City of Agoura Hills

Agoura Hills In-N-Out Burger

Final

Initial Study and Mitigated Negative Declaration

May 2011

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Agoura Hills In-N-Out Burger

Prepared by:

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May 2011

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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 a one-story 3,654 square foot In-N-Out Burger fast-food restaurant in the City of Agoura Hills. The project site is located north of U.S. 101 Freeway, south of Canwood Street, and east of the Kanan Road/U.S. 101 Freeway eastbound on- and off-ramps.

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, 2010.*
- *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, Agoura Road Office Project, March 2010.*
- *Associate Transportation Engineers, Traffic and Circulation Study, March 2011.*
- *Krazen & Associates, Inc., Geotechnical Engineering Investigation, June 2010.*
- *MSL Engineering, Inc., Hydrology and Drainage Study, October 2010.*

INITIAL STUDY

PROJECT TITLE

Agoura Hills In-N-Out Burger

LEAD AGENCY and CONTACT PERSON

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

PROJECT PROPONENT

In-N-Out Burger
13502 Hamburger Lane
Baldwin Park, California 91706

PROJECT SITE CHARACTERISTICS

Location: The approximately 2.73-acre project site is located at 28898 Canwood Street, north of the U.S. 101 Freeway in the City of Agoura Hills, Los Angeles County. The project site has over 1,000 feet of frontage along both Canwood Street and the U.S. 101 Freeway. Figure 1 illustrates the location of the project site in its regional context. Figure 2 shows the location of the project site within Agoura Hills.

Assessor Parcel Number: The project site is identified by Assessor's Parcel Number (APN) 2048-011-034.

Existing General Plan Designation: The project site has a City of Agoura Hills General Plan land use designation of Commercial Retail/Service (CRS).

Existing Zoning: The project site is zoned Business Park-Manufacturing-Freeway Corridor (BP-M-FC) by the City of Agoura Hills.

Surrounding Land Uses: The triangular-shaped project site is bounded by the U.S. 101 Freeway on the south; Canwood Street on the north, with commercial land uses across Canwood Street; and an office building on the east. The commercial land uses north of Canwood Street include the Second Story Pilates studio, Tutor Time facility, Urban Habitat furniture store and the Homewood Suites by Hilton Agoura Hills hotel.

DESCRIPTION OF THE PROJECT

The proposed project involves the development of an In-N-Out Burger fast-food restaurant on a 2.73-acre project site located at 28898 Canwood Street in Agoura Hills. The project site is located north of the U.S. 101 Freeway and south of Canwood Street (see Figure 2 for an

illustration of the project site location within the City of Agoura Hills). Surrounding land uses include commercial, light industrial, and hotel uses. The project site is a previously graded vacant parcel with a 6,000 square foot (sf) paved area and four billboards. The site slopes gently from the northeast corner toward the southwest. Photographs of existing site conditions are shown on Figure 3. Figure 4 shows the site plan for the proposed project.

The proposed project would include removal of three of the four existing billboards on the site and construction of a one-story, 3,654 square-foot restaurant building with a drive-through lane, trash enclosure, and outdoor dining patio. The fast-food restaurant building and outdoor dining patio would be located on the eastern portion of the site. Surface parking, the drive-through lane, trash enclosure, and landscaping would occupy the remainder of the site.

Additional site improvements include ground-mounted signage, fencing, handicap accessible paths, street improvements along 1,000 feet of Canwood Street adjacent to the project site, and relocating and undergrounding public utility lines. The restaurant building would have a maximum height of 28 feet. Figure 5 shows proposed building elevations for the project. Approximately 49,140 sf of landscaping would be provided around the perimeter of the site and throughout the parking lot. Figures 6a and 6b show the proposed landscaping plan for the project.

There would be 100 surface parking spaces provided onsite, five of which would be designated as handicap accessible spaces. Two driveways off Canwood Street would provide vehicular access to the eastern and western portions of the site. The proposed fast-food restaurant would be accessible to pedestrians from Canwood Street.

Onsite grading to construct a level pad would require approximately 5,400 cubic yards of onsite soil to be cut and recompacted, along with 8,400 (cy) of soil to be imported to the project site. Figures 7a and 7b show the grading plan for the proposed project.

The approvals requested from the City include:

- *Zone change from Business Park-Manufacturing (PB-M-FC) with a Freeway Corridor (FC) District overlay to Commercial Retail/Service (CRS) with a Freeway Corridor (FC) District overlay*
- *Site Plan/Architectural Review to develop the vacant property*
- *Variance Request to reduce the rear yard setback from 52 feet to 46 feet*
- *Sign Permit for ground-mounted and building signage*
- *Variance Request to increase the size of the signs*
- *Variance Request to allow parking space encroachment into the required landscape planter along the frontage of the property*

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; however, each of these factors could be lessened to a level of insignificance through incorporation of mitigation.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology / Soils
☐ Greenhouse Gas Emissions	☐ 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

Valerie Darbouze, Associate Planner
City of Agoura Hills

4/14/2011
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. The project site is a previously graded vacant parcel that consists of soil, minimal ruderal vegetation, 6,000 sf of pavement, and four billboards. The triangular-shaped project site is bounded by the U.S. 101 Freeway on the south, a two-story office building to the east, and Canwood Street on the north, with commercial development to the north across Canwood Street. Figure 2 shows the location of the project site within the City of Agoura Hills. Figure 3 shows photos of existing onsite conditions.

The proposed project would involve construction of a 3,654 sf fast-food restaurant, surface parking, signage, a trash enclosure, a drive-through lane, and landscaping. Figure 4 shows the proposed site plan for the project. The fast-food building would have a maximum height of 28 feet. Figure 5 shows the proposed building elevations. As part of the project, three of the four existing billboards would be removed and one billboard would remain onsite. Landscaping would cover approximately 47% of the site and would be located around the perimeter of the site and throughout the surface parking lot. Figure 6 shows the proposed landscaping plan. Photosimulations for the proposed project are shown on figures 8a and 8b.

As noted above, the project site is located north of the U.S. 101 Freeway and south of Canwood Street within the City of Agoura Hills. The Agoura Hills General Plan (2010) identifies several scenic resources in the City and identifies road segments that offer views of the scenic resources. The following scenic resources are identified in the General Plan:

- *Ladyface Mountain – located south of the U.S. 101 Freeway, between Kanan Road and the western City limits on the southern border of Agoura Hills;*
- *Strawberry Hill – located north of Canwood Street and south of Thousand Oaks Boulevard, just east of Forest Cove Park;*
- *Morrison Ranch Hills, the Morrison Ranch Hills – located north of Thousand Oaks Boulevard, generally between Reyes Adobe Road and Kanan Road;*
- *Palo Comado Hills – located in the northeastern corner of the City*
- *Simi Hills – the hills that border the City on the north*

According to the General Plan, the following road segments are valuable scenic resources in the community that provide scenic views of the Santa Monica Mountains, including Ladyface Mountain:

- *Reyes Adobe Road from Thousand Oaks Boulevard to Agoura Road*
- *Thousand Oaks Boulevard. from westerly City limits to easterly City limits*
- *Agoura Road from westerly City limits to easterly City limits*
- *Kanan Road from Agoura Road south to the City limits*

The proposed project would be visible from the U.S. 101 Freeway, Canwood Street and Clareton Drive. The proposed building may partially block views of Ladyface Mountain for motorists traveling west on Canwood Street; however, the proposed building would not obstruct views of the ridgelines of Ladyface Mountain and Canwood Street is not a designated scenic corridor. The Palo Comado Hills are located north of the project site and are visible from motorists travelling along the U.S. 101 Freeway. The Palo Comado Hills are approximately 200 feet higher than the project site. As shown in the visual simulation from the U.S. 101 Freeway (Figure 9), the proposed building, which would have a maximum height of 28 feet, would not obstruct views of the Palo Comado ridgelines from travelers on U.S. 101. The proposed project would not alter views of any of the other designated scenic resources listed in the General Plan. Therefore, implementation of the proposed project would not adversely affect any scenic vistas. Impacts would be **less than significant.** It should be noted that the proposed landscaping, undergrounding of utilities and removal of three billboards from the site would reduce the project's effects on public views of the Santa Monica Mountains, including Ladyface Mountain.

b. The proposed project would be a maximum of 28 feet in height and would be visible from the U.S. 101 Freeway, which is located immediately south of the project site. While the U.S. 101 Freeway is eligible for designation as a state scenic highway, it is not officially designated as such. As discussed above under Item a, the proposed project would not obstruct scenic ridgelines. There are no rock outcropping or buildings on the project site. As discussed in Section IV, *Biology*, there is minimal onsite native vegetation, no special-status plant species in the project vicinity, and no oak trees that measure more than two inches in diameter. Therefore, no impact to scenic resources within a state scenic highway would occur. It should be noted, as discussed above under Item a, the proposed project would not alter scenic views from any road segments designated as scenic resources in the General Plan. **No impact would occur.**

c. The project site is a highly disturbed vacant parcel that consists of soil, minimal ruderal vegetation, 6,000 sf of pavement, and four billboards. The triangular site is bounded by the U.S. 101 Freeway on the south, a two-story office building to the east, Canwood Street on the north, with commercial development to the north across Canwood Street. Figure 2 shows the location of the project site within the City of Agoura Hills. Figure 3 shows photos of existing onsite conditions.

The proposed project would involve construction of a 3,654 sf fast-food restaurant, surface parking, signage, a trash enclosure, a drive-through lane, and landscaping. The fast-food building would be a maximum of 28 feet in height, which is approximately the same height as the building adjacent to the site on the east. The fast-food restaurant would consist of white or tan stucco walls, tiled roofing, red awnings, and yellow and red signage. As part of the project,

one of the four existing billboards would remain onsite. Landscaping would cover approximately 47% of the site and would be located around the perimeter of the site and throughout the surface parking lot. The outdoor activities would be screened from view sheds with landscaping and overhead structures. In addition, the buildings in the area would be clustered together, which means that most of the site would be occupied by tree canopy and ground level improvements. Figure 4 shows the site plan for the proposed project. Photosimulations for the proposed project are shown on Figures 8a and 8b.

In terms of height and massing, the proposed building would be similar to the building immediately east of the site as well as the commercial and light industrial uses north of the site across Canwood Street. The proposed restaurant use would be compatible with surrounding office, commercial, and light industrial uses. In addition, the architectural design of the building would be compatible with surrounding buildings. Given that the existing aesthetic value of the site is generally low, implementation of the proposed project could be considered a benefit to the aesthetic quality of the site. **Impacts would be less than significant.**

d. The project site is currently vacant, with the exception of 6,000 sf paved area in the northeastern portion of the site and four large billboards along the south border of the site. Existing light sources surrounding the site include parking lot lighting, signage lighting and interior lighting emitted from the adjacent office and commercial uses, as well as the headlights of vehicles travelling along Canwood Street and the U.S. 101 Freeway. Existing glare sources surrounding the project site include the windows of surrounding development and vehicles parked in nearby parking lots. The project would introduce a new light source on the project site, which currently does not include lighting.

The proposed project would incorporate exterior lighting at pedestrian access locations and in parking areas. In addition, light would be cast from windows of the proposed building and from signage along Canwood Street and the U.S. 101 Freeway. Sources of glare on the project site would include exterior building materials and vehicles parked on the project site. The project site is located in an urban environment surrounded by office and commercial land uses. Therefore, the light and glare associated with the proposed project would be similar to existing sources of light and glare in the vicinity of the site.

The Agoura Hills Municipal Code sets standards for light and glare for new development. 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 walls, strategically placed fixtures, use of energy efficient 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." The proposed project would be required to comply with these standards for light and glare, which would ensure that light and glare would not result in any adverse effects.

Mandatory compliance with the Agoura Hills Municipal Code would reduce lighting and glare effects on adjacent land uses and vehicles on Canwood Street and on the U.S. 101 Freeway. Further, the new light and glare generated by the project would be similar to existing light and

glare conditions in the project vicinity. **Therefore, lighting and glare 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, 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) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))??	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) 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, e. The proposed project is an infill project along a major highway. 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). Construction of the project would not result in the loss of farmland. **No impact would occur.**

b, c. The project site is zoned Business Park-Manufacturing (BP-M) with a Freeway Corridor (FC) overlay by the City of Agoura Hills. As such, the project site is not zoned for agricultural use. 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. The project would not conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production. **No impact would occur.**

d. The project site is previously disturbed, vacant land. The majority of the site has been previously graded. While the southern portion of the site contains trees (please refer to Section IV, *Biological Resources*, for discussion of potential impacts to onsite trees), there is no forestland or timberland onsite, as designated by the United States Department of Agriculture Forest Service (2010) on the project site. **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). 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, 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, nitrogen dioxide, and 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 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 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 SCAQMD's most recent AQMP (2007) were 5.9 parts per million (ppm), substantially lower than the California 8-hour standard of 9.0 ppm. (Greenhouse gas emissions are addressed below in Section VII, *Greenhouse Gas Emissions*.)

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

- *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 PM_{10}*
- *55 pounds per day of $PM_{2.5}$*

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. The proposed project would involve construction of a fast-food restaurant and would not include any residential development. It is estimated that the fast-food restaurant would generate approximately 38 employees based on an employee generation factor of 15.71 employees per acre (Employment Density Summary Report, The Natelson Company, 2001). Currently, the population in the City of Agoura Hills is approximately 23,387 people (California Department of Finance, January 2010). Assuming a maximum of 38 employees relocated to the City of Agoura Hills, the population would increase to 23,425 people. The projected growth for the City is 23,472 people in 2030 (SCAG, 2008 RTP Growth Forecast, 2008). Consequently, even if all future employees of the project were to relocate to Agoura Hills, the project would not contribute to an exceedance of the City's projected population growth forecast. In reality, it is anticipated that the future employees of the project would be drawn from the local population or nearby areas and would not relocate to Agoura Hills. **Impacts would be less than significant.**

b, c. Long term operational emissions generated by the proposed project would result from area source emissions and vehicle trips to the project site (mobile emissions). The emissions anticipated from area source emissions and mobile emissions are shown in Table 1. In addition, the gross emissions as a result of both area source and mobile emissions are shown in Table 1.

Area sources include the use of natural gas, electricity, and landscaping maintenance equipment. Long term area source emissions were quantified using the CalEEMod v2011.1 air quality model, as shown in Table 1 below (see Appendix A for more detailed modeling results). Area source emissions were determined based on the proposed square footage of the fast-food restaurant and the energy that would be required to be used onsite. It should be noted that the project would be required to meet the latest building energy efficiency standards set forth by Title 24 (California Energy Commission, 2008), which would reduce the amount of area source emissions onsite.

The long-term air quality emissions associated with vehicle trips to and from the project site (mobile emissions) were estimated using the CalEEMod v2011.1 air quality model. Appendix A contains the air quality modeling assumptions and detailed results. Emissions were determined based on the trip generation rates contained in the traffic and circulation study that was prepared for the project by Associated Transportation Engineers, dated March 8, 2011 (see Appendix B). Estimated project emissions are presented in Table 1.

Table 1
Operational Emissions (pounds per day)

Emission Source	Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Mobile Emissions	21.9	23.7	99.2	14.2	1.3
Area Emissions	0.1	0.2	0.2	0.0	0.0
Gross Emissions	**22.0**	**23.9**	**99.4**	**14.2**	**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 Associated Transportation Engineers and CalEEMod.2011.1. See Appendix B for the Traffic Study.
Source: CalEEMod v.2011.1 (See Appendix A for model assumptions and results)

As shown in Table 1, operation of the proposed project would generate an estimated 22 pounds of ROG per day; 24 pounds of NOx per day; 99 pounds of CO per day, 14 pounds of PM_{10} per day; and 1 pound of $PM_{2.5}$ per day, which represents typical emissions for a fast-food restaurant. The emissions generated by the proposed project would not exceed the SCAQMD's daily operational thresholds for any pollutant; **therefore, operational 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.

As discussed in Section XVI, *Transportation/ Traffic*, the proposed project would worsen the LOS from an existing LOS C to an existing plus project LOS E at the intersection of Canwood Street and Clareton Drive intersection.

The CALINE 4 model was used to estimate the potential CO impacts at the above intersection. The results of the model for the intersection are shown in Table 2 (more detailed results can be found in Appendix A). The concentrations listed are the highest calculated CO concentrations at the closest sensitive receptor located 100 feet from the center of the intersection.

Table 2

Estimated Carbon Monoxide Concentrations

Intersection	Cumulative + Project CO Concentration (ppm)		California Standard (ppm)		Federal Standard (ppm)		Significant Impact?
	1-hour	8-hour[a]	1-hour	8-hour	1-hour	8-hour	
Canwood Street and Clareton Drive	3.5	2.8	20	9.0	35	9.0	**No**

[a] 8 -hour CO concentration is based on an urban persistence factor of 0.8 for a congested/stagnant urban area

All concentrations in parts per million (ppm)

See Appendix A for calculations.

The highest estimated one-hour CO concentration (3.5 ppm) would occur at the intersection of Canwood Street/Clareton Drive intersection. This concentration would not exceed the California one-hour standard of 20 ppm or the federal one-hour standard of 35 ppm. Based on an urban persistence factor[1] of 0.8 (for a congested/stagnant urban area), the maximum cumulative eight-hour CO concentration at this intersection would be 2.8 ppm, which is below the 9.0 ppm California and federal 8-hour standard. Therefore, existing plus project traffic at the intersection of Canwood Street and Clareton Drive would not cause an exceedance of either the state or federal CO standards. **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.

[1] The urban persistence factor is the ratio between the 8-hour and 1-hour concentration. The urban persistence factor of 0.8 is a general persistence factor for urban site with a recognized tendency for persistent stagnant metrological conditions and/or persistent traffic congestion.

Temporary construction emissions were estimated using the CalEEMod v.2011.1 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 eight months. 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. 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 a project does not exceed thresholds.

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 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, and distance to the sensitive receptor. LSTs only apply to emissions within a fixed stationary location, including idling emissions during 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).

LSTs have been developed for areas up to 5 acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides a lookup tables for sites that measure 1, 2 and 5 acres. The project site measure 2.73 acres. It is assumed that construction would not occur on more than two acres at one time; therefore, project emissions were compared to construction emission thresholds for 2-acre sites (shown in Table 3). 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 Agoura Hills. The thresholds in Table 3 were determined based on the distance from nearby sensitive receptors to the project site. The closest sensitive receptor population to the project site is a childcare and learning center approximately 50 feet north of the project site.

Table 4 shows the maximum emissions that would result from construction of the proposed project. As indicated, the estimated daily construction emissions of criteria pollutants would be below SCAQMD construction thresholds and LSTs. **Therefore, impacts would be less than significant.**

Table 3
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	644
PM_{10}	6
$PM_{2.5}$	4

Source: http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf, accessed online February 2011.

Note that 82 feet is the shortest LST distance provided by SCAQMD. The distance from the project site to the childcare and learning center is less than 82 feet, which is the shortest LST distance provided by SCAQMD. However, SCAQMD specifies that the 82-foot threshold should still be used to assess impacts for receptors that are less than 82 feet from the emission source.

Table 4
Maximum Daily Construction Emissions[1] (pounds per day)

Emission Source	NO_x	CO	PM_{10}[2]	$PM_{2.5}$[2]
Demolition	42.9	27.0	3.0	2.7
Site Preparation	37.1	19.4	5.0	2.5
Grading	47.8	29.6	3.5	2.5
Building Construction	30.9	20.2	1.3	1.2
Paving	27.5	18.2	2.3	2.1
Architectural Coating	3.2	2.0	2.3	2.1
Maximum Daily Construction Emissions	**47.8**	**29.6**	**5.0**	**2.7**
SCAQMD Thresholds (peak day)	*100*	*550*	*150*	*55*
Exceed SCAQMD Thresholds?	***NO***	***NO***	***NO***	***NO***
Localized Significance Thresholds	*147*	*644*	*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 onsite and off-site sources, worker trips and architectural coatings.
[2]Localized Significance Thresholds for 2-acre sites in source receptor area 6.
Source: Construction Lookup Table 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 is the childcare and learning center located approximately 50 feet north of the project site. As discussed in

items b, c, and d above, the proposed project would not result in an exceedance of SCAQMD thresholds for operational emissions. In addition, the project would not exceed LST thresholds for construction emissions. Additionally, project operation would not 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. In addition, as a condition of project approval, the applicant would be required to retain a fence with a screen around the perimeter of the project site during construction, which would reduce the amount of emissions from the site. **Impacts to sensitive receptors would be less than significant.** Nonetheless, mitigation measures AQ-1 through AQ-6 are recommended to reduce air quality effects on nearby sensitive receptors.

f. The proposed fast-food restaurant would generate odors typically associated with the preparation of food; however restaurant/food service 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. **No impact would occur.**

Mitigation Measures

Impacts would be less than significant; nonetheless, mitigation measures AQ-1-AQ-6 are recommended to reduce air quality effects on nearby sensitive receptors.

AQ-1 **Construction-Related Equipment.** The site developer shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for an extended period of time (i.e., 5 minutes or longer).

AQ-2 **Diesel-Powered Equipment**. Construction contractors shall use late model heavy-duty diesel-powered equipment to the extent that it is readily available in the South Coast Air Basin (meaning that it does not have to be imported from another air basin and that the procurement of the equipment would not cause a delay in construction activities of more than two weeks).

AQ-3 **Particulate Matter Reduction**. Soil stabilizers shall be applied to inactive areas on the project site, ground cover shall be replaced quickly in disturbed areas, exposed surfaces shall be watered three times daily, unpaved roads shall have 15 mph speed limits, haul road dust shall be managed appropriately, and all onsite diesel-fueled equipment shall have Diesel Particulate Filters (DPF) installed.

AQ-4 **Construction Sign Posting.** The project applicant shall be required to post a sign informing all workers and the public of the time restrictions for construction activities and hours when construction activities are expected to occur. The sign shall also include the City

telephone numbers where violations can be reported and complaints associated with construction can be submitted.

AQ-5 **Coatings.** The project shall use pre-fabricated exterior panels or low-to-no VOC architectural coatings.

AQ-6 **Coordination.** The applicant shall coordinate with the director of the preschool facility north of the site across Canwood Street prior to construction. The applicant shall inform the director of the preschool facility of the dates and timing of construction activities and shall provide the director of the preschool facility with a phone number where complaints associated with construction can be submitted.

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?	☐	☐	☐	☒

Rincon Consultants, Inc. conducted a reconnaissance field survey of the project site on January 18, 2011, to document onsite biological resources.

The triangular project site is located at 28898 Canwood Street. The site is bounded by the U.S. 101 Freeway to the south, a two-story office building to the east, and commercial and light

industrial uses to the north across Canwood Street. The project site is highly disturbed with a low species richness and minimal native vegetation. Vegetation onsite includes primarily ruderal grassland dominated by annual *Bromus* species, summer mustard, tumbleweed, and prickly sow thistle. Several non-native ornamental trees are located in the western portion of the site along Canwood Street planted as part of the street improvements required by the project across the street.

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 tracked by CDFG in relation to the project site. 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 list of the 12 special-status plant species and 19 special-status wildlife species tracked by CNDDB within the 5-mile radius of the project site is provided in Tables 5 and 6, respectively. Rincon's literature review 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 2008b).

Two special-status plant species are tracked within one mile of the project site: Lyon's pentachaeta and Agoura Hills dudleya. Lyon's pentachaeta and its critical habitat are tracked approximately 0.75 miles south of the project site. Lyon's pentachaeta typically requires grassland and/or chaparral habitat. Agoura Hills dudleya is tracked approximately 0.5 miles southwest of the project site. Agoura Hills dudleya requires rocky, volcanic breccia soils in chaparral or cismontane woodland. Neither of the two identified special-status plant species was observed on or in the vicinity of the project site. Given that the project site lacks the habitat typically associated with these species, the soils onsite have been disturbed, the vicinity of the project site is developed, and the species are tracked 0.75 miles south of the project site across the U.S. 101 freeway in the hills, it is unlikely that these species occupy the project site.

The project site has been used for parking by adjacent building tenants, as a rest stop, and for parking for trucks accessing the onsite billboards for maintenance. The disturbed nature of the project site diminishes the possibility of special-status plant species to occur on the site. The habitat requirements of most of the special-status plant species (Table 5) tracked near the site are not present on the project site. In addition, the soil onsite is disturbed due to previous grading, paving, and installation of billboards. Therefore, it is unlikely that any special-status plant species, or any state or federally listed plant species, would occur onsite. Impacts to special-status plant species would be less than significant.

No special-status wildlife species were observed in the vicinity of the project site. Table 6 shows the 19 special-status wildlife species that occur within a five-mile radius of the project site. The habitat requirements of most of the special-status wildlife species (Table 6) tracked near the site are not present on the project site. In addition, the soil is highly disturbed on the project site and the project site vicinity is developed with freeways, streets, commercial uses, office uses, and light industrial uses. Therefore, it is highly unlikely that any of the 19 special-status wildlife species tracked in the vicinity of the project site or any state or federally listed wildlife species would occur onsite. No bird nests were observed in the ornamental trees

onsite; however, native birds may use the trees onsite for nesting and breeding during the breeding season (generally March through August). It is anticipated that the existing ornamental trees would remain. Nonetheless, implementation of the proposed project could potentially disturb onsite nesting birds if birds are nesting in onsite trees during construction activities. 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. Implementation of mitigation measure BIO-1 would require construction activities to avoid bird nesting season**. Impacts to nesting birds would be less than significant with mitigation incorporated.**

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

Scientific Name	Common Name	G-Rank/ S-Rank	Fed List/ Cal List[2]	CNPS List[3]	Habitat Requirements
Astragalus brauntonii	Braunton's milk-vetch	G2/S2.1	FE/-	1B.1	Closed-cone coniferous forest, chaparral, coastal scrub, 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. 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 on grassy slopes within other habitat. 420-760 m
Calochortus plummerae	Plummer's mariposa-lily	G3/S3.2	-/-	1B.2	Coastal scrub, chaparral, grassland, woodland, forest. Rocky, sandy sites, of granitic or alluvium. Can be very common after fire. 90-1,610 m.
Chorizanthe parryi var. *Fernandina*	San Fernando Valley spineflower	G2T1/S1.1	FC/SE	1B.1	Coastal scrub. Sandy soils. 3-1,035 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.
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/3	1B.2	Chaparral. On sheer rock surfaces and rocky volcanic cliffs. 180-520 m.
Nolina cismontane	Peninsular nolina	G1/S1.1	-/-	1B.2	Chaparral, coastal scrub. On sandstone, shale, and gabbro substrates. 140-1,275 m.
Orcuttia californica	California Orcutt grass	G2/S2.1	FE/SE	1B.1	Vernal pools. 15-660 m.
Pentachaeta lyonii	Lyon's pentachaeta	G2/S2	FE/SE	1B.1	Chaparral, grassland. Edges of clearings in chaparral, usually at ecotone between grassland and chaparral or edges of firebreaks. Typically on thin volcanic soils. 30-630m.

[2] Federal Status: FT=Federal Threatened, FE=Federal Endangered, FC=Federal Candidate. State Status: SE=State Endangered

[3] 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).

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

Scientific Name	Common Name	G-Rank/ S-Rank	Fed List/ Cal List[4]	CDFG[5]	Habitat Requirements
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.
Trimerotropis occidentiloides	Santa Monica grasshopper	G1G2/S1S2	-/-	-	Known only from the Santa Monica Mountains on bare hillsides & along dirt trails in chaparral.
Fish					
Gila orcuttii	Arroyo chub	G2/S2	-/-	SC	Los Angeles Basin south coastal streams. Slow water sections with mud or sand bottoms.
Amphibians					
Rana draytonii	California red-legged frog	G4T2T3/S2S3	FT/-	SC	Lowlands & foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation.
Reptiles					
Actinemys marmorata pallida	Southwestern pond turtle	G3G4T2T3Q/S2	-/-	SC	Inhabits permanent bodies of water in many habitat types; below 6,000 ft elev. Require basking sites and suitable nesting sites.
Aspidoscelis tigris stejnegeri	Coastal western whiptail	G5T3T4/S2S3	-/-	-	Found in deserts & semiarid areas with sparse vegetation and open areas. Also found in woodland & riparian areas.
Lampropeltis zonata (pulchra)	California mountain kingsnake	G4G5/S1S2	-/-	SC	Restricted to the San Gabriel and San Jacinto Mtns of southern California. Hardwood, coniferous, chaparral, riparian, wet meadows.
Phrynosoma coronatum blainvillii	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.
Thamnophis hammondii	Two-striped garter snake	G3/S2	-/-	SC	Coastal California from vicinity of Salinas to northwest Baja California. Highly aquatic, found in or near permanent fresh water. Along streams with rocky beds and riparian growth.
Birds					
Aquila chrysaetos	Golden eagle	G5/S3	-/-	-	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons & large trees provide nesting habitat in most of range.
Athene cunicularia	Burrowing owl	G4/S2	-/-	SC	Open, dry annual or perennial grasslands, deserts & scrublands of low-growing vegetation. Subterranean nester, dependent upon burrowing mammals.
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.

[4] Federal Status: FT = Threatened.
[5] CDFG Status: SC = California Species of Special Concern

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

Scientific Name	Common Name	G-Rank/ S-Rank	Fed List/ Cal List[4]	CDFG[5]	Habitat Requirements
Mammals					
Antrozous pallidus	Pallid bat	G5/S3	-/-	SC	Deserts, grasslands, shrublands, woodlands & forests. Open, dry habitats with rocky areas for roosting and protection from high temperatures and disturbance.
Euderma maculatum	Spotted bat	G4/S2S3	-/-	SC	Occupies arid deserts and grasslands through mixed conifer forests. Feeds over water and along washes on moths. Needs rock crevices in cliffs or caves for roosting.
Eumops perotis californicus	Western mastiff bat	G5T4/S3?	-/-	SC	Many open arid habitats, including woodlands, scrub, grasslands, chaparral. Roosts in cliff face crevices, high buildings, trees & tunnels.
Lasiurus blossevillii	Western red bat	G5/S3?	-/-	SC	Roosts in trees in mixed conifer forests. Prefers habitat edges and mosaics of trees protected from above and open below.
Lasiurus cinereus	Hoary bat	G5/S4?	-/-	-	Prefers open habitats or habitat mosaics, with access to trees for roosting, and open areas or habitat edges for feeding. Requires water.
Myotis ciliolabrum	Western small-footed myotis	G5/S2S3	-/-	-	Arid wooded & brushy uplands near water. Seeks cover in caves, buildings, mines & crevices. Prefers open stands in forests and woodlands. Requires drinking water.
Myotis yumanensis	Yuma myotis	G5/S4?	-/-	-	Open forests and woodlands with sources of water over which to feed. Maternity colonies in caves, mines, buildings or crevices.

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

Sensitive Habitat (G-Rank/S-Rank)

- California Walnut Woodland (S2.1/G2)
- Southern Coast Live Oak Riparian Forest (S4/G4)
- Southern Sycamore Alder Riparian Woodland (S4/G4)
- Valley Needlegrass Grassland (S3.1/G1)
- Valley Oak Woodland (S2.1/G3)

Federal Critical Habitat

- Calif. Red-legged Frog
- Braunton's Milk Vetch
- Lyon's Pentachaeta

The project site is not located within any designated critical habitat areas and no riparian habitat or other sensitive natural community was observed onsite. Due to the disturbed nature of the project site and lack of sensitive habitat, **no impact to any riparian habitat or other sensitive natural community would occur.**

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

d. The project site is not located within any known wildlife corridor or landscape linkage, and the project site does not provide any substantial or functional wildlife habitat for migrating wildlife. It is unlikely that the proposed project would substantially interfere 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. No oaks were observed during the site survey. Therefore, a permit would not be required and the proposed project would not conflict with the Oak Tree Ordinance or other local policies or ordinances protecting biological resources. **No impact would occur.**

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 ,2010). **No impact would occur.**

Mitigation Measure

Mitigation Measure BIO-1 is required to avoid potential impacts to nesting birds. Implementation of Mitigation Measure BIO-1 would reduce impacts to special-status species to a less than significant level.

BIO-1 **Migratory Bird Species Act Compliance.** To avoid the accidental take of any migratory bird species or raptors, such as Cooper's hawk (*Accipiter cooperii*), 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 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 on the ecological sensitivity of the fenced area.

The project proponent shall record the results of the abovementioned protective measures to document compliance with applicable State and federal laws pertaining to the protection of native birds.

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 other necessary regulatory agencies for review and approval. No construction shall begin prior to this approval.

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?	☐	☒	☐	☐

a. The project site is currently vacant and therefore lacking historical resources (Rincon Consultants, Inc. site visit, January 2011). **Therefore, no impact to historical resources would occur.**

b-d. The project site is a vacant, highly disturbed site that has been previously graded and a portion has been paved. A records search was conducted by the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) at the California State University, Fullerton for the General Plan Final Environmental Impact Report (2010). The search included a review of all recorded archaeological sites within a quarter-mile radius of the community Subareas, one of which is across the U.S. 101 freeway from the project site. The SCCIC records search identified numerous archaeological sites within a quarter-mile radius of the community Subareas. The archaeological sites located within and around the community Subareas were found to be largely temporary prehistoric occupation

sites and chipping stations focused on stone tool production. Three quarries are also recorded within Agoura Hills. Ladyface Mountain is a known source for toolstone, particularly chert. A search of the Native American Heritage Commission (NAHC) sacred lands database was conducted as part of the General Plan Final Environmental Impact Report (2010) to determine the presence of Native American cultural resources within the community Subareas. The NAHC response letter indicated that no Native American cultural resources have been recorded within the community Subareas (although the NAHC files are not exhaustive, and the results of the searches do not preclude the presence Native American resources).

The project site is not known to contain any archaeological resources, paleontological resources or human remains. Although no archaeological resources, paleontological resources or human remains are known to be present onsite, site grading has the potential to disturb as yet undiscovered resources. This is a potentially significant impact; however, with implementation of mitigation measures CR-1 and CR-2, **impacts would be less than significant with mitigation incorporated.**

Mitigation Measures

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

CR-1 **Procedures for Discovery of Intact Cultural Resources.** During grading for the project, on-site workers and the supervisory team shall observe excavated earth for evidence of archaeological or paleontological resources. If archaeological artifacts or fossils are discovered, the developer shall notify the City of Agoura Hills' Environmental Analyst immediately, and construction activities shall cease until a qualified archaeologist has documented and recovered the resources. The purpose of stopping the equipment is to protect cultural resources that would otherwise be affected. 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 cultural 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 as appropriate. Depending upon the nature of the find, mitigation may include avoidance or documentation, as determined by a qualified professional. If significant archaeological or paleontological resources cannot be avoided, impacts may be reduced by filling on top of the sites rather than cutting into the cultural deposits. Alternatively and/or in addition, a data collection program may be warranted, including mapping the location of artifacts, surface collection of artifacts, or excavation of the cultural deposit to characterize the nature of the buried portions of sites. Curation of the excavated artifacts or samples would occur as specified by the archaeologist. If the find is determined not to be a unique archaeological resource, no further action is necessary and construction may continue.

CR-2 **Procedures for Discovery of Human Remains.** During grading for the project, on-site workers and the supervisory team shall observe excavated earth for evidence of human remains. In accordance with Health and Safety Code § 7050.5, Public Resources Code § 5097.98 and § 15064.5 of the California Code of Regulations, if intact human remains are unearthed, the City's Environmental Analyst shall be notified, and all construction or excavation must be stopped until the County coroner or medical examiner the nature of the find.

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 following analysis is based on a geotechnical report prepared for the proposed project by Krazan & Associates, Inc. in 2010. The document can be found in its entirety in Appendix C.

a (i, ii). There are no known active or potentially active faults identified by the USGS mapping system (2008) or the State Geologist (Gorian, 2007) within the vicinity of the project site. The City of Agoura Hills, including the project site, is not within an Alquist-Priolo fault zone (City of Agoura Hills General Plan Final Environmental Impact Report, 2010). The project site is located in the seismically active Transverse Ranges Geomorphic province, and like any other

area in the City, would experience ground motion from earthquakes generated on regional faults, include the Malibu, San Fernando, Northridge, San Andreas, Newport-Inglewood and Malibu Coast faults. Although ground rupture is not considered a major concern at the project site, the site would likely be subject to moderate to severe earthquakes and associated shaking during its lifetime. Buildings would be required to be designed in accordance with the City of Agoura Hills Building Code and the most recently adopted California Building Code. Compliance with City and California Building codes **would reduce impacts relating to rupture of a known fault to a less than significant level.**

a (iii). According to the Seismic Hazard Zone Report for the Thousand Oaks 7.5-Minute Quadrangle, the site is not located in a liquefaction hazard zone as defined by the State of California. However, due to the presence of moderately to highly expansive surface soils and the moderate to high seismicity of the region, any loose fill materials at the project site could potentially be vulnerable to induced soil settlement or ground failure. Impacts would be potentially significant. Mitigation Measure GEO-1 would require conformance to design and construction recommendations detailed in the 2010 Krazan & Associates geotechnical report. Implementation of these recommendations would reduce impacts associated with expansive soils, settlement, and other seismic-related ground failure to a level that is less than significant. **Therefore, impacts would be less than significant with mitigation incorporated.**

a (iv). The proposed project is not located in an area delineated as a seismic landslide hazard zone by the California Department of Conservation Seismic Hazards Zone Map (2008), the City of Agoura General Plan Final Environmental Impact Report (2010), and the City of Agoura General Plan Update (2010). According to the 2010 Krazan & Associates geotechnical report, no landslides within the immediate area would affect the proposed project. **Therefore, impacts would be less than significant.**

b. The proposed project involves the construction of a 3,654 sf single-story fast-food restaurant with drive-through, trash enclosure, and surface parking on a currently vacant site. During construction, soil may erode and sediment may travel into drainage facilities. In addition, during construction, topsoil may be lost due to wind entrainment. To reduce these effects, standard dust control measures (AQMD Rule 403) would be required, which would reduce fugitive dust emissions. Additionally, the project would be required to comply with the Construction General Permit during construction, which requires development of a Stormwater Pollution Prevention Plan (SWPPP), and a National Pollutant Discharge Elimination System (NPDES) Permit during operation of the project. The SWPPP prepared for the proposed project (see Appendix F) states that the following measures would be implemented construction:

- *Preserve existing vegetation where required and when feasible.*
- *Apply temporary erosion control to remaining active and non-active areas as required by the California Stormwater BMPs Handbook . Reapply as necessary to maintain effectiveness.*
- *Implement temporary erosion control measures at regular intervals throughout the defined rainy season to achieve and maintain disturbed soil area requirements. Implement erosion control prior to the defined rainy season.*
- *Stabilize non-active areas as soon as feasible after the cessation of construction activities.*
- *Control erosion in concentrated flow paths by applying erosion control blankets, erosion control seeding, and lining swales.*

- *Apply seed to areas deemed substantially complete by the Owner during the defined rainy season.*
- *At completion of construction, apply permanent erosion control to all remaining disturbed soil areas.*
- *Limit the use of plastic materials when more sustainable, environmentally friendly alternatives exist.*

Mandatory compliance with AQMD Rule 403, the Construction General Permit, and the NPDES Permit would reduce the potential for erosion and soil loss on the project site to a less than significant level. It should also be noted that upon completion of the project, landscaping would cover approximately 47% of the project site, which would further reduce the potential for erosion or the loss of soil onsite. **Impacts would be less than significant.**

c. According to the California Department of Conservation Seismic Hazards Zone Map (2008) and the City of Agoura Hills General Plan Final Environmental Impact Report (2010), the potential for liquefaction to occur on the project site is low. Nonetheless, the applicant would be required to adhere to the City of Agoura Hills Building Code and the California Building Code, which would reduce effects of liquefaction and unstable soils. Mitigation Measure GEO-1 would be required to reduce conditions related to unstable soils, including lateral spreading, subsidence, and collapse. **Impacts would be less than significant with mitigation incorporated.**

d. As discussed in the geotechnical report prepared for the project by Krazan & Associates (Appendix C), for preliminary foundation design purposes, the fill soil should be considered moderately to highly expansive. Therefore, impacts related to expansive souls would be potentially significant. Requirements from the 2010 Krazan & Associates geotechnical report for overexcavation and recompaction of loose soils and/or fill as required by Mitigation Measure GEO-1 would reduce effects related to expansive soils to a less than significant level. **Therefore, impacts related to expansive soils would be less than significant with mitigation incorporated.**

e. The proposed project would connect 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, unstable soils, 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. This may include recommendations that address site preparation, soil expansiveness, foundation recommendations, slabs-on-grade specifications, site drainage, manufactured slope construction and maintenance, embedment locations of retaining wall anchors, and retaining wall design. 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. Additionally, design and construction measures contained in the 2010 Krazan & Associates geotechnical report shall be incorporated. These measures include:

- *Overexcavation and recompaction to a minimum depth of six feet below the existing grade or two feet below the bottom of proposed foundation bearing grades;*
- *A grading envelope of at least five feet beyond the outer edge of the building footprint;*
- *Scarification and moisture conditioning of sub-grade soils exposed at base of overexcavated area;*
- *Use of reinforced exterior slabs at least five inches thick; filtering and mixing of on-site material with non-expansive imported soil to achieve uniform consistency before recompation;*
- *Removal of existing utilities, structures and vegetation;*
- *Removal of weathered fill soils;*
- *Compaction of backfill of retaining wall and utility trenches to at least 90 percent of the maximum dry soil density;*
- *Minimal settlement of the footings embedded in engineering fill;*
- *Design of retaining wall to resist vertical and horizontal seismic forces;*
- *Consistency of site drainage plan with regional drainage pattern;*
- *Observance of site clearing operations by the project engineering geologist;*
- *Soil expansion tests and soil electrical resistivity tests.*

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

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 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 (GHGs), 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 GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, 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[6]) in 2004, including ongoing emissions from industrial and agricultural 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

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

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 6,957 million metric tons CDE in 2008 (USEPA, April 2010), or about 14% of worldwide GHG emissions. Overall, total U.S. emissions have risen by approximately 14 percent from 1990 to 2008. Emissions declined from 2007 to 2008, decreasing by 2.9 percent (211.3 million metric tons CDE). This decrease is primarily a result of a decrease in demand for transportation fuels associated with the record high costs of these fuels that occurred in 2008. Additionally, electricity demand declined in 2008 in part due to a significant increase in the cost of fuels used to generate electricity. In 2008, temperatures were cooler in the United States than in 2007, both in the summer and the winter. This lead to an increase in heating related energy demand in the winter; however, much of this increase was offset by a decrease in cooling-related electricity demand in the summer.

The primary GHG emitted by human activities in the United States is CO_2, representing an estimated 85.1% of total GHG emissions (USEPA, April 2010). 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 21% and 19%, respectively, of CO_2 emissions from fossil fuel combustion in 2008 (USEPA, April 2010). Both sectors rely heavily on electricity for meeting energy demands, with 71% 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.

a, b. Project-level operational emissions were studied based on contributions for both stationary and mobile emissions sources. Temporary construction-generated emissions were also quantified. GHG emissions would be considered significant if project-generated GHGs exceed CAPCOA's suggested thresholds and if the project is found to be inconsistent with Climate Action Team and Attorney General GHG reduction measures.

Temporary Construction Emissions. Based on the maximum daily CO_2 emissions generated by construction of the proposed project (see Appendix A for CalEEMod.2011.1 modeling results), construction of the proposed project would generate an estimated 293 tons of CDE 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 CalEEMod.2011.1 (see Appendix A for full modeling results). 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 7 shows the estimated operational emissions of GHGs from the proposed 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 7
Estimated Annual Operational GHG Emissions from Project

Emission Source	Annual Emissions	
	Emissions	CDE
Carbon Dioxide (CO_2)[1]	299 tons (short, US)	271 metric tons
Methane (CH_4) [2]	0.0002 metric tons	0.0 metric tons
Nitrous Oxide (N_20) [2]	0.0001 metric tons	0.0 metric tons
Project Total		**271 metric tons**

Source: CalEEMod.2011.1
[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

CalEEMod.2011.1, which is included in Appendix A. The software model uses the average daily trips estimate from the project traffic report and the total vehicle miles traveled estimated in CalEEMod. The CalEEMod model estimates that approximately 2,638 daily VMT are associated with the project. Table 8 shows the estimated mobile emissions of GHGs based on the estimated VMT associated with the project.

Table 8
Estimated Annual Mobile
GHG Emissions from Project

Emission Source	Annual Emissions	
	Emissions	CDE
Carbon Dioxide (CO_2)[1]	2,357 tons (short, US)	2,138 metric tons
Methane (CH_4)[2]	0.3 metric tons	7 metric tons
Nitrous Oxide (N_2O)[2]	0.3 metric tons	98 metric tons
Project Total		**2,243 metric tons**

Source:
[1] Mobile Emissions from CalEEMod (version 2011.1).
[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 9 combines the operational and mobile GHG emissions associated with the proposed project, which total approximately 2,514 metric tons per year in CDE units.

Table 9
Combined Annual GHG Emissions

Emission Source	Annual Emissions
Operational	271 metric tons CO_2e
Mobile	2,243 metric tons CO_2e
Project Total	**2,514 metric tons CO_2e**

Sources: Operational Emissions from CalEEMod (Version 2011.1)
California Climate Action Registry General Reporting Protocol,
Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.0, April 2008.

This total represents roughly 0.000005% 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.

GHG Cumulative Significance. CAPCOA (January 2008) provided several approaches to consider potential cumulative significance of projects with respect to GHG emissions. 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 10 shows CAPCOA's suggested thresholds for GHG emissions.

Table 10
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.

The proposed project's contribution of about 2,514 metric tons CDE/year would exceed the 900 tons per year threshold suggested by CAPCOA (see Table 10), but would not exceed any of the other four thresholds. Therefore, the proposed project would not have significant impacts as long as the project is consistent with Climate Action Team and Attorney General measures, which are 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).

Project consistency with CAT strategies and measures suggested in the Attorney General's Greenhouse Gas Reduction Report are discussed in tables 11 and 12. Several of the actions identified in the tables below are already required by California regulations. Tables 11 and 12 illustrate the proposed project 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 11
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% 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, the diesel fuel vehicles that travel to and from the project site would use biodiesel.
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 employees and patrons of the project could purchase flex-fuel vehicles and utilize this fuel, once it is commercially available.

Table 11
Project Consistency with 2006 CAT Report
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
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 required 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 trees on the project site and planting approximately 40 new trees.
Department of Water Resources	
Water Use Efficiency Approximately 19% of all electricity, 30% 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.
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, office, industrial, 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, office, industrial, and commercial developments. The Los Angeles County Metro Bus 161 makes regular stops near the project site.

Table 12
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** The project site would be in close proximity to residential, industrial, office, and commercial developments. The Los Angeles County Metro Bus 161 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.
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** Pursuant to Section 9654.3 of the City of Agoura Hills Municipal Code, the applicant would be required to provide one bicycle space for every twenty-five parking spaces.
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.

Table 12
Project Consistency with Applicable Attorney General Greenhouse Gas Reduction Measures

Strategy	*Project Consistency*
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.

The California Office of Planning and Research (OPR) *CEQA Guidelines* also 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 11 and 12 and OPR strategies as discussed above.

Greenhouse gas emissions generated by the proposed project would not have a significant adverse impact on the environment. The project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases. **Therefore, the contribution of onsite development to cumulative global climate change impacts would be less than significant.**

VIII. 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?	☐	☐	☐	☒
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, b. The proposed project would involve the construction of a 3,654 sf single-story fast-food restaurant with surface parking. The proposed restaurant use would not involve the routine transport, use or disposal of hazardous substances, other than minor amounts used for maintenance and landscaping. The project would not have the potential to release hazardous materials into the environment. **Impacts would be less than significant.**

c. The closest school is Tutor Time: Child Care Learning Center, a private preschool facility located approximately 50 feet north of the project site, across Canwood Street. As stated above,

there would be no hazardous materials, substances, or waste associated with project development other than those typically used for routine maintenance and landscaping. 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 (January 2011) 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;*
- *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.**

e, f. There are no airports or airstrips located within the project vicinity. The closest airport to the site is the Van Nuys airport, which is located approximately 15 miles northeast of the project site. 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. The City of Agoura Hills Municipal Code classifies the City as a Very High Fire Hazard Severity Zone. According to the Agoura Hills General Plan, "Wildfires present a substantial hazard to life and property in Agoura Hills and other nearby communities in the Las Virgenes-Malibu region where hillsides and mountainous areas interface with urban areas (2010). Given As such, the proposed project could be subject to wildfires. However, the project site is surrounded by development, which would reduce the potential for wildfires to affect the project site.

The City of Agoura Hills Municipal Code requires new development to adhere to strict fire code requirements. 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.**

IX. 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?	☐	☐	☒	☐
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, Standard Urban Stormwater Mitigation Plan (SUSMP), and Storm Water Pollution Prevention Plan (SWPPP) prepared for the proposed project by MSL Engineering, Inc. in 2010. The drainage report, SUSMP, and SWPPP can be found in their entirety in Appendices D, E & F, respectively.

a, g. The proposed project involves development of a one-story, 3,654 sf fast-food restaurant with drive-through and associated parking on a 2.73-acre vacant site, located at 28898 Canwood Street. Construction activities and operation of the project could increase pollutants in runoff during storm events. If large amounts of bare soil are exposed during the rainy season, or in the event of a storm, finely grained soils could be entrained, eroded from the site, and transported to drainages. The amount of material 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.

Pursuant to the requirements of the State Water Resources Control Board's Construction General Permit, a Storm Water Pollution Prevention Plan (SWPPP) was prepared for the proposed project (Appendix F). The SWPPP lists a series of Best Management Practices (BMPs) to be implemented during construction to prevent polluted stormwater runoff. The SWPPP includes a Wet Weather Erosion Control Plan to minimize erosion from the site and pollution of local waterways and the Pacific Ocean.

The SWPPP prepared for the proposed project states that the following measures would be implemented during construction:

- *Preserve existing vegetation where required and when feasible.*
- *Apply temporary erosion control to remaining active and non-active areas as required by the California Stormwater BMPs Handbook . Reapply as necessary to maintain effectiveness.*
- *Implement temporary erosion control measures at regular intervals throughout the defined rainy season to achieve and maintain disturbed soil area requirements. Implement erosion control prior to the defined rainy season.*
- *Stabilize non-active areas as soon as feasible after the cessation of construction activities.*
- *Control erosion in concentrated flow paths by applying erosion control blankets, erosion control seeding, and lining swales.*
- *Apply seed to areas deemed substantially complete by the Owner during the defined rainy season.*
- *At completion of construction, apply permanent erosion control to all remaining disturbed soil areas.*
- *Limit the use of plastic materials when more sustainable, environmentally friendly alternatives exist.*

Mandatory compliance with the Construction General Permit would reduce the potential for negative effects on water quality. The SWPPP and Wet Weather Erosion Control Plan would be submitted to the City prior to issuance of a grading or building permit. Therefore, water quality impacts from runoff during temporary construction activities would be **less than significant**.

Upon completion of the project, paved surfaces would replace existing pervious ground cover, which can 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 the storm drain system and ultimately into the

Pacific Ocean. Urban pollutants from the project area could adversely affect the water quality of runoff from the project site.

The 2.73-acre project site is currently served by a system of pipes owned by the City and maintained by LA County Flood Control Department. The existing site is a vacant lot consisting of five drainage areas. The largest onsite drainage area is 55,815 sf, which flows from north to south and is collected within an existing Caltrans v-ditch approximately five feet south of the property line. The v-ditch is a tributary to a 14-foot wide Caltrans catch basin. There are also smaller drainage areas that flow from east to west/northwest to the existing drainage infrastructure on Canwood Street, or east to west into an existing concrete v-ditch located on 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. As part of the project, underground perforated storm drains would be used for onsite detention. BMPs such as drain filter inserts (multi-purpose catch basin inserts designed to capture sediment, debris, trash and oils) and vegetated swales would be utilized on and near the project site to reduce pollutants from site runoff. A Standard Urban Storm Water Management Plan (SUSMP) has been prepared (Appendix E), which addresses post construction BMPs to reduce the potential for pollutants to enter the storm drain system. **Mandatory compliance with the NPDES Permit and the SUSMP would reduce potential water quality effects to a less than significant level.**

b. The proposed project involves construction of a 3,654 sf fast-food restaurant in Agoura Hills. The Las Virgenes Municipal Water District (LVMWD) would supply water to the project. The LVMWD receives water from the State Water Project. Therefore, the project would not substantially deplete ground water supplies. Project development would increase impermeable surface area onsite, which may reduce groundwater recharge. However, the project site would include approximately 47% pervious surfacing, which would allow water to infiltrate into the soil. In addition, the project would be required to comply with the Construction General Permit, which would require BMPs to be implemented onsite. With implementation of BMPs, the project would not be expected to adversely affect groundwater in the vicinity of the project site and **impacts would be less than significant.**

c. The drainage pattern throughout the site would be modified by project development. However, the potential for adverse erosion and sedimentation effects would be reduced to a less than significant level with mandatory compliance with the Construction General Permit. The Construction General Permit requires preparation and implementation of a SWPPP, which would reduce erosion and sedimentation effects onsite during construction. The project would be required to comply with the Los Angeles NPDES Permit, which would reduce erosion and sedimentation potential during operation of the project. **Therefore, impacts would be less than significant.**

d-f. Currently, the project site is vacant land with a paved area and billboards. The project site currently consists of approximately 95% pervious surfaces. The proposed project would include a fast-food restaurant, surface parking lot, and landscaping. The project would include approximately 47% impervious surfaces. The increase in impervious surfaces on the project site 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 proposed grading and drainage for the proposed project would maintain predevelopment runoff characteristics, as described in the Drainage Study prepared by MSL Engineering (2010) (see Appendix D). Therefore, the quantity of runoff from the site would not increase compared to existing conditions. In addition, flooding would not be anticipated onsite as runoff would be accommodated by existing storm drains. As stated in the City of Agoura Hills General Plan, "Agoura Hills does not have a significant flooding problem, as the City's flood control facilities and storm drainage system generally have sufficient capacity to adequately protect developed areas from excessive storm runoff." **Impacts would be less than significant.**

h,i,j. The project site is located outside the 100-year flood hazard zone (City of Agoura Hills General Plan Final Environmental Impact Report, 2010). **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 the ocean or an inland body of water and is at an elevation sufficiently above sea level to be outside the zone of a tsunami, the risk of these two hazards is not pertinent to the site. **Therefore, no impact would occur.**

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

a. The proposed project is an infill project that would involve construction of a fast-food restaurant and surface parking on a currently vacant site at 28898 Canwood Street. The triangular-shaped site is bounded by the U.S. 101 Freeway on the south, a two-story office building on the east, Canwood Street on the north, with commercial uses to the north across Canwood Street. The project site is not currently part of an existing established community and is not physically between an existing community. The project would be similar to surrounding commercial uses on Canwood Street. **No impact would occur.**

b. The proposed project would include a zone change from Business Park- Manufacturing (BP-M) to Commercial Retail/Service (CRS). The proposed project includes a Variance Request to reduce the rear yard setback from 52 to 46 feet. Additionally, a Sign Permit would be required for ground-mounted and building signage and a variance would be required to increase the size of the building signs. Upon City approval of the proposed zone change, variance requests and sign permit, the proposed project would not conflict with City ordinances and impacts would 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) (City of Agoura Hills General Plan, 2010). The closest protected community is the Las Virgenes vegetation community (Significant Ecological Area #6) located 0.25 miles south of the project site across the U.S. 101 Freeway. The wildlife corridor closest to the project site is approximately one mile southeast of the site on the southeastern boundary of the City. The project would not interfere with an adopted HCP or NCCP; therefore, **no impact would occur.**

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

a, b. According to the California Division of Mines and Geology (DMG), no significant mineral deposits are known to exist within the City of Agoura Hills (City of Agoura Hills General Plan, 2010). The portion of the City that includes the project site is classified as MRZ-1. This classification defines areas where information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. Given that the project site is in an urbanized area and no significant mineral deposits are known to exist within the City, **impacts to mineral resources would be less than significant.**

XII. 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?	☐	☐	☒	☐

XII. NOISE – Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 primary existing source of noise in the project vicinity is traffic on the U.S. 101 Freeway, and to a lesser extent, traffic on Canwood Street. A 20-minute noise measurement was taken in the northeast portion of the project site on Tuesday, January 18, 2011. The noise measurement indicated an ambient noise level of 67.8 dBA leq. The project site is within the 70 dBA CNEL contour on the City's General Plan noise contour map (2010). As such, employees of the proposed project could be subject to noise in the 70 dBA CNEL range. Table N-1 of the City of Agoura Hills General Plan (2010) indicates that restaurant uses are "normally compatible" with ambient noise between 70-80 dBA CNEL. Therefore, the proposed project would be compatible with existing noise conditions.

Operation of the proposed fast-food restaurant would incrementally increase existing ambient noise levels. The primary source of noise from the project would be that associated with project-generated traffic. The noise sensitive receptors closest to the project site are children at a preschool that is located approximately 50 feet north of the project site. The preschool is open from 6:30 A.M. to 6:30 P.M. The proposed fast-food restaurant would be open from 11:00 A.M.

to 1:00 A.M. Therefore, noise associated with operation of the proposed project would not occur until 11:00 A.M.

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 recommendations created by the Federal Transit Administration (FTA) were used to determine whether increases in roadway noise would be considered significant. The allowable noise exposure changes with increasing ambient noise exposure, such that lower ambient noise levels have a higher allowable noise exposure increase. Table 13 shows the significance thresholds for increases in traffic related noise levels caused either by the project alone or by cumulative development.

Table 13
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 criteria listed in Table 13, 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 volume of project-generated traffic:

- *Canwood Street between Clareton Drive and Chesebro Road*
- *Canwood Street between Clareton Drive and Kanan Road*

Traffic Noise Model (TNM) look-up tables were used to estimate traffic noise on the roadway segments listed above. The results of the TNM look-up tables are contained in Appendix G. Existing noise levels for the street segments listed above were calculated by using existing traffic volumes obtained from the traffic study completed by Associated Transportation Engineers in October 2010, for the analyzed street segments, as well as existing average daily trips on the U.S. 101. The estimated increases in cumulative traffic on the U.S. 101 Freeway and Canwood Street, and project-generated traffic, as quantified in 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 G.

Table 14 shows existing, existing plus project, and cumulative plus project noise levels along street segments in the project vicinity. As shown in Table 14, existing noise levels range from 74.0 to 74.1 dBA CNEL, existing plus project noise levels range from 74.0 to 74.2 dBA CNEL, and cumulative plus project noise levels range from 74.3 to 74.6 dBA CNEL.

Table 14
Projected Noise Levels along Roads with Project and Cumulative Traffic

	Noise Level (dBA CNEL)			Cumulative Noise Change	Project Contribution	Significant Impact?
Roadway	Existing (2010)	Existing + Project	Cumulative + Project			
Canwood Street between Clareton Drive and Chesebro Road	74.0	74.0	74.3	0.3 dB	0.0 dB	**No**
Canwood Street between Kanan Road and Clareton Drive	74.1	74.2	74.6	0.5 dB	0.1 dB	**No**

See Appendix G for noise modeling results.
Please note that because traffic on the U.S. 101 Freeway is the primary noise source, traffic noise on the U.S. 101 Freeway was added to traffic noise anticipated on Canwood Street.

As shown in Table 14, the largest increase in noise from project-generated traffic would be 0.1 dBA on Canwood Street between Kanan Road and Clareton Drive. Thus, project-related noise increases would not exceed the significance thresholds shown in Table 13 and the noise level increase associated with project implementation would not substantially affect nearby sensitive receptors. Noise increases associated with project-generated traffic would be less than significant.

Traffic increases associated with cumulative development would incrementally increase noise levels along roadways and would potentially subject sensitive receptors to noise exceeding FTA standards. As shown in Table 14, the estimated increase from cumulative development on the studied road segments would be 0.3 dB on Canwood Street between Clareton Drive and

Chesebro Road and 0.5 dB on Canwood Street between Kanan Road and Clareton Drive. As existing noise levels are between 74.0 and 74.1 dBA CNEL, a cumulative increase of 0.3 dB on Canwood Street between Clareton Drive and Chesebro Road and 0.5 dB on Canwood Street between Kanan Road and Clareton Drive would not exceed the 1 dB threshold for noise level increases (see Table 13). **Impacts would be less than significant.**

b,d. Construction activity would generate a temporary increase in noise levels on and around the site. As shown in Table 15, maximum construction noise levels could reach up to 88 decibels (dB) at a distance of 50 feet (US EPA, 1971).

Table 15
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 residents, libraries, schools, hospitals, and nursing homes. The sensitive receptor closest to the project site is a childcare and learning center approximately 50 feet north of the project site, across Canwood Street. As shown in Table 16, the maximum noise level at the preschool facility could reach between approximately 79 to 88 dB during construction activities. However, construction noise in the 79-88 dB range are maximum noise levels that would occur intermittently. More typical construction noise levels would be below 80 dBA.

Table 16
Anticipated Noise Levels at Sensitive Receptor Locations

Sensitive Receptor	Distance from Project Site	Anticipated Maximum Noise Level
Child Care/ Learning Center	50 feet north	79-88 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 50 dBA, and no construction activity is permitted on Sundays or legal holidays. Mandatory compliance with these time restrictions would reduce construction-related noise impacts to a less than significant level. **Therefore, construction noise impacts would be less than significant.** Because construction equipment could generate maximum noise levels up to 84-88 dBA during weekdays at the child care/learning center, mitigation measures N-1, N-2, N-3, and N-4 are recommended to reduce noise levels during construction. In addition, Mitigation Measure AQ-6 would be recommended, which would include coordination with the director of the preschool facility.

e, f. The project site is not located within the vicinity of an airport or private airstrip and therefore employees and customers at the fast-food restaurant would not be affected by air traffic noise. **No impact would occur.**

Mitigation Measures

The following measures are recommended to 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.

N-4 **Additional Noise Attenuation Techniques.** For all noise-generating construction activity on the project site, additional noise attenuation techniques shall be employed to reduce noise levels. Such techniques shall include, but are not limited to, the use of mufflers on noise generating construction equipment, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and nearby sensitive receptors.

XIII. 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 3,654 sf fast-food restaurant. 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 for several sub-regions 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). It is estimated that the fast-food restaurant would generate approximately 38 employees based on an employee generation factor of 15.71 employees per acre (Employment Density Summary Report, The Natelson Company, 2001). The addition of approximately 38 jobs is within SCAG's projected increase in jobs in Agoura Hills. It is anticipated that the future employees of the project would be drawn from the local population or nearby areas and would not relocate to Agoura Hills. 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 currently vacant. Thus, project implementation would not displace people or housing. **No impact would occur.**

XIV. 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?	☐	☐	☒	☐

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

a.i. The City of Agoura Hills is served by the Los Angeles County Fire Department (LACFD). Fire Station #89, located at 29575 Canwood Street in Agoura Hills, approximately 1.4 miles west of the project site, serves the project site and surrounding areas. The proposed project would not require new or expanded fire protection facilities, 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 new or expanded police facilities, as the project site is within a developed area currently served by the LACSD. Additionally, the project is not expected to adversely affect police services as it would not increase population. **Impacts would be less than significant.**

iii. The proposed project would not directly generate an increase in population; although the project could indirectly generate students by increasing the number of jobs in the City. In reality, it is anticipated that the future employees of the project would be drawn from the local population or nearby areas and would not relocate to Agoura Hills. As such, no substantial increase in school-aged children would occur. Nonetheless, 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 3,654 sf single-story fast-food restaurant. 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 would not adversely affect other public facilities. **Impacts would be less than significant.**

XV. 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 3,654 sf fast-food restaurant. 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.**

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

The following analysis is based upon a traffic impact analysis performed by Associated Transportation Engineers (March 8, 2011), which analyzed the proposed project's traffic impacts. A memorandum from Sri Chakravarthy, P.E, T.E, the City of Agoura Hills Traffic

Engineer, indicates that the traffic study has been reviewed and approved by the City with a minor modification, as shown on the memorandum. The complete study and memorandum are contained in Appendix B.

The project site is located at 28898 Canwood Street in the City of Agoura Hills. Regional access to the site is available via the U.S. 101 Freeway. The nearest access to the U.S. 101 Freeway is via the on and off-ramps at Kanan Road, west of the project site.

a, b. The traffic study examined seven intersections in the vicinity of the project site. The study intersections are listed below and shown on Figure 1 of the traffic study (Appendix B).

- *U.S. 101 Northbound ramps at Kanan Road and Canwood Street*
- *U.S. 101 Southbound ramps at Kanan Road and Roadside Drive*
- *Kanan Road at Canwood Street*
- *Kanan Road at Thousand Oaks Blvd.*
- *Canwood Street at Clareton Drive*
- *Chesebro Road at Palo Comado Canyon Road*
- *U.S. 101 Northbound ramps at Palo Comado 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 un-signalized intersections, 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. Table 17 summarizes the peak hour LOS at the seven study intersections under existing conditions.

Table 17
Existing Weekday Intersection P.M. Peak Hour Levels of Service

Intersection	Existing	
	Delay or V/C	LOS
U.S. 101 North ramps at Kanan Road/Canwood Street	0.69	B
U.S 101 South ramps at Kanan Road/Roadside Drive	0.72	C
Kanan Road/Canwood Street	0.74	C
Kanan Road/Thousand Oaks Blvd.	0.70	B
Canwood Street/Clareton Drive	17.0 sec	C
Chesebro/Palo Comado Canyon Road	>50.0 sec	F
U.S. 101 North ramps at Palo Comado Canyon Road	>50.0 sec	F

Source: Associated Transportation Engineers (2010). 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 if an intersection 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 were analyzed to determine the V/C ratio and corresponding LOS for each location under these conditions. The cumulative base scenario is shown in Table 18.

Table 18
Cumulative Base Weekday Intersection
P.M. Peak Hour Levels of Service

Intersection	**Cumulative Base**	
	Delay or V/C	**LOS**
U.S. 101 North ramps at Kanan Road/Canwood Street	0.87	D
U.S. 101 South ramps at Kanan Road/Roadside Drive	1.0	G
Kanan Road/Canwood Street	0.92	E
Kanan Road/Thousand Oaks Blvd.	0.78	C
Canwood Street/Clareton Drive	28.6 sec	D
Chesebro/Palo Comado Canyon Road	> 50 sec	F
U.S. 101 North ramps at Palo Comado Canyon Road	> 50 sec	F

Source: Associated Transportation Engineers, 2010. 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, 8th Edition for Fast-Food Restaurant with Drive-Through Window (2003)*. Project trip generation was estimated to be 1,813 average daily trips, with 124 P.M. Peak Hour vehicle trips. No A.M. Peak Hour trip generation was developed for the project because the proposed fast-food restaurant does not open until 10:30am.

Project Impacts. Table 19 compares existing LOS at study intersections with and without the proposed project. As indicated in Table 19, the intersection of Canwood Street and Clareton Drive would have a potentially significant impact.

Table 19
Existing Plus Project Weekday Intersection P.M. Peak Hour Levels of Service

Intersection	Existing		Existing plus Project			
	Delay or V/C	LOS	Delay or V/C	LOS	Project Increase in V/C or Delay	Significant Project Impact?
U.S. 101 North ramps at Kanan Road/Canwood Street	0.69	B	0.71	C	0.02	NO
U.S. 101 South ramps at Kanan Road/Roadside Drive	0.72	C	0.72	C	0.00	NO
Kanan Road/Canwood Street	0.71	C	0.73	C	0.02	NO
Kanan Road/Thousand Oaks Blvd.	0.70	B	0.70	B	0.00	NO
Canwood Street/Clareton Drive	17.0 sec	C	37.4 sec	E	>2%	YES
Chesebro/Palo Comado Canyon Road	>50 sec	F	>50 sec	F	< 2%	NO
U.S. 101 North ramps at Palo Comado Canyon Road	>50 sec	F	>50 sec	F	<2%	NO

Table 20 compares future cumulative LOS at study intersections with and without the proposed project.

Table 20
Future Weekday Intersection P.M. Peak Hour Levels of Service

Intersection	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?
101 North ramps at Kanan Road/Canwood Street	0.87	D	0.88	D	0.01	NO
101 South ramps at Kanan Road/Roadside Drive	1.00	F	1.00	F	0.01	NO
Kanan Road/Canwood Street	0.92	E	0.94	E	0.02	YES
Kanan Road/Thousand Oaks Blvd.	0.78	C	0.78	C	0.00	NO
Canwood Street/Clareton Drive	28.6 sec	D	> 50 sec	F	> 2%	YES
Chesebro/Palo Comado Canyon Road	> 50 sec	F	> 50 sec	F	< 2 %	NO
101 North ramps at Palo Comado Canyon Road	> 50 sec	F	> 50 sec	F	< 2 %	NO

Source: Associated Transportation Engineers, 2010. See Appendix B for complete traffic study.

As indicated in Table 20, under Cumulative + Project conditions, two intersections would have potentially significant impacts: the intersection of Kanan Road and Canwood Street and the intersection of Canwood Street and Clareton Drive. These intersections would operate at LOS F and the project would increase V/C or delay by 2% or more. Therefore, impacts at these intersections would be potentially significant.

Mitigation measures T-1 and T-2 would be required to reduce effects at the two significantly affected intersections. **Impacts would be less than significant with mitigation incorporated.**

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 0 AM trips and 124 PM trips, and 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 21 shows the City's parking requirements and the parking that would be provided onsite by the proposed project.

As indicated, 25 parking spaces would be required pursuant to the City's Municipal Code. According to the site plan for the proposed project, 100 surface parking spaces would be provided through surface parking. **Therefore, the proposed parking supply would exceed code parking requirements and no impact related to parking would occur.**

Table 21
Summary of Parking Requirements*

Land Use	Size	Parking Ratio	Total Spaces Required by Code	Total Spaces Provided
Fast-Food Restaurant w/ Drive Through	1,639	15 parking spaces per 1,000 sf seating/waiting area	25	100

**City of Agoura Hills Municipal Code*

Mitigation Measures

The following measures are required to reduce impacts at the intersection of Kanan Road and Canwood Street and the intersection of Canwood Street and Clareton Drive to a less than significant level. Implementation of Mitigation Measure T-1 would result in LOS B during the P.M. peak hour under Cumulative and Cumulative + Project conditions at the intersection of Kanan Road and Canwood Street. Impacts at this intersection would be less than significant with incorporation of this Mitigation Measure. Implementation of Mitigation Measure T-2 would result in LOS A during the P.M. peak hour under Existing + Project and Cumulative + Project conditions, thus reducing the project and cumulative impacts at this location to a less than significant level.

T-1 **Kanan Road/Canwood Street.** The applicant shall pay a pro-rata share of the cost to modify Kanan Road at Canwood Street to provide three northbound through lanes and a free right-turn lane. The three through lanes shall be carried north to Thousand Oaks Boulevard. Dual southbound left-turn lanes shall be provided.

T-2 **Canwood Street/Clareton Drive**. The applicant shall install traffic signals at the intersection of Canwood Street and Clareton Drive.

XVII. 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?	☐	☐	☒	☐

XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

a,b,e. Wastewater generated in the Agoura Hills area is treated at the Tapia Water Reclamation Facility (TWRF), operated by Las Virgenes Municipal Water District (LVMWD). The TWRF has a capacity of 16 million gallons per day (mgd) and currently treats an average of 9.5 mgd (LVMWD, 2011). Therefore, there is a surplus capacity of 6.5 mgd. Wastewater generation factors from the County Sanitation Districts of Los Angeles County were used to determine the proposed project's wastewater generation. As shown in Table 22, the proposed project would generate an estimated 3,654 gallons of wastewater per day (gpd).

Table 22
Projected Wastewater Generation

Land Use	Area (square feet)	Generation Factor	Flow (Gallons Per Day)
Restaurant	3,654	1,000 gpd/1,000 sf	3,654 gpd

[a] gpd = gallons per day
[b] sf = square feet
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 3,654 sf fast-food restaurant and associated parking on a 2.73-acre site. Refer to Section VIII, *Hydrology and Water Quality*, for discussion of onsite runoff. **Impacts would be less than significant.**

d. The Las Virgenes Municipal Water District (LVMWD) supplies potable water in the City of Agoura Hills. The LVMWD has no local sources of water and obtains all of its potable water supply from the Metropolitan Water District of Southern California (MWD), which in turn

receives water from the State Water Project. The LVMWD's potable water system currently operates with a storage deficit in the Jed Smith Zone and pumping deficits at the Twin Lakes, Mulwood, and Seminole zones (LVMWD Potable Water Updated Master Plan, 2007).

Assuming that water demand is 120% of wastewater generation, the proposed project would require approximately 4,385 gallons per day (gpd), or 4.9 acre-feet per year (AFY). As shown in Table 23, LVMWD total water supply is anticipated to be 37,130 AFY in 2015 and is anticipated to increase to 40,490 in 2020. The proposed project would represent a demand of 0.0001% of total supply to the region.

Table 23
Current and Projected LVMWD Water Supply (AFY)

Water Sources	2010	2015	2020	2025	2030
Imported – Metropolitan[a]	31,090	31,400	34,250	33,820	32,920
Recycled	5,260	5,490	5,730	5,970	6,180
Groundwater	240	240	240	240	240
Total Water Supply	*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.*

By comparing total projected water demands and conservatively estimating water supplies over the next 20 years, MWD's *Report on Metropolitan's Water Supplies: A Blueprint for Water Reliability* ("Blueprint Report") concludes that if MWD supply programs were implemented under its Integrated Resources Plan, "[b]ased on water supplies that are currently available, [MWD] already has in place the existing capability to … [m]eet 100 percent of its member agencies' projected supplemental demands (consumptive and replenishment) over the next 20 years" in average, wet, multiple dry and single dry years. In multiple dry years, MWD reports that it will "[m]eet 100 percent of its member agencies' projected supplemental demands (consumptive and replenishment) even under the repeat of the worst multiple-year drought event over the next 15 years," while in a single dry-year it can "[m]eet 100 percent of its member agencies' projected supplemental demands (consumptive and replenishment) even under the repeat of the worst single-year drought event over the next 15 years."

Although MWD has maintained supply reliability in the past and is actively managing supplies to ensure reliability for the future, it should be noted that State Water supply is uncertain. Litigation concerning the Delta Smelt, anticipated multiple dry years, and the risk of levee failure in the Delta could potentially reduce anticipated supply of State Water to MWD, and therefore, cities such as Agoura Hills. Nonetheless, MWD's additional reserve supplies will provide a "'margin of safety to guard against uncertainties in demand projections and risks in fully implementing all supply programs under development." Therefore, sufficient water would be available to meet the proposed project's demand. **Impacts related to water supply would be less than significant.**

f, g. The Calabasas Sanitary Landfill, located adjacent to the U.S. 101 Freeway on Lost Hills Road, would receive solid waste generated by the proposed project. The total capacity of the Calabasas Landfill is 69.7 million cubic yards and its remaining capacity is approximately 8.1

million tons (Los Angeles County Sanitation District, 2011). 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. Thus, the average daily surplus is 2,336 tons per day. 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: Fast-food restaurant uses generate 17 pounds/employee/day. As discussed under Section, XIII, *Population and Housing* above, the project is anticipated to generate approximately 38 employees. As shown in Table 24, the proposed project would generate approximately 0.323 tons of solid waste per day, or 118 tons per year. The daily total represents 0.01% of the Calabasas Landfill's daily surplus tonnage. **Therefore, sufficient landfill capacity is available to serve the project and impacts related to solid waste would be less than significant.**

Table 24
Projected Solid Waste Generation

Use	Employees	Lbs/employee/day	Total Solid Waste/ Day (tons)	Total Solid Waste/ Year (tons)
Restaurant (Fast-food)	38	17	0.323	118

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

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

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

b. The proposed project would not create any significant impacts that cannot be mitigated. As discussed in Section XVI, *Transportation/Traffic*, under Cumulative + Project conditions, two intersections would have potentially significant impacts: the intersection of Kanan Road and Canwood Street and the intersection of Canwood Street and Clareton Drive. However, Mitigation measures T-1 and T-2 would be required to reduce effects at the two significantly affected intersections and impacts would be less than significant with mitigation incorporated. The project's contribution to cumulative impacts would be less than significant for all issue areas.

c. Compliance with the City of Agoura Hills Municipal Code, compliance with State of California Regional Water Quality Control Board requirements, compliance with all applicable state and federal regulations would, and implementation of mitigation measures outlined in Section VI, *Geology and Soils*, would reduce potential adverse effects to human beings to a less than significant level. As discussed in Section XVI, *Transportation/Traffic*, under Existing + Project conditions, one intersections would have a potentially significant impacts; however, mitigation would reduce impacts to a less than significant level. As discussed in XII, *Noise*, the sensitive receptors at the nearby preschool would be subject to increased noise during construction and operation of the project. Noise would not exceed established thresholds. Nonetheless, mitigation measures N-1 through N-4 would be recommended to reduce noise at the sensitive receptor location. As discussed in Section III, Air Quality, air quality effects would not exceed thresholds; nonetheless, mitigation measures AQ-1 through AQ-6 would be recommended to reduce potential air quality effects. Impacts to human beings would be less than significant with mitigation incorporated.

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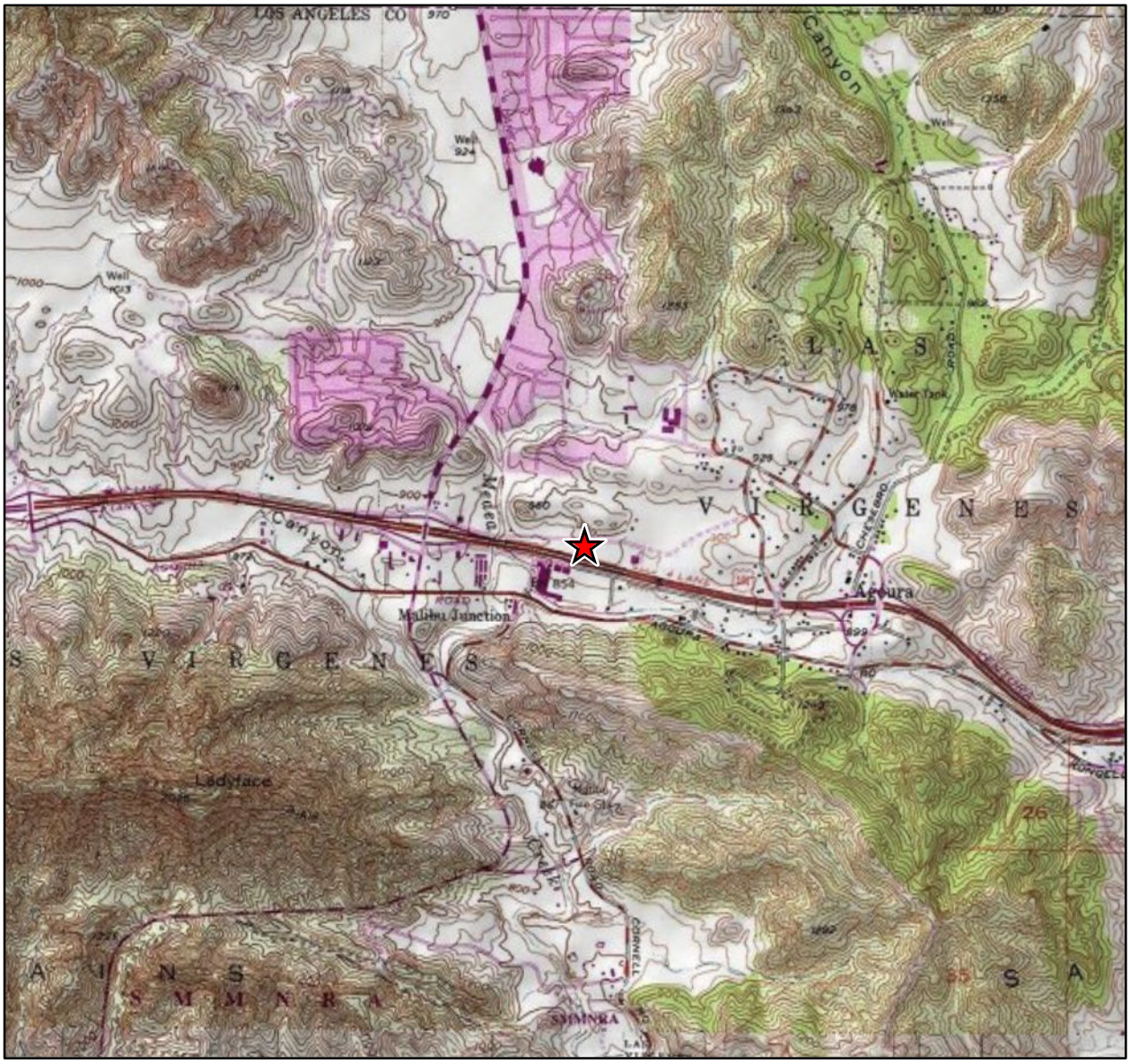
Persons Contacted:
Rob Wlodarski, Principal Investigator, Historical Environmental Archaeological Research Team (H.E.A.R.T.)



Regional Location

Figure 1

Bing Maps Aerial: (c) 2010 Microsoft Corporation and its data suppliers

N

0 200 400 Feet

Project Location

Figure 2

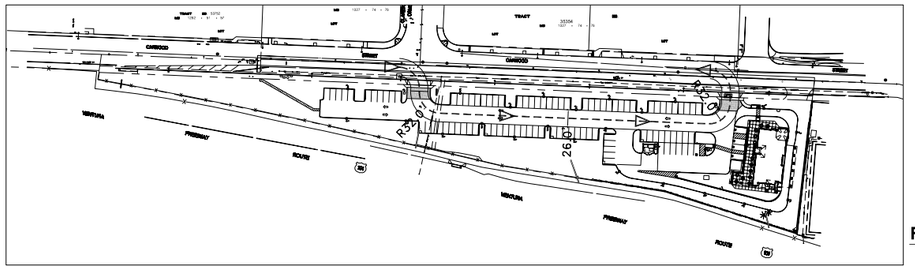
Photo 1 - View looking west from northeast corner of project site on Canwood Street.

Photo 2 - Panoramic view looking south from northern project boundary at Canwood Street and Clareton Drive intersection.

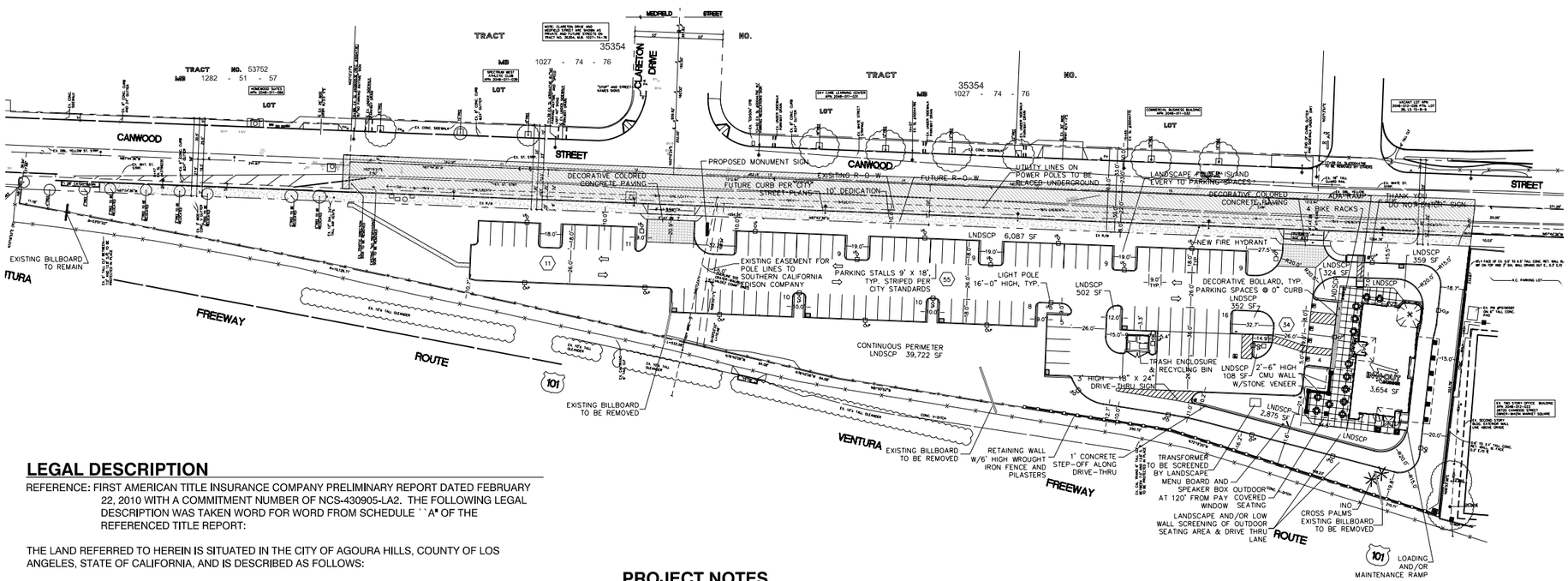
Photo 3 - View looking east from western project site boundary.

Site Photographs

Figure 3



FIRE TRUCK ACCESS ROUTE
N.T.S.



LEGAL DESCRIPTION

REFERENCE: FIRST AMERICAN TITLE INSURANCE COMPANY PRELIMINARY REPORT DATED FEBRUARY 22, 2010 WITH A COMMITMENT NUMBER OF NCS-430905-LA2. THE FOLLOWING LEGAL DESCRIPTION WAS TAKEN WORD FOR WORD FROM SCHEDULE ``A" OF THE REFERENCED TITLE REPORT:

THE LAND REFERRED TO HEREIN IS SITUATED IN THE CITY OF AGOURA HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCELS 17, 19, 20 AND 21 OF LICENSED SURVEYOR'S MAP AS SHOWN ON MAP FILED IN BOOK 15, PAGES 8 AND 9 OF RECORD OF SURVEYS IN THE OFFICE OF THE COUNTY RECORDER OF ,LOS ANGELES COUNTY.

EXCEPT THAT PORTION OF LAND LYING SOUTH OF THE NORTH RIGHT OF WAY LINE OF STATE ROUTE 101 (VENTURA FREEWAY) AS DESCRIBED IN DEED RECORDED NOVEMBER 5, 1971, AS INSTRUMENT NO. 2423, IN BOOK D-5248, PAGE 712 OF OFFICIAL RECORDS OF LOS ANGELES COUNTY.

APN 2048-011-034

PROJECT NOTES

THIS CONCEPTUAL SITE PLAN IS FOR PLANNING PURPOSES ONLY: SITE SPECIFIC INFORMATION SUCH AS EXISTING CONDITIONS, ZONING, PARKING LANDSCAPE REQUIREMENTS MUST BE VERIFIED.

ALL CURB CUTS AND TRAFFIC SIGNALS SHOWN, EXISTING AND PROPOSED, MUST BE VERIFIED.
THIS SITE PLAN IS BASED ON PLAN PREPARED BY MSL ENGINEERING, INC., DATED 10.12. 2010.

N

0 50 100

Scale in Feet

PROJECT SUMMARY

ZONING CLASSIFICATION

JURISDICTION	CITY OF AGOURA HILLS, CA
EXISTING ZONE	BP-M (BUSINESS PARK- MANUFACTURIN DISTRICT)
PROPOSED ZONE	CRS (COMMERCIAL RETAIL/SERVICE)

SITE AREA

TOTAL NET SITE AREA	108,066 SF (± 2.481 AC)
STREET DEDICATION	10,842 SF (± 0.249 AC)
TOTAL GROSS SITE AREA	118,908 SF (± 2.730 AC)

BUILDING AREA

IN-N-OUT BURGER	3,654 SF

PARKING SUMMARY

USER	RATIO REQUIRED	SPACES REQ'D	SPACES PROV'D
IN-N-OUT BURGER	15 SP/1000 SF (OF SEATING OR WAITING FLOOR AREA-INDOOR-1,639 SF)	25*	95
H/C SPACES			5
TOTAL			100
CAR STACKING IN DRIVE-THRU:			15

*NOTE: REQUIRED PARKING CALCULATED BASED ON INDOOR SEATING & WAITING AREA ONLY.

BUILDING SETBACKS

	SETBACK REQ'D	SETBACK PROV'D
FRONT (TO PL)	EQUAL TO BLDG HT , MIN 20'	43.0'
REAR (TO PL)	EQUAL TO BLDG HT , MIN 10'	15.0'
SIDE (TO PL)	0' OR 10' TO RESIDENTIAL OR STREET	45.9'

LANDSCAPE SETBACK

	SETBACK REQ'D	SETBACK PROV'D
FRONT (TO R-O-W OF CANWOOD ST)	20.0'	10.0'
REAR (TO PL)	20.0'	20.0'
SIDE (TO R-O-W OF HWY 101)	20.0'	10.0'

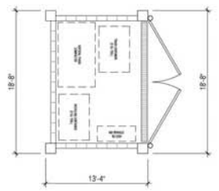
LANDSCAPE COVERAGE

LANDSCAPE COVERAGE (TOTAL SITE)	±50,220 SF (± 46.47%)
PARKING AREA LANDSCAPE COVERAGE (INCL. DRIVEWAYS AND DRIVE-THRU LANE)	±20,500 SF (± 29.35%)

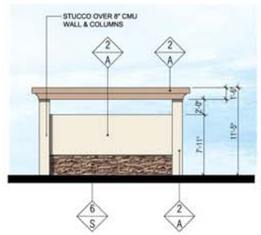
Site Plan

Figure 4

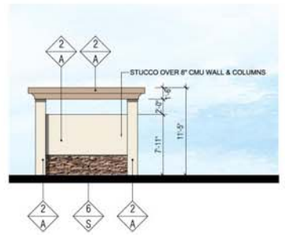
Drawing Source: Greenbergfarrow, December 28, 2010.



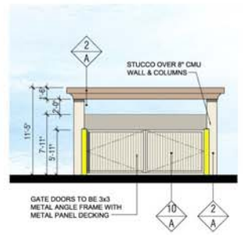
TRASH ENCLOSURE - FLOOR PLAN



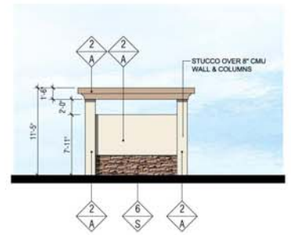
TRASH ENCLOSURE NORTH ELEVATION



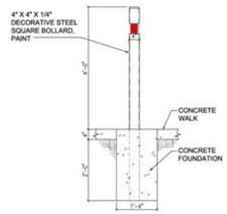
TRASH ENCLOSURE EAST ELEVATION



TRASH ENCLOSURE SOUTH ELEVATION



TRASH ENCLOSURE WEST ELEVATION

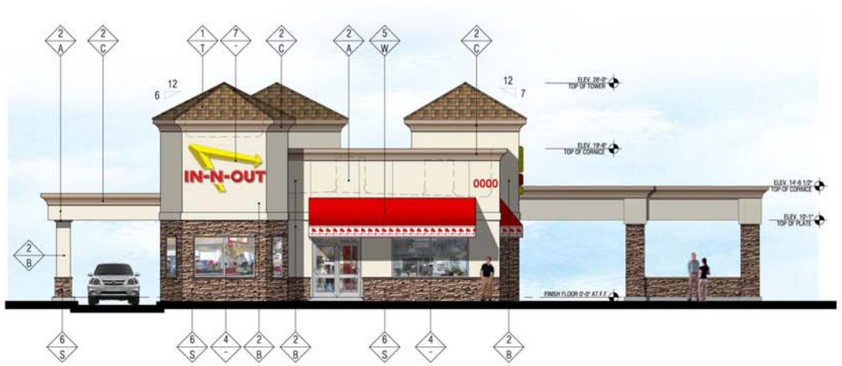


BOLLARD DETAIL

Scale: 1" = 5'

FINISH SCHEDULE

▲	FINISH MATERIAL
1	TILE ROOF
2	STUCCO WITH SAND FLOAT TEXTURE FINISH
3	CLEAR ANODIZED ALUMINUM STOREFRONT DOORS
4	CLEAR ANODIZED ALUMINUM WINDOWS
5	PVC COATED WICK AWNINGS
6	STONE VENEER WITH MATCHING WAINSCOT SILL
7	ILLUMINATED LOGO SIGN UNDER SEPARATE PERMIT
8	ACCENT FEATURE W/TILE
▼	FINISH COLOR
A	DUNN EDWARDS - DEW339 - BONE CHINA
B	DUNN EDWARDS - DEW339 - BONE CHINA
C	DUNN EDWARDS - DEC715 - SANDAL
S	CORONADO STONE - EASTERN MTN LEDGE - CARMEL
T	EAGLE ROOFING - CAPISTRANO STYLE MONTEREY BLEND SCC8807
W	IN-N-OUT CUSTOM COLORS



NORTH ELEVATION

SOUTH ELEVATION

Note:
Colors shown on these elevations are for illustration purposes only. For actual colors, refer to manufacturer's samples.

0 10 20
Scale in Feet

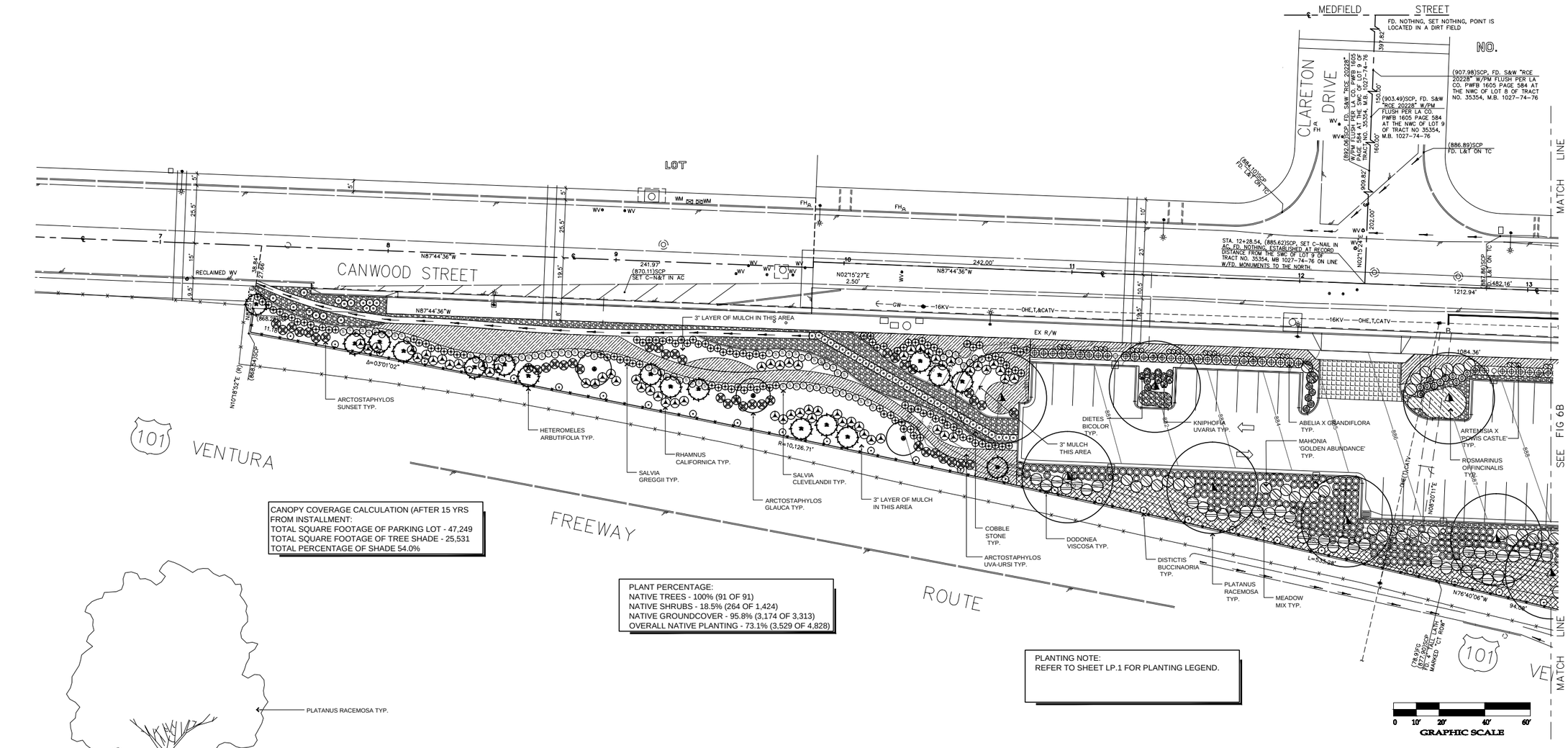
WEST ELEVATION

EAST ELEVATION

Building and Trash Enclosure Elevations

Figure 5

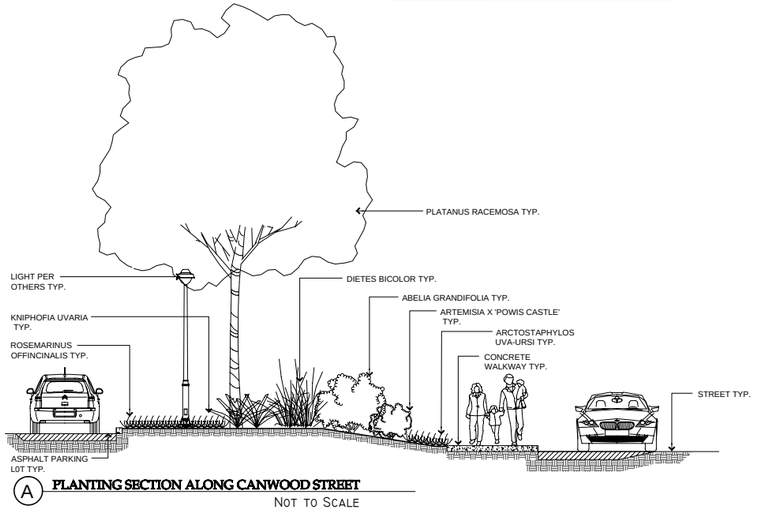
Drawing Source: Greenbergfarrow, February 15, 2011.



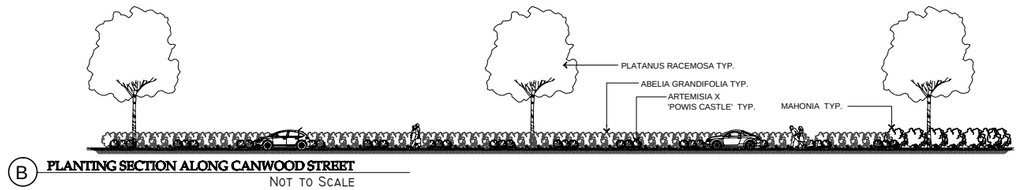
CANOPY COVERAGE CALCULATION (AFTER 15 YRS FROM INSTALLMENT:
TOTAL SQUARE FOOTAGE OF PARKING LOT - 47,249
TOTAL SQUARE FOOTAGE OF TREE SHADE - 25,531
TOTAL PERCENTAGE OF SHADE 54.0%

PLANT PERCENTAGE:
NATIVE TREES - 100% (91 OF 91)
NATIVE SHRUBS - 18.5% (264 OF 1,424)
NATIVE GROUNDCOVER - 95.8% (3,174 OF 3,313)
OVERALL NATIVE PLANTING - 73.1% (3,529 OF 4,828)

PLANTING NOTE:
REFER TO SHEET LP.1 FOR PLANTING LEGEND.



A **PLANTING SECTION ALONG CANWOOD STREET**
NOT TO SCALE

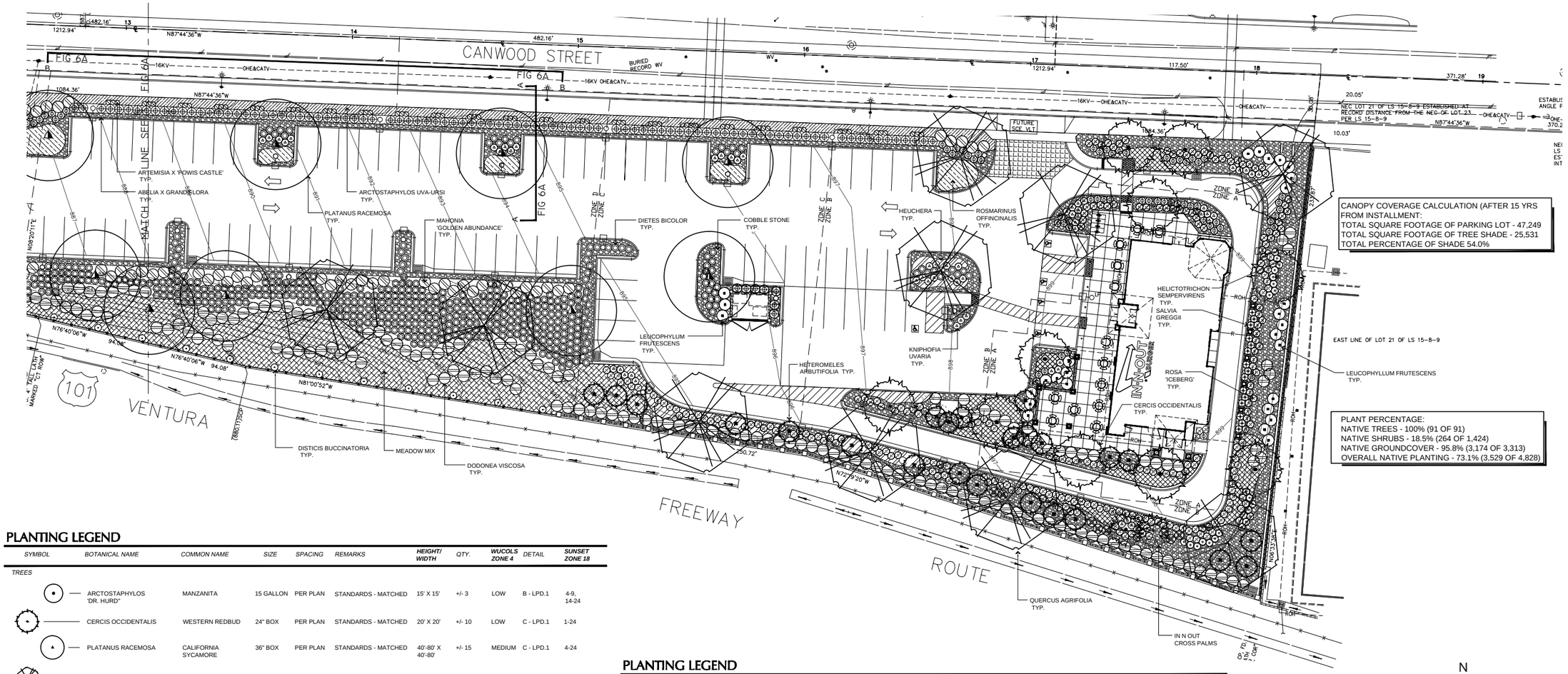


B **PLANTING SECTION ALONG CANWOOD STREET**
NOT TO SCALE

Landscaping Plan

Figure 6a

Drawing Source: Ingetrated Design Group LLP, March, 2011.



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NATIVE GROUNDCOVER - 95.8% (3,174 OF 3,313)
OVERALL NATIVE PLANTING - 73.1% (3,529 OF 4,828)

PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	REMARKS	HEIGHT/ WIDTH	QTY.	WUCOLS ZONE 4	DETAIL	SUNSET ZONE 18
TREES										
	ARCTOSTAPHYLOS 'DR. HURD'	MANZANITA	15 GALLON	PER PLAN	STANDARDS - MATCHED	15' X 15'	+/- 3	LOW	B - LPD.1	4-9, 14-24
	CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX	PER PLAN	STANDARDS - MATCHED	20' X 20'	+/- 10	LOW	C - LPD.1	1-24
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	36" BOX	PER PLAN	STANDARDS - MATCHED	40'-80' X 40'-80'	+/- 15	MEDIUM	C - LPD.1	4-24
	QUERCUS AGRIFOLIA	COAST LIVE OAK	36" BOX	PER PLAN	STANDARDS - MATCHED	30'-70' X 70'	+/- 10	LOW	C - LPD.1	7-9, 14-24
	WASHINGTONIA FILIFERA IN N OUT CROSS PALMS	CALIFORNIA FAN PALM	24" BOX MINIMUM	PER PLAN	SKIN TRUNKS TO MIN 3' BELOW HEAD.	60' X 20'	+/- 2	LOW	D - LPD.1	11-24
SHRUBS/ VINES										
	ABELIA X GRANDIFLORA 'SHERWOODII'	DWARF ABELIA	5 GALLON	48" O.C.	TRIANGULAR SPACING	3-4' X 3-5'	+/-133	MEDIUM	B - LPD.1	4-24
	ARCTOSTAPHYLOS 'SUNSET'	SUNSET MANZANITA	5 GALLON	48" O.C.	TRIANGULAR SPACING	5-8' X 5-8'	+/- 58	LOW	B - LPD.1	6-9, 14-24
	DIETES BICOLOR	FORTNIGHT LILY	5 GALLON	36" O.C.	TRIANGULAR SPACING	2-3' X 2-3'	+/- 89	MEDIUM	B - LPD.1	8, 9, 12-24
	DODONEA VISCOSA 'PURPUREA'	PURPLE HOPSEED BUSH	5 GALLON	60" O.C.	TRIANGULAR SPACING MAINTAIN AT 5' X 5'	12'-18' X 10'	+/- 179	MEDIUM	B - LPD.1	7-24
	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	5 GALLON	36" O.C.	TRIANGULAR SPACING	2'-3' X 2'-3'	+/- 21	MEDIUM	B - LPD.1	1-12, 14-24
	KNIPHOFIA UVARIA	RED HOT POKER	5 GALLON	36" O.C.	TRIANGULAR SPACING	2'-3' X 3'-4'	+/- 58	LOW	B - LPD.1	2-9, 14-24
	LAVANDULA STOECHAS 'OTTO QUASTI'	SPANISH LAVENDER	5 GALLON	36" O.C.	TRIANGULAR SPACING	2'-3' X 3'	+/- 59	LOW	B, E - LPD.1	4-24
	LEUCOPHYLUM FRUTESCENS 'COMPACTA'	TEXAS RANGER	5 GALLON	60" O.C.	TRIANGULAR SPACING	5' X 5'	+/- 28	LOW	B, E - LPD.1	7-24
	MAHONIA 'GOLDEN ABUNDANCE'	OREGON GRAPE	5 GALLON	60" O.C.	TRIANGULAR SPACING	5' X 5'	+/- 68	MEDIUM	B, E - LPD.1	2-12, 14-24
	RHAMNUS CALIFORNICA	COFFEEBERRY	5 GALLON	48" O.C.	TRIANGULAR SPACING	5-10' X 4-6'	+/- 61	LOW	B - LPD.1	3A-10, 14-24
	ROSA 'ICEBERG'	WHITE FLOWERING ROSE	5 GALLON	36" O.C.	TRIANGULAR SPACING	3'-4' X 3'-4'	+/- 335	MEDIUM	B - LPD.1	ALL ZONES
	SALVIA CLEVELANDII 'ALLEN CHICKERING'	CLEVELAND SAGE	5 GALLON	36" O.C.	TRIANGULAR SPACING	2-4' X 2-3'	+/- 77	LOW	B - LPD.1	8-9, 12-24
	SALVIA GREGGII	RED FLOWERING AUTUMN SAGE	5 GALLON	36" O.C.	TRIANGULAR SPACING	3-4' X 3-4'	+/- 130	LOW	B - LPD.1	8-24

PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	REMARKS	HEIGHT/ WIDTH	QTY.	WUCOLS ZONE 4	DETAIL	SUNSET ZONE 18
	ARTEMISIA X 'POWIS CASTLE'	WORM WOOD	5 GALLON	24" O.C.	TRIANGULAR SPACING	2-3' X 6'	+/- 90	LOW	B - LPD.1	4-24
	DISTICTIS BUCCINATORIA	BLOOD RED TRUMPET VINE	15 GALLON	20' O.C.	TRIANGULAR SPACING	10'-20' X 10'-20'	+/- 38	MEDIUM	B - LPD.1	8-9, 14-24
	HETEROMELES ARBUTIFOLIA	TOYON	15 GALLON	PER PLAN	STANDARDS - MATCHED	5-10' X 5-10'	+/- 41	LOW	B - LPD.1	5-9, 14--24
GROUNDCOVER										
	COBBLE STONE AS INDICATED TO BE 6 TO 8" DIA. ROUNDED TIGHTLY INSTALLED, SANDED, AND TAMPED. REFER TO CURT LUTHY FOR SOURCE, AND SCHEDULING.						+/- 14,934 S.F.			
	ARCTOSTAPHYLOS UVA-URSI 'WOOD'S COMPACTA'	BEARBERRY KINNIKINNICK	1 GALLON	36" O.C.	TRIANGULAR SPACING	1' X 3-6'	+/- 9,307 S.F.	LOW	A - LPD.1	1-9, 14-24
	DYMONDIA MARGARETAE	SILVER CARPET	1 GALLON	12" O.C.	TRIANGULAR SPACING	6"-12" X 24"	+/- 1,650 S.F.	MEDIUM	A - LPD.1	4-24
	HEUCHERA 'AMETHYST MIST'	CORAL BELLS	1 GALLON	18" O.C.	TRIANGULAR SPACING	2' X 2'	+/- 1,099 S.F.	MEDIUM	A - LPD.1	1-9, 14-24
	ROSMARINUS OFFINCINALIS 'HUNTINGTON BLUE'	HUNTINGTON BLUE ROSEMARY	1 GALLON	36" O.C.	TRIANGULAR SPACING	18" X 4'	+/- 1,246 S.F.	LOW	A - LPD.1	4-24
	CALIFORNIA NATIVE MIX STOVER SEED COMPANY TEL: (213) 626-9668	HYDROSEED: 1 POUND PER 400 SQUARE FEET. CONTAINS: FESTUCA RUBRA 'MOLATTE' VULPIA MICROSTACHYS MELICA IMPERFECTA POA SECUNDA NASELLA PULCHRA					+/- 16,707 S.F.			

NOTE: ALL PLANT MATERIAL TAKEN FROM COUNTY OF LOS ANGELES FIRE DEPARTMENT FUEL MODIFICATION UNIT APPROVED PLANT LIST. CONTRACTOR SHALL INSTALL 3" OF MULCH (IN-N-OUT APPROVED MIX) IN ALL AREAS NOT DESIGNED TO RECEIVE ROCK MULCH OR HYDROSEED.

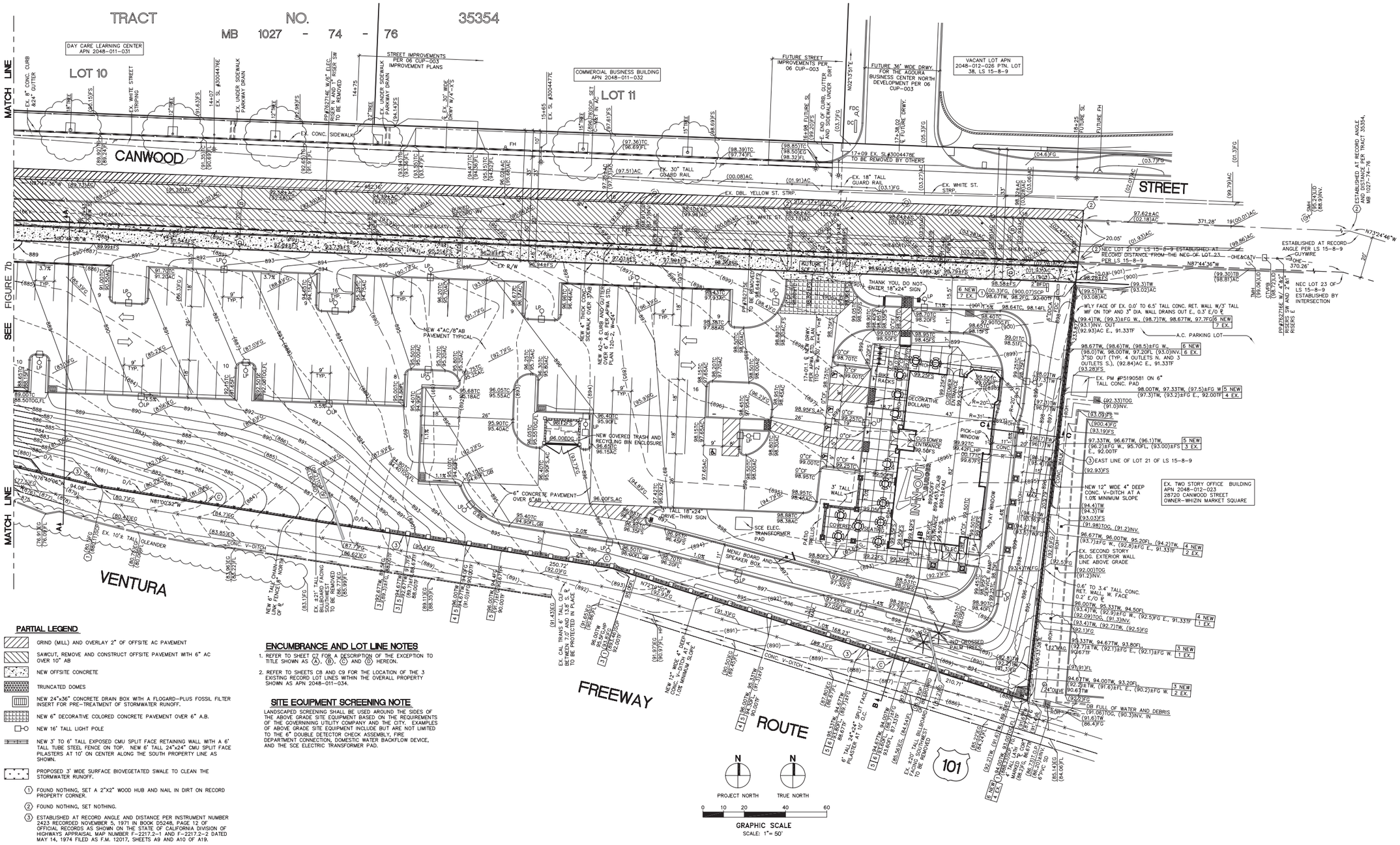
N

0 10' 20' 40' 60'
GRAPHIC SCALE

Landscaping Plan

Figure 6b

Drawing Source: Ingetrated Design Group LLP, March, 2011..



PARTIAL LEGEND

- GRIND (MILL) AND OVERLAY 2" OF OFFSITE AC PAVEMENT
- SAWCUT, REMOVE AND CONSTRUCT OFFSITE PAVEMENT WITH 6" AC OVER 10" AB
- NEW OFFSITE CONCRETE
- TRUNCATED DOMES
- NEW 24"x36" CONCRETE DRAIN BOX WITH A FLOGARD+PLUS FOSSIL FILTER INSERT FOR PRE-TREATMENT OF STORMWATER RUNOFF.
- NEW 6" DECORATIVE COLORED CONCRETE PAVEMENT OVER 6" A.B.
- NEW 16' TALL LIGHT POLE
- NEW 3' TO 6' TALL EXPOSED CMU SPLIT FACE RETAINING WALL WITH A 6' TALL TUBE STEEL FENCE ON TOP. NEW 6' TALL 24"x24" CMU SPLIT FACE PILASTERS AT 10' ON CENTER ALONG THE SOUTH PROPERTY LINE AS SHOWN.
- PROPOSED 3' WIDE SURFACE BIOVEGETATED SWALE TO CLEAN THE STORMWATER RUNOFF.

(1) FOUND NOTHING, SET A 2"X2" WOOD HUB AND NAIL IN DIRT ON RECORD PROPERTY CORNER.

(2) FOUND NOTHING, SET NOTHING.

(3) ESTABLISHED AT RECORD ANGLE AND DISTANCE PER INSTRUMENT NUMBER 2423 RECORDED NOVEMBER 5, 1971 IN BOOK D5248, PAGE 12 OF OFFICIAL RECORDS AS SHOWN ON THE STATE OF CALIFORNIA DIVISION OF HIGHWAYS APPRAISAL MAP NUMBER F-2217.2-1 AND F-2217.2-2 DATED MAY 14, 1974 FILED AS F.M. 12017, SHEETS A9 AND A10 OF A19.

[4] HEIGHT OF EXPOSED RETAINING WALL IN FEET.

ENCUMBRANCE AND LOT LINE NOTES

1. REFER TO SHEET C2 FOR A DESCRIPTION OF THE EXCEPTION TO TITLE SHOWN AS (A), (B), (C) AND (D) HEREON.
2. REFER TO SHEETS C8 AND C9 FOR THE LOCATION OF THE 3 EXISTING RECORD LOT LINES WITHIN THE OVERALL PROPERTY SHOWN AS APN 2048-011-034.

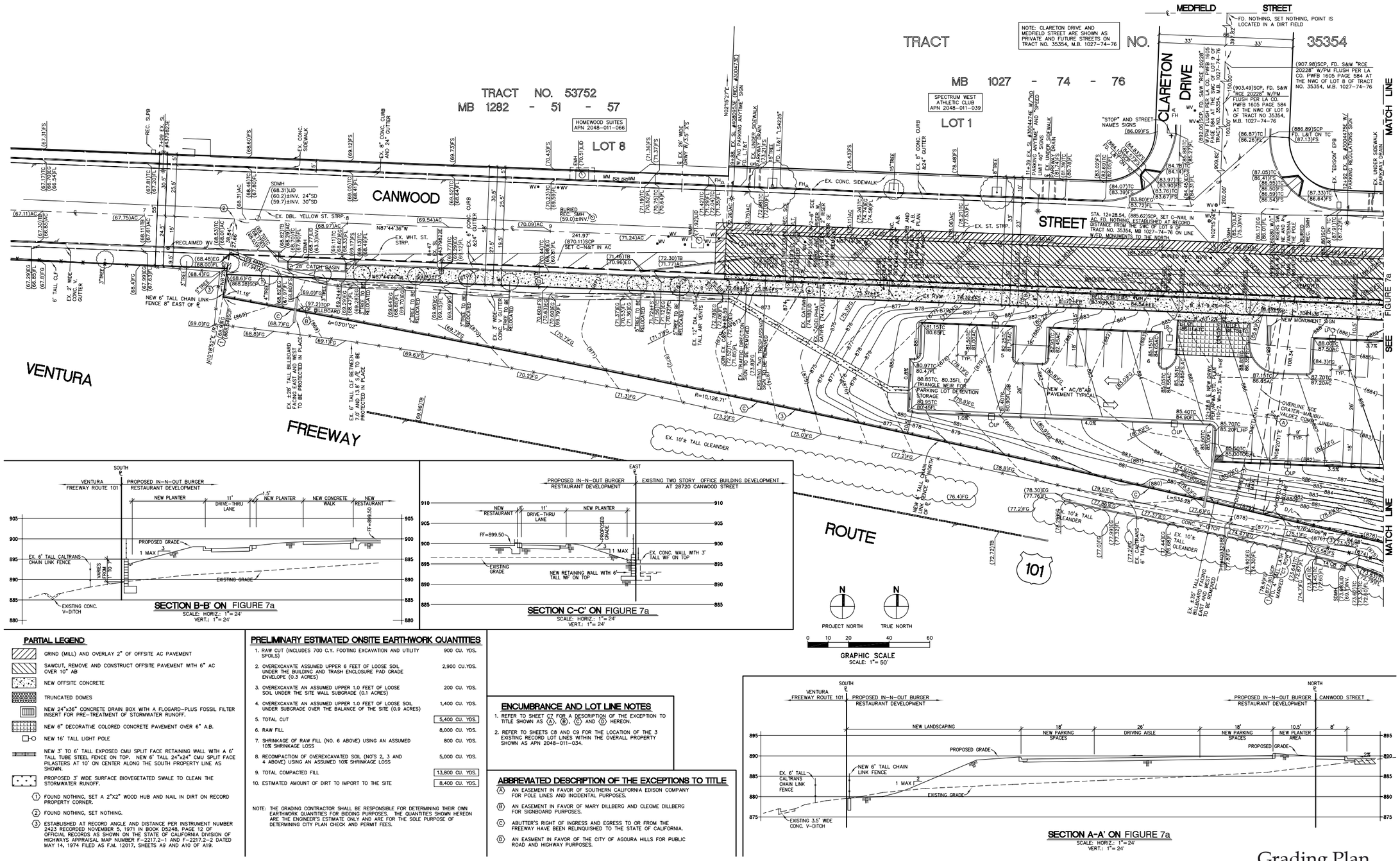
SITE EQUIPMENT SCREENING NOTE

LANDSCAPED SCREENING SHALL BE USED AROUND THE SIDES OF THE ABOVE GRADE SITE EQUIPMENT BASED ON THE REQUIREMENTS OF THE GOVERNINING UTILITY COMPANY AND THE CITY. EXAMPLES OF ABOVE GRADE SITE EQUIPMENT INCLUDE BUT ARE NOT LIMITED TO THE 6" DOUBLE DETECTOR CHECK ASSEMBLY, FIRE DEPARTMENT CONNECTION, DOMESTIC WATER BACKFLOW DEVICE, AND THE SCE ELECTRIC TRANSFORMER PAD.

Grading Plan

Figure 7a

Drawing Source: MSL Engineering, March, 2011.



PARTIAL LEGEND

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- SAWCUT, REMOVE AND CONSTRUCT OFFSITE PAVEMENT WITH 6" AC OVER 10" AB
- NEW OFFSITE CONCRETE
- TRUNCATED DOMES
- NEW 24"x36" CONCRETE DRAIN BOX WITH A FLOGARD+PLUS FOSSIL FILTER INSERT FOR PRE-TREATMENT OF STORMWATER RUNOFF.
- NEW 6" DECORATIVE COLORED CONCRETE PAVEMENT OVER 6" A.B.
- NEW 16' TALL LIGHT POLE
- NEW 3' TO 6' TALL EXPOSED CMU SPLIT FACE RETAINING WALL WITH A 6' TALL TUBE STEEL FENCE ON TOP. NEW 6' TALL 24"x24" CMU SPLIT FACE PILASTERS AT 10' ON CENTER ALONG THE SOUTH PROPERTY LINE AS SHOWN.
- PROPOSED 3' WIDE SURFACE BIOVEGETATED SWALE TO CLEAN THE STORMWATER RUNOFF.
- (1) FOUND NOTHING, SET A 2"X2" WOOD HUB AND NAIL IN DIRT ON RECORD PROPERTY CORNER.
- (2) FOUND NOTHING, SET NOTHING.
- (3) ESTABLISHED AT RECORD ANGLE AND DISTANCE PER INSTRUMENT NUMBER 2423 RECORDED NOVEMBER 5, 1971 IN BOOK D5248, PAGE 12 OF OFFICIAL RECORDS AS SHOWN ON THE STATE OF CALIFORNIA DIVISION OF HIGHWAYS APPRAISAL MAP NUMBER F-2217.2-1 AND F-2217.2-2 DATED MAY 14, 1974 FILED AS F.M. 12017, SHEETS A9 AND A10 OF A19.

PRELIMINARY ESTIMATED ONSITE EARTHWORK QUANTITIES

1. RAW CUT (INCLUDES 700 C.Y. FOOTING EXCAVATION AND UTILITY SPOILS)	900 CU. YDS.
2. OVEREXCAVATE ASSUMED UPPER 6 FEET OF LOOSE SOIL UNDER THE BUILDING AND TRASH ENCLOSURE PAD GRADE ENVELOPE (0.3 ACRES)	2,900 CU.YDS.
3. OVEREXCAVATE AN ASSUMED UPPER 1.0 FEET OF LOOSE SOIL UNDER THE SITE WALL SUBGRADE (0.1 ACRES)	200 CU. YDS.
4. OVEREXCAVATE AN ASSUMED UPPER 1.0 FEET OF LOOSE SOIL UNDER SUBGRADE OVER THE BALANCE OF THE SITE (0.9 ACRES)	1,400 CU. YDS.
5. TOTAL CUT	5,400 CU. YDS.
6. RAW FILL	8,000 CU. YDS.
7. SHRINKAGE OF RAW FILL (NO. 6 ABOVE) USING AN ASSUMED 10% SHRINKAGE LOSS	800 CU. YDS.
8. RECOMPACTION OF OVEREXCAVATED SOIL (NO'S 2, 3 AND 4 ABOVE) USING AN ASSUMED 10% SHRINKAGE LOSS	5,000 CU. YDS.
9. TOTAL COMPACTED FILL	13,800 CU. YDS.
10. ESTIMATED AMOUNT OF DIRT TO IMPORT TO THE SITE	8,400 CU. YDS.

NOTE: THE GRADING CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THEIR OWN EARTHWORK QUANTITIES FOR BIDDING PURPOSES. THE QUANTITIES SHOWN HEREON ARE THE ENGINEER'S ESTIMATE ONLY AND ARE FOR THE SOLE PURPOSE OF DETERMINING CITY PLAN CHECK AND PERMIT FEES.

ENCUMBRANCE AND LOT LINE NOTES

1. REFER TO SHEET C2 FOR A DESCRIPTION OF THE EXCEPTION TO TITLE SHOWN AS (A), (B), (C) AND (D) HEREON.
2. REFER TO SHEETS C8 AND C9 FOR THE LOCATION OF THE 3 EXISTING RECORD LOT LINES WITHIN THE OVERALL PROPERTY SHOWN AS APN 2048-011-034.

ABBREVIATED DESCRIPTION OF THE EXCEPTIONS TO TITLE

- (A) AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR POLE LINES AND INCIDENTAL PURPOSES.
- (B) AN EASEMENT IN FAVOR OF MARY DILLBERG AND CLEOME DILLBERG FOR SIGNBOARD PURPOSES.
- (C) ABUTTER'S RIGHT OF INGRESS AND EGRESS TO OR FROM THE FREEWAY HAVE BEEN RELINQUISHED TO THE STATE OF CALIFORNIA.
- (D) AN EASMENT IN FAVOR OF THE CITY OF AGOURA HILLS FOR PUBLIC ROAD AND HIGHWAY PURPOSES.

Grading Plan

Figure 7b

Drawing Source: MSL Engineering, March, 2011.

View of project looking east from Canwood Street.

Photosimulation

Source: Greenbergfarrow, December 29, 2010.

Figure 8a

View of project looking east from U.S. 101.

Photosimulation

Source: Greenbergfarrow, December 29, 2010.

Figure 8b

Appendix A

Air Quality Modeling Results and Calculations

Agoura Hills In-N-Out

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Fast Food Restaurant with Drive Thru	3.654	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Southern California Edison
Climate Zone	12	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - Building sq ft = 3654

Construction Phase - Corrected values!

Grading -
Total lot acreage = 2.73

Demolition - 121 lb per sq ft --> tons

Trips and VMT - Calabasas landfill is approximately 4 miles away (8 round trip).

Sequestration -

Area Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2012	8.99	47.80	29.59	0.05	10.65	2.59	13.25	0.04	2.59	2.63	0.00	5,018.04	0.00	0.51	0.00	5,028.77
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2012	8.99	47.80	29.59	0.05	6.32	2.59	8.91	0.04	2.59	2.63	0.00	5,018.04	0.00	0.51	0.00	5,028.77
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.10	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.03	0.23	0.19	0.00		0.00	0.02		0.00	0.02		274.43		0.01	0.01	276.10
Mobile	21.88	23.71	99.22	0.13	13.31	0.87	14.18	0.46	0.87	1.33		12,914.80		0.78		12,931.10
Total	**22.01**	**23.94**	**99.41**	**0.13**	**13.31**	**0.87**	**14.20**	**0.46**	**0.87**	**1.35**		**13,189.23**		**0.79**	**0.01**	**13,207.20**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.10	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.03	0.23	0.19	0.00		0.00	0.02		0.00	0.02		274.43		0.01	0.01	276.10
Mobile	21.88	23.71	99.22	0.13	13.31	0.87	14.18	0.46	0.87	1.33		12,914.80		0.78		12,931.10
Total	**22.01**	**23.94**	**99.41**	**0.13**	**13.31**	**0.87**	**14.20**	**0.46**	**0.87**	**1.35**		**13,189.23**		**0.79**	**0.01**	**13,207.20**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.50	0.00	1.50	0.00	0.00	0.00						0.00
Off-Road	5.41	40.86	24.57	0.04		2.51	2.51		2.51	2.51		3,946.47		0.48		3,956.64
Total	**5.41**	**40.86**	**24.57**	**0.04**	**1.50**	**2.51**	**4.01**	**0.00**	**2.51**	**2.51**		**3,946.47**		**0.48**		**3,956.64**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.27	1.94	1.34	0.00	0.33	0.08	0.41	0.01	0.08	0.09		247.21		0.01		247.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.27	0.09	1.10	0.00	0.20	0.01	0.21	0.01	0.01	0.01		170.30		0.01		170.52
Total	**0.54**	**2.03**	**2.44**	**0.00**	**0.53**	**0.09**	**0.62**	**0.02**	**0.09**	**0.10**		**417.51**		**0.02**		**417.95**

3.2 Demolition - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.50	0.00	1.50	0.00	0.00	0.00						0.00
Off-Road	5.41	40.86	24.57	0.04		2.51	2.51		2.51	2.51	0.00	3,946.47		0.48		3,956.64
Total	**5.41**	**40.86**	**24.57**	**0.04**	**1.50**	**2.51**	**4.01**	**0.00**	**2.51**	**2.51**	**0.00**	**3,946.47**		**0.48**		**3,956.64**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.27	1.94	1.34	0.00	0.01	0.08	0.09	0.01	0.08	0.09		247.21		0.01		247.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.27	0.09	1.10	0.00	0.01	0.01	0.01	0.01	0.01	0.01		170.30		0.01		170.52
Total	**0.54**	**2.03**	**2.44**	**0.00**	**0.02**	**0.09**	**0.10**	**0.02**	**0.09**	**0.10**		**417.51**		**0.02**		**417.95**

3.3 Site Preparation - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.09	0.00	0.09	0.00	0.00	0.00						0.00
Off-Road	4.43	37.04	18.74	0.04		1.80	1.80		1.80	1.80		3,917.77		0.40		3,926.14
Total	**4.43**	**37.04**	**18.74**	**0.04**	**0.09**	**1.80**	**1.89**	**0.00**	**1.80**	**1.80**		**3,917.77**		**0.40**		**3,926.14**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.17	0.06	0.68	0.00	0.12	0.00	0.13	0.00	0.00	0.01		104.80		0.01		104.94
Total	**0.17**	**0.06**	**0.68**	**0.00**	**0.12**	**0.00**	**0.13**	**0.00**	**0.00**	**0.01**		**104.80**		**0.01**		**104.94**

3.3 Site Preparation - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.09	0.00	0.09	0.00	0.00	0.00						0.00
Off-Road	4.43	37.04	18.74	0.04		1.80	1.80		1.80	1.80	0.00	3,917.77		0.40		3,926.14
Total	**4.43**	**37.04**	**18.74**	**0.04**	**0.09**	**1.80**	**1.89**	**0.00**	**1.80**	**1.80**	**0.00**	**3,917.77**		**0.40**		**3,926.14**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.17	0.06	0.68	0.00	0.00	0.00	0.01	0.00	0.00	0.01		104.80		0.01		104.94
Total	**0.17**	**0.06**	**0.68**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.01**		**104.80**		**0.01**		**104.94**

3.4 Grading - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.28	0.00	6.28	0.00	0.00	0.00						0.00
Off-Road	4.97	39.40	23.00	0.04		2.12	2.12		2.12	2.12		3,827.58		0.45		3,836.93
Total	**4.97**	**39.40**	**23.00**	**0.04**	**6.28**	**2.12**	**8.40**	**0.00**	**2.12**	**2.12**		**3,827.58**		**0.45**		**3,836.93**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.17	8.33	5.74	0.01	4.22	0.34	4.56	0.03	0.34	0.37		1,059.45		0.05		1,060.41
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.21	0.07	0.85	0.00	0.15	0.01	0.16	0.01	0.01	0.01		131.00		0.01		131.17
Total	**1.38**	**8.40**	**6.59**	**0.01**	**4.37**	**0.35**	**4.72**	**0.04**	**0.35**	**0.38**		**1,190.45**		**0.06**		**1,191.58**

3.4 Grading - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.28	0.00	6.28	0.00	0.00	0.00						0.00
Off-Road	4.97	39.40	23.00	0.04		2.12	2.12		2.12	2.12	0.00	3,827.58		0.45		3,836.93
Total	**4.97**	**39.40**	**23.00**	**0.04**	**6.28**	**2.12**	**8.40**	**0.00**	**2.12**	**2.12**	**0.00**	**3,827.58**		**0.45**		**3,836.93**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.17	8.33	5.74	0.01	0.03	0.34	0.37	0.03	0.34	0.37		1,059.45		0.05		1,060.41
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.21	0.07	0.85	0.00	0.01	0.01	0.01	0.01	0.01	0.01		131.00		0.01		131.17
Total	**1.38**	**8.40**	**6.59**	**0.01**	**0.04**	**0.35**	**0.38**	**0.04**	**0.35**	**0.38**		**1,190.45**		**0.06**		**1,191.58**

3.5 Building Construction - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.66	30.66	19.93	0.04		2.07	2.07		2.07	2.07		3,233.11		0.51		3,243.79
Total	**5.66**	**30.66**	**19.93**	**0.04**		**2.07**	**2.07**		**2.07**	**2.07**		**3,233.11**		**0.51**		**3,243.79**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.02	0.19	0.12	0.00	0.01	0.01	0.02	0.00	0.01	0.01		27.59		0.00		27.61
Worker	0.04	0.01	0.17	0.00	0.03	0.00	0.03	0.00	0.00	0.00		26.20		0.00		26.23
Total	**0.06**	**0.20**	**0.29**	**0.00**	**0.04**	**0.01**	**0.05**	**0.00**	**0.01**	**0.01**		**53.79**		**0.00**		**53.84**

3.5 Building Construction - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.66	30.66	19.93	0.04		2.07	2.07		2.07	2.07	0.00	3,233.11		0.51		3,243.79
Total	**5.66**	**30.66**	**19.93**	**0.04**		**2.07**	**2.07**		**2.07**	**2.07**	**0.00**	**3,233.11**		**0.51**		**3,243.79**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.02	0.19	0.12	0.00	0.00	0.01	0.01	0.00	0.01	0.01		27.59		0.00		27.61
Worker	0.04	0.01	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00		26.20		0.00		26.23
Total	**0.06**	**0.20**	**0.29**	**0.00**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**		**53.79**		**0.00**		**53.84**

3.6 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.44	27.40	16.96	0.03		2.39	2.39		2.39	2.39		2,393.42		0.40		2,401.79
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**4.44**	**27.40**	**16.96**	**0.03**		**2.39**	**2.39**		**2.39**	**2.39**		**2,393.42**		**0.40**		**2,401.79**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.31	0.11	1.27	0.00	0.23	0.01	0.24	0.01	0.01	0.02		196.50		0.01		196.76
Total	**0.31**	**0.11**	**1.27**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**196.50**		**0.01**		**196.76**

3.6 Paving - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.44	27.40	16.96	0.03		2.39	2.39		2.39	2.39	0.00	2,393.42		0.40		2,401.79
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**4.44**	**27.40**	**16.96**	**0.03**		**2.39**	**2.39**		**2.39**	**2.39**	**0.00**	**2,393.42**		**0.40**		**2,401.79**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.31	0.11	1.27	0.00	0.01	0.01	0.02	0.01	0.01	0.02		196.50		0.01		196.76
Total	**0.31**	**0.11**	**1.27**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**196.50**		**0.01**		**196.76**

3.7 Architectural Coating - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	8.46					0.00	0.00		0.00	0.00						0.00
Off-Road	0.52	3.16	1.96	0.00		0.29	0.29		0.29	0.29		281.19		0.05		282.18
Total	**8.98**	**3.16**	**1.96**	**0.00**		**0.29**	**0.29**		**0.29**	**0.29**		**281.19**		**0.05**		**282.18**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

3.7 Architectural Coating - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	8.46					0.00	0.00		0.00	0.00						0.00
Off-Road	0.52	3.16	1.96	0.00		0.29	0.29		0.29	0.29	0.00	281.19		0.05		282.18
Total	**8.98**	**3.16**	**1.96**	**0.00**		**0.29**	**0.29**		**0.29**	**0.29**	**0.00**	**281.19**		**0.05**		**282.18**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	21.88	23.71	99.22	0.13	13.31	0.87	14.18	0.46	0.87	1.33		12,914.80		0.78		12,931.10
Unmitigated	21.88	23.71	99.22	0.13	13.31	0.87	14.18	0.46	0.87	1.33		12,914.80		0.78		12,931.10
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	1,812.82	2,638.30	1983.10	2,980,485	2,980,485
Total	1,812.82	2,638.30	1,983.10	2,980,485	2,980,485

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Fast Food Restaurant with Drive Thru	8.90	13.30	7.40	2.20	78.80	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.03	0.23	0.19	0.00		0.00	0.02		0.00	0.02		274.43		0.01	0.01	276.10
NaturalGas Unmitigated	0.03	0.23	0.19	0.00		0.00	0.02		0.00	0.02		274.43		0.01	0.01	276.10
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	2332.65	0.03	0.23	0.19	0.00		0.00	0.02		0.00	0.02		274.43		0.01	0.01	276.10
Total		**0.03**	**0.23**	**0.19**	**0.00**		**0.00**	**0.02**		**0.00**	**0.02**		**274.43**		**0.01**	**0.01**	**276.10**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	2.33265	0.03	0.23	0.19	0.00		0.00	0.02		0.00	0.02		274.43		0.01	0.01	276.10
Total		**0.03**	**0.23**	**0.19**	**0.00**		**0.00**	**0.02**		**0.00**	**0.02**		**274.43**		**0.01**	**0.01**	**276.10**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.10	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.10	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.02					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.07					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.09**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.02					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.07					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.09**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: In-N-Out
RUN: Hour 1
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	800. (M)
BRG=	270.0 DEGREES	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	3.0 PPM		
SIGTH=	18. DEGREES	TEMP=	15.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	*	750	600	900	600	* AG	561	27.0	.3	9.9
B. Link B	*	600	600	750	600	* AG	117	27.0	.3	9.9
C. Link C	*	750	600	750	750	* AG	851	27.0	.3	9.9

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. Recpt 1	*	810	660	1.5

IV. MODEL RESULTS (PRED. CONC. INCLUDES AMB.)

RECEPTOR	*	PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C
1. Recpt 1	*	3.5	*	.0	.0	.5