3T2/ S2	FT/-	SC	Obligate, permanent resident of coastal sage scrub below 2,500 ft in southern California. Low, coastal sage scrub in arid washes, on mesas & slopes.
Riparia riparia	Bank swallow	G5/ S2S3	-/ST	-	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.
Mammals					
Antrozous pallidus	Pallid bat	G5/ S3	-/-	SC	Deserts, grasslands, shrublands, woodlands & forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.
Euderma maculatum	Spotted bat	G4/ S2S3	-/-	SC	Occupies a wide variety of habitats from arid deserts and grasslands through mixed conifer forests. Feeds over water and along washes almost entirely on moths. Rock crevices in cliffs/caves for roosting.
Eumops perotis californicus	Western mastiff bat	G5T4/ S3?	-/-	SC	Many open, semi-arid to arid habitats, including conifer & deciduous woodlands, coastal scrub, grasslands, chaparral. Roosts in crevices in cliff faces, high buildings, trees & tunnels.
Lasiurus blossevillii	Western red bat	G5/ S3?	-/-	SC	Roosts primarily in trees, 2-40 ft above ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees protected from above & open below with open areas for foraging.

Table 6
Special-Status Wildlife Species Tracked by CNDDB in the Vicinity of the Project Site

Scientific Name[1]	Common Name	G-Rank/ S-Rank	Federal/ State Listing[2]	CDFG[3]	Required Habitat
Lasiurus cinereus	Hoary bat	G5/ S4?	-/-	-	Prefers open habitats or habitat mosaics, with access to trees for cover & habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds on moths; requires water.
Myotis ciliolabrum	Western small-footed myotis	G5/ S2S3	-/-	-	Wide range of habitats mostly arid wooded & brushy uplands near water. Seeks cover in caves, buildings, mines & crevices. Prefers open stands in forests and woodlands. Requires drinking water. Feeds on a wide variety of small flying insects.
Myotis yumanensis	Yuma myotis	G5/ S4?	-/-	-	Open forests and woodlands with sources of water over which to feed. Distribution is closely tied to bodies of water. Maternity colonies in caves, mines, buildings or crevices.

[1] Bold type = Observed onsite during the June 24, 2009 survey.
[2] Federal Status: FT = Threatened. State Status: ST = State Threatened.
[3] CDFG Status: SC = California Species of Special Concern; SA = Special Animal.
[4] This species is not tracked by CNDDB but is included here as a CDFG Special Animal.

No special-status plant species were observed at the project site. Of the 13 tracked special-status plant species, two species are tracked within one mile of the project site and require habitat that is present in the southern portion of the project site: Lyon's pentachaeta and Agoura Hills dudleya. Lyon's pentachaeta and its critical habitat are tracked approximately 0.6 mile southeast of the project site. Lyon's pentachaeta is an annual herb that blooms March through April and typically requires grassland and/or chaparral habitat. Agoura Hills dudleya is tracked approximately 0.7 mile west/southwest of the project site. Agoura Hills dudleya is a perennial, succulent, rosetted herb that requires rocky, volcanic breccia soils in chaparral or cismontane woodland. Neither of the two tracked special-status plant species were observed on the project site. Agoura Hills dudleya is not expected to occur onsite since this species is a perennial herb and would likely have been detected onsite if it was actually present. However, Lyon's pentachaeta has a high potential of occurring onsite based on the close proximity of the site to the tracked occurrences and critical habitat of this species, the open and undisturbed suitable habitat immediately south of the project site, and onsite habitat suitability in the southern portion of the property. Since the survey was conducted outside of the blooming period for Lyon's pentachaeta, this species cannot be ruled out as potentially occurring onsite. Therefore, potential impacts to Lyon's pentachaeta is **less than significant with mitigation incorporated.** Mitigation measure BIO-1 requires seasonal rare plant surveys, which would confirm presence or absence of Lyon's pentachaeta and other special-status plant species onsite. If Lyon's pentachaeta is found onsite, implementation of mitigation measure BIO-1 would also reduce impacts to a less than significant level by requiring a mitigation and monitoring program, including a protection, salvage, and relocation plan.

Of the 16 tracked special-status wildlife species, four require aquatic habitat. These include southwestern pond turtle (*Actinemys marmorata pallida*), arroyo chub (*Gila orcuttii*), California red-legged frog (*Rana draytonii*), and two-striped garter snake (*Thamnophis hammondii*), and are not expected onsite or included in Table 6 for this reason.

Two special-status wildlife species were observed on the project site: Coastal western whiptail and Nuttall's woodpecker (as shown in bold on Table 6). Nuttall's woodpecker was observed

in the large, old growth valley oak trees along the southeastern border of the site and was exhibiting nesting behavior. Although Nuttall's woodpecker is not tracked by CNDDB in the five-mile search, this species has a Special Animal status, as it is listed on the CDFG Special Animals List.

Two additional special-status wildlife species have potential to inhabit the site: coast horned lizard and Santa Monica grasshopper. The natural habitat portion of the southern portion of the project site in which these species have potential to occur is small and is adjacent to other disturbances and development; nevertheless, the project site is within the Santa Monica mountains and includes friable soils and coastal sage scrub habitat consistent with the requirements of coast horned lizard and Santa Monica grasshopper and creates the potential for these species to occur onsite.

The special-status wildlife species observed onsite inhabit the scrub oak chaparral stand in the southern portion of the site. The special-status wildlife species with potential to occur onsite would also likely use this scrub oak chaparral habitat (as opposed to the disced ruderal grassland in the middle and northern portion of the site). Although this portion of the project site would not be directly affected by the construction of the proposed office building, this standoff scrub oak may be subject to indirect impacts such as fuel modification and thinning, introduction of invasive plant species, temporary disturbances associated with construction noise and lighting, littering, and general human presence. Implementation of mitigation measures BIO-2 through BIO-4 requires pre-construction surveys, protective fencing installation, and construction monitoring to reduce impacts to special-status wildlife species to a less than significant level.

One bird nest was observed in oak tree number GOT-7. The nest did not appear active and this tree is not proposed to be removed for project development. However, native birds were exhibiting nesting behavior onsite during the site survey and are using the trees onsite for nesting and breeding during this breeding season (generally March through August). As such, implementation of the proposed project could potentially affect onsite nesting birds. California Department of Fish and Game Code 3513 provides protection to birds listed under the Migratory Bird Treaty Act (MBTA), which includes almost all native bird species. Therefore, impacts to nesting birds would be a **less than significant impact with mitigation incorporated**. Implementation of mitigation measure BIO-5 requires compliance with the Migratory Bird Species Act. This measure would ensure that impacts to nesting birds would be reduced to a less than significant level.

b. CNDDB identifies four sensitive habitats and three critical habitat types in the five-mile radius of the project site, including:

Sensitive Habitat (G-Rank/S-Rank)	**Federal Critical Habitat**
California Walnut Woodland (G3/ S2.1)	California Red-legged Frog
Southern Coast Live Oak Riparian Forest (G4/ S4)	Braunton's Milk Vetch
Southern Sycamore Alder Riparian Woodland (G4/ S4)	Lyon's Pentachaeta
Valley Oak Woodland (G3/ S2.1)	

Lyon's pentachaeta federal critical habitat is present less than one mile southeast of the project site; however, the project site is not located within any designated critical habitat areas. In addition, none of the sensitive plant communities tracked within the five-mile search, or any riparian habitats, are present onsite. While a small stand of scrub oak chaparral (*Quercus berberidifolia*) occupies the project site, it is located in the southern portion of the site and would not be affected by site development. The parking lot proposed to be constructed at the southern end of the structure (immediately north of the scrub oak stand) should provide adequate fuel modification between the structure and the natural scrub oak habitat; therefore, indirect impacts associated with fuel modification are not expected and impacts to the sensitive natural community onsite would be **less than significant**.

c. No jurisdictional wetlands are present onsite. As such, **no impact** to wetlands would occur.

d**.** Four mammals were detected during the site survey. These include Botta's pocket gopher, California ground squirrel, large-eared woodrat, and coyote. Gopher and squirrel burrows were observed throughout the disked ruderal grassland areas and under the oak trees onsite. Several large-eared woodrat middens were observed below the scrub oak canopy in the southern portion of the property, and coyote scat was observed near the southern boundary of the property adjacent to the natural areas to the south. However, the southern portion of the site would not be developed and the project site is not located within any known wildlife corridor or landscape linkage. Moreover, the site is bordered by development to the north, west, and east, and the project site does not provide any substantial habitat for migrating wildlife. It is unlikely that the proposed project would interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, impacts to wildlife movement would be **less than significant.**

e**.** Oaks (*Quercus* spp.) within the City of Agoura Hills are protected by the City's Oak Tree Ordinance (City Council Resolution No. 374). A permit is required to cut, move, or remove any oak tree larger than two inches in diameter, measured 3.5 feet above the tree's natural grade. In addition, a permit is required for encroachment within a qualified oak tree's protected zone, which is defined as extending five feet beyond the dripline, and in all cases shall be at least 15 feet from the trunk. The Oak Tree Report prepared for the project (see Appendix C), inventoried and accessed 23 oak trees. Per the Oak Tree Consultant's analysis, of the studied oak trees, 7 of them are located on the project site, while 14 are located offsite, and 2 of them are not protected by the zoning ordinance due to size. Figure 7 identifies the studied oak tree locations on the project site. Implementation of the proposed project would require that five protected oak trees (GOT#'s: 1, 9, 10, 13, 17) be removed including 2 onsite, 2 offsite, and 1 in the Agoura Road right of way for the construction of the driveway and sidewalk. Additionally, a total of 11 oak trees (GOT#'s: 2, 3, 4, 5, 6, 7, 8, 16, 18, 19, 20) will be encroached upon both on and offsite. The removal and encroachment of protected oak trees would require the approval of an Oak Tree Permit and compliance with all of the provisions of the City's Oak Tree Ordinance. As a result, impacts would be **less than significant with mitigation incorporated**.

f**.** The project site is located within an urban area that is not subject to an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional,

or state habitat conservation plan (City of Agoura Hills General Plan Update 1992). **No impact** would occur.

Mitigation Measures

Mitigation Measures BIO-1 to BIO-4 are required to avoid potential impacts to any potential special-status plant or wildlife species, including protected nesting birds. Implementation of these measures would reduce impacts to special-status species to a less than significant level.

BIO-1 **Special-Status Plant Mitigation.** Prior to vegetation trimming/removal, discing, and grading associated with fuel management and the proposed project, focused rare surveys shall be conducted during the prior flowering season of potentially occurring special-status plant species to determine the presence or absence of any special-status plants, such as Lyon's pentachaeta. If no special-status plants are found within the development footprint or fire clearance zone, then no additional action is required.

If a federally listed plant species, such as Lyon's Pentachaeta, is found during the pre-construction surveys, and it is determined that impacts will occur to special-status plant species, avoidance would be required unless the applicant provided substantial documentation that avoidance would not be feasible. If avoidance would not be feasible, then a mitigation and monitoring program, including a protection, salvage, relocation program, and monitoring program shall be prepared, approved by the City, and implemented by the applicant. The restoration plan shall identify the number of plants to be replanted and the methods that will be used to preserve this species in this location. The plan shall include the measures necessary for the establishment of self-sustaining populations in suitable open space areas designated by the City to ensure the long-term survivability of the species in the vicinity. Salvage and relocation activities will include: seed and/or topsoil collection, germination of seed by a qualified horticulturist in a nursery setting, transplanting seedlings, and hand broadcasting seed into the appropriate open space habitats. Annual field monitoring for at least five years will also be required to ensure no-net-loss of acres of habitat for this species. At the end of the five years a report identifying the results shall be submitted to the City. Relocation of special-status species shall be relocated to the designated SMMC conservation easement in the southern portion of the project site. The acreage ratio of lost special-status plant species habitat to habitat replaced shall be no less than 1:1.

BIO-2 **Special-Status Wildlife Mitigation.** Prior to grading activities associated with the proposed project, focused surveys shall be conducted to confirm/determine the presence or absence of special-status wildlife species known or with potential to occur onsite, including coastal western whiptail (observed onsite), coast horned lizard, and Santa Monica grasshopper.

If any special-status wildlife species are found during pre-construction surveys within the construction footprint, a mitigation plan shall be developed and implemented to minimize impacts to any special-status wildlife species and to ensure successful mitigation for impacts to special-status wildlife species. The mitigation plan shall include measures to safely relocate the sensitive wildlife species (may include trapping), to allow wildlife species to escape from harm, and to ensure installation of appropriate temporary fencing prior to development to prevent re-entry.

If any state or federal endangered or threatened species are detected during the pre-development survey, the City and respective regulatory agencies shall be immediately notified, and development shall not be permitted until such time as a letter of no-effect or the appropriate take permit(s) is issued. Pursuant to the California Endangered Species Act, if pre-construction surveys determine that impacts to State-listed wildlife species could occur, CDFG shall be consulted prior to issuance of a grading permit.

BIO-3 **Fencing to Protect Coastal Western Whiptail.** Coastal western whiptail observed in the southern portion of the project site shall be protected from construction activities. Silt/exclusionary fencing shall be installed around the southern extent of the construction footprint to avoid direct impacts to, or loss of, coastal western whiptail, woodrats, or any other wildlife species occupying the natural native vegetation associated with the scrub oak stand in the southern portion of the property. Exclusionary fencing shall be installed prior to any construction activities and in a manner that does not allow wildlife to enter the work area but still allows access to the natural areas existing immediately south of, and adjacent to the project site.

BIO-4 **Construction Monitoring.** If a special-status wildlife species is found during pre-construction wildlife surveys, construction monitoring by a qualified biologist shall be conducted to ensure that no harm to special-status wildlife species occurs during construction activities. If any special-status wildlife species is observed during construction activities, the contractor shall allow the animal to escape or a qualified biologist shall relocate the animal to a preserved/undeveloped area with similar required habitat. If a special-status wildlife species is observed onsite, the biological monitor, City, and appropriate regulatory agency shall be notified to implement all measures necessary to protect the sensitive species. The equipment operators shall be informed of the species' presence and/or be provided with pictures in order to help avoid impacts to this species to the maximum extent possible.

BIO-5 **Migratory Bird Species Act Compliance.** To avoid the accidental take of any migratory bird species or raptors, the removal or pruning of trees shall be conducted between September 15 and February 15, outside of the typical breeding season, as feasible. If avoidance of the nesting season is not feasible, a qualified biologist/ornithologist satisfactory to the City's Environmental Analyst shall conduct focused nesting surveys weekly for 30 days prior to

grading or initial construction activity. The results of the nest survey shall be submitted to the City within one week of completion for review via a letter report prior to initiation of grading or other construction activity with the last survey conducted no more than three days prior to any clearance of vegetation or other construction activity. In the event that a nesting migratory bird species or raptor is observed in habitat/trees to be removed or within 250 feet of the construction work areas, the applicant has the option of delaying all construction work in the suitable habitat area or within 250 feet of the nesting activity until after September 15, or continuing focused surveys in order to determine when nesting activity has ceased. If an active nest is found, clearing and construction within 50-250 feet of the nest, depending on the species involved (50 feet for common urban-adapted native birds and up to 250 feet for raptors), shall be postponed until the nest is vacated and juveniles have fledged, and there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest site shall be established in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed regarding the ecological sensitivity of the fenced area.

Once the pre-construction bird surveys are conducted by a qualified biologist during the proper seasons, the report results, including survey dates, exact species observed and location of species onsite, shall be submitted to the City and CDFG for review and approval. No construction shall begin prior to this approval.

BIO-6 **Oak Tree Replacement.** The applicant shall mitigate the removal of each oak tree by providing replacement oak trees to the satisfaction of the City of Agoura Hills using the following ratio:

One (1) thirty-six inch (36″) box-size oak tree; and
Two (2) twenty-four inch (24″) box-size oak trees; and
One (1) oak tree at least fifteen-gallon (15-gal) size to be decided by applicant.

All nursery supplied container stock will meet accepted nursery standards for size. The trees shall be shown on final landscape plans, with the location approved by the City's Oak Tree and Landscape Consultant. In the event that the required replacement trees do not fit within the project site or the SMMC conservancy portion of the project site, the applicant shall pay in-lieu fees to the City for the remainder of the trees not planted. The amount of fees shall be dependent upon the total un-planted tree's diameter compared to the required total diameter of oak trees. The payment of fees shall be completed to the satisfaction of the City and shall be paid prior to the issuance of a grading permit. All monitoring of the planted oak trees shall occur consistent with the City's Oak Tree Ordinance.

BIO-7 **Oak Tree Protection.** The applicant shall comply with all provisions of the City's Oak Tree Ordinance and City-approved items identified by the applicant's Oak Tree Consultant, including those items detailed in the work procedures, tree protection, and construction and maintenance procedures sections. Required actions include, but are not limited to the following procedures:

- *The applicant shall provide a forty-eight-hour written notice to the department of planning and community development and the applicant's oak tree consultant before beginning any work within the protected zone.*
- *All work conducted within the protected zone as outlined in the City's Ordinance, of the oak tree shall be performed in the presence of the applicant's oak tree consultant, and verified by the city's oak tree consultant.*
- *Unless otherwise approved, all work conducted within the protected zone shall be accomplished using hand tools only.*

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

The following analysis is based on a Phase I Archaeological Study prepared for the project by Robert J. Wlodarski of Historical Environmental Archaeological Research Team (HEART) dated March 2008 and an Archaeological Report that was prepared for the project site by Clay A. Singer in 1979 These reports can be found in their entirety in Appendices D and E, respectively.

a. The project site is currently vacant and therefore lacking historical resources (Rincon Consultants, Inc. site visit, June 10, 2009). Therefore, **no impact** to historical resources would occur.

b-d. The Phase I Archaeological Study included a records search and a surface reconnaissance of the entire site in accessing potential impacts (HEART, March 2008). The records search prepared at the South Central Coast Information Center (SCCIC) and reconnaissance survey indicated that no previously recorded prehistoric or historic archaeological sites exist on the property. However, the search revealed two previously recorded sites CA-LAN-1021 and CA-LAN-1027 which contained cultural resources, located 75-feet west and 100-feet east of the

project site, respectively. Therefore, due to the cultural resource sensitivity of the area, there is the potential for undiscovered archaeological, paleontological, or human remains to be uncovered during soil excavation activities. This is a potentially significant impact; however, with the measures listed below, impacts would be **less than significant with mitigation incorporated**.

Mitigation Measures

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

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

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

- *Preservation of sites in-place is the preferred manner of avoiding damage to historic and prehistoric archaeological resources.*
- *In the event of discovery of human remains, work shall stop until the coroner has determined that no investigation of the cause of death is required; or, if descendants have made a recommendation of the property owner regarding proper disposal of the remains, or until descendants have failed to make a recommendation within 24 hours of notification.*

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

The analysis contained in this sections is partially based on a geotechnical reports prepared by Gorian and Associates and City of Agoura Hills reviews (see Appendix F).

a (i). The project site is composed of volcanic rock of the middle Miocene-age Conejo volcanic. These rocks are fractured, jointed, and stand out in relief in places. There are no known active or potentially active faults within the immediate project area, as identified by the USGS mapping system (2008) or by the Ladyface Mountain SP. Therefore, there is no potential for surface rupture on the project site.

However, the project site is situated in the seismically active Transverse Ranges Geomorphic province. Like any other area in the region, the project site would experience ground motion from earthquakes generated on regional faults, including the Malibu, San Fernando, Northridge, San Andreas, Newport-Inglewood and Malibu Coast Faults. Design and construction of the building would be required to be engineered to withstand the expected ground acceleration that may occur at the site, pursuant to local building regulations and applicable provisions of the Uniform Building Code (UBC) and the California Building Code (CBC). Pursuant to the City of Agoura Hills Municipal Code, the project "shall be subject to

review by the building official. Supplemental reports and data, including geology and geotechnical reports by consultants, may be required as he may deem necessary. Recommendations included in the reports and approved by the building official shall be incorporated in the grading plan or specifications." (City of Agoura Hills Municipal Code Section 3304.4.4). Impacts would be **less than significant**.

a (ii, iii). Several active and/or potentially active faults in the surrounding region could produce ground shaking at the site. These faults include the San Fernando, Northridge, San Andreas, Newport-Inglewood and Malibu Coast Faults. Each of these faults is located in close enough proximity to cause earth shaking in the case of high magnitude earthquakes. Design and construction of the proposed structures would be required to adhere to the building standards set forth by the City Code, CBC, and UBC, which would reduce impacts to the onsite structure in a seismic event.

The project site has potential for high expansion due to the nature of the volcanic soils underlying the project site. Therefore, impacts related to ground failure and ground shaking would be potentially significant. Design standards contained in Mitigation Measure GEO-1 would ensure that impacts associated with liquefaction and other seismic-related ground failure would be **less than significant with mitigation incorporated.**

a (iv). The project site is not located in an area delineated as a seismic landslide hazard zone by the California Department of Conservation Seismic Hazards Zone Map (2008) and the City of Agoura Safety Element (1992). Additionally, landslides were found to be uncommon in the lower, flatter areas of the Ladyface Mountain SP (1991). Therefore, impacts would be **less than significant.**

b. The proposed project involves the construction of a 12,700 sf office building with surface and subterranean parking on a currently vacant site. Construction of the proposed project would increase the amount of impervious surface over existing conditions. During construction, soil may erode due to wind entrainment and sediment may travel into storm drainage facilities. To reduce these impacts, standard dust control measures (AQMD Rule 403) and a Stormwater Pollution Prevention Plan would be required for project development (refer to Section II, *Air Quality*; and Section VIII, *Hydrology and Water Quality*). These standard requirements would reduce the potential for soil loss on the project site due to erosion to a **less than significant** level.

c. According to the California Department of Conservation Seismic Hazards Zone Map (2008), the potential for liquefaction to occur on the project site is low. As discussed above, potential landslides were not found in the vicinity of the project site. Other conditions related to unstable soils, including lateral spreading, subsidence, and collapse, would be **less than significant with mitigation incorporated.** In addition, City Code, CBC, and UBC requirements would be required. This would further reduce impacts related to unstable soil conditions.

d. For preliminary foundation design purposes, the fill soil should be considered expansive (Ladyface Mountain Specific Plan, 1991). Therefore, impacts are potentially significant. Mitigation Measure GEO-1 would lessen potential impacts related to expansive soils be **less than significant with mitigation incorporated**.

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

Mitigation Measure

Implementation of the Mitigation Measure GEO-1 would reduce impacts related to ground shaking, liquefaction, and expansive soils to a less than significant level.

GEO-1 **Design and Construction.** The proposed project shall incorporate design and construction recommendations of the City of Agoura as accepted by the City Engineer. These may include recommendations that address site preparation, soil expansiveness, foundation recommendations, slabs-on-grade specifications, site drainage, mud/debris flow, and manufactured slope construction and maintenance. Compliance shall be verified by the City of Agoura Hills Building Department prior to issuance of a grading permit, through submission of a letter from the Project Engineer that documents incorporation of all applicable design and construction recommendations. Additional measures shall include removal and recompaction of fill soils, removal of weathered fill soils, overexcavation and capping of cut areas, excavation 10 feet below existing grade, minimal settlement of the footings embedded in engineering fill, consistency of site drainage plan with regional drainage pattern, observance of cut slopes by the project engineering geologist, maintenance of manufactured slopes, soil expansion tests, positive draining, and spacing of trees.

VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

a. The proposed project would involve the construction of a 12,700 sf office building with associated subterranean and surface parking. The proposed office use would not involve the routine transport, use or disposal of hazardous substances, other than minor amounts typically used for maintenance. Impacts would be **less than significant**.

b. There would be no hazardous materials, substances, or waste associated with project development other than those typically used for routine maintenance. Therefore, the project would have **no impact** on the release of hazardous materials into the environment.

c. The closest school is the Temple Beth Haverim pre-school, located approximately 200 feet southwest of the project site. As stated above, there would be no hazardous materials, substances, or waste associated with project development other than those typically used for routine maintenance. Therefore, schools would not be exposed to hazardous materials, substances, or waste. **No impact** would occur.

d. The project site does not appear on any hazardous material site list compiled pursuant to Government Code Section 65962.5. The following databases were checked (February 2010) for known hazardous materials contamination at the project site:

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

The project site does not appear on any of the above lists; thus, **no impact** would occur with respect to this issue.

e, f. There are no airports or airstrips located within the project vicinity. The project site is not within an area covered by an airport land use plan, nor is it located in the vicinity of a private air strip. **No impact** would occur.

g. Implementation of the proposed project would not interfere with existing emergency evacuation plans or emergency response plans in the area. **No impact** would occur.

h. "Wildland fires are a major concern due to the hilly, mountainous, and undeveloped character of much of the surrounding areas of Agoura Hills" (Public Safety Element, 1992). The City of Agoura Hills Municipal Code classifies the City as a Very High Fire Hazard Severity Zone. The City of Agoura Hills Uniform Fire Code, found in Section 8200 of the City of Agoura Hills Municipal Code, includes modifications to the CBC that intend to prevent loss during a wildland fire, including design and instillation standards. "Where required by the fire code official, a fuel modification plan, a landscape plan and an irrigation plan prepared by a registered landscape architect, landscape designer, landscape contractor, or an individual with expertise acceptable to the building official shall be submitted … prior to any new construction" (Agoura Hills Municipal Code Section 704A.6). Impacts related to wildland fire would be **less than significant** with mandatory compliance with building standards and regulations.

VIII. HYDROLOGY AND WATER QUALITY – Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐

VIII. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Result in temporary modifications to existing drainage patterns that may increase the flow rate of stormwater, violate water quality discharge requirements, or result in substantial erosion on or off-site due to construction activities?	☐	☐	☒	☐
g) Otherwise substantially degrade water quality?	☐	☐	☒	☐
h) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
i) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
j) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
k) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

The following analysis is partially based on the drainage report prepared for the proposed project by CVE Engineering, Inc. in 2007. The drainage report can be found in its entirety in Appendix G.

a, g. The proposed project involves development of a two-story, 12,700 sf office building on a 1.65-acre vacant site on Agoura Road. If large amounts of bare soil are exposed during construction of the proposed project, finely grained soils could be entrained, eroded from the site, and transported to drainages. The amount of material that could potentially erode from the site during temporary construction activities would be greater than under existing conditions due to the loss of vegetation and movement of soils.

Following construction, a portion of the project site would be devoted to the parking and circulation of vehicles. Paved surfaces would replace existing pervious ground cover, which can both absorb water and filter out pollutants. In contrast, paved surfaces accumulate pollutants such as deposits of oil, grease, and other vehicle fluids and hydrocarbons. Traces of heavy metals deposited on streets and parking areas from auto operation and/or fall out of airborne contaminants are common urban surface water pollutants. During storm events, these pollutants would be transported by runoff into storm drain systems and ultimately into the regional watershed. The introduction of urban pollutants to runoff from the project area could adversely affect the water quality of runoff from the project site.

The project site is currently served by a system of pipes owned by the City and maintained by the Los Angeles County Flood Control District (LACFCD). Runoff from the project site would be carried through velocity reducing rip rap to the inlet of a 24-inch PVC pipe that would carry it to the storm drain on Agoura Road. The inlet of the pipe has a capacity of 18.0 cubic feet per

second (cfs). It has been projected that the pipe would handle 16.05 cfs after the proposed project is complete. The outlet of the pipeline is projected to handle 19.53 cfs after the project is complete. The outlet has a capacity of 22.0 cfs. Therefore, the proposed project's contribution to the storm drain system would not exceed the capacity of the system or require improvements to the system.

10% of the runoff from the project site would be filtered in Q50 storm event conditions. In addition, Best Management Practice (BMP) treatment control measures would be required to reduce runoff from the project. Pursuant to the Agoura Hills Municipal Code, "An applicant for a new development or a redevelopment project… shall incorporate into the applicant's project plans a storm water mitigation plan ("SWMP"), which includes those best management practices necessary to control storm water pollution from construction activities and facility operations, as set forth in the Standard Urban Stormwater Mitigation Plan (SUSMP) applicable to the project. Structural or treatment control BMPs (including, as applicable, post-construction treatment control BMP's) set forth in project plans shall meet the design standards set forth in the SUSMP and the current municipal National Pollutant Discharge Elimination System (NPDES) permit" (Agoura Hills Municipal Code Section 5509(b)). Any potential concerns regarding water quality would be addressed through the use of BMP treatment control measures on and around the project site.

The project site is within the region covered by the Los Angeles County Municipal Storm Water NPDES Permit No. CAS004001 issued by the Los Angeles Regional Water Quality Control Board (LARWQCB). The purpose of this permit is to govern non-point source discharges associated with storm water drainage. Regulations under the federal Clean Water Act require compliance with the NPDES storm water permit for projects that would disturb greater than one acre during construction. Per State regulations, the applicant would be required to file a Notice of Intent with the Los Angeles Regional Water Quality Control Board (LARWQCB) and prepare a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would list a series of BMPs to be utilized during construction to prevent storm water runoff pollution. Also as part of the SWPPP, the applicant would need to prepare a Wet Weather Erosion Control Plan to minimize erosion from the site and potential pollution of local waterways and ultimately the Pacific Ocean.

The applicant would also be required to prepare a Standard Urban Storm Water Management Plan (SUSMP), which would address post-construction BMPs to reduce the potential for pollutants to enter the storm drain system. The SWPPP, Wet Weather Erosion Control Plan, and SUSMP are required to be provided to the City prior to the issuance of a grading or building permit. In addition, the LACFCD requires that no increase in peak flows in receiving waters should occur. New development is required to meet or exceed pre-project conditions for storm water discharge, and the proposed project would be required to retain any additional runoff onsite and discharge it to the storm drain system at rates that do not exceed pre-project conditions.

With implementation of the standard requirements discussed above, water quality impacts from runoff during temporary construction activities and long-term operational activities would be **less than significant**.

b. The proposed project involves construction of a 12,700 sf office building in Agoura Hills. The project would utilize water from the Las Virgenes Municipal Water District (LVMWD). The LVMWD receives water from the State Water Project. Therefore, the project would not substantially deplete groundwater supplies. Project development would increase impermeable surface area onsite, but would not be expected to substantially affect groundwater recharge. Impacts would be **less than significant**.

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

d-f. The proposed project would increase impervious surfaces on the project site, which would reduce the amount of water that percolates into the ground and increase the amount of water that is discharged to the storm drain system. However, the LACFCD requires that no increase in peak flows in receiving waters should occur. Thus, new development is required to meet or exceed pre-project conditions for storm water discharge, and the proposed project would be required to retain any additional runoff onsite and discharge it to the storm drain system at rates that do not exceed pre-project conditions. As mentioned above, runoff from the project site has been projected to be below the capacity of storm drain facilities that serve the project site. Compliance with LACFCD requirements would reduce impacts relating to the quantity of surface water runoff and storm drain capacity to a **less than significant level.**

h,i,j. The proposed project involves construction of a 12,700 sf office building. It does not involve the construction of housing. Furthermore, the project site is outside the 100-year flood hazard zone (Agoura Hills General Plan Update Public Safety Element, May 1993). Therefore, **no impact** with respect to flooding would occur.

k. Seiches are oscillations of the surface of an inland body of water that varies in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. Since the site is not located close to an inland body of water and is located 900 feet above sea level, which is outside the zone of a tsunami, the risk of these two hazards is not pertinent to the site. Therefore, **no impact** would occur.

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

IX. LAND USE AND PLANNING – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a. The proposed project would involve infill development on a site surrounded by an office building to the west, Agoura Road to the north, a recreation area for a summer camp to the east and open space to the south. The project site is not currently utilized by nearby residents, pedestrians, or vehicles traveling through the area. The project would be similar to surrounding uses on Agoura Road, particularly the office building adjacent to the project site. Therefore, the project would not divide an established community and impacts would be **less than significant.**

b. The proposed project includes a Conditional Use Permit (CUP) to develop within the Ladyface Mountain SP area and a Ladyface Mountain SP amendment to construct a building above the maximum sf required in the Ladyface Mountain SP area and to enlarge the building pad from 0.74 acres to one acre. In addition, the project would include a SP amendment to increase the allowable number of vehicle PM peak hour trips allowed to be generated by onsite development within the Ladyface Mountain SP plan area. Currently, the traffic budget on the project site established by the Ladyface Mountain SP is 20 PM peak hour trips (Table IV-1 Maximum Development Potential, Ladyface Mountain SP, 1991). It should be noted that improvements to the surrounding street system have been made since the Ladyface Mountain SP was adopted. In addition, the proposed project would include a variance to reduce the minimum front (north side) and side (west side) yard setback size from 35 to 20 feet and from 70 to 60 feet, respectively. The 20-foot and 70-foot setback is an area-wide development standard. The project has been designed to fit in with existing uses and appearances of existing structures in the area. Upon City approval of the proposed CUP and SP amendment, the proposed project would not conflict with the City ordinances and impacts would therefore be **less than significant**.

c. The project site is within an urban area and is not subject to an adopted habitat conservation plan (HCP) or natural community conservation plan (NCCP) (General Plan Update 1993). The closest protected community is the Las Virgenes vegetation community (Significant Ecological Area #6) located about 700 feet east of the project site. The wildlife corridor closest to the project site is approximately two miles southeast of the site in the southeastern portion of the City. The project would not interfere with an adopted HCP or NCCP; therefore, **no impact** would occur.

X. MINERAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐

X. MINERAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

a, b. According to the California Division of Mines and Geology (DMG), no significant mineral deposits are known to exist within the City of Agoura Hills (City of Agoura Hills, General Plan Update 1993). The portion of the City that includes Ladyface Mountain is classified as MRZ-3. This classification includes areas containing mineral deposits, the significance of which cannot be evaluated from available data. As the project site is in an area that is developed and because no significant mineral deposits are known to exist within the City, impacts to mineral resources would be **less than significant.**

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

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Noise is often reported as a noise equivalent level (Leq), which is essentially the average sound level over a given time period. Other indices often used to gauge noise include the Day-Night Level (Ldn) and the Community Noise Equivalent Level (CNEL). CNEL is similar to the Ldn except that it adds 5 additional dB to evening noise levels (7:00 p.m. to 10:00 p.m.). The City of Agoura Hills utilizes the CNEL for measuring noise levels. For the most sensitive uses, such as churches and schools, 60 dBA CNEL is the maximum normally acceptable exterior level.

a, c. The project site lies between the 65 dBA CNEL and 70 dBA CNEL contours on the City's General Plan noise contour map. As such, employees of the proposed project could be subject to noise in the 65-70 dBA CNEL range. Table N-3 of the adopted General Plan indicates that office uses are "normally compatible" with ambient noise in the 70-75 dBA CNEL range. Because onsite noise is less than 70 dBA CNEL, the ambient noise environment on the project site would be compatible with the proposed office use.

Operation of the proposed office building would not substantially increase existing ambient noise levels. The primary source of noise from the project would be that associated with project-generated traffic as office developments are typically not considered significant noise producing uses. The noise sensitive uses in the vicinity of the project site that could be affected by project-generated traffic noise are the summer camp located approximately 50 feet east of the project site and the temple and pre-school located 200 feet southwest of the project site.

Three 20-minute noise measurements were taken on the project site in the afternoon on Thursday, June 11, 2009. The measurement taken on the northeast portion of the project site near Agoura Road indicated an ambient noise level of 58.7 dBA Leq. The noise measurement taken in the southeast portion of the project site near the summer camp indicated an ambient noise level of 52.2 dBA leq. The measurement taken in the southwest portion of the project site near the temple and pre-school indicated an ambient noise level of 54 dBA leq.

For traffic-related noise, impacts are considered significant if project-generated traffic results in exposure of sensitive receptors to unacceptable noise levels. The May 2006 Transit Noise and Vibration Impact Assessment created by the Federal Transit Administration (FTA) recommendations were used to determine whether or not increases in roadway noise would be considered significant. The allowable noise exposure increase changes with increasing ambient noise exposure, such that lower ambient noise levels have a higher allowable noise exposure increase.

Table 7 shows the significance thresholds for increases in traffic related noise levels caused either by the project alone or by cumulative development.

Table 7
Significance of Changes in Operational Roadway Noise Exposure

Ldn or Leq in dBA	
Existing Noise Exposure	**Allowable Noise Exposure Increase**
45-50	7
50-55	5
55-60	3
60-65	2
65-70	1
75+	0

Source: Federal Transit Administration (FTA), May 2006

If nearby sensitive receptors would be exposed to traffic noise increases exceeding the above criteria, impacts would be considered significant.

Development of the proposed project would increase the amount of vehicle trips to and from the site, which has the potential to generate an increase in traffic noise on area roadways. Thus, project operation would incrementally increase noise levels at neighboring uses.

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

- *Agoura Road between Reyes Adobe Road and Ladyface Circle*
- *Agoura Road between Ladyface Circle and Kanan Road*

Traffic Noise Model (TNM) look-up tables were used to estimate noise. The results of the TNM look-up tables are contained in Appendix H. Existing noise levels for the street segments listed above were calculated by using existing volumes of traffic, obtained from the traffic study completed by Associated Transportation Engineers in May 2008, for each street segment analyzed. These traffic volumes were translated into noise estimates, as shown in Table 8. Existing noise levels along street segments in the project vicinity range from about 65.5 to 65.8 dBA CNEL.

The increases in ADT from the traffic study were used to model the change in noise levels resulting from project-generated traffic along the two roadway segments closest to noise sensitive receptors. Noise model results for each studied roadway segment can be found in Appendix H. As shown in Table 8, model results indicate that the largest increase in noise from project-generated traffic would be 0.1 dBA CNEL. Thus, project-related noise increases would

Table 8
Projected Noise Levels along Roads
with Project and Cumulative Traffic

Roadway	Noise Level (dBA CNEL)		Cumulative Noise Level Change	Project Contribution	Significant Project Impact?
	Existing (2008)	Cumulative + Project			
Agoura Road between Reyes Adobe Road and Ladyface Circle	65.8	67.5	1.7	0.1	**No**
Agoura Road between Ladyface Circle and Kanan Road	65.5	67.0	1.5	0	**No**

The modeled distance is 50 feet from the road centerline. See Appendix H for calculations.

not exceed the significance thresholds shown in Table 7. Therefore, the noise level increase associated with project implementation would not significantly impact ambient noise levels experienced by the nearby sensitive receptors. Therefore, noise increases associated with project-generated traffic would be **less than significant.**

Traffic increases associated with cumulative development within the City would incrementally increase noise levels along roadways and would potentially subject sensitive receptors to noise exceeding FTA standards. As shown in Table 8, the estimated increase resulting from cumulative development in the City on the studied road segments would be in the 1.5-1.7 dB .

As existing noise levels are between 65 and 70 dBA CNEL, a cumulative increase of 1.5 and 1.7 would exceed the 1 dB threshold for noise level increases (see Table 7) and would be cumulatively significant. However, the project's contribution to the cumulative impact at that location (0.1 dB) would not be perceptible and, therefore, would not be cumulatively considerable.

b,d. Construction activity would generate a temporary increase in noise in the site vicinity. As shown in Table 9, maximum noise levels relating to construction range from 78-88 decibels (dB) at a distance of 50 feet (US EPA, 1971).

Table 9
Typical Noise Levels at Construction Sites

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

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

Sensitive receptors include residential units, libraries, schools, hospitals, and nursing homes. The sensitive receptors closest to the project site include a summer camp approximately 50 feet east of the project site and a Temple and pre-school approximately 200 feet southwest of the project site. Construction noise generally attenuates by about 6 dB per doubling of distance. Therefore, as shown in Table 10, the maximum noise level at the summer camp could reach up to 88 dB during construction activities and the maximum noise level at the temple and pre-school could reach up to about 76 dBA during construction activities.

Table 10
Anticipated Noise Levels at Sensitive Receptor Locations

Sensitive Receptor	Distance from Project Site	Anticipated Noise Level
Summer Camp	50 feet east	88 dBA
Temple/Pre-School	200 feet southwest	76 dBA

Construction of the proposed project would be required to comply with Article IV, Chapter 1, of the City's Municipal Code, which limits the use of construction equipment that generates noise in excess of 60 dBA to between the hours of 7:00 AM and 7:00 PM, Monday through Saturday. No construction activity is permitted between 7:00 PM and 7:00 AM that generates noise in excess of the 50 dBA nighttime standard, and no construction activity is permitted on Sundays or legal holidays. Therefore, impacts would be **less than significant.** Although impacts are less than significant, mitigation is identified to further reduce potential impacts to sensitive receptors.

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

Mitigation Measures. Impacts would be less than significant without mitigation; nevertheless, the following measures are recommended to further reduce construction related noise impacts to nearby sensitive receptors.

N-1 **Staging Area.** The construction contractor shall provide staging areas onsite to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and sensitive receptors. This would reduce noise levels associated with most types of idling construction equipment.

N-2 **Diesel Equipment Mufflers**. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended mufflers.

N-3 **Electrically-Powered Tools and Facilities.** Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.

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

a. The proposed project involves the construction of a 12,700 sf office building. The proposed project does not involve the construction of new housing and would not induce substantial population growth, but would generate new jobs in the City. The Southern California Association of Governments (SCAG) makes projections of housing and employment growth in each of several subregions within Southern California. Agoura Hills is located within the Las Virgenes, Malibu, Conejo Council of Governments (COG) subregion. According to SCAG projections, about 550 jobs are projected to be added to the City between 2010 and 2020 (Adopted 2008 RTP Growth Forecast, by City, http://www.scag.ca.gov/forecast/index.htm). Based on SCAG estimates, the average ratio of square feet to employees in Los Angeles County is approximately 288 square feet of low-rise office per employee (SCAG Employment Density Study, 2001). Therefore, the proposed 12,700 sf project would add approximately 44 employees. The addition of 44 jobs represents 8%of the projected addition of jobs to the City. Thus, the projected amount of new jobs created by the proposed project would be within SCAG

projections. In addition, the City has more housing than jobs so adding jobs would not be expected to create substantial additional housing demand (General Plan Housing Element, 2001). As the project would be consistent with the SCAG projections, it would not generate a significant demand for housing, and would not require the extension of infrastructure or roads. Therefore, impacts related to population growth would be **less than significant.**

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

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

a.i. Agoura Hills is served by the Los Angeles County Fire Department (LACFD) Fire Stations #65 and #89. Fire Station #65 is located at 4206 Cornell Road south of Agoura Hills, approximately 1.6 miles southeast of the project site. Fire Station #89 is located at 29575 Canwood Street north of the project site across Highway 101 about 1.25 miles from the project site. The proposed project would not require additional fire protection as the project site is within a developed area currently served by the LACFD. The project would be required to comply with the Fire Code and LACFD standards, including specific construction specifications, access design, location of fire hydrants, and other design requirements. Impacts relating to fire services would be **less than significant.**

ii. The City of Agoura Hills receives police protection from the Los Angeles County Sheriff's Department (LACSD). The proposed project would not require additional police services (Personal Communication, Sergeant Philip Brooks, February 24, 2010). The proposed project's impact with respect to police service would be **less than significant.**

iii. The proposed project would not directly generate an increase in population. Therefore, no increase in students or impacts relating to school capacity would occur. Nevertheless, the

applicant would be required to pay state-mandated school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, impacts would be **less than significant.**

iv. The proposed project involves a 12,700 sf office building. The project would not introduce residential uses or generate substantial population growth and, thus, would not increase citywide demand for parks or result in a change to the City's parkland to population ratio. Consequently, there would be **no impact** to parks or other public services**.**

v. The proposed project does not involve the construction of residences; therefore, it would not directly increase the City's population. As discussed above, the proposed project would generate approximately 119 jobs in the City. While the proposed project would generate new jobs, it would not substantially increase the population of Agoura Hills. As such, the proposed project would not adversely affect existing parks, recreational facilities and/or other public services, nor would it create the need for new parks, recreational facilities or other public services. Impacts would be **less than significant.**

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

a-b. The proposed project involves construction of a 12,700 sf office building. It would not directly affect any existing park or recreational facility, nor would it substantially increase demand for parks or recreational facilities. Therefore, impacts would be **less than significant.**

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

XV. TRANSPORTATION/TRAFFIC – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in the temporary street or lane closures that would result in either a change of traffic patterns or capacity that is substantial in relation to the existing traffic load and capacity of the street system during construction activities (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
c) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
d) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
f) Result in inadequate emergency access?	☐	☐	☒	☐
g) Result in inadequate parking capacity resulting in an impact on traffic or circulation?	☐	☐	☐	☒

The following analysis is partially based upon a traffic impact analysis performed by Associated Transportation Engineers (May 2008), which analyzed the proposed project's traffic impacts. The complete study is contained in Appendix B.

The project site is located on Agoura Road east of the intersection of the Agoura Road/Ladyface Circle intersection in the City of Agoura Hills. Regional access to the site is available via Highway 101. The nearest access to Highway 101 is via the on and off-ramps at Reyes Adobe Road, northwest of the project site.

a, b. The traffic study examined three intersections in the vicinity of the project site. The study intersections are listed below and shown on Figure 1 of the traffic study.

- *Agoura Road at Reyes Adobe Road*
- *Agoura Road at Ladyface Circle*
- *Agoura Road at Kanan Road*

The qualitative measure used to describe the condition of traffic flow is Level of Service (LOS). LOS ranges from A to F, where LOS A would be excellent conditions and LOS F would be overload conditions. The Intersection Capacity Utilization (ICU) method of intersection analysis was used to compare the volume of traffic with the capacity of the intersection on signalized intersections. On intersections that are not signalized, the Intersection Delay Method was used to compare the volume of traffic with the capacity of the intersection. The intersection volume-to-capacity (V/C) ratio allows for the calculation of the corresponding LOS for

intersections in the vicinity of the project site. The LOS definitions can be found in Table 1 on page 4 of the Traffic Study.

Table 11 summarizes the peak hour LOS at the three study intersections under existing conditions.

Table 11
Existing Weekday Intersection Peak Hour Levels of Service

Intersection	Peak Hour	Existing	
		Delay or V/C	LOS
Agoura Road/Reyes Adobe Road	AM PM	0.55 0.61	A B
Agoura Road/Ladyface Circle	AM PM	0.23 0.25	A A
Agoura Road/Kanan Road	AM PM	0.64 0.61	B B

Source: Associated Transportation Engineers (2008). See Appendix B for complete traffic study.

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

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

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

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

Table 12
Cumulative Base Weekday Intersection Peak Hour Levels of Service

Intersection	Peak Hour	Cumulative Base	
		Delay or V/C	LOS
Agoura Road/Reyes Adobe Road	**AM** **PM**	0.69 0.83	B D
Agoura Road/Ladyface Circle	**AM** **PM**	0.31 0.40	A A
Agoura Road/Kanan Road	**AM** **PM**	0.85 0.95	D E

Source: Associated Transportation Engineers, 2008. See Appendix B for complete traffic study.

Project Trip Generation. Trip generation for the proposed project was estimated using trip generation rates from the Institute of Transportation Engineers' *Trip Generation, 7th Edition (2003)*. Project trip generation was estimated to be 272 daily vehicle trips, including 36 AM peak hour trips and 41 PM peak hour trips.

Project Impacts. Table 13 compares LOS at study intersections with and without the proposed project. As indicated in Table 13, the proposed project would not increase the LOS at any of the studied intersections. Moreover, the net incremental trips would not exceed 0.010 at any of the studied intersections; therefore, the increase would be less than significant under City thresholds. The proposed project would result in the addition of trips at the project driveway and would introduce LOS A to the area. The addition of LOS A to the project vicinity would not be a significant impact under City thresholds. Therefore, impacts of the proposed project would be less than significant at the intersections listed in Table 13.

Additionally, although cumulative plus project trips would not result in significant impacts, implementation of the proposed project would exceed the square footage allowable at the project site and would consequently require the increase in the allotted PM peak hour trips per the Ladyface Mountain Specific Plan. The City adopted this Plan to control development in this area based upon potential traffic trips. Therefore, as identified above in the *Project Description*, the City is seeking an amendment to the Ladyface Mountain Specific Plan to increase the allowable onsite building area and allowable PM peak hour trips originally allocated to the site. As noted above, allowing this increase in building area and trips would not create any significant impacts to the local circulation system.

Table 13
Future (2011) Weekday Intersection Peak Hour Levels of Service

Intersection	Peak Hour	Cumulative Base		Cumulative plus Project			
		Delay or V/C	LOS	Delay or V/C	LOS	Project Increase in V/C or Delay	Significant Project Impact?
Agoura Road/Reyes Adobe Road	**AM** **PM**	0.69 0.83	B D	0.70 0.84	B D	0.01 0.01	No No
Agoura Road/Ladyface Circle	**AM** **PM**	0.31 0.40	A A	0.32 0.41	A A	0.01 0.01	No No
Agoura Road/Kanan Road	**AM** **PM**	0.85 0.95	D E	0.85 0.96	D E	0.00 0.01	No No

Source: Associated Transportation Engineers, 2008. See Appendix B for complete traffic study.

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

b. Construction of the proposed project may require temporary lane detours or closures. However, due to the size of the project site and the temporary nature of the lane alterations, it would not be expected to result in a change in traffic that is substantial in relation to existing traffic patterns or capacity. Therefore, impacts would be **less than significant.**

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

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

Based on the project trip generation and distribution, the proposed project would generate 36 AM trips and 41 PM trips, fewer than 150 trips in either direction during either the weekday morning or afternoon peak hours at the CMP freeway monitoring station in the project vicinity. As such, impacts would be **less than significant**.

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

e, f. As discussed in Section XIII, *Public Services,* the proposed project would be required to comply with Fire Code and LACFD standards including access design requirements. The

project itself is not expected to result in emergency access or hazardous internal design impacts. Therefore, impacts would be **less than significant.**

g. The City of Agoura Hills Municipal Code requires that proposed development projects provide adequate supply of parking spaces based on the proposed land use for the site. A project is considered to have a significant parking impact if proposed parking supply does not meet the parking demand specified by the Code. Table 14 shows the City's parking requirements.

As indicated, 42 parking spaces would be required pursuant to the City's Municipal Code. According to the site plan for the proposed project, 51 onsite parking spaces would be provided through subterranean and surface parking. Therefore, the proposed project would exceed code parking requirements by nine spaces and **no impact** related to parking would occur.

Table 14
Summary of Parking Requirements*

Land Use	Size	Parking Ratio	Total Spaces Required by Code
Office	12,700	3.33 parking spaces per 1,000 sf	42

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

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

XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

a,b,e. Wastewater generated in the Agoura Hills area is treated at the Tapia Water Reclamation Facility (TWRF), operated by Las Virgenes Municipal Water District (LVMWD). The TWRF has a capacity of 16 million gallons per day (mgd) and currently treats an average of 9.5 mgd (LVMWD, 2009). Therefore, there is currently a surplus capacity of 6.5 mgd. Wastewater generation factors from the County Sanitation Districts of Los Angeles County were used to determine the proposed project's wastewater generation. As shown in Table 15, the proposed project would generate an estimated 2,540 gallons per day (gpd) of wastewater.

Table 15
Projected Wastewater Generation

Land Use	Area (square feet)	Generation Factor	Flow (Gallons Per Day)
Office	12,700	200 gpd/1,000 sf	2,540 gpd

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

Wastewater generated by the proposed project would account for less than 0.02% of the Tapia Water Reclamation Facility's available treatment capacity. Therefore, impacts to wastewater treatment systems would be **less than significant.**

c. The proposed project involves the construction of a 12,700 sf office building and associated subterranean and surface parking on a 1.65-acre site. Refer to Section VIII, *Hydrology and Water Quality*, for discussion of onsite runoff. Impacts would be **less than significant** with required implementation of City requirements and NPDES requirements.

d. The Las Virgenes Municipal Water District (LVMWD) supplies potable water in the City of Agoura Hills. The LVMWD has no local sources of water and obtains all of its potable water from the Metropolitan Water District of Southern California (MWD), which in turn receives water from the State Water Project. The LVMWD's potable water system currently operates with a storage deficit in the Jed Smith Zone and pumping deficits at the Twin Lakes, Mulwood, and Seminole zones (LVMWD Potable Water Updated Master Plan, 2007).

Assuming that water demand is 120% of wastewater generation, the proposed project would require approximately 3,048 gpd, or 107 AFY of water. As shown in Table 16, LVMWD total water supply is anticipated to be 36,590 AFY in 2010 and is anticipated to increase in 2015 and 2020. The proposed project would represent a demand of 0.03 percent of total supply to the region.

Table 16
Current and Projected LVMWD Water Supply (AFY)

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

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

MWD has engaged in substantial water supply projection and planning efforts. In its 2003 Blueprint Report and 2005 Regional Urban Water Management Plan, MWD has consistently found that its existing water supplies, when managed according to its water resource plans, such as the Water Surplus and Drought Management Plan and Integrated Resources Plan, are and will be 100% reliable for at least a 20-year planning period. Since publication of those reports, MWD has continued to implement its water supply programs, as reported in its annual Implementation Reports, the most recent of which was published in February 2009. Although water supply conditions are always subject to uncertainties, MWD has maintained its supply reliability in the face of such uncertainties in the past, and is actively managing its supplies to ensure the same 100% reliability for the future.

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

f, g. The Calabasas Sanitary Landfill, located adjacent to Highway 101 on Lost Hills Road, would receive solid waste generated by the proposed project. The total capacity of the Calabasas Landfill is 69.7 million cubic yards and its remaining capacity is approximately 8.1 million tons, as of March 2008 (Los Angeles County Sanitation District, 2008). An average of 1,164 tons of waste is deposited in the landfill daily, with a permitted maximum daily tonnage of 3,500 tons per day (Nicole Gonzales, 2008). The landfill is projected to close in 2028.

The following disposal rates from the California Integrated Waste Management Board (CIWMB) were used to calculate the amount of solid waste generated by the proposed project: Office uses generate 0.006 pounds/sf/day. As shown in Table 17, the proposed project would generate approximately 0.038 tons of solid waste per day, or about 13.9 tons per year. The daily total represents 0.001 percent of Calabasas Landfill's available daily capacity; therefore, sufficient landfill capacity is available to serve the project and impacts related to solid waste would be **less than significant.**

Table 17
Projected Solid Waste Generation

Use	Square feet	Lbs/sf/day	Total Solid Waste/ Day (tons)	Total Solid Waste/ Year (tons)
Office	12,700	0.006	0.038	13.9

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

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

a. As discussed in Section IV, *Biological Resources*, mitigation measures BIO-1 through BIO-4 would be required to reduce impacts to biological resources to a less than significant level. As discussed in Section V, *Cultural Resources*, Mitigation Measures CR-1 and CR-2 would be required to reduce impacts to cultural resources to a less than significant level. With implementation of the aforementioned mitigation measures, the proposed project would not significantly degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts to biological resources and cultural resources would be **less than significant with mitigation incorporated**.

b. The proposed project would not create any significant impacts that cannot be mitigated. Please see Section XI, *Noise*, and Section XV, *Transportation/Traffic* for a discussion of cumulative impacts. The project's contribution to cumulative impacts would be **less than significant**.

Global Climate Change

Global climate change (GCC) is a change in the average weather of the earth that is measured by temperature, wind patterns, precipitation, and storms over a long period of time. The baseline, against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed an unprecedented acceleration in the rate of warming during the past 150 years.

GCC is a documented effect. Although the degree to which the change is caused by anthropogenic (man-made) sources is still under study, the increase in warming has coincided with the global Industrial Revolution, which has seen the widespread reduction of forests to accommodate urban centers and agriculture and the use of fossil fuels, primarily burning of coal, oil, and natural gas for energy. Per the United Nations Intergovernmental Panel on Climate Change (IPCC, 2007), the understanding of anthropogenic warming and cooling influences on climate has led to a high confidence (90% or greater chance) that the global average net effect of human activities since 1750 has been one of warming. Most of the observed increase in global average temperatures, since the mid-20th century, is likely due to the observed increase in anthropogenic GHG concentrations per the IPCC (November 2007). While individual scientists disagree with some of the findings of the IPCC, the majority of scientists working on climate change agree with the main conclusions, as do the majority of major scientific societies and national academies of science. Disagreement within the scientific community is always present for all issues; however, the current state of knowledge suggests that GCC is occurring, with eleven of the last twelve years (1995-2006) ranking among the twelve warmest years in the instrumental record of global surface temperature since 1850 (IPCC, 2007). In addition, the majority of scientists agree that anthropogenic sources are a main, if not primary, contributor to GCC.

Greenhouse Gases (GHGs)

Gases that trap heat in the atmosphere are often called greenhouse gases (GHG), analogous to the way in which a greenhouse retains heat. Common GHG include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O_x), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6) (Cal EPA, 2006b).

The accumulation of GHG in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHG, Earth's surface would be about 34° C cooler (CAT, 2006). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in

the atmosphere beyond the level of naturally occurring concentrations. The following discusses the primary GHGs of concern.

Carbon Dioxide. The global carbon cycle is made up of large carbon flows and reservoirs. Billions of tons of carbon in the form of CO_2 are absorbed by oceans and living biomass (i.e., sinks) and are emitted to the atmosphere annually through natural processes (i.e., sources). When in equilibrium, carbon fluxes among these various reservoirs are roughly balanced (USEPA, April 2008). CO_2 was the first GHG demonstrated to be increasing in atmospheric concentration, with the first conclusive measurements being made in the last half of the 20th century. Concentrations of CO_2 in the atmosphere have risen approximately 35% since the beginning of the Industrial Revolution. Per the IPCC (2007), the global atmospheric concentration of CO_2 has increased from a pre-industrial value of about 280 parts per million (ppm) to 379 ppm in 2005. The atmospheric concentration of CO_2 in 2005 exceeds the natural range over the last 650,000 years (180 to 300 ppm) as determined from ice cores. The average annual CO_2 concentration growth rate was larger during the last 10 years (1995–2005 average: 1.9 ppm per year) than it has been since the beginning of continuous direct atmospheric measurements (1960–2005 average: 1.4 ppm per year), although there is year-to-year variability in growth rates.

Methane. Methane (CH_4) is an effective absorber of radiation, though its atmospheric concentration is less than that of CO_2 and its lifetime in the atmosphere is limited to 10-12 years, compared to some other GHGs. It is approximately 20 times more effective at trapping heat in the atmosphere than CO_2 (global warming potential [GWP] 20x that of CO_2). Over the last 250 years, the concentration of CH_4 in the atmosphere has increased by 148% (IPCC 2007). Anthropogenic sources of CH_4 include landfills, natural gas and petroleum systems, agricultural activities, coal mining, wastewater treatment, stationary and mobile combustion, and certain industrial processes (USEPA, April 2008).

Nitrous Oxide. Concentrations of nitrous oxide (N_2O) also began to rise at the beginning of the industrial revolution. N_2O is produced by microbial processes in soil and water, including those reactions that occur in fertilizers containing nitrogen. Use of these fertilizers has increased over the last century. N_2O's GWP is 300 times that of CO_2.

Fluorinated Gases (HFCS, PFCS and SF_6). Fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulfurhexafluoride (SF_6), are greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are used as substitutes for ozone-depleting substances, such as chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), and halons, which have been regulated since the mid-1980s because of their ozone-destroying potential and are phased out under the *Montreal Protocol* and Clean Air Act Amendments of 1990. Fluorinated gases are typically emitted in smaller quantities than CO_2, CH_4, and N_2O, but each molecule can have a much greater global warming effect. SF_6 is the most potent greenhouse gas the IPCC has evaluated.

Greenhouse Gas Inventory

Worldwide anthropogenic emissions of GHG were approximately 40,000 million metric tons of CO_2 equivalent (CDE[1]) in 2004, including ongoing emissions from industrial and agricultural

[1] *Carbon dioxide equivalent (CDE or CO_2E) is a quantity that describes, for a given mixture and amount of GHGs, the amount of CO_2 (usually in metric tons; million metric tons [megatonne] = $MMTCO_2E$ = terragram [Tg] CO_2 Eq; 1,000 MMT = gigatonne) that would have the same global*

sources, but excluding emissions from land use changes (i.e., deforestation, biomass decay) (IPCC, 2007). CO_2 emissions from fossil fuel use accounts for 56.6% of the total emissions of 49,000 million metric tons CDE (includes land use changes). Methane emissions account for 14.3% of GHG and N_2O emissions for 7.9% (IPCC, 2007).

Total U.S. GHG emissions were 7,054 million metric tons CDE in 2006 (USEPA, April 2008), or about 14% of worldwide GHG emissions. U.S. emissions rose by 14.7% from 1990 to 2006, while emissions fell by 1.1% from 2005 to 2006 (75.7 MMT CDE). The following factors were primary contributors to this decrease: (1) warmer winter conditions in 2006, which reduced consumption of heating fuels, as well as cooler summer conditions, which reduced demand for electricity; (2) restraint on fuel consumption caused by rising fuel prices, primarily in the transportation sector; and (3) increased use of natural gas and renewables in the electric power sector.

The primary GHG emitted by human activities in the United States is CO_2, representing an estimated 84.8% of total GHG emissions (USEPA, April 2008). The largest source of CO_2, and of overall greenhouse gas emissions, is fossil fuel combustion. CH_4 emissions, which have declined from 1990 levels, resulted primarily from enteric fermentation associated with domestic livestock, decomposition of wastes in landfills, and natural gas systems. Agricultural soil management and mobile source fossil fuel combustion were the major sources of N_2O emissions. Emissions of substitutes for ozone depleting substances and emissions of HFC-23 during the production of HCFC-22 are the primary contributors to aggregate HFC emissions. Electrical transmission and distribution systems account for most SF_6 emissions, while PFC emissions result from semiconductor manufacturing and as a by-product of primary aluminum production.

The residential and commercial end-use sectors accounted for 20% and 18%, respectively, of CO_2 emissions from fossil fuel combustion in 2006 (USEPA, April 2008). Both sectors rely heavily on electricity for meeting energy demands, with 72% and 79%, respectively, of their emissions attributable to electricity consumption for lighting, heating, cooling, and operating appliances. The remaining emissions were due to the consumption of natural gas and petroleum for heating and cooking.

California is the second largest contributor in the United States among states, and if California were a country, it would be the sixteenth largest contributor in the world (AEP, 2007). Based upon the 2004 GHG inventory data (the latest year available) compiled by the California Energy Commission (CEC, December 2006), California produced 492 MMT CDE (7% of US total). The major source of GHG in California is transportation, contributing 41% of the state's total GHG emissions. Electricity generation is the second largest source, contributing 22% of the state's GHG emissions (CEC, December 2006). Most (81%) of California's 2004 GHG emissions (in terms of CDE) were CO_2 produced from fossil fuel combustion, with 2.8% from other sources of CO_2, 5.7% from methane, and 6.8% from N_2O (CEC, December 2006). California emissions are due in part to its large size and large population. California had the fourth lowest CO_2 emissions per capita from fossil fuel combustion in the country in 2001, due to the success of its energy-efficiency and renewable energy programs and commitments that have lowered the state's GHG emissions rate of growth by more than half of what it would have otherwise been (CEC, December 2006). Another factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate.

warming potential (GWP) when measured over a specified timescale (generally, 100 years).

Project-level operational emissions were studied based on contributions for both stationary and mobile emissions sources. Temporary construction-generated emissions were also quantified.

Temporary Construction Emissions. Based on the maximum daily CO_2 emissions generated by construction of the proposed project (see Appendix A for URBEMIS modeling results), construction of the proposed project would generate an estimated 280 tons of CO_2 during construction. Unlike the operational emissions that would occur over the life of the project, construction emissions are temporary and are associated with the vehicles that would be used to grade the site and construct the project as well as the vehicle miles traveled by workers commuting to and from the site. Once the construction is completed, emissions would derive from operational sources such as natural gas, electricity, landscaping equipment and vehicle trips.

Operational Indirect and Stationary Direct Emissions. The generation of electricity through combustion of fossil fuels typically yields carbon dioxide, and to a smaller extent nitrous oxide and methane. Annual electricity emissions were calculated using the California Climate Action Registry General Reporting Protocol's spreadsheet model titled Greenhouse Gas Emission Worksheet: Operational Emissions, which is included in Appendix A. The spreadsheet model uses emission factors based on the mix of fossil-fueled generation plants, hydroelectric power generation, nuclear power generation and alternative energy sources associated with the regional grid. Table 18 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 18
Estimated Annual Operational Emissions of GHG from Project

Emission Source	Annual Emissions	
	Emissions	CDE
Carbon Dioxide (CO_2)[1]	276.00 short tons	280 metric tons
Methane (CH_4) [2]	0.002 metric tons	0.0 metric tons
Nitrous Oxide (N_20) [2]	0.001 metric tons	0.3 metric tons
Project Total		**490 metric tons**

Source: California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.0, April 2008, page 30-35.
[1] Includes indirect energy from electrical and area source emissions from natural gas and heating. See Appendix A 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 in Appendix A.

The spreadsheet model uses the average daily trips estimate from the project traffic report and the total vehicle miles traveled estimated in URBEMIS 2007 (v. 9.2.4). The URBEMIS 2007 model estimates that approximately 272 daily VMT are associated with the project. Table 19 shows the estimated mobile emissions of GHGs based on the estimated VMT associated with the project.

Table 19
Estimated Annual Mobile Emissions
of Greenhouse Gases from Project

Emission Source	Annual Emissions	
	Emissions	**CDE**
Carbon Dioxide (CO_2)[1]	3,941 tons (short, US)	337 metric tons
Methane (CH_4) [2]	1.3 metric tons	27 metric tons
Nitrous Oxide (N_2O) [2]	1.4 metric tons	430 metric tons
Project Total		**794 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 A for GHG emission factor assumptions.

Combined Stationary and Mobile Source Emissions. Table 20 combines the operational and mobile GHG emissions associated with the proposed project, which total approximately 1,284 metric tons per year in CDE units. This total represents roughly 0.0000026% of California's total 2004 emissions of 492 million metric tons CDE (California Energy Commission, 2006). These emissions projections indicate that the majority of the project GHG emissions are associated with vehicular travel. Please note that as discussed above, the mobile emissions accounted for are, in part, a redirection of existing travel to other locations, and so are not new or increased emissions but are instead already a part of the total California GHG emissions.

Table 20
Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions
Operational	490 metric tons CO_2e
Mobile	794 metric tons CO_2e
Project Total	**1,284 metric tons CO_2e**

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

GHG Cumulative Significance. CAPCOA (January 2008) provided several approaches to consider potential cumulative significance of projects with respect to GHGs. A zero threshold approach can be considered based on the concept that climate change is a global phenomenon in that all GHG emissions generated throughout the earth contribute to it, and not controlling small source emissions would potentially neglect a major portion of the GHG inventory. However, the *CEQA Guidelines* (Section 15130) also recognize that there may be a point where a project's contribution, although above zero, would not be a considerable contribution to the cumulative impact. Therefore, a threshold of greater than zero is considered more appropriate in this air quality analysis. Table 21 shows CAPCOA's suggested thresholds for GHG emissions.

Table 21
CAPCOA Suggested Thresholds for Greenhouse Gases

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

**sf = square feet*
Sources: California Air Pollution Control Officers Association (CAPCOA), CEQA & Climate Change, January 2008.

Based on CAPCOA suggested thresholds in Table 21, the proposed project's contribution of about 1,152 metric tons CDE/year would exceed the 900 tons per year threshold, but would not exceed

any of the other four thresholds. Therefore, the proposed project would have significant impacts if the project is not consistent with Climate Action Team and Attorney General measures, as discussed below.

GHG emissions reduction strategies that were prepared by California Environmental Protection Agency (CalEPA) Climate Action Team (CAT) and measures suggested by the Attorney General have been used as a benchmark for significance and qualitative consideration. The CAT strategies are recommended to reduce GHG emissions at a statewide level to meet the goals of the Executive Order S-3-05 (http://www.climatechange.ca.gov).

The Attorney General's Greenhouse Gas Reduction Report was prepared in 2008 by the California Attorney General's Office. This Report specifies measures that may reduce global warming related impacts at the individual project level. As appropriate, the measures can be included as design features of a project, required as changes to the project, or imposed as mitigation (whether undertaken directly by the project proponent or funded by mitigation fees).

Consistency with CAT strategies and measures suggested in the Attorney General's Greenhouse Gas Reduction Report are discussed in Tables 22 and 23. Several of the actions identified in the tables below are already required by California regulations. Tables 22 and 23 illustrate that onsite development would be consistent with the GHG reduction strategies set forth by the 2006 CAT Report and the 2008 Attorney General's Greenhouse Gas Reduction Report.

Table 22
Project Consistency with 2006 CAT Report
Greenhouse Gas Emission Reduction Strategies

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

Table 22
Project Consistency with 2006 CAT Report
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Alternative Fuels: Ethanol Increased use of E-85 fuel.	**Consistent** As data becomes available on the impacts of fuel specifications on the current and future vehicle fleets, the ARB will review and update motor vehicle fuel specifications as appropriate. In reviewing the specifications, the ARB will consider the emissions performance, fuel supply consequences, potential greenhouse gas reduction benefits, and cost issues surrounding E85. Future tenants of the project could purchase flex-fuel vehicles and utilize this fuel, once it is commercially available.
Heavy-Duty Vehicle Emission Reduction Measures Increased efficiency in the design of heavy duty vehicles and an education program for the heavy-duty vehicle sector.	**Consistent** The heavy-duty vehicles that travel to and from the project site on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture.
Achieving 50% Statewide Recycling Goal Achieving the State's 50% waste reduction mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions, associated with energy intensive material extraction and production, as well as methane emission from landfills. A diversion rate of 48% has been achieved on a statewide basis. Therefore, a 2% additional reduction is needed.	**Consistent** The City has completed a comprehensive waste reduction and recycling plan in compliance with State Law AB 939, which requires every city in California to reduce the waste it sends to landfills by 50% by the year 2000. Currently, the City requires that at least 50% of all solid waste, including construction/demolition waste, be diverted from landfills. As of 2007, the City was recycling 55% of its solid waste, thereby exceeding the standards established by AB 939.
Zero Waste – High Recycling Efforts to exceed the 50% goal would allow for additional reductions in climate change emissions	**Consistent** As discussed above, currently, the City requires that at least 50% of all solid waste, including construction/demolition waste, be diverted from landfills. As of 2007, the City was recycling 55% of its solid waste, thereby exceeding the standards established by AB 939.
Department of Forestry	
Urban Forestry A new statewide goal of planning 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.	**Consistent** The landscaping proposed for the project would include retaining oak trees on the project site and planting new oak trees.
Department of Water Resources	
Water Use Efficiency Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.	**Consistent** The proposed project would be required to comply with Part 2, Division 8 of the City's Municipal Code that requires onsite landscaping to implement water conservation measures.
Energy Commission (CEC)	
Building Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and alterations to existing buildings).	**Consistent** The project would be required to meet the standards of Title 24 that are in effect at the time of development.
Appliance Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).	**Consistent** Under State law, appliances that are purchased for the project – both pre- and post-development – would be required to be consistent with energy efficiency standards that are in effect at the time of manufacture.

Table 22
Project Consistency with 2006 CAT Report
Greenhouse Gas Emission Reduction Strategies

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

Table 23
Project Consistency with Applicable Attorney General
Greenhouse Gas Reduction Measures

Strategy	*Project Consistency*
Transportation-Related Emissions	
Diesel Anti-Idling Set specific limits on idling time for commercial vehicles, including delivery vehicles.	**Consistent** Currently, the California Air Resources Board's (CARB) Airborne Toxic Control Measure (ATCM) to Limit Diesel-Fueled Commercial Motor Vehicle Idling restricts diesel truck idling to five minutes or less. Diesel trucks operating from and making deliveries to the project site are subject to this state-wide law. Construction vehicles are also subject to this regulation.
Transportation Emissions Reduction The project applicant shall promote ride sharing program e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading waiting areas.	**Consistent** **Consistent** The project site would be in close proximity to residential and commercial developments. The Los Angeles County Metro Bus makes regular stops near the project site.
Transportation Emissions Reduction Contribute transportation impact fees per residential and commercial unit to the City, to facilitate and increase public transit service.	**Consistent** Pursuant to the City of Agoura Hills Municipal Code, a fee shall be placed into a fund to be used solely for the purpose of constructing roadway improvements necessary to complete implementation of the seventeen-year arterial street system improvement plan.
Transportation Emissions Reduction Provide shuttle service to public transportation.	**Consistent** Shuttle service to public transportation would be unnecessary as the project site is located near a bus lines including Metro Line 161 and Commuter Express Route 422.
Transportation Emissions Reduction Incorporate bike lanes into the project circulation system.	 *Not applicable*, as site employees would use the existing City of Agoura Hills circulation system. However, onsite development would not preclude the addition of bike lanes to City streets.

Table 23
Project Consistency with Applicable Attorney General
Greenhouse Gas Reduction Measures

Strategy	*Project Consistency*
Transportation Emissions Reduction Provide onsite bicycle and pedestrian facilities (showers, bicycle parking, etc.) for commercial uses, to encourage employees to bicycle or walk to work.	**Consistent** No commercial uses are proposed as part of the project.
Solid Waste and Energy Emissions	
Solid Waste Reduction Strategy Project construction shall require reuse and recycling of construction and demolition waste.	**Consistent** Construction in the City of Agoura Hills is required to comply with the City's Construction & Demolition Debris Recycling Program. Applicants must complete a Pre-Construction Waste Reduction/Recycling Plan (WRRP) to demonstrate how materials will be recycled. Upon completion of work, applicants must submit a Post Construction Waste Reduction/Recycling Summary Report, indicating whether the goals for recycling and reuse were met.
Water Use Efficiency Require measures that reduce the amount of water sent to the sewer system – see examples in CAT standard above. (Reduction in water volume sent to the sewer system means less water has to be treated and pumped to the end user, thereby saving energy.	**Consistent** The proposed project would be required to comply with Part 2, Division 8 of the City's Municipal Code that requires onsite landscaping to implement water conservation measures.
Land Use Measures, Smart Growth Strategies and Carbon Offsets	
Smart Land Use and Intelligent Transportation Systems Encourage mixed-use and high density development to reduce vehicle trips, promote alternatives to vehicle travel and promote efficient delivery of services and goods.	**Consistent** Proposed onsite development involves urban development in an urbanized area. The project site is located near bus stops, including Metro Line 161 and Commuter Express Route 422.
Smart Land Use and Intelligent Transportation Systems Require pedestrian-only streets and plazas within the project site and destinations that may be reached conveniently by public transportation, walking or bicycling.	**Consistent** The project site is located within an urban environment. The project site is accessible by sidewalk.

In addition, the California Office of Planning and Research (OPR) *CEQA Guidelines* include recommended mitigation strategies to reduce GHG impacts. According to this document, mitigation measures may include:

1. *Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal.*

2. *The potential of siting, orientation, and design to minimize energy consumption, including transportation energy, water conservation and solid-waste reduction.*

3. *The potential for reducing peak energy demand.*

4. *Alternate fuels (particularly renewable ones) or energy systems.*

5. *Energy conservation which could result from recycling efforts.*

Consistent with OPR mitigation strategies, onsite development would reduce wasteful, inefficient and unnecessary consumption of energy and utilize alternative fuels by complying with requirements of Part 6, Title 24 of the California Building Standards Code – California Energy Code. The City of Agoura Hills has instituted a mandatory commercial recycling program in conformance with California Assembly Bill 939. All businesses are required to have recycling programs. Therefore, recycling efforts would comply with OPR strategies.

The proposed project would be consistent with CAT and Attorney General Strategies, as demonstrated in tables 22 and 23 and OPR strategies as discussed above. Therefore, the contribution of onsite development to cumulative global climate change impacts would be **less than significant.**

c. Compliance with the City of Agoura Hills Municipal Code, compliance with State of California Regional Water Quality Control Board requirements and compliance with all applicable state and federal regulations in addition to mitigation measures GEO-1 and N-1 through N-3 would reduce potential adverse affects to human beings to a less than significant level. As such, impacts to human beings would be **less than significant with mitigation incorporated.**

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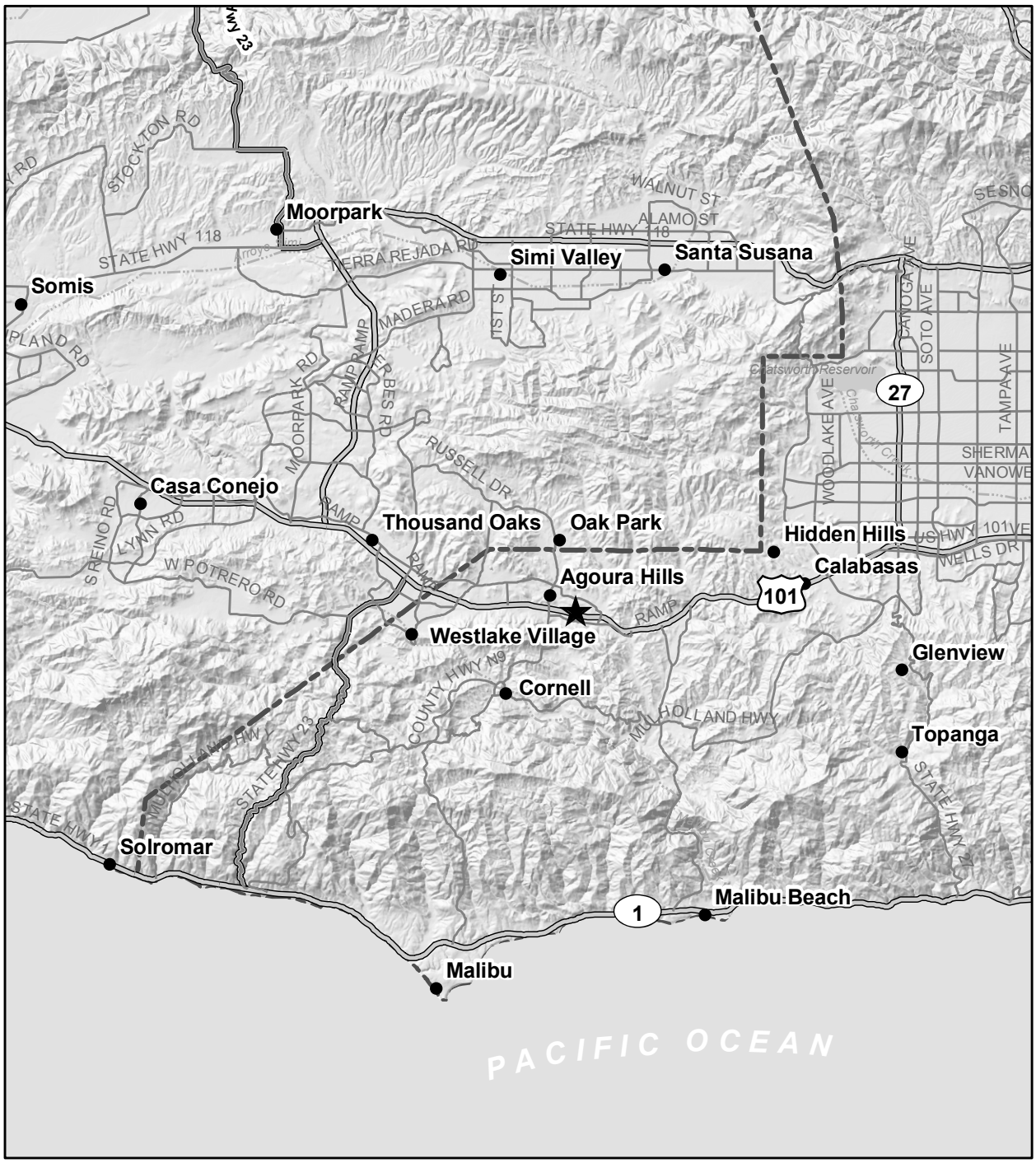
Philip Brooks, Sergeant, Los Angeles County Sheriff Department



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

★ Project Location

Regional Location

Figure 1

Aerial Source: Google Earth 2009

Project Site

N

0 70 140

Scale in Feet

Site Location

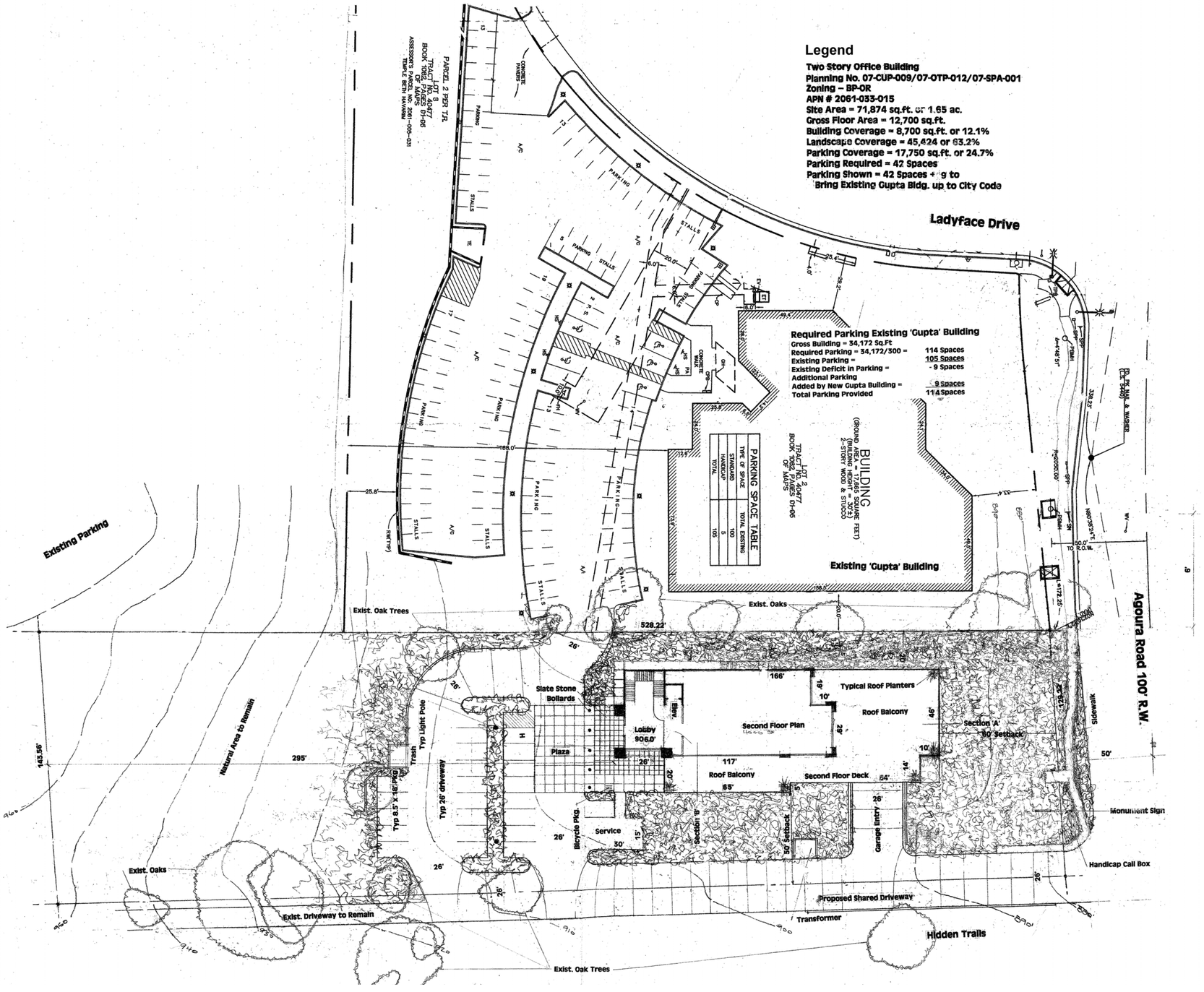
Figure 2

Photo 1 - View of project site looking south.

Photo 2 - View of the project site looking north.

Site Photographs

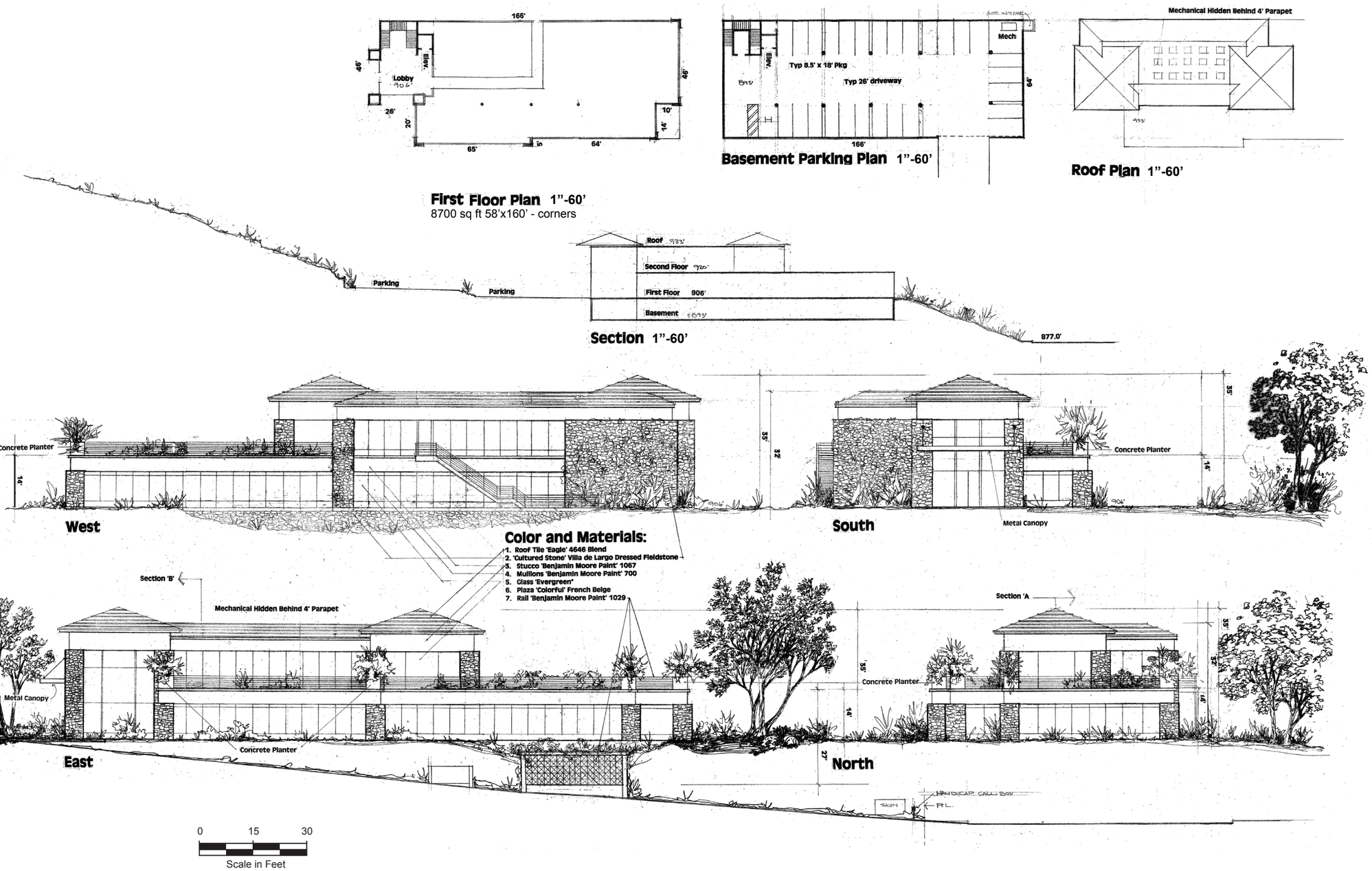
Figure 3



Site Plan

Figure 4

Drawing Source: Neal Scribner AIA Architecture, May 2009.



Building Elevations

Figure 5

Drawing Source: Neal Scribner AIA Architecture, May 2009.