Kanan Road/Agoura Road Ultimate Intersection Improvements Project

Public Review Initial Study / Mitigated Negative Declaration

December 2022

Lead Agency:

City of Agoura Hills

30001 Ladyface Court

Agoura Hills, 91301

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1.0 Introduction

1.1 Statutory Authority and Requirements

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] §21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations [CCR], §15000 et seq). Pursuant to State CEQA Guidelines §15063, this Initial Study has been conducted to determine if the proposed Kanan Road/Agoura Road Ultimate Intersection Improvements Project (the "Proposed Project") would have a significant effect on the environment.

Pursuant to State CEQA Guidelines §15063(c), the purposes of an Initial Study are to:

- Provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or a Negative Declaration (ND);
- Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a ND;
- Assist in the preparation of an EIR, if one is required…;
- Facilitate environmental assessment early in the design of a project;
- Provide documentation of the factual basis for the finding in a ND that a project will not have a significant effect on the environment;
- Eliminate unnecessary EIRs; and
- Determine whether a previously prepared EIR could be used with the project.

This Initial Study is intended to be used as a decision-making tool for the Lead Agency and responsible agencies in considering and acting on the Proposed Project. Responsible agencies would comply with CEQA by considering this environmental analysis for discretionary actions associated with Proposed Project implementation, if any.

State CEQA Guidelines §15063(g) specifies that as soon as a Lead Agency has determined that an Initial Study will be required for a project, the Lead Agency shall consult informally with all Responsible Agencies and all Trustee Agencies responsible for resources affected by a project to obtain their recommendations as to whether an EIR or ND should be prepared.

1.2 Project Background

The Agoura Hills City Council adopted the Agoura Village Specific Plan (AVSP) and certified the accompanying updated Final Revised and Recirculated Program Environmental Impact Report (EIR) (Certified PEIR) (State Clearinghouse [SCH] No. 2003111051) in accordance with CEQA on November 19, 2008 (Resolution 19-1915). One of the AVSP proposed components was a roundabout at Kanan Road/Agoura Road intersection, at ultimate buildout of the AVSP area. The proposed roundabout was included in the Certified PEIR Project Description and evaluated throughout the Certified PEIR as the

Preferred Alternative.[1] In September 2014, the City Council voted to not proceed with the Kanan Road/Agoura Road roundabout as the Preferred Alternative because of the large amount of property outside of the existing right-of-way (ROW) which would need to be acquired from property owners to construct the roundabout, and instead authorized the design of a widened standard four-leg signalized intersection, as the ultimate configuration (i.e., the Proposed Project). This altered design limits ROW acquisitions.

1.3 Summary of Findings

Pursuant to State CEQA Guidelines §15367, the City, as Lead Agency, has the authority for environmental review and adoption of the environmental documentation, in accordance with CEQA. This Initial Study has evaluated the environmental issues outlined in **Section 3.2: Environmental Factors Potentially Affected**. It provides decision-makers and the public with information concerning the Proposed Project's potential environmental effects and recommended mitigation measures, if any.

Based on the Environmental Checklist Form (see **Section 3.0**) and supporting environmental analysis (see **Section 4.0**), the Proposed Project would have no impact or a less than significant impact concerning all environmental issue areas, except the following, for which the Proposed Project would have a less than significant impact with mitigation incorporated:

- Aesthetics
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

As set forth in State CEQA Guidelines §15070, an Initial Study leading to a Mitigated Negative Declaration (IS/MND) can be prepared when the Initial Study identifies potentially significant effects, but (1) revisions…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.

1.4 Initial Study Public Review Process

The Notice of Intent (NOI) to Adopt an MND has been provided to the Clerk of the County of Los Angeles and mailed to all Responsible Agencies and Trustee Agencies concerned with the Proposed Project and other public agencies with jurisdiction by law over resources affected by the Proposed Project. A 30-day public review period has been established for the IS/MND in accordance with State CEQA Guidelines

[1] City of Agoura Hills. Agoura Village Specific Plan: Updated Final Revised and Recirculated Environmental Impact Report. August 2008.

§15073. During the public review period, the IS/MND, including the Technical Appendices, was made available for review on the City website, at:

https://www.agourahillscity.org/department/planning-community-development/environmental-documents-for-public-review.

In reviewing the IS/MND, affected Responsible Agencies, Trustee Agencies, and the interested public should focus on the document's adequacy in identifying and analyzing the Proposed Project's potential environmental effects and the ways in which the potentially significant effects can be avoided or mitigated. Written comments on this IS/MND may be sent to:

Jessica Cleavenger, Principal Planner
City of Agoura Hills, Community Development Department
30001 Ladyface Court
Agoura Hills, CA 91301
Email: JCleavenger@agourahillscity.org

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City will determine whether any substantial new environmental issues have been raised. If so, further documentation may be required. If no substantial new environmental issues have been raised or if the issues raised do not provide substantial evidence that the Proposed Project would have a significant effect on the environment, the IS/MND will be considered for adoption and the Proposed Project for approval.

1.5 Incorporation by Reference

Pursuant to State CEQA Guidelines §15150, an MND may incorporate by reference all, or portions of, another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the MND's text.

Unless otherwise noted, the references outlined below are available for review on the City's website, at:

https://www.agourahillscity.org/department/planning-community-development/general-plan

https://www.agourahillscity.org/department/planning-community-development/agoura-village-specific-plan

City of Agoura Hills General Plan (PBS&J, March 2010). The City adopted its comprehensive City of Agoura Hills General Plan ("General Plan") in March 2010. On August 28, 2013, the Agoura Hills City Council adopted the 2013-2021 Housing Element which addresses the 5th Cycle Regional Housing Needs Assessment (RHNA), establishes the City's strategy for housing development, and guides all housing activities in the City. The Housing Element Update (2021-2029 Housing Element) which addresses the 6th Cycle RHNA was certified by the State Department of Housing and Community Development (HCD) in October 2022. The General Plan outlines the City's goals, plans, and objectives for land use within the City's jurisdiction. The General Plan was used throughout this IS/MND as a source of baseline data and City policy requirements. While there is a General Plan Update (described below), only certain elements were

updated; therefore, where necessary, updated information from the General Plan Update is used in this IS/MND.

City of Agoura Hills General Plan Final Environmental Impact Report (PBS&J, February 2010) (SCH No. 2009051013). The City of Agoura Hills General Plan Final Environmental Impact Report ("General Plan FEIR") analyzed the potential environmental impacts that would result from General Plan implementation, with a forecast 2035 buildout. The General Plan FEIR assumed a population of 25,394 persons, a housing stock of 8,139 dwelling units (DUs), and non-residential development totaling 1,997,530 SF at buildout. The General Plan FEIR was used throughout this IS/MND as a source of baseline data and mitigation requirements.

City of Agoura Hills General Plan Update (Karen Warner Associates, August 2022). The City updated the Housing Element, Community Conservation and Development Element (Land Use and Community Form section), Infrastructure and Community Services Element (Mobility section), Natural Resources Element (Air Quality section), and Community Safety Element of the General Plan. The General Plan Update is a comprehensive update to the Housing Element and related updates to other elements of the General Plan.

City of Agoura Hills General Plan Update Final Subsequent Program Environmental Impact Report (EcoTierra Consulting, August 2022) (SCH No. 2021090588). The General Plan Update Subsequent Program Environmental Impact Report ("General Plan Update FEIR") analyzed the potential environmental impacts that would result from the General Plan Update. The General Plan Update FEIR assumed, with the inclusion of the 6th Cycle Housing Element, a population of 26,937 persons and a housing stock of 9,991 DUs.

Agoura Village Specific Plan (RRM Design Group, October 2008). The City adopted the AVSP in October 2008. On October 22, 2008, the Agoura Hills City Council adopted the AVSP, which establishes a long-range planning effort that would lead to the revitalization, the appropriate use, and the beautification of the Agoura Village area. The AVSP is a comprehensive document that clearly identifies the vision for the planning area, articulates economic goals, provides regulations and guidelines for new development and redevelopment, traffic, regulatory, and physical issues.

Agoura Village Specific Plan Updated Final Revised and Recirculated Program Environmental Impact Report (Rincon Consultants, Inc., August 2008) (SCH No. 2003111051). The Certified PEIR analyzed the potential environmental impacts that would result from AVSP implementation for the approximately 233-acre area in the southern portion of the City in and around the Kanan Road/Agoura Road intersection.

Agoura Hills Municipal Code. The Agoura Hills Municipal Code (AHMC) regulates municipal affairs within the City's jurisdiction including, without limitation, the zoning regulations codified in AHMC Article IX: *Zoning* (known as the "Zoning Ordinance of the City of Agoura Hills"). The Zoning Ordinance was adopted to accomplish the General Plan's stated goals, objectives, and policies, and to implement the General Plan. To accomplish these matters, the Zoning Ordinance is intended to regulate: the use of buildings, structures and land; the location, height, bulk, number of stories and size of buildings and structures; the size and use of lots, yards, courts and other open spaces; the percentage of a lot which may be occupied by a building or structure; and the intensity of land use. The Zoning Ordinance is also intended to establish requirements for: off-street parking and loading; building setback lines; and other aspects of land use regulation which may be deemed necessary for the public peace, health, safety, morals, and general

welfare of the people working and living within the City. Further, the Zoning Ordinance is intended to preserve and maintain the natural character and visual quality of hillsides as a scenic resource by establishing regulations for hillside development. The AHMC is referenced throughout this IS/MND to establish the Proposed Project's baseline regulatory requirements. The AHMC is available for review at:

https://library.municode.com/ca/agoura_hills/codes/code_of_ordinances

1.6 Report Organization

This document is organized into the following sections:

Section 1.0: Introduction provides an introduction to the Proposed Project, cites the State CEQA Guidelines to which the Proposed Project is subject, summarizes the IS/MND's conclusions, identifies the public review process, and identifies source documents.

Section 2.0: Project Description describes and shows the Proposed Project's location, environmental setting, characteristics, land use designations and zoning, construction phasing, and agreements and required permits and approvals. This Section also identifies the IS/MND's intended uses, including a list of anticipated permits and other approvals.

Section 3.0: Environmental Checklist Form provides the Proposed Project information and an overview of potential impacts that may or may not result from Proposed Project implementation.

Section 4.0: Evaluation of Environmental Impacts provides an analysis of potential environmental impacts identified in the environmental checklist.

Section 5.0: References identifies resources used to prepare the IS/MND.

2.0 Project Description

2.1 Project Location

The Kanan Road/Agoura Road Ultimate Intersection Improvements Project (Proposed Project) site is in the City of Agoura Hills (City), which is located along the U.S. Route 101 (US 101 or Ventura Freeway). **Figure 1: Regional Vicinity Map**, depicts the Project site in a regional context.

Figure 2: Local Vicinity Map, depicts the Project site in a local context and indicates the Project site is generally comprised of three discontiguous areas:

- Kanan Road/Agoura Road intersection - this comprises most of the Project site, with the south leg extending to Cornell Way;
- Agoura Road/Whizin Market Square access driveway intersection (approximately 605 feet east of Cornell Road) – this is the proposed Agoura Village Gateway Monument East location; and
- Agoura Road/Roadside Drive intersection (approximately 1,585 feet west of Kanan Road) – this is the proposed Agoura Village Gateway Monument West location.

The Kanan Road/Agoura Road intersection is in the City's southern portion, approximately 600 feet south of the Kanan Road/U.S. Highway 101 interchange. The Project site is within the Agoura Village Specific Plan (AVSP) area, except the proposed Agoura Village Gateway Monument West location, which is at the Agoura Road/Roadside Drive intersection, adjacent and west of the AVSP area.

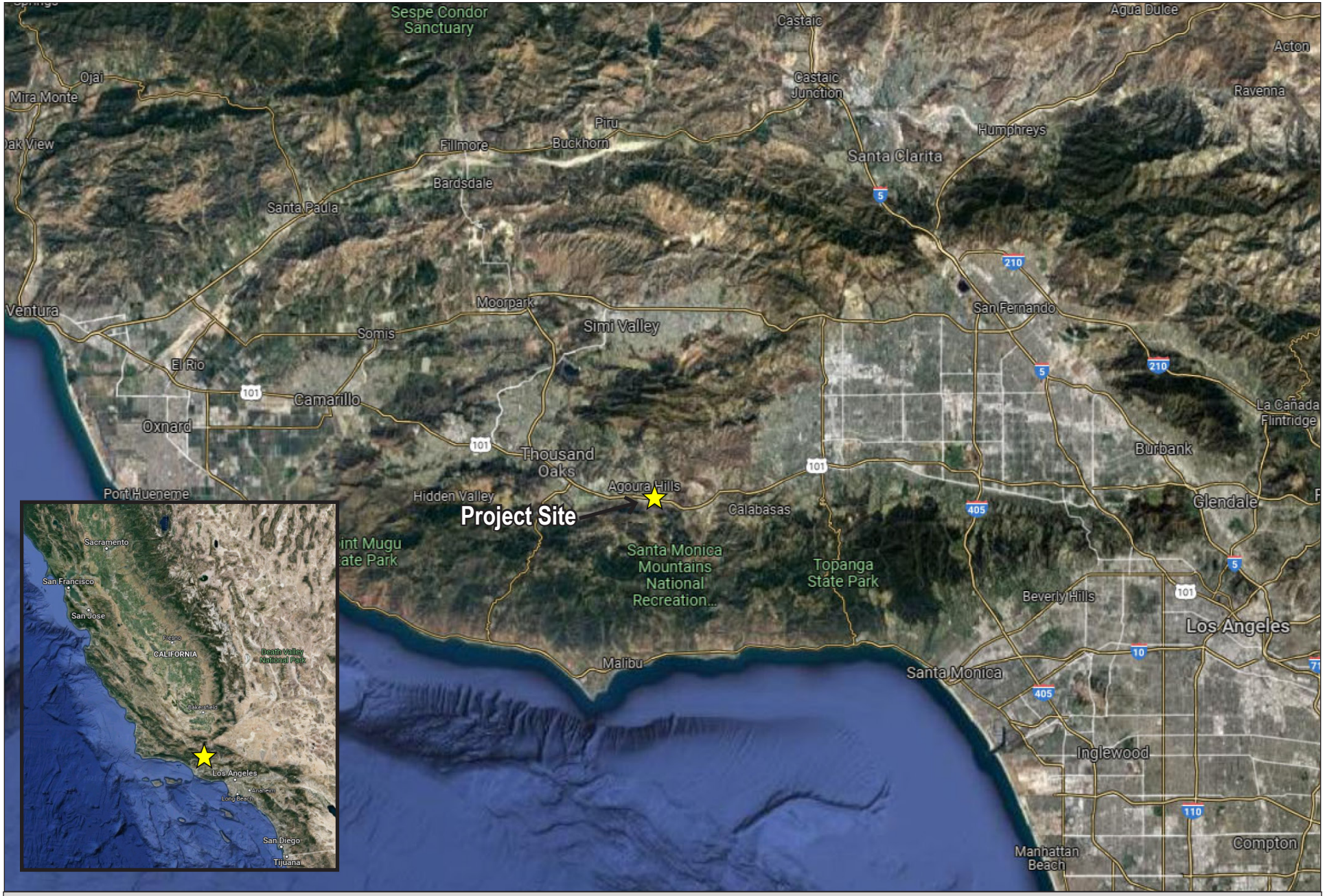

FIGURE 1: REGIONAL VICINITY MAP

Kanan Road/Agoura Road Ultimate Intersection Improvements Project

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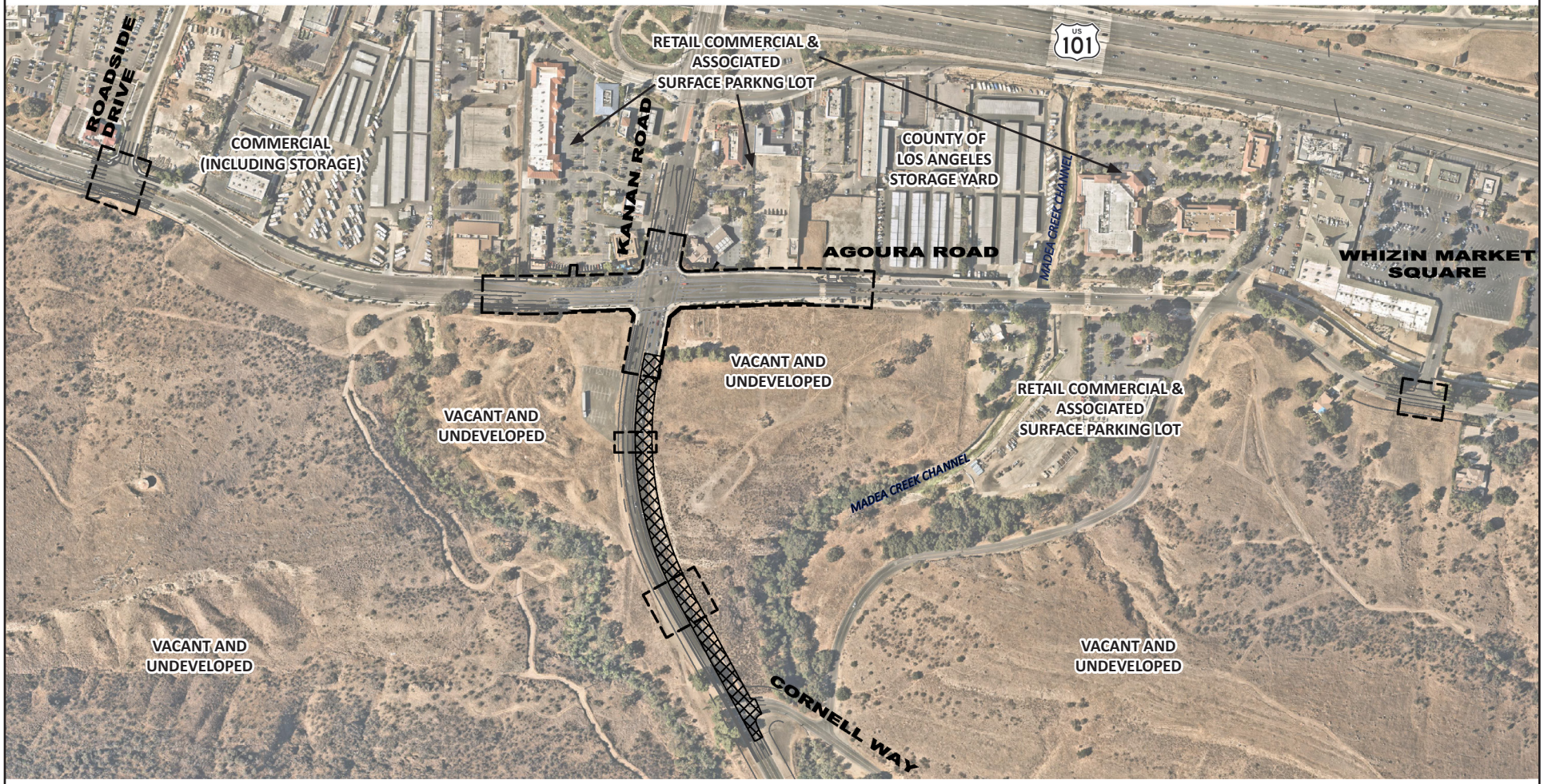

Note: Specific Project features are provided in Figure 7: Proposed Kanan Road/Agoura Road Intersection.

FIGURE 2: LOCAL VICINITY MAP

Kanan Road/Agoura Road Ultimate Intersection Improvements Project

SCALE: 1" = 300'

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The Project footprint (Project site) is the area that would be physically affected by Proposed Project construction, operation, and maintenance (including temporary disturbance) and the location of permanent infrastructures. The Project site encompasses multiple portions along Agoura Road and Kanan Road (as described above) and totals approximately 6.12 acres. Most of the Project site (approximately 5.23 acres or approximately 227,870 square feet) is within existing public (i.e., City) right-of-way (ROW), while the remainder of the Project site (approximately 0.89 acre or approximately 38,576 square feet) involves private properties; see **Table 1: Project Site Area Breakdown.**

Table 1: Project Site Area Breakdown

Improvement	Public Right-of-Way	Private Property
Kanan Road/Agoura Road Intersection Improvements	138,813 square feet (approximately 5,505 square feet overlaps with Utility Undergrounding)	9,068 square feet (APN 2061-004-034, 2061-031-020, 2061-006-052, and 2061-032-021, in part)
Kanan Road/Agoura Road Right-of-Way Acquisition	Not applicable	7,767 square feet[1] (APN 2061-031-020 and 2061-032-021, in part)
Agoura Village Gateway Monument South Location (on Kanan Road)	3,010 square feet (approximately 2,976 square feet overlaps with Utility Undergrounding)	1,444 square feet (APN 2061-031-020, 2061-032-022, and 2061-032-028, in part)
Kanan Road Utility Undergrounding	44,359 square feet (approximately 15,728 square feet overlaps with Intersection Improvements, South Pilaster Location, and Monument Location)	Not applicable
City Gateway Entry Monuments Location (on Kanan Road)	7,247 square feet (approximately 7,247 square feet overlaps with Utility Undergrounding)	10,534 square feet (APN 2061-031-020 and 2061-032-028, in part)
Agoura Village Gateway Monument East Location (on Agoura Road)	9,885 square feet	4,125 square feet (APN 2061-007-905 and 2061-029-004, in part)
Agoura Village Gateway Monument West Location (on Agoura Road)	19,085 square feet	5,638 square feet (APN 2061-004-046, 2061-004-049, and 2061-032-025, in part)

Note:
1. Upon Proposed Project buildout, this land will become public ROW.

2.2 Environmental Setting

The Project site is approximately 30 miles west of Downtown Los Angeles and 4.0 miles east of the Ventura County and Los Angeles County boundaries. The Project site is regionally accessed by US 101. The Project site and its vicinity are partially urbanized. Kanan Road vertically bisects the City and travels north to south to the City limits and beyond. Agoura Road travels east to west to the City limits and beyond.

The Project site is located adjacent to Ladyface Mountain, the Santa Monica Mountains, and the surrounding hillsides. The areas north of the Kanan Road/Agoura Road intersection are predominantly developed with commercial and industrial land uses. The areas south of Agoura Road and east and west of Kanan Road are currently vacant. The City's residential communities are further north and beyond US 101.

Onsite Land Uses and Existing Conditions

Kanan Road is a well-utilized transportation corridor to Malibu and beach areas from Agoura Hills and surrounding inland areas. The existing Kanan Road/Agoura Road intersection configuration is depicted on **Figure 3: Existing Kanan Road/Agoura Road Intersection**, and summarized below:

- **North Leg:** Consists of a 100-foot ROW that includes sidewalks on both sides, two left turn lanes, four through lanes, and one right turn pocket. See **Figure 3A: Existing Kanan Road/Agoura Road Intersection (North Leg)**.
- **South Leg:** Extends from Agoura Road south towards City limits (approximately 60 feet south of the intersection of Cornell Road and Kanan Road) and includes the vacant "island" owned by the Mountain Recreation Conservation Authority (MRCA) at Cornell Road. The south leg consists of a 100-foot ROW that includes approximately 150 feet of sidewalk on the west side of Kanan Road and approximately 100 feet of sidewalk on the east side of Kanan Road, both of which terminate before the City limits. Southbound Kanan Road provides two through lanes and merges into one through lane 700 feet south of the intersection. Northbound Kanan Road is limited to one travel lane and later widens into two through lanes with a left turn lane at the Kanan Road/Agoura Road intersection. Overhead power/telecommunication lines are located along Kanan Road. Vacant undeveloped lands are located on both the eastern and western sides of Kanan Road. See **Figure 3B: Existing Kanan Road/Agoura Road Intersection (South Leg)**.
- **East Leg:** Consists of a 100-foot ROW with sidewalks on both sides, Class II bike lanes (designated in the Agoura Hills Mobility Element), striped landscaped medians, and a pedestrian crossing. Vacant undeveloped land is located south of Agoura Road. Eastbound Agoura Road includes two travel lanes and a left turn pocket into the Speedway gas station, eventually merging into one travel lane 150 feet east of the Kanan Road/Agoura Road intersection. Westbound Agoura Road begins as one travel lane and widens to a left turn pocket lane, one travel through lane, and a right-turn pocket lane at the Kanan Road/Agoura Road intersection. See **Figure 3C: Existing Kanan Road/Agoura Road Intersection (East Leg)**.
- **West Leg:** Consists of a 100-foot ROW with sidewalks on both sides, Class II bike lanes, landscaped buffers, and vacant undeveloped land south of Agoura Road. Eastbound Agoura Road contains two through lanes with left turn pockets into various commercial uses north of the roadway. Eastbound lanes eventually widen to two left turn lanes with one through lane at the Kanan Road/Agoura Road intersection. Westbound Agoura Road includes one through lane and eventually widens into two through lanes 475 feet west of the Kanan Road/Agoura Road intersection. See **Figure 3D: Existing Kanan Road/Agoura Road Intersection (West Leg)**.

As depicted in **Figures 3A** through **3D**, the existing improvements/uses within the Project site are asphalt-paved roadway, curbs, sidewalks, drainage elements, landscaping (59 trees including three landmark trees[2]), overhead power/telecommunication lines, and vacant lots.

[2] Landmark trees are trees that have been designated to be of historical or cultural value, and outstanding specimen, an unusual species, and/or of significant community benefit.

FIGURE 3: EXISTING KANAN ROAD/AGOURA ROAD INTERSECTION (NORTH LEG)

Kanan Road/Agoura Road Ultimate Intersection Improvements Project

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FIGURE 3A: EXISTING KANAN ROAD/AGOURA ROAD INTERSECTION (NORTH LEG)

Kanan Road/Agoura Road Ultimate Intersection Improvements Project

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FIGURE 3B: EXISTING KANAN ROAD/AGOURA ROAD INTERSECTION (SOUTH LEG)

Kanan Road/Agoura Road Ultimate Intersection Improvements Project

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FIGURE 3C: EXISTING KANAN ROAD/AGOURA ROAD INTERSECTION (EAST LEG)

Kanan Road/Agoura Road Ultimate Intersection Improvements Project

NOT TO SCALE

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FIGURE 3D: EXISTING KANAN ROAD/AGOURA ROAD INTERSECTION (WEST LEG)

Kanan Road/Agoura Road Ultimate Intersection Improvements Project

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Surrounding Land Uses

Land uses north of the Project area include commercial and light industrial uses, while land uses to the south remain undeveloped and contain natural features. As depicted on **Figures 2** and **Figures 3A** through **3D** and summarized in **Table 2: Existing Land Uses, Designations, and Zoning**, the land uses surrounding the Project site generally include a mix of retail commercial, residential, and open space uses.

Table 2: Existing Land Uses, Designations, and Zoning

	Existing On-the-Ground Land Uses	General Plan Land Use Designation[1]	Zoning[2,3]
Project site	Portions of the Project site are existing ROW. Portions of the Project site extend beyond the existing ROW into existing sidewalk and undeveloped private properties planned for residential and commercial uses (i.e., AVSP).	ROW is not designated. Planned Development District (PD)	ROW not zoned. AVSP-Planned Development (PD) , Business Park-Office Retail (BP-OR) at east pilasters location; Planned Office and Manufacturing-Freeway Corridor (POM-FC) and Planned Office and Manufacturing-Mixed Use-Freeway Corridor (POM-MXD-FC) at west pilasters location. Zone A north, Zone A south, Zone B, Zone D east, Zone D west, Zone E, Zone F, and Zone G.
North of intersection	Retail Commercial (Agoura Pointe Shopping Center), Church, US 101	PD and Commercial Retail Service (CRS)	AVSP-PD, Commercial Retail Service – Freeway Corridor (CRS-FC) and Planned Office and Manufacturing-Freeway Corridor (POM-FC) Zone A north, Zone D west
North of Agoura Village Gateway Monuments East Location	Retail Commercial (Whizin Market Square), US 101	PD and CRS	AVSP-PD Zone D east
North of Agoura Village Gateway Monuments West Location	Retail Commercial, Office, US 101	Planned Office and Manufacturing (POM)	POM-FC Not Applicable (Outside of AVSP)
South of Intersection	Vacant lands	PD	Commercial Retail Service – Drainage Way, Floodplain, Watercourse (CRS-D) Not Applicable (Outside of AVSP)
South of Agoura Village Gateway Monuments East Location	Vacant lands planned for future non-residential/mixed use (retail, offices, lodging) and residential uses under the AVSP.	PD and BP-OR	AVSP-PD and BP-OR Zone E

	Existing On-the-Ground Land Uses	General Plan Land Use Designation[1]	Zoning[2,3]
South of Agoura Village Gateway Monuments West Location	Vacant lands planned for future non-residential (professional office or lodging) uses under the AVSP.	PD	AVSP-PD Zone F
East	Madea Creek Channel North of Agoura Road: Self-storage facility, County of Los Angeles storage yard, and restaurants. South of Agoura Road: Restaurant, facilities yard, and vacant lands planned for future commercial uses (i.e., AVSP).	PD, CRS, and BP-OR	AVSP-PD and BP-OR Zone A north, Zone A south, Zone D east, Zone E, Zone G
West	North of Agoura Road: Retail commercial, self-storage, light industrial (printing and light manufacturing), and restaurant. South of Agoura Road: Vacant and undeveloped lands planned for future non-residential/mixed-use (retail, office, lodging, restaurants, cinema) and residential uses under the AVSP.	PD and POM	AVSP-PD, POM-FC, POM-MXD-FC Zone B, Zone D west, Zone F, Zone G

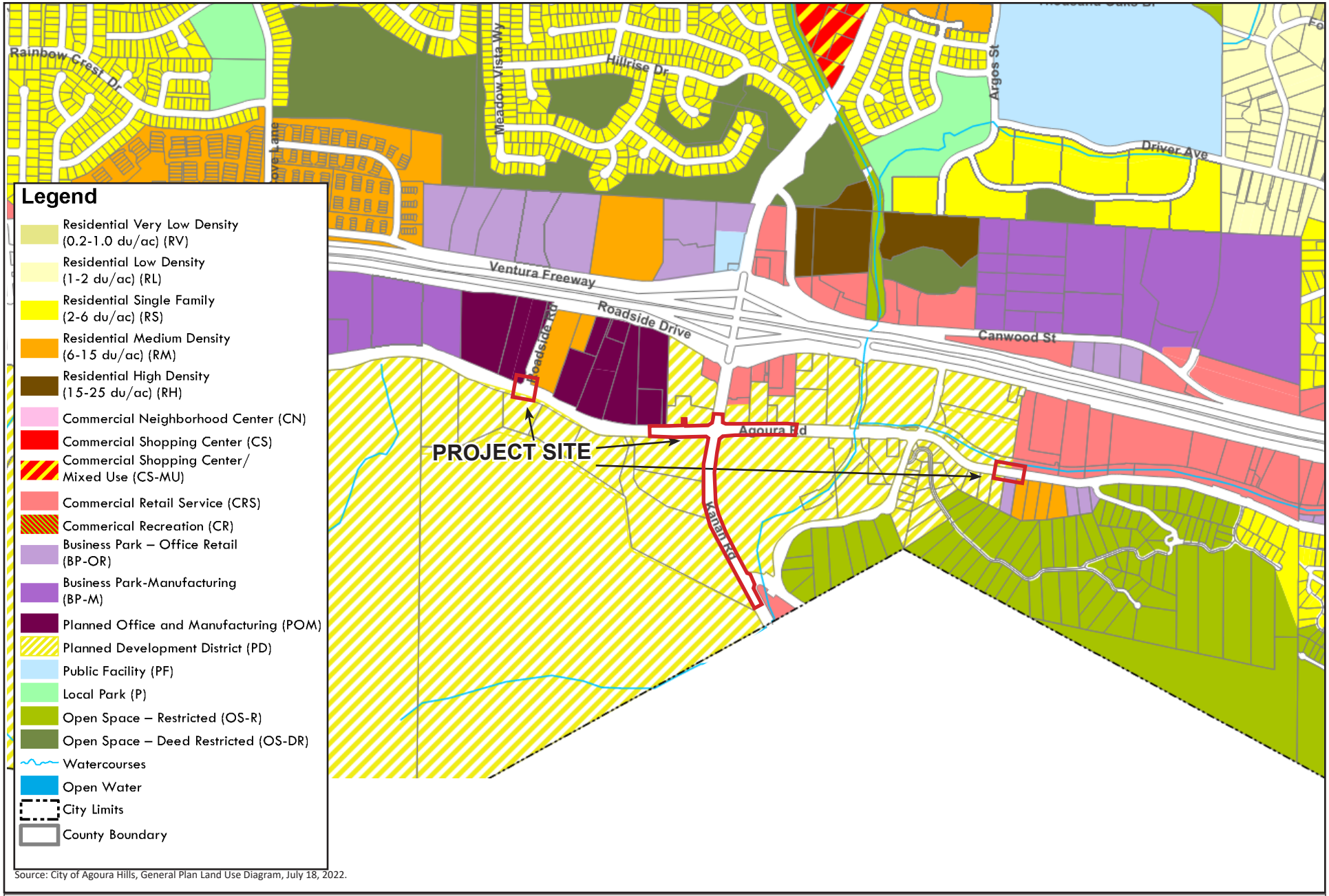
Sources:
1. See **Figure 4**. City of Agoura Hills, General Plan Land Use Diagram, July 18, 2022.
2. See **Figure 5**. City of Agoura Hills, Zoning Map, July 8, 2022.
3. See **Figure 6** and **Section 2.4: Zoning**, below. City of Agoura Hills, Agoura Village Specific Plan, Development Zones and Affordable Housing Overlay, July 6, 2022.

2.3 General Plan Designation

The land use designations on the Project site and adjacent areas are depicted on **Figure 4: General Plan Land Use Designations Map** and as summarized in **Table 2**. As depicted on **Figure 4**, the Project site's private properties and the adjacent lands are designated Planned Development District (PD). The Agoura Village Gateway Monument East location and adjacent lands are designated PD, Commercial Retail Service (CRS), and Business Park – Office Retail (BP-OR). The Agoura Village Gateway Monument West location and adjacent lands are designated PD and Planned Office and Manufacturing (POM).

Agoura Hills Mobility Element Figure M-1 depicts the City's roadway classifications and indicates Kanan Road as a primary arterial and Agoura Road as a secondary arterial. Primary arterials are defined as streets and highways that are designed to move relatively high volumes of traffic between the freeway and local circulation system.[3]

[3] City of Agoura Hills, General Plan Mobility Element, page 3-2.



Source: City of Agoura Hills, General Plan Land Use Diagram, July 18, 2022.

FIGURE 4: GENERAL PLAN LAND USE DESIGNATIONS MAP

Kanan Road/Agoura Road Ultimate Intersection Improvements Project

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2.4 Zoning

The Project site and adjacent area zoning is depicted on **Figure 5: Zoning Map** and **Figure 6: Agoura Village Specific Plan Land Use Zone Map**, respectively, and summarized in **Table 2**. As depicted on **Figure 5**, the Project site is zoned AVSP-Planned Development (PD) and partially Planned Office and Manufacturing-Mixed Use-Freeway Corridor (POM-MXD-FC) on the west leg. The Agoura Village Gateway Monument East location and adjacent lands are zoned AVSP-PD and Business Park-Office Retail (BP-OR). The Agoura Village Gateway Monument West location and adjacent lands are zoned AVSP-PD and Planned Office and Manufacturing-Freeway Corridor (POM-FC).

The AVSP applies village zoning plates that range from Zone A through Zone G. The AVSP's specific zoning for the Project site's private properties and adjacent lands is Zones A north, Zone A south, Zone B, Zone D east, Zone D west, Zone E, Zone F, and Zone G; see **Table 2**. The AVSP has also establishes development standards and permitted uses for each zone.[4] The permitted uses for the adjacent vacant lands south of the Kanan Road/Agoura Road intersection are summarized below:

- Zone A south permits standalone attached residential uses.
- Zone B permits non-residential and mixed-use developments, including retail, offices, lodging, restaurants, cinema, mixed-uses, and standalone attached residential uses.
- Zone G permits Open Space Districts (OS).

[4] City of Agoura Hills, Agoura Village Specific Plan, October 22, 2008, pages 4-49 through 4-61. Available at https://www.agourahillscity.org/home/showpublisheddocument/13167/635169016910200000. Accessed December 27, 2021.

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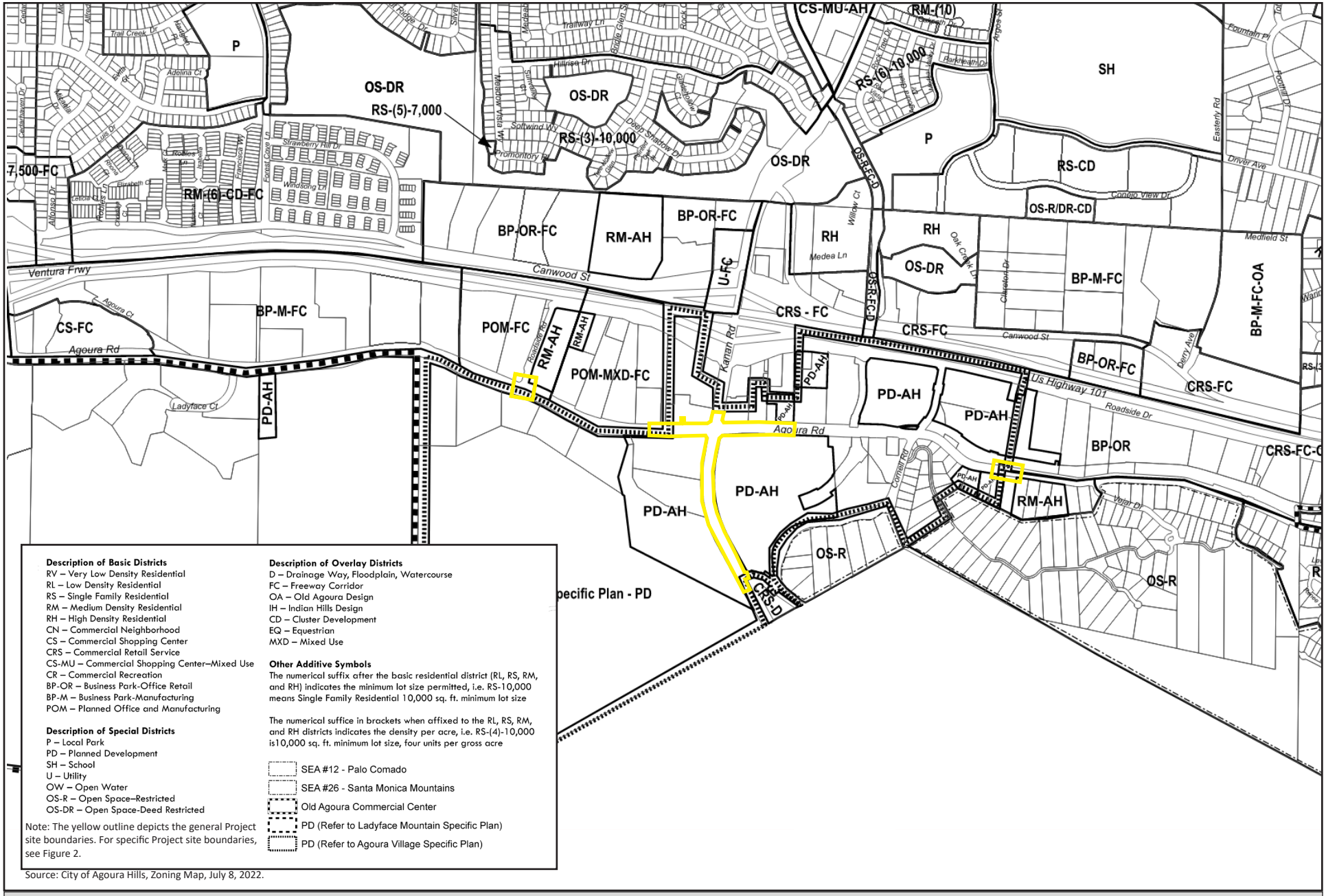

Source: City of Agoura Hills, Zoning Map, July 8, 2022.

FIGURE 5: ZONING MAP

Kanan Road/Agoura Road Ultimate Intersection Improvements Project

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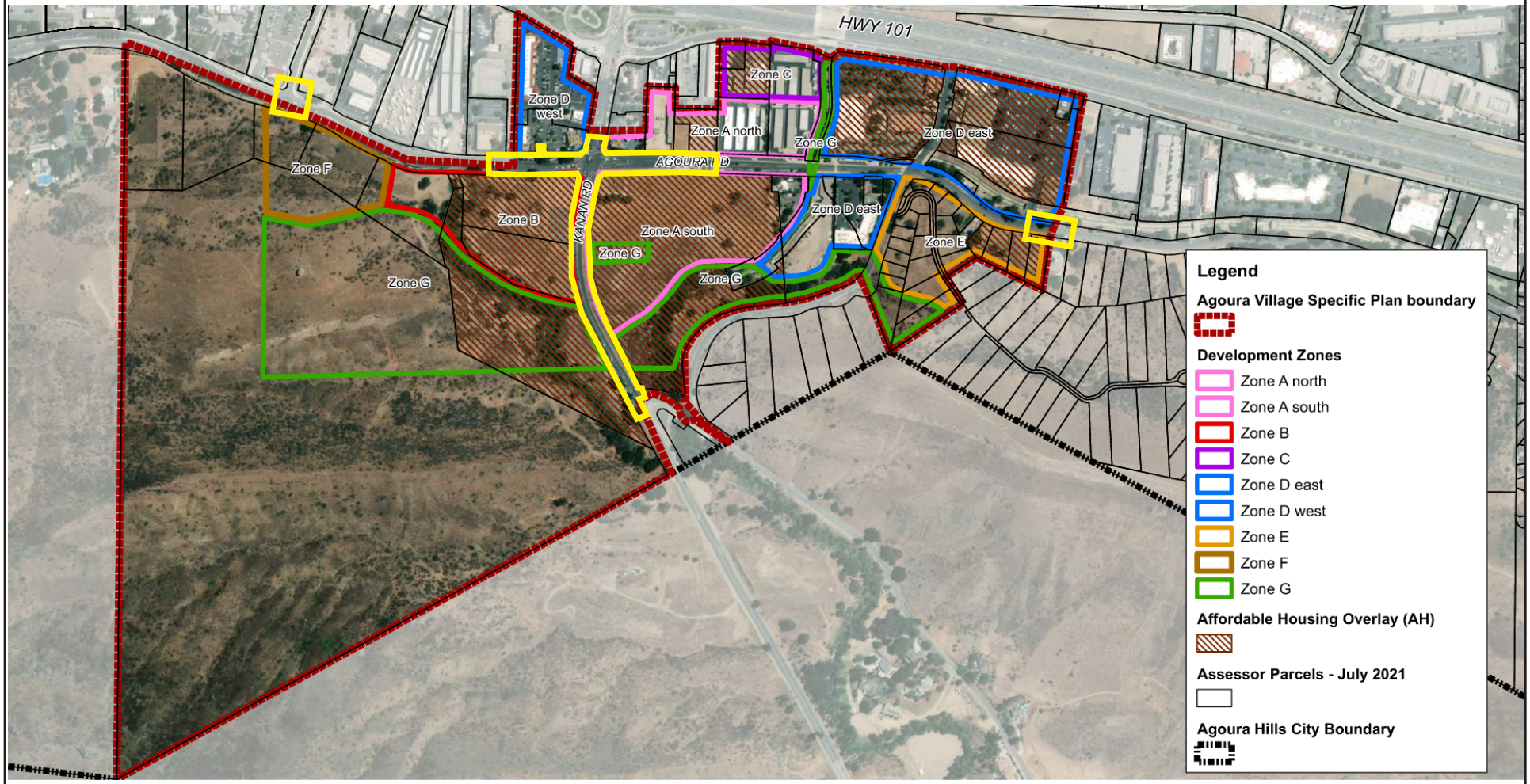

Note: The yellow outline depicts the general Project site boundaries. For specific Project site boundaries, see Figure 2.

Source: City of Agoura Hills, Agoura Village Specific Plan, Development Zones and Affordable Housing Overlay, July 6, 2022

FIGURE 6: AGOURA VILLAGE SPECIFIC PLAN LAND USE ZONING MAP

Kanan Road/Agoura Road Ultimate Intersection Improvements Project

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2.5 Project Characteristics

The Proposed Project includes improvements to enhance traffic capacity and improve mobility, safety, and access within the City. The intersection's high use and visibility make the Proposed Project a challenging and sensitive priority for the City.

The Proposed Project would widen the intersection, provide the Agoura Village Gateway Monuments and City Gateway Entry Monuments, and underground overhead power/telecommunication lines, among others, as depicted on **Figure 7: Proposed Kanan Road/Agoura Road Intersection**, and described below. **Figure 8: Proposed Kanan Road/Agoura Road Intersection Improvements** provides a close-up view of the proposed improvements by segment. Although the Agoura Village Gateway Monuments will be constructed at a later date by others, the environmental impacts from the City Gateway Entry Monuments and Agoura Village Gateway Monuments will be analyzed herein, including for construction, to provide a conservative analysis.

Intersection and Roadway Improvements

Modified road alignments, including elevations and widths, are proposed to accommodate a widened intersection with a configuration of turn pockets and adequate room for additional queuing capacity at all intersection approaches. The through lanes would vary between 10 and 13 feet wide. The proposed widened pavement improvements would generally match the existing Kanan Road and Agoura Road pavement structural sections, as further detailed below.

a. **North Leg:** Improvements on the north leg would occur within the 100-foot ROW and would extend from the Kanan Road/Agoura Road intersection to approximately 50 to 60 feet north. Improvements would be limited to new pedestrian curb ramps, relocation of traffic signals, landscape buffers, full-depth asphalt replacement, and a new terraced plaza at the northwest corner of the Kanan Road/Agoura Road intersection. The existing lane geometry would remain, with two northbound through lanes and five southbound lanes including two left-turn pockets, two through lanes, and one right-turn pocket lane.

b. **South Leg:** Improvements on the south leg would extend from the Kanan Road/Agoura Road intersection to approximately 250 feet south. Improvements include full depth asphalt replacement, asphalt mill and overlay, creation of a new right-turn pocket lane, relocation of existing utilities and traffic signals, and new pedestrian curb ramps and 12-foot sidewalk along northbound lanes. The northbound geometry would include a 12-foot left turn lane, two through lanes ranging from 12 to 13 feet, and a new right turn pocket lane measuring 13 feet. The existing ROW would be relocated further east to accommodate the proposed improvements. The two existing 15-feet southbound though lanes would remain. The south leg would also include utility undergrounding; see *Underground Utility Improvements*, below.

c. **East Leg:** Improvements on the east leg would extend from the Kanan Road/Agoura Road intersection to approximately 530 feet east, terminating at the existing landscaped median on Agoura Road, near the vacant lot at 29125 Agoura Road. The existing eastbound and westbound 6-foot Class II bike lane would remain. Improvements include full depth asphalt replacement, asphalt mill and overlay, new green conflict striping, relocation of traffic signals and utilities, new pedestrian curb ramps, relocation of ROW by 10 feet to the south to allow for the bike lane and sidewalk to each be widened by 1 foot, and new landscape buffers. A Southern California Edison (SCE) transformer would need to be relocated to the south to avoid the newly widened sidewalk. A striped median ranging from 10 to 21 feet is also proposed. Left-turn access to the Speedway

Gas Station would be maintained. Eastbound lanes would maintain two through lanes measuring 11 feet, eventually merging into one through lane until the Proposed Project terminus. Westbound lanes geometry would remain the same. One westbound through lane would expand into one 14-foot right turn pocket lane and 11-foot through lane, with the existing 6-foot bike lane with new green conflict striping in between. The westbound lane would terminate at the Kanan Road/Agoura Road intersection with the 12-foot right turn pocket lane, the existing 6-foot bike lane with new green conflict striping, the existing 11-foot through lane, and the existing 11-foot left turn pocket at the Kanan Road/Agoura Road intersection.

d. **West Leg:** Improvements on the west leg would extend from the Kanan Road/Agoura Road intersection to approximately 400 feet west, terminating just west of the existing AT&T driveway located west of the Tavern Tomoko & Ladyface Brewery and the existing driveways for the Agoura Pointe Shopping Center. Improvements include full depth asphalt replacement, asphalt mill and overlay, new green conflict striping for existing eastbound bike lane, relocation of traffic signals and utilities, new pedestrian curb ramps, relocation of ROW by 7 feet to the south to accommodate new 11-foot right turn pocket lane. Eastbound lanes would feature two 11-foot left turn pocket lanes, one 11-foot through lane, 6-foot Class II bike lane, and new 12-foot right turn pocket lane. Westbound lanes would feature a 11-foot through lane with 7-foot Class II bike lane. Approximately 190 feet west of the Kanan Road/Agoura Road intersection, a set of stairs will be created to connect the westbound sidewalk to the Agoura Pointe Shopping Center parking lot. The development of the stairway connection would remove the existing parking spot and would open into the parking lot. The parking spot would be replaced with a landing zone and would be surrounded by a landscape buffer to the west and the existing island with an oak tree on the east. Three mature oak trees, two of which are located north of Agoura Road and one which is located south of Agoura Road, would be protected and remain in place as part of the Proposed Project.

Ancillary improvements such as minor utility modifications/relocations would be required to accommodate the above improvements; see also the *Underground Utility Improvements* section below. Existing pedestrian and street lighting would also be relocated, however, no new pedestrian or street lighting would be added.

Signage Improvements

The Proposed Project includes entryway and statement signage (i.e., the City Gateway Entry Monuments and Agoura Village Gateway Monuments) on Kanan Road and Agoura Road. The new signage would adhere to AVSP Design Guidelines (Chapter 5), as applicable. The signage improvements are comprised of the City Gateway Entry Monuments and Agoura Village Gateway Monuments.

In total, six Agoura Village Gateway Monuments are proposed, as described below. The Agoura Village Gateway Monuments would be up to approximately 10 feet tall, and up to approximately 10 feet wide by 10 feet long. A 15-foot landscaped buffer would be provided surrounding the base of the Agoura Village Gateway Monuments. Thus, the total base footprint of the Agoura Village Gateway Monuments with the landscaped buffer would be approximately 1,600 square feet each.

The City Gateway Entry Monuments would be up to approximately 15 feet tall, and up to approximately 24 feet wide by 24 feet long. A 5-foot landscaped buffer would be provided surrounding the base of the City Gateway Entry Monuments. Thus, the total base footprint of the City Gateway Entry Monuments with the landscaped buffer would be approximately 1,156 square feet each.

- Agoura Village Gateway Monument East and West Locations: Four are proposed on Agoura Road at the two locations depicted on **Figure 7** (two for each location, offset from each other on either

side of the road). These are intended to establish the character of the AVSP area;

- Agoura Village Gateway Monument South Locations: Two are proposed on Kanan Road at the location depicted on **Figure 7** (two for this location, offset from each other on either side of the road) to establish the AVSP area's southern boundary. The proposed locations would be approximate with the conceptual driveway locations of the proposed developments east and west of Kanan Road; and
- City Gateway Entry Monument Locations: Two are proposed on Kanan Road at the location depicted on **Figure 7,** near the Kanan Road/Cornell Road intersection. These are intended to approximately establish the City's southern limit.

The new signage, along with other aesthetic improvements from new landscaping islands, activated pedestrian corners, and street furnishings are intended to contribute and define a unique "gateway for the City." Minor lighting would be provided at the pilasters and monuments for illumination and safety purposes.

Underground Utility Improvements

The Proposed Project proposes undergrounding two existing overhead power/telecommunication lines on the south leg along the east side of Kanan Road, for approximately 1,105 linear feet, from approximately 160 feet south of Agoura Road to Cornell Way; see **Figure 7** and **Figure 8**.

The lighting poles that include luminaires will remain in place, and all other utility poles, excluding one located on northbound Kanan Road, will also remain in place. Utility poles may be installed/upgraded at the utility district's boundary where determined necessary for the transition from the existing overhead system to the proposed underground system. The final utility pole locations will be determined during final engineering design.

Further details concerning undergrounding the utilities is provided under the *Construction and Phasing* Section below.

Drainage and Water Quality

Under existing conditions within the Proposed Project area, surface flows are directed to two inlets on the northeast and southeast corners of the Kanan Road/Agoura Road intersection. Under Proposed Project conditions, these inlets would be relocated to accommodate the widening of Agoura Road. The associated drain lines would be extended; however, flows would remain generally unchanged.

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LEGEND

(*) – APPROXIMATE LOCATION. WILL BE DETERMINED WHEN DRIVEWAYS ARE APPROVED.

FIGURE 7: PROPOSED KANAN ROAD/AGOURA ROAD INTERSECTION

Kanan Road/Agoura Road Ultimate Intersection Improvements Project

SCALE: 1" = 300'

Kimley»Horn

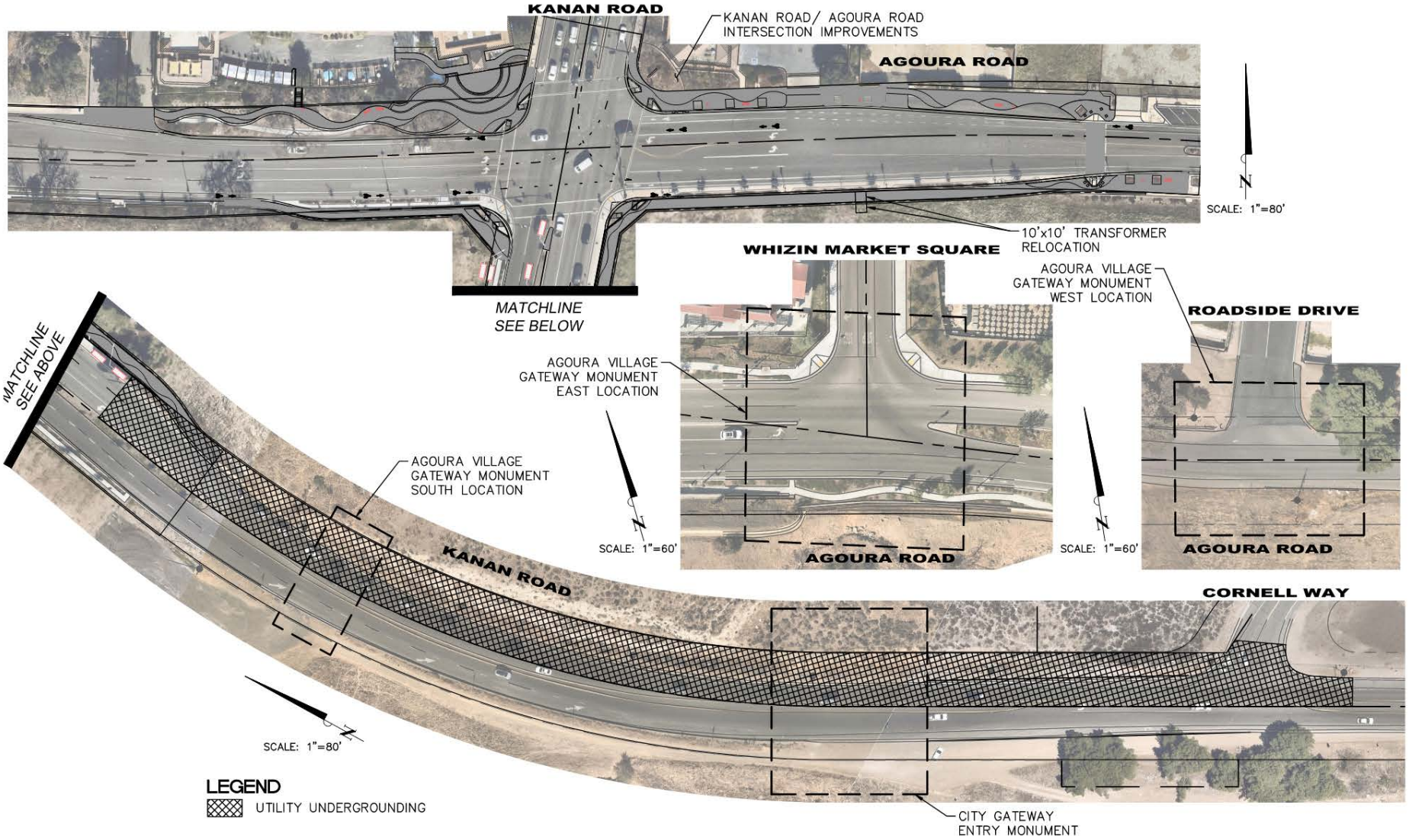

FIGURE 8: PROPOSED KANAN ROAD/AGOURA ROAD INTERSECTION IMPROVEMENTS

Kanan Road/Agoura Road Ultimate Intersection Improvements Project

Kimley»Horn

Construction and Phasing

The Proposed Project improvements are proposed to occur in a single phase.[5] Prior to the start of construction, the City will need to purchase the ROW and coordinate temporary construction easements. This process will be approximately 6 to 9 months. After the purchase and receipt of the easements, construction will start and is anticipated to occur over approximately 12 months, beginning as early as 2023 and ending as early as 2024. The proposed improvements would be located mostly within existing City ROW but would require partial permanent acquisitions and temporary construction easements (TCE) from adjacent properties; see **Table 3: Proposed Right-of-Way**. As indicated in **Table 3**, approximately 0.18-acre of permanent property acquisitions and approximately 6.04-acre of temporary construction easements are required for the Proposed Project. The Agoura Village Gateway Monuments and City Gateway Entry Monuments would be located in approximate areas within the marked areas in **Figure 8**; therefore, the areas for improvements are approximate. It should be noted that the Proposed Project would not result in acquisitions or TCE for the Agoura Village Gateway Monuments; if and when the properties that are identified for the Agoura Village Gateway Monuments are developed, then the ROW take/easements would occur.

Table 3: Proposed Right-of-Way

Parcel	Required Permanent Property Acquisitions	Required Temporary Construction Easements (TCE)
City Right of Way	--	5.33
2061-032-021	0.04	--
2061-031-020	0.14	0.16
2061-004-034	--	0.2
2061-032-022	--	0.02
2061-032-028	--	0.11
2061-007-905	--	0.07
2061-029-004	--	0.02
2061-004-046	--	0.04
2061-032-025	--	0.09
Source: Kimley-Horn, 2022.		

To underground the two existing overhead power/telecommunication lines on the south leg along the east side of Kanan Road, the Proposed Project would require approximately 1,105 linear feet of trenching approximately 4.5 feet deep and 2.5 feet wide, generally between Agoura Road and Cornell Road. The lighting poles that include luminaires will remain in place, and all other utility poles, excluding one located on northbound Kanan Road, will also remain in place. Undergrounding the power lines would involve removing the existing overhead utility lines and one pole located on northbound Kanan Road approximately 150 feet south of the Kanan Road/Agoura Road intersection, installing conduit and substructures (e.g., transformers on concrete pads), installing cable through the conduits, and backfilling.

[5] For purposes of the analysis, it is conservatively assumed that the construction activities would occur in a single phase to present the most conservative (e.g., highest) daily maximum construction emissions.

2.6 Agreements, Permits, And Approvals

The City, as Lead Agency for the Proposed Project, has discretionary authority over the Proposed Project. To implement the Proposed Project, the discretionary permits/approvals/entitlements listed below would be required:

City of Agoura Hills

- Agoura Village Specific Plan Amendment: To change the design from a roundabout to a standard intersection. Specific Plan amendments are legislative actions that require Planning Commission review and City Council recommendation for approval.
- Oak Tree Permit
- Building and Safety Permit: For the pilasters and towers

Regional Water Quality Control Board

- National Pollution Discharge Elimination System (NPDES) Construction General Permit
- Construction Permit

Los Angeles County Flood Control District

- Construction Permit

Los Angeles County Public health

- Permit to install reclaimed water meter for irrigation

Southern California Edison

- Service Request for Design
- License Agreement
- Right of Way Easement or Placement Agreement
- During final design, coordination and plan check for compliance with Southern California Edison standards
- Construction Bid Documents Approval

Las Virgenes Municipal Water District

- Approval of Construction Plan
- Easement from affected property owners for fire connections
- Right-of-Way Agreement

Private Property Owners

- Temporary construction easements, permanent easements, and property takes/dedications

3.0 Environmental Checklist Form

3.1. Background

1.	**Project Title:** Kanan Road/Agoura Road Ultimate Intersection Improvements Project
2.	**Lead Agency Name and Address:** City of Agoura Hills, Community Development Department 30001 Ladyface Court Agoura Hills, CA 91301
3.	**Contact Person and Phone Number:** Jessica Cleavenger, Principal Planner Tel: 818.597.7342 Email: JCleavenger@agourahillscity.org
4.	**Project Location:** Kanan Road and Agoura Road intersection
5.	**Project Sponsor's Name and Address:** City of Agoura Hills 30001 Ladyface Court Agoura Hills, California 91301
6.	**General Plan Designation:** See **Section 2.3: General Plan Designation**.
7.	**Zoning:** See **Section 2.4: Zoning**.
8.	**Description of Project:** See **Section 2.5: Project Characteristics**.
9.	**Surrounding Land Uses and Setting:** See **Section 2.2: Environmental Setting**.
10.	**Other public agencies whose approval is required (e.g., permits):** See **Section 2.6: Agreements, Permits, and Approvals**.
11.	**Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code §21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of the significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** Consultation was initiated on December 1, 2021; see also **Section 4.18: Tribal Cultural Resources**.

3.2. Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Proposed Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

■ Aesthetics	□ Agriculture and Forest Resources	□ Air Quality
■ Biological Resources	■ Cultural Resources	□ Energy
■ Geology and Soils	□ Greenhouse Gas Emissions	■ Hazards and Hazardous Materials
□ Hydrology/Water Quality	□ Land Use and Planning	□ Mineral Resources
□ Noise	□ Population and Housing	□ Public Services
□ Recreation	■ Transportation	■ Tribal Cultural Resources
■ Utilities and Service Systems	□ Wildfire	■ Mandatory Findings of Significance

Lead Agency Determination

On the basis of this initial evaluation:

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

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. 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" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT is required to augment and update the analysis contained in the Agoura Village Specific Plan EIR, but the Supplemental EIR 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 potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Jessica Cleavenger	Principal Planner
Printed Name	Title

4.0 Evaluation of Environmental Impacts

The following environmental analysis is patterned after State CEQA Guidelines Appendix G**.** An explanation is provided for all responses except "No Impact" responses, which are supported by the cited information sources. The responses consider the whole action involved with the Proposed Project: on site and off site, Project- and cumulative-level, direct and indirect, and short-term construction and long-term operational. The explanation of each issue also identifies the significance criteria or threshold, if any, used to evaluate each question, and the mitigation identified, if any, to avoid or reduce the impact to less than significant. To each question, there are four possible responses:

- **No Impact.** The Proposed Project would not have any measurable environmental impact.
- **Less Than Significant Impact.** The Proposed Project would have the potential to impact the environment, although this impact would be below-established thresholds that are considered to be significant.
- **Less Than Significant With Mitigation Incorporated.** The Proposed Project would have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the Proposed Project's physical or operational characteristics could reduce these impacts to a less than significant level.
- **Potentially Significant Impact.** The Proposed Project could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation. A determination that there is a potential for significant effects indicates the need to more fully analyze the Proposed Project's impacts and identify mitigation.

4.1 Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the Project:				
a. Have 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. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	■	☐	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	■	☐	☐

a. Would the Project have a substantial adverse effect on a scenic vista?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.1-15 through 4.1-18)

The Certified PEIR concluded the AVSP area is considered among the most visually sensitive subareas within Agoura Hills. Development of the Approved Project would impact the viewsheds from Kanan and Agoura Roads. The Approved Project includes a number of development standards to reduce potential impacts to the foothills' foreground views and the expansive views to Ladyface Mountain and the surrounding hillsides. The Approved Project would be required to implement the AVSP development standards and Certified PEIR Mitigation Measure AES-1 to reduce impacts to less than significant.

Less Than Significant Impact. The Proposed Project is located adjacent to Ladyface Mountain, the Santa Monica Mountains, and surrounding hillsides that the City of Agoura Hills General Plan designates as visual resources. The Approved Project is located along Kanan Road and Agoura Road, both of which are local valuable scenic resources and General Plan-recognized scenic roadways.[6] The Proposed Project would install Agoura Village Gateway Monuments and City Gateway Entry Monuments along these roadways, but they would not detract or block the scenic resources or roadways from public view. Further, the Agoura Village Gateway Monuments and City Gateway Entry Monuments would serve as entryway and

[6] City of Agoura Hills, General Plan, March 2010, page 4-7.

statement signage to establish the character of the AVSP area. Lastly, the Proposed Project is an intersection improvement that would not impact views of the mountains and surrounding hillsides beyond those identified in the Certified PEIR. Therefore, the Proposed Project's impacts would be less than significant.

b. Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.1-15 through 4.1-18)

The Certified PEIR stated that Agoura Road and Roadside Drive are designated as Local Scenic Highways in the City's Scenic Highways Element. Kanan Road is designated as both a Local Scenic Highway and a Primary County Scenic Highway south of the Ventura Freeway. The US 101 is both a local scenic corridor and an element of the Los Angeles County scenic corridor system. The views from travelers along these roads would be altered due to the AVSP. The Kanan Road/Agoura Road intersection would be redesigned, which would also affect views along the roads. Therefore, impacts would be potentially significant. Implementation of AVSP development standards and Mitigation Measure AES-1 would reduce impacts to less than significant.

Less Than Significant Impact. Kanan Road and Agoura Road are not State-designated scenic highways.[7] However, the City's Scenic Highways Element designates both Kanan Road and Agoura Road as Local Scenic Highways because the Ladyface Mountain and surrounding hillsides are scenic corridors and are visible from these roadways. The Proposed Project includes Agoura Village Gateway Monuments and City Gateway Entry Monuments along these scenic highways. There are no rock outcroppings within the Project site. There are trees present along Kanan Road and Agoura Road, but they are scenic resources that contribute to the scenic corridor. Therefore, while trees are located within the proposed locations for the City Gateway Entry Monument on Kanan Road, the final placement of the City Gateway Entry Monuments will be determined such that the sign would not impact the rocks and trees. Furthermore, for any future development not associated with this Proposed Project, but as part of the AVSP, that may impact the trees, City staff would work to relocate the oak trees adjacent to the City Gateway Entry Monuments on the western side of Kanan Road. The Proposed Project would include a new terraced plaza at the northwest corner of the Kanan Road/Agoura Road intersection, as well as additional landscape buffers along the East Leg of the Proposed Project, all of which would improve views when traveling along Agoura Road. The Proposed Project also includes undergrounding two existing overhead power/telecommunication lines on the south leg along the east side of Kanan Road, for approximately 1,105 linear feet, from approximately 160 feet south of Agoura Road to Cornell Way; see Figure 7 and Figure 8. This would improve views along Kanan Road. Further, the Proposed Project would implement the following AVSP development standards to reduce impacts to views along Kanan Road and Agoura Road:

- Development shall relate to the natural surroundings and grading should be minimized by following the natural contours as much as possible.
- The natural contours of the land shall be respected when developing on sloped properties. Terraced parking lots, stepped building pads and larger setbacks shall be used to preserve the general shape of natural landforms and to minimize grade differentials with adjacent streets and with adjoining properties.

[7] California Department of Transportation (Caltrans), California State Scenic Highway System Map. Available at https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed December 30, 2021.

The Agoura Village Gateway Monuments and City Gateway Entry Monuments would include a landscape buffer to soften the transition of the signage into the natural hillside and landscaping existing along Kanan Road and Agoura Road. Therefore, the Proposed Project's impacts would be less than significant.

c. *Would the Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.1-19 through 4.1-21)

The Certified PEIR concluded, based on an analysis of the area's visual character, that the Approved Project would convert the AVSP area into a more urban environment. The Approved Project would result in a built environment, roadways, landscaping, and building design features that facilitate pedestrian, residential, commercial, professional office, and entertainment uses. The grading proposed at the knolls located in the AVSP area, would be a significant impact. The Certified PEIR concluded Mitigation Measure AES-3 would reduce impacts related to removal of the knolls to less than significant.

Less Than Significant with Mitigation Incorporated. The Project site and its vicinity are partially urbanized, and the Kanan Road/Agoura Road intersection is surrounded by retail commercial, office, and light industrial uses. The Proposed Project includes Agoura Village Gateway Monuments and City Gateway Entry Monuments along Kanan Roads and Agoura Roads that deviate from the improvements proposed by the Approved Project.

The General Plan and the Ladyface Mountain Specific Plan Design Guidelines include regulations governing scenic quality. The General Plan Community Conservation and Development chapter's Land Use and Community Form includes the following policies to preserve open space lands to maintain the City's visual quality.

- Policy LU-3.1: **Scenic and Natural Areas.** Provides for the preservation of significant scenic areas and corridors, significant plant and animal habitat and riparian areas, and physiographic features within the City.
- Policy LU-3.2: **Hillsides.** Preserve ridgelines, natural slopes, and bluffs as open space, minimize hillside erosion, and complement natural landforms through sensitive grading techniques in hillside areas.
- Policy LU-3.6: **Development Respect for Environmental Setting.** Encourage development to be located and designed to respect Agoura Hills' natural environmental setting and preserve public views, including scenic hillside areas. Regulate building height and location to avoid obtrusive breaks in the natural skyline.
- Policy LU-3.7: **Public Viewsheds.** Whenever possible, preserve vistas of the community from public use areas.

The Proposed Project's south leg would be located adjacent to Ladyface Mountain and would include two City Gateway Entry Monuments at the City's southern limit. The AVSP includes policies to guide site layout that should take advantage of the natural environmental setting and provide a view of Ladyface Mountain and the Santa Monica Mountains. As noted in the Certified PEIR, there are two knolls located in the AVSP area: one knoll is located north of the intersection of Kanan and Cornell Road, and a second knoll is located at the southeast corner of Cornell and Agoura Road. The first knoll would be located adjacent to the Proposed Project. The AVSP includes development standards to reduce the visual impact related to site grading, site design, and building design on viewsheds from the roadways. As described in the Certified

PEIR, the most dramatic impact on public views would be the altered foreground views of the foothills and the more expansive views to Ladyface Mountain and the surrounding hillsides. **Certified PEIR Mitigation Measure AES-3** and compliance with AVSP development standards would reduce the visual impacts associated with the alteration of natural topography due to grading activities. The City Gateway Entry Monuments would be placed to ensure proper setback from the knoll, specifically such that the knoll would be avoided, and Ladyface Mountain. Therefore, with implementation of **Certified PEIR Mitigation Measure AES-3**, the Proposed Project's impacts would be reduced to less than significant.

Certified PEIR Mitigation Measures

AES-3 **Avoidance of Knolls.** The applicant shall avoid development, removal, or reduction (to include grading or blasting) of that knoll located south and east of the intersection of Agoura and Kanan Road. Although development of the knoll is unlikely, given that the Specific Plan would identify this area as Zone "G," the applicant shall minimize earthwork in this area in order to avoid substantially modifying a scenic resource. Additionally, the applicant shall minimize grading (subject to approval of City Community Planning and Development Department) of the knoll located south and east of the intersection of Agoura and Cornell Road. Although development and minor modifications would be allowed on the knoll, the majority of the knoll shall be preserved.

d. Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.1-21 through 4.1-24)

The Certified PEIR concluded the Approved Project would require site illumination, pole lights, spotlights, wall mounted sconces, parking lighting, and landscape lighting. The Approved Project would include exterior building materials and surface paving materials that would increase glare. The Certified PEIR concluded Mitigation Measure AES-4 would reduce impacts from glare to less than significant levels.

Less Than Significant with Mitigation Incorporated. The Project site is currently developed with an existing intersection with a high volume of existing traffic. Streetlights, as well as vehicle headlights in the area are existing sources of light and glare. The lighting poles that include luminaires will remain in place. The Proposed Project would relocate existing pedestrian and street lighting, but no new pedestrian or street lighting would be added. Minor lighting would be provided at the Agoura Village Gateway Monuments and City Gateway Entry Monuments for illumination and safety purposes. The Agoura Village Gateway Monuments and City Gateway Entry Monuments lighting would be subject to the following AVSP development standards:

- Spotlighting or glare from any site lighting should be shielded from adjacent properties and directed at a specific object or target area. Exposed bulbs should not be used.
- Low-voltage lighting conserves energy and should be used in the landscape whenever possible.
- Landscape lighting can be used to accent walkways and entries and/or seating areas and specimen plants/trees. Landscape lighting should be done with low-level, unobtrusive fixtures and limited to areas of significant landscape resources such as oak trees and mature trees.
- Lighting of all exterior signs should be directed to illuminate the sign without producing glare on pedestrians, autos, or adjacent residential units.

The Proposed Project would not create a new source of substantial light compared to existing conditions. The new signage could potentially result in glare and could create a new source of substantial glare compared to existing conditions. The Proposed Project would implement **Certified PEIR Mitigation**

Measure AES-4 to reduce impacts from glare. Therefore, with implementation of **Certified PEIR Mitigation Measure AES-4**, the Proposed Project's impacts would be reduced to less than significant.

Certified PEIR Mitigation Measures

AES-4 **Glare Reduction.** Project design and architectural treatments shall incorporate additional techniques to reduce glare, such as:

- Use of low reflectivity glass;
- Use of plant material along the perimeter of structures to soften views; and,
- Brush-polishing metal surfaces and/or use of metal surfaces that are not highly reflective.

Plans for new development shall indicate the architectural treatments and/or landscaping to be used in order to reduce glare that could be generated by new development. Plans shall be reviewed by City staff and the Architectural Review Panel, for compliance with this standard prior to issuance of a Grading Permit or Building Permit.

4.2 Agriculture and Forest Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on 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 or conversion of forest land to non-forest use?	☐	☐	☐	■

a. Would the Project 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. Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

c. Would the Project 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. Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

e. Would the Project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

Summary of Previous Environmental Analysis

The Certified PEIR did not address Agriculture and Forest Resources.

No Impact. The Project site is currently developed with existing roads and the Kanan Road/Agoura Road intersection. There are no existing farmlands, forested areas, or other agricultural lands in the AVSP. There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland) in the Project area. The lands adjacent to the intersection are not zoned for agricultural or timberland use, or subject to a Williamson Act. The Proposed Project would not result in the loss of agricultural or forest lands or conversion of these lands to other uses. Therefore, there would be no impact concerning agriculture and forest resources.

4.3 Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b. 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?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d. Result in other emissions (such as those leasing to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

An air quality analysis was prepared for the Proposed Project by Kimley-Horn and Associates, Inc. (Kimley-Horn). The air quality modeling outputs and results are included in **Appendix A: Air Quality Assessment**.

Air Quality Background

Mass Emissions Thresholds

The City is within the South Coast Air Basin (SCAB), which is under South Coast Air Quality Management District's (AQMD) jurisdiction. The South Coast AQMD significance criteria may be relied upon to make the above determinations. According to the South Coast AQMD, an air quality impact is considered significant if a proposed project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The South Coast AQMD has established thresholds of significance for air quality during project construction and operations; see **Table 4.3-1: South Coast Air Quality Management District Emissions Thresholds.**

Table 4.3-1: South Coast Air Quality Management District Emissions Thresholds

Criteria Air Pollutants and Precursors (Regional)	Average Daily Emissions (pounds/day)	
	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO_X)	100	55

Sulfur Oxides (SO_X)	150	150
Coarse Particulates (PM_{10})	150	150
Fine Particulates ($PM_{2.5}$)	55	55
Source: South Coast Air Quality Management District. (2019). *South Coast AQMD Air Quality Significance Thresholds.*		

Localized Carbon Monoxide

In addition to the daily thresholds listed above, the Proposed Project would be subject to the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). These are addressed through an analysis of localized carbon monoxide (CO) impacts. The California 1-hour and 8-hour CO standards are:

- 1-hour = 20 parts per million (ppm)
- 8-hour = 9 ppm

The significance of localized impacts depends on whether ambient CO levels near a project site exceed State and federal CO standards. The SCAB has been designated as attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the South Coast AQMD developed Local Significance Thresholds (LSTs) for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project site without expecting to cause or substantially contribute to an exceedance of the most stringent CAAQS or NAAQS. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the South Coast AQMD, and the distance to the nearest sensitive receptor.[8] A LST analysis for construction is applicable for all projects that disturb five acres or less on a single day. The Project site is located within South Coast AQMD SRA 6 (West San Fernando Valley), which includes a monitoring station that provides the representative ambient concentrations for the City. **Table 4.3-2: Local Significance Thresholds (Construction/Operations)** provides the LSTs for a 1.0-acre, 2.0-acre, and 5.0-acre project site in SRA 6 with sensitive receptors located within 25 meters of a project site.

[8] The South Coast AQMD maintains a network of air quality monitoring stations located throughout the SCAB and has divided the SCAB into 38 SRAs in which 38 monitoring stations operate. The LSTs were developed by the South Coast AQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor.

Table 2-1: Local Significance Thresholds (Construction/Operations)

Project Size	Nitrogen Oxide (NO_X): pounds per day	Carbon Monoxide (CO): pounds per day	Coarse Particulates (PM_{10}): pounds per day	Fine Particulates ($PM_{2.5}$): pounds per day
1.0 Acre:				
Construction	103	426	4	3
Operations	103	426	1	1
2.0 Acres:				
Construction	147	644	6	4
Operations	147	644	2	1
5.0 Acres:				
Construction	221	1,158	11	6
Operations	221	1,158	4	2
Source: South Coast Air Quality Management District. (2008). *Localized Significance Threshold Methodology.*				

LSTs associated with all acreage categories are provided in **Table 4.3-2** for informational purposes. **Table 4.3-2** shows that the LSTs increase as acreages increase. It is noted that LSTs are screening thresholds and are therefore conservative. The construction LST acreage is determined based on the daily acreage disturbed.

a. Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.2-7 through 4.2-18)

The South Coast Air Quality Management District (AQMD) Guidelines specify that to be consistent with the Air Quality Management Plan (AQMP), a project must conform to the local General Plan and must not result in or contribute to an exceedance of the City's projected population growth forecast. The Certified PEIR concluded that the Approved Project's development would be generally envisioned and accounted for in the AQMP for the region, but that increased emissions associated with the development would potentially hinder the attainment of State and federal air quality standards.

Less Than Significant Impact. The General Plan references the AVSP, which analyzes a proposed roundabout at the intersection of Kanan and Agoura Roads. The Proposed Project would amend the AVSP to replace the roundabout with a widened standard four-leg signalized intersection to accommodate expected traffic flows upon future 2035 buildout of the AVSP.

The Proposed Project includes improvements to the Kanan Road/Agoura Road intersection and roadways. The Proposed Project does not include any improvements that would result in a change to the City's projected population growth forecast, and the change in intersection design would not indirectly induce population growth. Therefore, the Proposed Project would not obstruct implementation of the AQMP, and no impact beyond that identified in the Certified PEIR would occur. Impacts would be less than significant.

b. Would the Project 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)?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.2-7 through 4.2-18)

The Certified PEIR concluded that the Approved Project would result in temporary significant and unavoidable construction impacts related to NO_X and fugitive dust. The Approved Project would also result

in significant and unavoidable operational impacts related to volatile organic compounds (VOC), NO_X, and CO.

Less Than Significant Impact. Proposed Project construction activities would involve site preparation, grading, and paving, which would introduce construction-related emissions that have the potential to exceed South Coast AQMD construction thresholds. Proposed Project operations would provide improvements to the Kanan Road/Agoura Road intersection would not, on its own, generate additional traffic or alter overall traffic levels. The analysis below is based on the results of the Air Quality Assessment (see Appendix A) to determine the level of impact the Proposed Project would have on the environment.

Construction Emissions

Proposed Project construction would generate short-term emissions of criteria air pollutants. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the South Coast AQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Proposed Project construction activities (e.g., activities requiring construction equipment) are estimated to be completed within approximately 7 months. Construction-generated emissions were calculated using the Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model version 9.0.0 (RCEM) computer program, which is designed to model emissions for road construction projects, based on typical construction requirements. Compliance with South Coast AQMD Rules 402 and 403, which prohibit nuisances, require dust control measures, and limit VOC content in paints, respectively, would further reduce construction-related emissions; however, compliance with South Coast AQMD Rules 402 and 403 have not been assumed in the analysis. Predicted maximum daily Proposed Project construction-generated emissions are summarized in **Table 4.3-3: Construction-Related Emissions**, which shows that unmitigated construction emissions would not exceed the established South Coast AQMD thresholds for criteria pollutants. Therefore, construction impacts in this regard would be less than significant.

Table 4.3-3: Construction-Related Emissions

Construction Year	Maximum Pounds Per Day (lbs/day)					
	Reactive Organic Gases (ROG)	**Nitrogen Oxides (NO_X)**	**Carbon Monoxide (CO)**	**Sulfur Dioxide (SO_2)**	**Coarse Particulate Matter (PM_{10})**	**Fine Particulate Matter ($PM_{2.5}$)**
Unmitigated Emissions[1]						
Total Emissions	8.64	90.09	83.95	0.21	4.15	3.45
South Coast AQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed South Coast AQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

1. This analysis assumes the use of water trucks to minimize fugitive dust impacts. South Coast AQMD Rules 402 and 403 were not applied. No mitigation was applied to construction equipment.

Source: RCEM version 9.0.0. Refer to Appendix A of the Air Quality Assessment for model outputs.

Operational Emissions

The Proposed Project would not include new permanent stationary or mobile sources of emissions, and therefore, by its very nature, would not generate quantifiable operational criteria emissions. The Proposed Project does not propose any buildings and therefore no permanent source or stationary source emissions would result. Intersection improvements do not directly generate vehicle trips, a predominant source of air pollutant emissions. Vehicle trips are typically generated by land use changes that may be indirectly influenced by transportation improvements. The Proposed Project would not result in increases in the rate of vehicle trips. Rather, the proposed traffic facility improvements provide improved circulation through an area with existing and forecast traffic congestion and are considered necessary to enhance traffic capacity and improve mobility, safety, and access within the City. In addition, the Proposed Project would reduce idle time of vehicles at the Kanan Road/Agoura Road intersection. The longer a vehicle idles in a single location, the more air pollutant emissions are generated over the course of its travel than would otherwise have been emitted with reduced idling; thus, vehicle idle emissions would decrease as a result of the Proposed Project. Therefore, operational impacts in this regard would be less than significant.

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for CAAQS for O_3, PM_{10}, and $PM_{2.5}$ and nonattainment for NAAQS O_3 and $PM_{2.5}$. Appendix D of the South Coast AQMD *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (2003)[9] notes that projects that result in emissions that do not exceed the project-specific South Coast AQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. As shown in **Table 4.3-3**, Proposed Project construction-related emissions by themselves would not exceed the South Coast AQMD significance thresholds for criteria pollutants. Therefore, the Proposed Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The South Coast AQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the federal Clean Air Act mandates. The analysis assumed one water truck would be utilized during construction to implement frequent water applications. South Coast AQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related projects. Compliance with South Coast AQMD rules and regulations would further reduce construction-related Proposed Project impacts. Therefore, Proposed Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. Construction emissions associated with the Proposed Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Impacts

The South Coast AQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The South Coast AQMD developed the operational thresholds of significance based on the level above which

[9] South Coast Air Quality Management District, *Air Quality Analysis Handbook*, *Cumulative Impacts Emissions Analysis*, https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook.

individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the South Coast AQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As discussed previously, the Proposed Project's operational emissions would not include permanent stationary or mobile sources of emissions, and therefore, by its very nature, would not generate quantifiable criteria emissions from project emissions. As a result, Proposed Project operational emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to South Coast AQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. As a result, the Proposed Project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the Proposed Project would be less than significant.

c. Would the Project expose sensitive receptors to substantial pollutant concentrations?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.2-7 through 4.2-18)

The Certified PEIR concluded that the Approved Project would result in temporary significant and unavoidable construction impacts related to NO_X and fugitive dust. The Approved Project would also result in significant and unavoidable operational impacts related to VOC, NO_X, and CO.

Less Than Significant Impact. Proposed Project construction activities would involve site preparation, grading, and paving, which would introduce construction-related emissions that have the potential to exceed South Coast AQMD LSTs. Construction activities would also potentially expose sensitive receptors to substantial pollutant concentrations.

Construction Localized Significance Analysis

LSTs were developed in response to South Coast AQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The South Coast AQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Proposed Project-specific emissions. The South Coast AQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. The appropriate SRA for the localized significance thresholds is the West San Fernando Valley (SRA 6) since this area includes the Project site.

The South Coast AQMD's methodology states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." However, this analysis considers total construction emissions, inclusive of both on-site and off-site construction emissions, to provide a more conservative estimate of potential construction emissions.

The nearest sensitive receptors are the single-family residences located approximately 1,800 feet (549 meters) southeast of the Project site. Therefore, LSTs for receptors located at 500 meters were utilized in this analysis. **Table 4.3-4: Localized Significance of Construction Emissions** presents the results of localized construction emissions and shows that emissions of criteria pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. A less than significant impact would occur in this regard.

Table 4.3-4: Localized Significance of Construction Emissions

Construction Activity	Maximum Pounds Per Day (lbs/day)			
	Nitrogen Oxides (NO_X)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Grubbing/Land Clearing	9.31	10.05	0.52	0.39
Grading/Excavation	53.42	45.08	2.34	1.95
Drainage/Utilities/Sub-Grade	27.37	28.82	1.30	1.11
Paving	14.00	19.44	0.74	0.66
Maximum[1]	90.09	83.95	4.15	3.45
South Coast AQMD Localized Screening Threshold 5 acres at 500 meters)	*313*	*9,271*	*181*	*96*
Exceed South Coast AQMD Threshold?	**No**	**No**	**No**	**No**

1. Maximum emissions account for overlapping construction phases.
Source: RCEM version 9.0.0. Refer to **Appendix A: Air Quality Modeling Data** for model outputs.

Localized Operational Significance Analysis

According to the South Coast AQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Proposed Project is an intersection improvement project and does not include such uses. Thus, no long-term localized significance threshold analysis is needed. No operational LST impacts would result in this regard.

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502). The South Coast AQMD has set its CEQA significance thresholds based on the federal Clean Air Act, which defines a major stationary source (in extreme O_3 nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and South Coast AQMD Rule 1303 for new or modified sources. The NSR Program[10] was created by the federal Clean Air Act to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based NAAQS. The NAAQS establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the South Coast AQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

As previously discussed, localized effects of total Proposed Project emissions on nearby receptors for the Proposed Project would be less than significant (refer to **Table 4.3-4**). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most

[10] Code of Federal Regulation (CFR) [i.e., PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)

stringent applicable CAAQS or NAAQS. The LSTs were developed by the South Coast AQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The CAAQS and NAAQS establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. However, as discussed above, neither the South Coast AQMD nor any other air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a project's mass emissions.

Ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the NAAQS and CAAQS, none of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single project. It should also be noted that this analysis identifies health concerns related to particulate matter, CO, O_3, and NO_2. Table 2 in the Air Quality Assessment (see **Appendix A**) includes a list of criteria pollutants and summarizes common sources and effects. Thus, this analysis is reasonable and intended to foster informed decision making. shown above, Proposed Project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels in excess of the health-based ambient air quality standards.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service (LOS) of an intersection resulting from the Proposed Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment in 2007 and is no longer addressed in the South Coast AQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the South Coast AQMD *CO Hotspot Analysis*, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The Proposed Project would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's *CO Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from the Proposed Project. Further, intersection improvements do not directly generate vehicle trips, a predominant source of air pollutant emissions. Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

Proposed Project construction would result in the generation of diesel particulate matter (DPM) emissions from the use of required off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine

health risk (i.e., potential exposure to toxic air contaminants [TAC] emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The California Office of Environmental Health Hazard Assessment (OEHHA) has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the Project site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time which would limit the exposure of any proximate individual sensitive receptor to TACs.

Additionally, construction is subject to and would comply with California regulations (e.g., CCR, Title 13, §§2485 and 2449), which reduce DPM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the Project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM of any one receptor is exposed to would be limited. Therefore, considering the relatively short duration of DPM-emitting construction activity at any one location, and the highly dispersive properties of DPM, sensitive receptors would not be exposed to substantial concentrations of construction-related TAC emissions. Impacts would be less than significant.

d. Would the Project result in other emissions (such as those leasing to odors) adversely affecting a substantial number of people?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.2-17 through 4.2-18)

The Certified PEIR concluded that the Approved Project would result in potentially significant impacts due to the equestrian center and trail near Medea Creek, which could create nuisance odors. The Certified PEIR concluded Mitigation Measure AQ-4(a) would reduce equestrian trail extension odor emissions to less than significant levels.

Less Than Significant Impact. Odors would be generated by the operation of equipment during Proposed Project construction. Odors associated with construction machinery would be those of diesel machinery, which includes the smells of oil or diesel fuels. Odors would be limited to the time that construction equipment is operating. All off-road construction equipment would be covered by the California Air Resources Board (CARB) anti-idling rule (2449(d)(1)(D)(3a)), which limits idling to 5 minutes.

According to the South Coast AQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Proposed Project involves intersection improvements and does not include any uses identified by the South Coast AQMD as being associated with odors. Therefore, as identified in the Certified PEIR, impacts would be less than significant.

4.4 Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
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 Wildlife 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, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	■	☐	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	■	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	■	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

A biological and aquatic resources analysis was prepared for the Proposed Project by Rocks Biological Consulting (Rocks). The memorandum is included in **Appendix B: Biological and Aquatic Resources Assessment Memo**.

a. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

b. Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.3-46 through 4.3-57)

The Certified PEIR concluded that the Approved Project would result in potentially significant impacts to sensitive species, including nesting raptors and migratory birds. Implementation of Mitigation Measures BIO-1(a) through BIO-1(c) would reduce impacts to sensitive species to less than significant levels. The Approved Project could also adversely affect sensitive onsite species. Implementation of Mitigation Measures BIO-2(a) through BIO-2(c), BIO-4(f), and BIO-6(a) through BIO-6(b) would reduce direct and indirect impacts to sensitive communities to less than significant levels.

Less Than Significant Impact with Mitigation Incorporated. Various special status plant and wildlife species are located in the AVSP area. As stated in the Biological and Aquatics Resources Assessment Memo (see **Appendix B**), the majority of the vegetation in the Project site consists of developed land, including ornamental vegetation. The Project site also supports California buckwheat (*Eriogonum fasciculatum)* scrub, California buckwheat scrub – disturbed, non-native grassland, and disturbed habitat. Native and naturalized vegetation, including California buckwheat scrub, California buckwheat scrub – disturbed, and non-native grassland, occur in the areas adjacent to Kanan Road where the utility undergrounding is proposed. The disturbed habitat along Kanan Road and Agoura Road, as well as the roadsides for the Whizin Road and Roadside Road portions of the Project site, receive frequent direct and indirect disturbance from traffic and other human-related activities.

No federally or State-listed as threatened or endangered plants were observed within the Project site during the field survey. Four federally or State-listed as threatened or endangered plants have been documented within three miles of the Project site:

- Agoura Hills dudleya (*Dudleya cymosa ssp. agourensis*; federally threatened [FT]),
- Braunton's milk-vetch (*Astragalus brauntonii*; federally endangered [FE]),
- California Orcutt grass (*Orcuttia californica*; FE), and
- Lyon's pentachaeta (*Pentachaeta lyonia*; FE and State-endangered).

Due to the lack of suitable habitat and disturbed nature of the Project site, no federally or State-listed plant species have moderate or high potential to occur. Agoura Hills dudleya and Braunton's milk-vetch have low potential to occur. The Project site does not occur within any United States Fish and Wildlife Service (USFWS) Critical Habitat for listed plant species. No other special-status plant species were observed during the field survey.

Five additional plant species with a California Rare Plant Rank (CRPR) were listed on California Natural Diversity Database (CNDDB) within three miles of the Project site and include:

- chaparral nolina (*Nolina cismontana*; CRPR 1B.2),
- mesa horkelia (*Horkelia cuneata* var. *puberula*; CRPR 1B.1),
- Ojai navarretia (*Navarretia ojaiensis*; CRPR 1B.1),
- Santa Susana tarplant (*Deinandra minthornii*; CRPR 1B.2), and
- slender mariposa-lily (*Calochortus clavatus* var. *gracilis*; CRPR 1B.2).

Due to lack of suitable habitat, none of these plant species with a CRPR rank have moderate or high potential to occur within the Project site.

No special-status wildlife species were observed within the Project site during the field survey, and none have moderate or high potential to occur. Coast whiptail (*Aspidoscelis tigris stejnegeri*; a California Species of Special Concern [SSC]) and coastal California gnatcatcher (*Polioptila californica californica;* FT and SSC) have low potential to occur within the Project site. The Project site does not occur within any USFWS Critical Habitat for listed wildlife species.

During Proposed Project construction, particularly the utility undergrounding along Kanan Road, trenching activities could result in potential temporary impacts if any areas within California buckwheat scrub or California buckwheat scrub – disturbed is affected. The utility company would implement best management practices (BMPs) during construction to avoid and minimize impacts to habitat. If natural habitat areas cannot be avoided, the Proposed Project would implement **Mitigation Measure BIO-1** to reduce impacts to sensitive species to less than significant.

Mitigation Measures

BIO-1 Prior to the start of construction, vegetation mapping should be updated and permanent and temporary impacts to vegetation communities and land covers should be calculated. Affected areas shall be restored to pre-construction conditions at minimum. Restoration activities could include active revegetation of impacted areas within native habitat if those areas are not able to recover naturally following trenching activities. Should any new structures be installed within native habitat as a part of the underground utility component, depending on the size of the potential permanent impact resulting from the structure(s) and quality of habitat, those impacts could be considered negligible on native habitat. Larger permanent potential impacts on native habitat could require the restoration of similar habitat in the Proposed Project vicinity or even the purchase of mitigation credits for the conservation of similar habitat.

c. Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.3-61 through 4.3-64)

The Certified PEIR concluded that the Approved Project would potentially disturb wetlands and areas under the jurisdiction of the California Department of Fish and Game (CDFG) and United States Army Corps of Engineers (USACE). Implementation of Certified PEIR Mitigation Measures BIO-4(a) through BIO-4(e) would reduce impacts to protected wetland areas to less than significant.

No Impact. Medea and Lindero Canyon Creeks are freshwater wetland areas adjacent to the Project site. The Project site, although nearby, would not have any construction or operation activity within these wetland areas. The slight extension of the drainage structures under the roadways would not affect the wetland areas. Based on the lack of hydrophytic vegetation and wetland hydrology indicators in the

concrete ditches along the southern portion of Agoura Road and west of Kanan Road, the features are not anticipated to meet the appropriate wetland parameters to qualify as wetland waters of the United States or State per the United States Army Corps of Engineers and the Regional Water Quality Control Board or associated wetland potentially jurisdictional by the CDFW. There would be no impact beyond that identified in the Certified PEIR that would occur.

d. Would the Project 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?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.3-64 through 4.3-66)

The Certified PEIR concluded that the Approved Project would not disrupt the regional movement of wildlife because the AVSP's undeveloped southern half would be adjacent to existing urban and developed uses and is bordered directly to the north by heavily traveled arterial roadway (Agoura Road). Most of the land has been previously disturbed and utilized for stockpiling of soils and machinery. The Approved Project would continue maintenance of the area west of Lindero Canyon Creek as open space to maintain connectivity between Lindero Canyon Creek and the wildlife habitat to the west. Medea Creek provides an undercrossing of US 101, but the creek is channelized and would not generally be conducive to the movement of most mammals, reptiles, or amphibians. potentially affect wildlife corridors. Therefore, the Certified PEIR concluded impacts would be less than significant.

Less Than Significant Impact with Mitigation Incorporated. The Project site does not occur within a wildlife corridor. The Project site occurs along existing roads and adjacent to existing development within the City. The AVSP area is not located in a Regional Wildlife Corridor. The Project site is mostly developed as an intersection except for the minor widening onto adjacent vacant lands. As determined in the Certified PEIR, the adjacent vacant land surrounding the Kanan Road/Agoura Road intersection would not be suitable as a wildlife corridor.

Nonetheless, the Proposed Project would be required to comply with the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC), which would further protect migratory birds. Under MBTA provisions, it is unlawful "by any means or manner to pursue, hunt, take, capture (or) kill" any migratory birds except as permitted by regulations issued by the USFWS. The term "take" is defined by USFWS regulation to mean to "pursue, hunt, shoot, wound, kill, trap, capture or collect" any migratory bird or any part, nest or egg of any migratory bird covered by the conventions, or to attempt those activities. In addition, the CFGC extends protection to non-migratory birds identified as resident game birds (CFGC §3500) and any birds in the orders Falconiformes or Strigiformes (birds-of-prey) (CFGC §3503). To address potential impacts to migratory birds, the Proposed Project would be subject to compliance with **Certified PEIR Mitigation Measure BIO-1(c)**, which addresses construction activities during the nesting season. Therefore, following compliance with the relevant regulatory framework and **Certified PEIR Mitigation Measure BIO-1(c)**, the Proposed Project's potential impacts to nesting migratory birds would be mitigated to a less than significant level.

Certified PEIR Mitigation Measures

BIO-1(c) If vegetation clearing (including tree pruning and removal) or other project construction is to be initiated during the bird breeding season (February 1 through August 31), preconstruction/grading surveys shall be conducted by a qualified ornithologist (a person with a biology degree and/or established skills in bird recognition). Surveys shall begin 30 days prior to initial disturbance activities and shall continue weekly, with the last survey being conducted no more than three days prior to the initiation of clearance/construction work. If bird species are observed nesting within 500 feet of construction/grading areas,

all construction or grading activities will be postponed or halted at the discretion of the biologist until the nest is vacated and the juveniles have fledged.

Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing. This distance shall be at least 300 feet for raptors and at least 100 feet for all other bird species. Construction personnel should be instructed on the sensitivity of the area. The applicant should record the results of the recommended protective measures described above to document compliance with applicable State and federal laws pertaining to the protection of native birds.

e. Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.3-57 through 4.3-61)

The Certified PEIR concluded that the Approved Project may require removal of oak trees and indirectly affect additional oaks, resulting in a potentially significant impact. Implementation of Mitigation Measures BIO-3(a) through BIO-3(d) would reduce impacts to oak trees to a less than significant level.

Less Than Significant Impact with Mitigation Incorporated. The Project site contains both valley oak and coast live oak trees along the roadsides and landscaped medians of Kanan Road and Agoura Road. Oak trees (*Quercus* sp.) within the City of Agoura Hills are protected by the City's Oak Tree Ordinance (City Council Resolution No. 374). The Proposed Project includes Agoura Village Gateway Monuments and City Gateway Entry Monuments along Kanan Road and Agoura Road that deviate from the improvements proposed in the Approved Project. Three mature oak trees, two of which are located north of Agoura Road and one which is located south of Agoura Road, would be protected and remain in place as part of the Proposed Project. However, twelve smaller oak trees located south of Agoura Road and surrounding the Kanan Road/Agoura Road intersection would be removed. The Proposed Project would require an oak tree permit and would be required to implement **Certified PEIR Mitigation Measures BIO-3(a) through BIO-3(d)** to reduce impacts to oak trees to less than significant.

Certified PEIR Mitigation Measures

BIO-3(a) **Oak Tree Protection and Preservation.** Individual project applicant shall submit the results of an oak tree survey and an Oak Tree Report, including an Oak Tree Preservation Program, for review and approval by the City's oak tree consultant as part of the project application. Individual projects shall be developed and operated in compliance with the approved Oak Tree Preservation Program and any other conditions determined to be necessary by the City oak tree consultant. The program shall include, but not be limited to, the following components:

- No grading or development shall occur within 5 feet from the driplines of oak trees that occur in the construction area.
- All specimen oak trees within 25 feet of proposed ground disturbances shall be temporarily fenced with chain-link or other material satisfactory to the City throughout all grading and construction activities. The fencing shall be installed six feet outside the dripline of each specimen oak tree, and shall be staked every six feet.
- No construction equipment shall be parked, stored or operated within six feet of any specimen oak tree dripline.

- No fill soil, rocks, or construction materials shall be stored or placed within six feet of the dripline of a specimen oak tree (pervious paving and other materials are allowed, as approved by the City).
- No artificial surface, pervious or impervious, shall be placed within six feet of the dripline of any specimen oak tree, except for project access roads.
- Any roots encountered that are one inch in diameter or greater shall be cleanly cut. This shall be done under the direction of a City approved arborist/oak tree consultant.
- Any trenching required within the dripline or sensitive root zone of any specimen tree shall be done by hand. In addition, trenching n the protected zone needs to preserve roots over 1 inch by tunneling.
- No permanent irrigation shall occur within the dripline of any existing oak tree.
- Any construction activity required within three feet of a specimen oak tree's dripline shall be done with hand tools.

BIO-3(b) **Grading Plan.** The number of oak trees requiring removal and the number of trees that will be encroached upon by grading and project development shall be confirmed by the City's oak tree consultant with the final grading plan. The plan shall also indicate requirements for retaining walls, tree wells, tree drainage requirements, and pruning as part of the plan.

BIO-3(c) **Oak Tree Replacement.** For impacts involving 10 percent or less of oak tree removal resulting from grading and project development, each oak tree shall be replaced with specimen oak trees of the same species as the tree that was removed at a ratio and dimension specified in the City's Zoning Ordinance. This mitigation is to occur onsite. For impacts involving greater than 10 percent of oak tree removal resulting from grading and project development, mitigation shall either be onsite with the requirements as listed above, or an in-lieu fee may be paid to the City to be used to acquire land and/or install oak trees on another site, preferably in as close proximity to the area of removal as possible.

The sum of the calipers of all oak trees planted must be at least equal to that removed. The locations of the replanted trees shall be indicated on the project plans submitted to the City for review by the City's oak tree consultant. Trees shall be planted so that mature trees will have a continuous canopy. Every attempt shall be made to plant oak trees according to species-specific habitat requirements: valley oaks at lower elevations in alluvial soils; and coast live oaks on mesic north facing slope locations. Each oak tree removed by grading and project development shall be replaced with two 36 inch box and two 24 inch box specimen oak trees of the same species as the tree that was removed. Additionally, all naturally occurring native vegetation in the areas proposed for oak tree mitigation shall be identified. This includes surveys for ephemeral plants and bulbs. Oak tree planting shall not cause the removal or destruction of existing native vegetation without replacement in the same locations.

BIO-3(d) **Oak Planting Arrangements.** Where appropriate pursuant to the recommendations of the City's oak tree consultant, replacement oaks for the removal of individual oak trees shall be clustered in an attempt to replace oak woodland habitat removed. Trees shall be planted so that mature trees will have a continuous canopy. Every attempt shall be made

to plant oak trees according to species-specific habitat requirements: valley oaks at lower elevations in alluvial soils and coast live oaks on mesic north facing slope locations.

f. Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Summary of Previous Environmental Analysis

The Certified PEIR did not specifically address this issue.

No Impact. The City of Agoura Hills is not located within any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or any other approved local, regional, or State habitat conservation plans.[11] Therefore, the Proposed Project would not conflict with the aforementioned plans, and no impact differing from that identified in the Certified PEIR would occur.

[11] City of Agoura Hills, General Plan 2035 EIR, Volume I: Final EIR, February 2010, page 4.3-23. Available at https://www.agourahillscity.org/home/showpublisheddocument/8007/635045247851600000. Accessed January 3, 2022.

4.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Cause a substantial adverse change in the significance of a historical resource as pursuant to §15064.5?	☐	☐	☐	■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	■	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	■	☐	☐

A cultural resources assessment was prepared for the Proposed Project by BCR Consulting LLC (BCR). The cultural resources assessment is included in **Appendix C: Cultural Resources Assessment**.

a. Would the Project cause a substantial adverse change in the significance of a historical resource as pursuant to §15064.5?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.6-7 through 4.6-9)

The Certified PEIR did not identify any historic resources within the AVSP area.

No Impact. The Project site includes an existing intersection that is currently paved and developed, and there are no additional structures located within the Project site. Therefore, the Proposed Project would not cause an adverse change in the significance of a historical resource. No impact would occur in this regard.

b. Would the Project cause a substantial adverse change in the significance of an archaeological resource as pursuant to §15064.5?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.6-7 through 4.6-9)

As noted above, the Certified PEIR concluded that Ladyface Mountain is one of the most important prehistoric lithic resource areas in the Santa Monica Mountains, and that many recorded prehistoric sites found within the Approved Project area are on the northern side of Ladyface Mountain. The Certified PEIR concluded that the Approved Project could potentially impact the prehistoric archaeological resources located within the Approved Project boundaries. Implementation of Certified PEIR Mitigation Measures HA-1(a) and HA-1(b) would reduce impacts to less than significant levels.

Less Than Significant Impact with Mitigation Incorporated. The Project site includes an existing intersection that is currently paved and developed. However, the Proposed Project includes Agoura Village Gateway Monuments and City Gateway Entry Monuments along Kanan Road and Agoura Road that deviate from the improvements proposed in the Approved Project. Proposed Project construction would involve ground disturbing activities and require earthwork, such as excavation and grading. Any

ground disturbing activity could uncover potential archaeological resources. Although the areas that surround Kanan Road and Agoura Road, including the intersection, have mostly been previously disturbed, there is potential to uncover and disturb additional resources.

As stated in the Cultural Resources Assessment (see **Appendix C**), the South Central Coastal Information Center (SCCIC) record search revealed that 10 cultural resource studies have taken place, resulting in 19 cultural resources recorded within 0.5 mile of the Project site. Of the previous studies, eight assessed the Project site for cultural resources, and two prehistoric archaeological habitation sites (P-19-41 and P-19-467) have been recorded within the Project site boundaries. The most recent previous studies attempted to relocate the sites but were not successful. During the field survey, archaeologists did not identify any cultural resources (including prehistoric or historic-period archaeological sites or historic-period buildings) within the Project site boundaries. The record search results indicate that the two prehistoric habitation sites would be crossed by portions of the Proposed Project's alignment, but no trace of either resource was identified. Further, the Proposed Project's potential impacts with the site locations are in small areas of existing road frontage that had been subject to severe disturbances from road construction and utility installation and maintenance. Therefore, further evaluation of those two prehistoric sites is not recommended. However, the two prehistoric resources indicate sensitivity for buried cultural resources within the Project site, and impacts during ground disturbing activities would be potentially significant. To address potential impacts to archaeological resources, the Proposed Project would be subject to compliance with **Mitigation Measures CUL-1 through CUL-4**. Following compliance with **Mitigation Measures CUL-1 through CUL-4**, the Proposed Project's impacts to archaeological resources would be reduced to less than significant.

Mitigation Measures

CUL-1 Prior to issuance of demolition permit, the City shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology (Qualified Archaeologist) to oversee an archaeological monitor who shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils and older versus younger soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered, as determined by the Qualified Archaeologist. The frequency of monitoring shall be determined based on the factors presented above, and can be reduced to part-time inspections or ceased entirely if determined appropriate by the Qualified Archaeologist. Prior to commencement of excavation activities, a Worker's Environmental Awareness Program (WEAP) training shall be given for construction personnel to alert field personnel to the possibility of buried prehistoric or historic cultural deposits. The training shall be carried out by the Qualified Archaeologist and shall focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event.

CUL-2: Prior to issuance of demolition permit, the City shall retain a Native American tribal monitor from a consulting Tribe. The appropriate Native American tribal monitor shall be selected based on ongoing consultation under AB 52 and shall be identified on the most recent contact list provided by the Native American Heritage Commission. The Native American monitor shall be present during construction excavations such as clearing/grubbing, grading, trenching, or any other construction excavation activity

associated with the Project. The frequency of monitoring shall take into account the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils and older versus younger soils), and the depth of excavation, and if found, the abundance and type of prehistoric archaeological resources encountered. The frequency of monitoring shall be determined based on the factors presented above, and can be reduced to part-time inspections or ceased entirely if determined appropriate by the consulting Tribe.

CUL-3: In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A 50-foot buffer within which construction activities shall not be allowed to continue shall be established by the qualified Archaeologist around the find. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by the Qualified Archaeologist and the consulting Tribe.

If the resources are Native American in origin, the consulting Tribe shall consult with the City and Qualified Archaeologist regarding the treatment and curation of any prehistoric archaeological resources. If a resource is determined by the Qualified Archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the Qualified Archaeologist shall coordinate with the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. The treatment plan shall incorporate the consulting Tribe's treatment and curation recommendations. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If in coordination with the City, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the Qualified Archaeologist in coordination with the City and may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school, Tribe, or historical society in the area for educational purposes.

CUL-4: The Qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources and CEQA. The report and the Site Forms shall be submitted to the City, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the development and required mitigation measures.

c. Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Summary of Previous Environmental Analysis

The Certified PEIR did not specifically address this issue. However, the Certified PEIR included Mitigation Measure HA-1(c) to reduce potential impacts to human remains to less than significant.

Less Than Significant with Mitigation Incorporated. The Project site includes an existing intersection that is currently paved and developed. However, the Proposed Project includes Agoura Village Gateway Monuments and City Gateway Entry Monuments along Kanan Road and Agoura Road that deviate from the improvements proposed in the Approved Project. Proposed Project construction would involve ground disturbing activities and require earthwork, such as excavation and grading. Any ground disturbing activity could uncover potential human remains. Therefore, impacts would be potentially significant. The Proposed Project would implement **Certified PEIR Mitigation Measure HA-1(c)** to reduce impacts to human remains. Therefore, with implementation of **Certified PEIR Mitigation Measure HA-1(c)**, the Proposed Project's impacts would be reduced to less than significant.

Certified PEIR Mitigation Measures

HA-1(c) **Archaeological Discovery.** If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.

4.6 Energy

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	■	☐

a. Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

b. Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Summary of Previous Environmental Analysis (See Certified PEIR page 4.2-16)

The Certified PEIR did not address energy as a separate threshold but concluded that the Approved Project would implement Mitigation Measure AQ-3(a) to reduce energy consumption from onsite structures by at least 20 percent below current Federal guidelines as specified in Code of Federal Regulations Title 24. The Certified PEIR concluded that with implementation of Mitigation Measure AQ-3(a), impacts concerning energy would be less than significant.

Less Than Significant Impact. The Proposed Project involves the construction and improvements to the Kanan Road/Agoura Road intersection and roadways. The Proposed Project would not result in the development of any structures (e.g., commercial or residential uses) that would increase energy consumption. The lighting poles that include luminaires will remain in place. The Proposed Project would relocate existing pedestrian and street lighting, but no new pedestrian or street lighting would be added. Minor lighting would be provided at the Agoura Village Gateway Monuments and City Gateway Entry Monuments for illumination and safety purposes. The lighting would be subject to AVSP development standards to utilize low-voltage lighting. Therefore, the Proposed Project would not result in potentially significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, and would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

4.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Directly or indirectly cause 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 Publications 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 made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	■	☐	☐
d. Be located on expansive soil, as defined in Table 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 wastewater disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	■

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐

A geotechnical investigation was prepared for the Proposed Project by Kleinfelder West, Inc. (Kleinfelder). An additional geotechnical recommendation memorandum was prepared for the Proposed Project by Twining Inc. Both reports are included in **Appendix D: Geotechnical Investigation Report and Geotechnical Recommendation Memorandum**.

a.i. Would the Project directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving 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?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.4-15 through 4.4-)

The Certified PEIR concluded that no known active faults cross through the AVSP area; therefore, the potential for fault rupture is minimal. No Alquist Priolo Earthquake Fault Zones have been identified within the City. There would be no impact.

No Impact. The Project site is not within any mapped Alquist Priolo Earthquake Fault Zones, nor have any Alquist Priolo Earthquake Fault Zones been identified in the City.[12] Therefore, the Proposed Project would not have an impact on effects from a known earthquake fault.

a.ii. Would the Project directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.4-15 through 4.4-)

The Certified PEIR concluded that no known active faults cross through the AVSP area; therefore, the potential for fault rupture is minimal. While there is potential for ground-shaking from other faults in the area and from blind thrust faults, and impacts may be potentially significant. Implementation of Certified PEIR Mitigation Measures GEO-1(a) and GEO-1(b) would reduce impacts to less than significant.

Less Than Significant With Mitigation Incorporated. The Project site is not within any mapped Alquist Priolo Earthquake Fault Zones, nor have any Alquist Priolo Earthquake Fault Zones been identified in the City.[13] The roadway widenings on Kanan Road and Agoura Road would be constructed in the existing public right-of-way as well as within private, vacant lands adjacent to the intersection and roadway. The Proposed Project would not introduce structures for human occupancy that would result in potential risks. However, the City is subject to strong ground shaking due to regionally active faults or blind thrust faults, and impacts would be potentially significant. The Certified PEIR Mitigation Measure GEO-1(b), included below for reference, requires future development to comply with recommendations related to seismically induced hazards. It is noted that the Proposed Project complied with Certified PEIR Mitigation Measure GEO-1(b) and has prepared a Geotechnical Investigation Report and Geotechnical Recommendations

[12] City of Agoura Hills, General Plan 2035 EIR, February 2010, pages 4.5-2 and 4.5-3.
[13] City of Agoura Hills, General Plan 2035 EIR, February 2010, pages 4.5-2 and 4.5-3.

Memorandum (see **Appendix D**). According to the 2012 Kleinfelder Geotechnical Investigation Report, there are no mapped active or potentially active fault traces known to transect the Project site.[14] Roadway design and pavement construction would be subject to recommendations provided in the 2016 Twining Geotechnical Recommendations Memorandum[15], 2012 Kleinfelder Geotechnical Investigation Report, and Caltrans Highway Design Manual. The proposed Agoura Village Gateway Monuments and City Gateway Entry Monuments would be subject to compliance with applicable Uniform Building Code (UBC) requirements. Additionally, the Proposed Project would comply with the seismic design considerations and recommendations provided in Section 4.2 of the 2012 Kleinfelder Geotechnical Investigation Report, which would allow the Proposed Project to comply with **Certified PEIR Mitigation Measure GEO-1(b)**. Impacts would be reduced to less than significant.

Certified PEIR Mitigation Measures

GEO-1(b) **Geotechnical Recommendations.** Future development shall require, and comply with, all recommendations contained in site-specific geologic, geotechnical, and structural design studies prepared for subsequent development activities. Subsequent subsurface investigations shall determine the possible presence of seismically induced hazards and appropriate means of mitigating such hazards. Recommendations contained in these site-specific studies shall be reviewed and approved by the City Building Official and incorporated into final grading and structural design plans, as deemed appropriate by the City Building Official. At a minimum, any buildings considered essential facilities, as defined in the Uniform or California building codes, shall be designed to withstand upper bound earthquake ground motion. All on-site structures shall comply with applicable provisions of the ~~1997~~ current Uniform Building Code and ~~the 1998~~ current California Building Code. The calculated design base ground motion for the site shall take into consideration the soil type, potential for liquefaction, and the most current and applicable seismic attenuation methods that are available.

a.iii. Would the Project directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.4-17 through 4.4-18)

The Certified PEIR concluded that the AVSP area east of Cornell Road is potentially subject to liquefaction; therefore, the Approved Project would have a potentially significant impact related to liquefaction. Implementation of Certified PEIR Mitigation Measure GEO-2 would reduce impacts related to seismically induced liquefaction to less than significant.

No Impact. The Proposed Project would involve construction and improvements to the Kanan Road/Agoura Road intersection and roadways. The Proposed Project would not include any improvements located in areas east of Cornell Road where the Certified PEIR identified the potential for liquefaction. Therefore, the Proposed Project would cause substantial adverse effects concerning seismically-induced liquefaction.

a.iv. Would the Project directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving landslides?

[14] Kleinfelder, Geotechnical Investigation Report for Agoura Road and Kanan Road Widening Project, May 25, 2012, pages 10 and 11.
[15] Twining, Geotechnical Recommendations for Proposed Kanan Road/Agoura Road Ultimate Intersection Improvements, April 4, 2016.

c. Would the Project be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.4-18 through 4.4-19)

The Certified PEIR concluded that the topography across the AVSP area is variable and could require relatively substantial topographic modification. If grading were to occur along the banks of waterways, retaining walls may be needed, as well as along the base of Ladyface Mountain. If not properly engineered, the modifications would potentially create slope stability problems and could expose new development to slope failures, such as landslides, soil settlements, rock falls, etc. Impacts would be potentially significant. Compliance with applicable UBC and California Building Code (CBC) requirements, as well as implementation of Certified PEIR Mitigation Measures GEO-3(a) through GEO-3(c) would reduce impacts to less than significant. Further, the Approved Project would implement Certified PEIR Mitigation Measure GEO-4(a) to reduce any impacts related to blasting in areas underlain by Conejo Volcanics (e.g., Zone B) to less than significant levels.

Less Than Significant with Mitigation Incorporated. The Proposed Project would involve construction and improvements to the Kanan Road/Agoura Road intersection and roadways. The Proposed Project would not develop any structures for human occupancy. However, the Proposed Project may require retaining walls, and impacts would be potentially significant. The Certified PEIR Mitigation Measure GEO-3(a) through GEO-3(c), included below for reference, requires a geotechnical evaluation, erosion control plan, and City oversight and approval after a final grading report has been filed. It is noted that the Proposed Project complied with Certified PEIR Mitigation Measure GEO-3(a) and has prepared a Geotechnical Investigation Report and Geotechnical Recommendations Memorandum (see **Appendix D**). The Proposed Project would comply with the site preparation and earthwork operation recommendations provided in Section 4.7 of the 2012 Kleinfelder Geotechnical Investigation Report. Impacts would be reduced to less than significant. Additionally, the Proposed Project would be located within the ROW and would not excavate or require blasting in areas designated as Zone B.

Certified PEIR Mitigation Measures

GEO-3(a) **Geotechnical Evaluation.** Individual developments shall provide site-specific geotechnical evaluations and geological reports that address onsite soils and slope stability hazards as part of the initial application process. Prior to approval of a specific development plan, these studies shall be submitted to the City Planning and Community Development Department and/or consultants hired by the City for review and approval as part of the initial application process. These evaluations shall determine the potential for adverse soil stability impacts and shall identify appropriate mitigation techniques. All mitigation recommendations identified in site-specific studies shall be implemented as a condition of future development. Such measures may include avoidance of development in areas found to have unmitigable soil or geologic hazards, soil or grading modifications to ensure acceptable slope stability on manufactured slopes, structural measures to ensure slope stability, drainage control facilities to collect and direct water off of slopes, removal of loose cobbles and boulders from adjacent slopes, and/or other measures deemed appropriate to ensure proper slope stability. If site-specific geologic mitigation measures are found to cause secondary environmental effects not addressed herein (excessive import or export of soil material, retaining walls, blasting, etc.), subsequent environmental analysis, may be required.

GEO-3(b) **Erosion Control Plan.** A site-specific erosion control plan that incorporates best management practices shall be prepared by individual applicants and approved by the City prior to the granting of any grading permits for an individual development within the project area. Measures identified in such plans shall be implemented. Such measures may include slope protection measures, netting and sandbagging, landscaping and possibly hydroseeding, temporary drainage control facilities such as retention areas, etc. Landscaping shall be designed by a licensed landscape architect with final landscaping plans to be reviewed and approved by the City Building Official prior to project approval.

GEO-3(c) **City Oversight and Approval.** The City Engineer or equivalent shall inspect a project after the final grading report has been filed. The project shall not be approved for construction by the City Engineer or equivalent until all hazards either caused by project grading or associated with adjoining geologic and soils conditions, such as erosion and slope instability, are mitigated to the City's specifications.

b. Would the Project result in substantial soil erosion or the loss of topsoil?

d. Would the Project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.4-20 through 4.4-24)

Concerning erosion, the Certified PEIR concluded erosion would potentially occur along manufactured slopes that are improperly designed or not adequately revegetated. Implementation of Certified PEIR Mitigation Measure GEO-3(b) would require a site-specific erosion control plan to reduce impacts from erosion. The Certified PEIR also concluded the Approved Project would be underlain by clayey materials, which can have a relatively high shrink-swell potential. Shrinking and swelling of soil beneath structures could result in cracking of foundations and other structural damage. Impacts would be potentially significant. Implementation of Certified PEIR Mitigation Measures GEO-5(a), GEO-5(b), GEO-6(a), and GEO-6(b) would reduce impacts related to soil expansion and soil settlement to less than significant levels.

Less Than Significant with Mitigation Incorporated. Grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the Proposed Project would be subject to compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, and all subsequent amendments) (Construction General Permit); see **Section 4.10: Hydrology and Water Quality**, which specifies that no Grading Permit shall be issued to construction projects that disturb 1.0 or more acres of soil without obtaining a General Construction Activity Stormwater Permit (GCASWP) from the State Water Resources Control Board. Following compliance with the established regulatory framework (i.e., the Construction General Permit), the Proposed Project's potential impacts concerning soil erosion and loss of topsoil would be less than significant. **Certified PEIR Mitigation Measures GEO-5(a), GEO-5(b), GEO-6(a), and GEO-6(b)** would reduce impacts related to soil expansion and soil settlement to less than significant levels.

Certified PEIR Mitigation Measures

GEO-5(a) **Foundations and Project Infrastructure Design.** As provided in mitigation measure GEO-3(a), a site-specific geotechnical evaluation shall be conducted for individual projects and submitted to the City Planning and Community Development Department for review and approval as part of the initial application. If the project site is identified to be in a high expansive soil zone based on the site-specific Geotechnical Investigation, the foundations and project infrastructure shall be designed by a structural engineer to withstand the

existing conditions or the site shall be graded in such a manner as to address the condition.

Suitable measures to reduce impacts from expansive soils could include one or more of the following techniques, as determined by a qualified geotechnical engineer:

- *excavation of existing soils and importation of non-expansive soils; and*
- *foundation design to accommodate certain amounts of differential expansion such as post-tensional slab and/or ribbed foundations designed in accordance with Chapter 18, Division III of the UBC;*
- *imported fill shall be tested to ensure it is suitable to be used as fill.*

GEO-5(b) **Soils and Foundation Report.** To avoid soil-related hazards, the individual project applicants shall provide a soils/foundation report as part of the initial project application to the City Planning and Community Development Department (standard requirement).

Plan Requirements: The required report shall be provided with building plans and shall evaluate soil engineering properties and provide foundation design recommendations. If site-specific measures are found to cause secondary environmental effects not addressed herein, subsequent environmental analysis may be required. Timing: The soils/foundation report shall be provided to the Building Division for review and approval prior to issuance of Building Permits. Monitoring: Building Division staff shall review and approve the required report (and the foundation design) prior to issuance of the Building Permit. Building inspectors shall make site inspections to assure implementation of approved plans.

GEO-6(a) **Settlement Related Mitigation.** Future development shall comply with all recommendations contained in site-specific geologic, geotechnical, and structural design studies as required to be prepared for subsequent development activities. Subsequent subsurface investigations shall determine the required degree of compaction and the proper moisture content and appropriate means of mitigating settlement related hazards. Recommendations contained in these site-specific studies shall be reviewed and approved by the City Planning and Community Development Department and City Building Official and incorporated into final grading and structural design plans, as deemed appropriate by the City Building Official prior to issuance of a Grading Permit and/or Building Permit. At a minimum, suitable measures to reduce settlement impacts shall include, but not be limited to:

- Removal of organic material in the area of the proposed grading
- Removal of non-engineered artificial fill in areas to receive engineered fill or in areas where structural support is required
- Placement of a keyway at the bottom of all fill slopes a minimum depth of 3 feet and down to the bedrock with the keyway a minimum of 10 feet wide (unless otherwise determined by the site-specific geological study)
- Fill soils shall be benched into the hillside
- Removal of upper soils to the bedrock

After excavation:

- All bottoms of the excavations and areas to receive slabs shall be scarified and compacted to 90%
- All fills and backfills should be placed in horizontal layers less than 8 inches in loose thickness
- Soils shall be compacted to a minimum of 90% of the maximum density rendered by the latest ASTM version
- Moisture content should not vary more than 2% from the optimum moisture content, although the grading process will be more easily accomplished with the soils being 1 – 2 % wetter than optimum moisture content
- Any utility trenches will need to be properly backfilled as detailed above
- Any import soils should be approved by a qualified geologist
- Slope faces shall be compacted to at least 90% of maximum compaction

GEO-6(b) **Additional Environmental Review.** If individual developers are unable to find a disposal site for construction cut within 12.5 miles of the Specific Plan area, or if processed soil is not suitable for fill, then individual projects may require additional environmental analysis. Individual developers must demonstrate a means for disposal of excess cut materials, within 12.5 miles of the project site, prior to approval by the City.

e. Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?

Summary of Previous Environmental Analysis (See Certified PEIR page 4.10-2)

The Certified PEIR did not identify the use of septic tanks or alternative wastewater disposal systems for the Approved Project. The Approved Project would be served by three Las Virgenes Municipal Water District Trunk Sewer lines, all located within the AVSP area. Therefore, sewers are available for disposal of wastewater, and the Approved Project would not result in impacts related to the use of septic tanks or alternative wastewater disposal systems.

No Impact. The Proposed Project would involve construction and improvements to the Kanan Road intersection and roadways and would not utilize septic tanks or alternative wastewater disposal systems. The Proposed Project would have no impacts related to septic tanks or alternative wastewater disposal systems.

f. Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Summary of Previous Environmental Analysis (See Certified PEIR page 4.6-1)

The Certified PEIR concluded that the soil in the AVSP area is largely alluvial, and formations within the area are generally not fossiliferous. Therefore, there is little potential for encountering paleontological resources within the AVSP area. However, the Certified PEIR did not address paleontological resources.

Less Than Significant with Mitigation Incorporated. Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These resources are valued for the information they yield about the Earth's history and its past ecological settings. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area. Western Science Center presented a paleontological resources record search (see Appendix D of the Cultural Resources Assessment, which is provided in **Appendix C**). The Project site is located in a non-sectioned area of

Township 1 North and Range 18 West on the Thousand Oaks, California (1981) USGS 7.5 minute topographic quadrangle. The geologic units underlying the Project site are mapped as Quaternary alluvium dating to the Pliocene-Holocene and Miocene marine rocks, both of which are potentially fossiliferous, as well as Tertiary volcanic flow rocks, which have no fossil potential. Quaternary alluvial units are considered to be of high paleontological sensitivity. The Western Science Center does not have localities within the Project site area, but does have numerous localities within similarly mapped alluvial sediments throughout the southern California region. Based on the presence of Quaternary alluvial units, there is potential for unanticipated discovery of paleontological resources.

To address potential impacts to paleontological resources, the Proposed Project would be subject to compliance with **Mitigation Measure GEO-1**, which requires a qualified paleontological monitor to be on site during grading within sensitive alluvial material. Therefore, following compliance with **Mitigation Measure GEO-1**, the Proposed Project's potential impacts to paleontological resources would be reduced to less than significant.

Mitigation Measures

GEO-1 Prior to issuance of grading permit, the Applicant shall retain a qualified paleontologist who meets the Society of Vertebrate Paleontology guidelines to oversee a paleontological monitor who shall be present during grading activities within sensitive older alluvial material and the Topanga Bedrock Formation. The monitor does not have to be present if recent alluvial material or volcanic material is being encountered. The paleontological monitor shall be approved by the City of Agoura Hills and retained and paid for by the Applicant. The paleontological monitor will also be able to halt construction within a 50-foot radius of a fossil discovery until the fossil can either be removed off site or the City is notified of the need to further assess the discovery. If the find is large enough to warrant further evaluation and/or extraction, then the following fossil "discovery" protocol shall be followed:

- The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study, or report.
- Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.
- Prior to the issuance of any building permit, the Applicant shall submit a letter to the City for the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

4.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 to reduce the emissions of greenhouse gases?	☐	☐	■	☐

A greenhouse gas (GHG) emissions analysis was prepared for the Proposed Project by Kimley-Horn. The GHG modeling outputs and results are included in **Appendix E: Greenhouse Gas Emissions Assessment**.

GHG Emissions Background

The South Coast AQMD formed a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group meeting (Meeting #15) held in September 2010, the South Coast AQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where South Coast AQMD is not the lead agency. With the tiered approach, a project is compared with each tier's requirements sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold.

The South Coast AQMD has adopted a threshold of 10,000 metric tons of CO_2 equivalent ($MTCO_2e$) per year for industrial projects. During Working Group Meeting #7, it was explained that the industrial projects' threshold was derived using a 90 percent capture rate of a large sampling of industrial facilities. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.). A threshold of 3,000 $MTCO_2e$ per year for non-industrial projects was proposed but has not been adopted. The South Coast AQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

a. Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Summary of Previous Environmental Analysis

The Certified PEIR did not address GHG emissions.

Less Than Significant Impact. The Proposed Project's construction activities would generate GHG emissions, which could potentially exceed South Coast AQMD thresholds. By exceeding South Coast

AQMD thresholds, the Proposed Project could have a significant impact on the environment. Generally, the Proposed Project is anticipated to result in beneficial impacts related to GHG, since it would reduce congestion and associated vehicle idling at the intersection, thus reducing GHG emissions as compared to conditions without the Proposed Project and also with the conditions related to the roundabout proposed under the Certified PEIR. However, Proposed Project-related GHG emissions would include emissions from construction activities. The Proposed Project would result in direct emissions of CO_2, N_2O, and CH_4 from construction equipment and the transport of materials and construction workers to and from the Project site. The GHG emissions only occur during temporary construction activities and would cease once construction is complete. The total GHG emissions generated during construction were combined and are shown in **Table 4.8-1: Construction-Related Greenhouse Gas Emissions**.

Table 4.8-1: Construction Related Greenhouse Gas Emissions

Category	$MTCO_2e$
Total Construction Emissions	548
30-Year Amortized Construction	18
Source: RCEM version 9.0.0. Refer to Appendix E.	

As shown, the Proposed Project would result in the generation of approximately 548 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over the lifetime of the Proposed Project (assumed to be 30 years), then added to the operational emissions.[16]

In terms of operational GHG emissions, the Proposed Project involves roadway improvements and does not propose a trip-generating land use. The Proposed Project would not include the provision of new permanent stationary or mobile sources of emissions, and therefore, by its very nature, would not generate quantifiable operational GHG emissions. The Proposed Project does not propose any buildings and therefore would not generate permanent source or stationary source emissions. In addition, intersection improvements do not directly generate vehicle trips, a predominant source of GHG emissions. Rather, vehicle trips are generated by land use changes that may be indirectly influenced by transportation improvements. The Proposed Project would not result in increases in the rate of vehicle trips.

The Proposed Project would modify road alignments to accommodate a widened intersection with a configuration of turn pockets and adequate room for additional vehicles to wait at all intersection approaches and is considered necessary to reduce future congestion anticipated as approved development builds out. At the same time, the Proposed Project would reduce the amount of time vehicles idle at the Kanan Road/Agoura Road intersection. The longer a vehicle idles in a single location, the more GHG emissions are generated over the course of its travel than would otherwise have been emitted with reduced idling.

The amortized Proposed Project construction emissions would be 18 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease. Therefore, neither construction nor operation of the Proposed Project would generate GHG emissions in excess of the South Coast AQMD's Tier 3 general reference threshold of 3,000 $MTCO_2e$ per year. The Proposed Project would relieve congestion, improve roadway operations, and would not directly generate new trips or GHG emissions. Impacts would be less than significant.

[16] The Proposed Project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

b. Would the Project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Summary of Previous Environmental Analysis

The certified PEIR did not address GHG emissions.

Less Than Significant Impact.

City of Agoura Hills Climate Action and Adaptation Plan

The City approved the Climate Action and Adaptation Plan (CAAP) in 2021, which serves as a long-term plan for reducing GHG emissions and enhancing the community's resilience towards vulnerabilities and risks posed by climate change. By using energy more efficiently, harnessing renewable energy to power buildings, recycling waste, and enhancing access to sustainable transportation modes, implementation of the CAAP can keep dollars in local economy, create new green jobs, and improve community quality of life. The goals outlined in the CAAP are shown in **Table 4.8-2: City of Agoura Hills Climate Action and Adaption Plan Consistency**. As shown in **Table 4.8-2**, the Proposed Project would not conflict with the goals in the CAAP.

Table 4.8-2: City of Agoura Hills Climate Action and Adaptation Plan Consistency

CAAP Goals		Consistency	
GOAL 1:	Increase Energy Efficiency in Existing Residential Units	N/A:	This is not a residential project; therefore, this goal is not applicable.
GOAL 2:	Increase Energy Efficiency in New Residential Units	N/A:	This is not a residential project; therefore, this goal is not applicable.
GOAL 3:	Increase Energy Efficiency in Existing Commercial Units.	N/A:	This is not a commercial project; therefore, this goal is not applicable.
GOAL 4:	Increase Energy Efficiency in New Commercial Development.	N/A:	This is not a commercial project; therefore, this goal is not applicable.
GOAL 5:	Increase energy efficiency through water efficiency.	Consistent:	The Proposed Project involves the maintenance and preservation of landscaped medians, which involve irrigation systems that comply with AHMC Division 8 – Guidelines for Landscaping, Planting, and Irrigation Plans.
GOAL 6:	Decrease Energy Demand through Reducing Urban Heat Island Effect.	Consistent:	The Proposed Project will plant new trees, which will help reduce heat absorption.
GOAL 7:	Decrease GHG Emissions Through a Reduction in VMT	Consistent:	This Proposed Project is anticipated to result in beneficial impacts related to GHG, since it would reduce congestion and associated vehicle idling at the intersection, thus reducing GHG emissions as compared to conditions without the Proposed Project. As stated in **Section 4.17: Transportation**, the Proposed Project would not lead to induced vehicle travel and would result in no impact concerning vehicle miles traveled (VMT).
GOAL 8:	Decrease GHG Emissions through Reducing Solid Waste Generation.	N/A:	This is neither a residential nor a commercial project; therefore, this goal is not applicable.

CAAP Goals	Consistency
GOAL 9: Decrease GHG Emissions through Increased Clean Energy Use.	N/A: The Proposed Project does not propose the construction of any buildings; therefore, this goal is not applicable.
Source: City of Agoura Hills, Approved City of Agoura Hills Climate Action and Adaptation Plan, March 2021.	

California Air Resource Board Scoping Plan Consistency

In December 2017, CARB approved the California's 2017 *Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target* (2017 Scoping Plan). This update focuses on implementation of a 40 percent reduction in GHGs by 2030 compared to 1990 levels. To achieve this, the 2017 Scoping Plan draws on a decade of successful programs that addresses the major sources of climate changing gases in every sector of the economy:

- *More Clean Cars and Trucks:* The plan sets out far-reaching programs to incentivize the sale of millions of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight statewide.
- *Increased Renewable Energy:* California's electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The 2017 Scoping Plan guides utilities to 50 percent renewables, as required under SB 350.
- *Slashing Super-Pollutants:* The plan calls for a significant cut in super-pollutants such as methane and HFC refrigerants, which are responsible for as much as 40 percent of global warming.
- *Cleaner Industry and Electricity:* California's renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions would continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.
- *Cleaner Fuels:* The Low Carbon Fuel Standard drives further development of cleaner, renewable transportation fuels to replace fossil fuels.
- *Smart Community Planning:* Local communities would continue developing plans which would further link transportation and housing policies to create sustainable communities.
- *Improved Agriculture and Forests:* The 2017 Scoping Plan also outlines innovative programs to account for and reduce emissions from agriculture, as well as forests and other natural lands.

Achieving the 2030 target under the 2017 Scoping Plan continues to spur the transformation of the California economy and fix its course securely on achieving an 80 percent reduction in GHG emissions by 2050, consistent with the global consensus of the scale of reductions needed to stabilize atmospheric GHG concentrations at 450 ppm CO_2e and reduce the likelihood of catastrophic climate change.

The Proposed Project includes roadway improvements to the Kanan Road/Agoura Road intersection. These improvements would address queuing deficiencies and improve roadway operations. The Proposed Project would only have short-term GHG emissions from construction and would not create operational GHG emissions. Thus, the Proposed Project would not conflict with the objectives listed in the 2017 Scoping Plan.

SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Consistency

The Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) accounts for operations and maintenance costs to ensure reliability,

longevity, and cost effectiveness. The 2020-2045 RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve State GHG emissions reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Proposed Project comparison to the RTP/SCS is an appropriate indicator of whether the Proposed Project would inhibit the post-2020 GHG reduction goals promulgated by the State. The Proposed Project's consistency with the RTP/SCS goals is analyzed in detail in **Table 4.8-3: Regional Transportation Plan/Sustainable Communities Strategy Consistency**.

Table 4.8-3: Regional Transportation Plan/Sustainable Communities Strategy Consistency.

SCAG Goals		Consistency	
GOAL 1:	Encourage regional economic prosperity and global competitiveness.	N/A:	This is not a project-specific policy and is therefore not applicable. However, the Proposed Project would facilitate travel and freight transport, thus contributing to regional economic prosperity.
GOAL 2:	Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent:	This Proposed Project proposes transportation improvements to accommodate a widened intersection that would improve mobility, accessibility, reliability, and travel safety for people and goods. The Proposed Project would also include replacing and improving driveways and sidewalks to enhance accessibility for vehicles and for people.
GOAL 3:	Enhance the preservation, security, and resilience of the regional transportation system.	Consistent:	This Proposed Project proposes transportation improvements to create adequate room for additional vehicles that would help enhance the preservation, security, and resilience of the regional transportation system.
GOAL 4:	Increase person and goods movement and travel choices within the transportation system.	Consistent:	This Proposed Project proposes transportation improvements including roadway widening, the addition of bike lanes, and sidewalk improvements, which would improve mobility and travel choices for both persons and goods.
GOAL 5:	Reduce greenhouse gas emissions and improve air quality.	Consistent:	This Proposed Project is anticipated to result in beneficial impacts related to GHG, since it would reduce congestion and associated vehicle idling at the intersection, thus reducing GHG emissions as compared to conditions without the Proposed Project and the conditions with the proposed roundabout under the Certified PEIR.
GOAL 6:	Support healthy and equitable communities	Consistent:	The Proposed Project would not exceed regional or localized thresholds for criteria

SCAG Goals		Consistency	
			pollutants. Based on the Friant Ranch decision, projects that do not exceed the South Coast AQMD's LSTs would not violate any air quality standards, contribute substantially to an existing or projected air quality violation, nor result in no criteria pollutant health impacts.
GOAL 7:	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent:	The Proposed Project would replace the existing traffic signal system with a new system pursuant to current City of Agoura Hills and Caltrans standards. Therefore, the Proposed Project would adapt to support an integrated regional development pattern and transportation network.
GOAL 8:	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Consistent:	The Proposed Project would replace the existing traffic signal system with a new system pursuant to current City of Agoura Hills and Caltrans standards.
GOAL 9:	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	N/A:	This Proposed Project involves an intersection improvement and does not include housing.
GOAL 10:	Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent:	This Proposed Project involves improvements of an existing intersection and roads, thus would not affect agricultural lands. The Proposed Project also includes Mitigation Measures to reduce impacts to natural habitat.
Source: Southern California Association of Governments, *Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy,* 2020.			

The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. The Proposed Project would be consistent with the stated goals of the RTP/SCS. Therefore, the Proposed Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

As discussed above, the Proposed Project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. Also, the Proposed Project would result in less than significant construction emissions, would not generate operational GHG emissions, and would decrease idling time at the intersection, which would reduce GHG emissions currently experienced at the Project site. Thus, a less than significant impact would occur in this regard.

4.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
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 material 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 or excessive noise for people residing or working in the project area?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	■	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	■	☐

a. Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Would the Project 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?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.5-6 through 4.5-7)

The Certified PEIR concluded that the Approved Project would involve revitalization and expansion of the commercial/retail areas north of Agoura Road and potential new mixed commercial, retail, hotel, and residential uses south of Agoura Road. The Certified PEIR concluded that existing regulations and hazardous materials management, such as those found in the City of Agoura Hills General Plan and Los Angeles County Hazardous Waste Management Plan, are in place to minimize or avoid potentially significant impacts associated with the routine transport, use, or disposal of hazardous materials. The Certified PEIR also concluded that the Approved Project would not be expected to create a significant hazard to people or the environment. Therefore, impacts would be less than significant.

Less Than Significant Impact. The Proposed Project is a transportation improvement project that consists of roadway improvements and signage. The Proposed Project would not use or store large quantities of hazardous materials. Potentially hazardous materials, such as fuels, lubricants, and solvents would be used during construction on the site for the roadway widenings along with herbicides and pesticides for the maintenance of the landscaping. However, the transport, use, and storage of hazardous materials, herbicides, and pesticides would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Therefore, as concluded in the Certified PEIR, impacts would be less than significant.

c. Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.5-6 through 4.5-7, 4.9-2)

The Certified PEIR concluded that existing regulations and hazardous materials management are in place to minimize or avoid potentially significant impacts related to hazardous or acutely hazardous materials. The closest school to the Approved Project is Agoura High School, which is located 0.6 miles northeast of the AVSP area on the northern side of US 101. Therefore, the Approved Project would have no impact related to emitting hazardous materials or handling hazardous or acutely hazardous materials within one-quarter mile of a school.

No Impact. As discussed above, the Proposed Project would not emit hazardous substances or involve handling hazardous materials. The school nearest the Project site is Agoura High School, located more than 0.5-mile northeast of the Project site. Therefore, as identified in the Certified PEIR, there would no impact.

d. Would the Project be located on a site included on a list of hazardous material 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?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.5-2 through 4.5-3, 4.5-6 through 4.5-7)

The Certified PEIR concluded that several properties within or adjoining the AVSP area that are listed in environmental databases as currently or previously having involved hazardous materials, use, storage, or a release. Development of the Approved Project could result from existing and future land uses in the AVSP area. The Certified PEIR stated that past uses on currently vacant properties in the AVSP may have resulted in on-site contamination that could adversely affect construction or future occupants of the AVSP area. While unlikely, the impact may be potentially significant. Implementation of Certified PEIR Mitigation Measure HAZ-3 would reduce impacts to less than significant.

No Impact. The Department of Toxic Substances Control – EnviroStor[17] and the California Regional Water Quality Control Board Database – GeoTracker[18] revealed no hazardous material sites within the Project site. The U.S. EPA's Superfund Enterprise Management System (SEMS) database[19] was checked for hazardous material facilities and yielded no facilities. Therefore, the Project site is not included on a list of hazardous materials sites and no impact would occur in this regard.

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 or excessive noise for people residing or working in the Project area?

Summary of Previous Environmental Analysis

The Approved Project would not be located within two miles of a public airport or public use airport. The nearest airport to the Approved Project is the Van Nuys Airport located approximately 15 miles to the east. Therefore, the Approved Project would not result in a safety hazard or excessive noise related to a public airport.

No Impact. The nearest airport to the Project site is the Van Nuys Airport located approximately 15 miles to the east. The Project site is not within an airport land use plan or within two miles of a public airport or public use airport. The Proposed Project would not result in an airport-related safety hazard or excessive noise for people residing or working in the Proposed Project area. Therefore, no impact beyond that identified in the Certified PEIR would occur.

f. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.10-14)

The Certified PEIR concluded the Approved Project's proposed roundabout at the Kanan Road/Agoura Road intersection would have the potential to inhibit access to emergency personnel and emergency

[17] California Department of Toxic Substances Control, EnviroStor, Map generated for 29271 Agoura Road, Agoura Hills, CA 91301, USA, http://www.envirostor.dtsc.ca.gov/?surl=96kmq. Accessed January 14, 2021.

[18] California State Water Resources Control Board, GeoTracker, Map generated for 29271 Agoura Road, Agoura Hills, CA 91301, USA, https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=29271+Agoura+Rd%2C+Agoura+Hills%2C+CA+91301#. Accessed January 14, 2021.

[19] United States Environmental Protection Agency, SEMS Search, Search generated for 29271 Agoura Road, Agoura Hills, CA 91301, USA, https://enviro.epa.gov/enviro/efsystemquery.sems?fac_search=primary_name&fac_value=&fac_search_type=Beginning&postal_code=&location_address=29271+Agoura+Road&add_search_type=Beginning2&city_name=Agoura+Hills&county_name=Los+Angeles&state_code=CA&chemical=&program_search=sems&report=basic&page_no=1&output_sql_switch=TRUE&database_type=SEMS. Accessed January 14, 2021.

vehicles, and impacts would be potentially significant. Implementation of Certified PEIR Mitigation Measures PS-4(a) and PS-4(b) would reduce impacts to less than significant.

Less Than Significant Impact with Mitigation Incorporated. The Proposed Project would not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Proposed Project would not develop a roundabout, as studied in the Certified PEIR, and would instead develop a widened standard four-leg signalized intersection to accommodate expected traffic flows upon future 2035 buildout of the AVSP.

During Proposed Project construction, there is potential for lane closures, which could block access to nearby roadways for emergency access. The Proposed Project would implement **Mitigation Measure TRANS-1** to develop a Traffic Control Plan. Specifically, emergency services (e.g., police, fire, and other emergency service providers), as well as facility owners and administrators of surrounding land uses, would be notified of the timing, location, and duration of the construction activities and the locations of detours and lane closures. The Traffic Control Plan would ensure that potential emergency vehicle access impacts during construction would be minimized, and impacts would be reduced to less than significant.

The proposed improvements would be designed to improve roadway and traffic efficiency on existing streets, consistent with federal, State, and local standards as applicable. By improving traffic flow, the Proposed Project would assist in emergency evacuation. Improved roadway conditions would not interfere with adopted emergency plans, or evacuation plans, of which there are none adopted for this area. Therefore, with implementation of **Mitigation Measure TRANS-1**, the Proposed Project would have a less than significant impact concerning adopted emergency response plans or emergency evacuation plans.

Mitigation Measure

TRANS-1: To the greatest extent possible, the City shall coordinate the Traffic Control Plan and construction of the proposed Project with any projects that are scheduled to be constructed concurrently within one mile of the Project's improvements. If related projects are anticipated to be constructed concurrently, the City shall provide the Traffic Control Plan to the related project's proponent or other responsible entity and receive additional input from the proponent or responsible entity on potential construction haul routes and timing. The City would coordinate with the appropriate agencies (e.g., Las Virgenes Unified School District, Los Angeles County Fire Department, and Los Angeles County Sheriff's Department), as needed.

g. Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.5-5)

The Certified PEIR concluded most of the AVSP area is an urban/wildfire interface area and that future development of the Approved Project would have the potential to increase the likelihood of wildfire impacts. However, given the implementation of standard fire prevention measures and proper site design, as required by the Los Angeles County Fire Code, Los Angeles County Code Title 32, and Los Angeles County Fire Department requirements, the potential impacts associated with increased wildfire hazards would be less than significant.

Less Than Significant Impact. The Project site is located in urban/wildfire interface areas and in areas classified as Very High Fire Hazard Severity Zones (VHFHSZ). The Proposed Project does not propose any structures or buildings for occupancy that could be prone or contribute to fire hazards. The proposed

improvements would be constructed mostly within the existing public ROW as well as within private, vacant lands adjacent to the Kanan Road/Agoura Road intersection and roadway. The Proposed Project would also underground two existing overhead power/telecommunication lines on the south leg along the east side of Kanan Road, which would further reduce the potential for downed lines to start a wildfire. New landscaping would be irrigated and would not consist of highly flammable materials. Therefore, the Proposed Project would have a less than significant impact concerning exposure of people or structures to a significant risk involving wildland fires.

4.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	■	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	■
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	■	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	■	☐
iii. 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; or	☐	☐	■	☐
iv. Impede or redirect flows?	☐	☐	☐	■
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	■
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	■	☐

a. Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.7-16 through 4.7-18, 4.7-23 through 4.7-25)

The Certified PEIR concluded that construction of the Approved Project would require grading, which may result in uncontrolled discharges of sediment, which could potentially result in significant impacts on the quality of surface water in Medea Creek and Lindero Canyon Creek. Preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of BMPs for individual parcel construction would reduce temporary water quality impacts and erosion or sedimentation. The Approved Project would also be required to implement a Los Angeles County Standard Urban Storm Water Mitigation Plan (SUSMP) in compliance with NPDES requirements, which would contain design standards for treating stormwater runoff. The Approved Project would also be subject to compliance with development and design standards to maximize pervious surfaces and minimize water runoff, which would effectively reduce pollutant loading from development. Impacts to water quality standards or waste discharge requirements would be less than significant.

Less Than Significant Impact. Construction activities, such as grading and excavation, would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Construction-related erosion effects would be addressed through compliance with the NPDES program's Construction General Permit. Construction activity subject to the Construction General Permit includes any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than 1.0 acres. To obtain coverage under the Construction General Permit, dischargers are required to file with the State Water Board the Permit Registration Documents, which include a NOI and other compliance-related documents. The Construction General Permit requires development and implementation of a SWPPP and monitoring plan, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. The types of required BMPs would be based on the amount of soil disturbed, the types of pollutants used or stored at the Project site, and proximity to water bodies. Following compliance with NPDES requirements, which include implementation of BMPs, the Proposed Project's construction-related activities would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality. Therefore, the Proposed Project would not violate any water quality standards and a less than significant impact would occur in this regard.

During Proposed Project operations, inlets on the northeast and southeast corners of the Kanan Road/Agoura Road intersection would be relocated to accommodate the Agoura Road widening. The associated drain lines would be extended. Additionally, a hydrant would be relocated due to the shift in the curb line. The Proposed Project is a transportation improvement project and would not include any uses that would violate water quality standards or discharge any waste.

Therefore, the Proposed Project would not result in impacts beyond those identified in the Certified PEIR, and impacts would be less than significant.

b. Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.7-25 through 4.7-26)

The Certified PEIR concluded that the groundwater quantities in the AVSP area are generally low and inconsistent since they occur primarily within the limited alluvium or within the weathered or fractured portions of the underlying bedrock. Groundwater was not encountered within the AVSP area during the geotechnical investigations prepared for specific projects within the AVSP area. Although no groundwater was encountered, there is potential for groundwater levels to reach near surface levels adjacent to Lindero Canyon and Medea Creek. Urban areas where groundwater is greater than 10 feet deep generally do not infiltrate urban pollutants into the underlying groundwater. Therefore, the Approved Project would not affect groundwater supplies, and impacts would be less than significant.

No Impact. The Proposed Project is a transportation improvement project, with no structures for human occupancy that would generate a water demand. The Proposed Project would utilize water during construction for dust control, and also recycled water for landscaping. The Las Virgenes Municipal Water District (LVMWD) would be the water purveyor to the Project site, not local groundwater. The Proposed Project would not deplete groundwater supplies. Additionally, the Project site does not involve a groundwater recharge area or significantly change permeable surface areas. The Proposed Project would not interfere substantially with groundwater recharge such that it would impede sustainable groundwater management of a basin. Therefore, the Proposed Project would have no impact on groundwater management.

c.i. Would the Project substantially alter the existing drainage pattern of the site or area, including by altering the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on or offsite?

c.ii. Would the Project substantially alter the existing drainage pattern of the site or area, including by altering the course of a stream or river or through the addition of impervious surfaces, in a manner that would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

c.iii. Would the Project substantially alter the existing drainage pattern of the site or area, including by altering the course of a stream or river or through the addition of impervious surfaces, in a manner that would 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?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.7-18 through 4.7-26)

See Threshold 4.10.a above concerning erosion and water quality. The Certified PEIR concluded the AVSP area consists of developed area north of Agoura Road and open space, riparian and aquatic habitats, oak/willow woodlands, and a few small developments south of Agoura Road. The Certified PEIR concluded that the Approved Project would alter existing drainage patterns and redirect sheet flow, as well as contribute to an increase in peak runoff volumes from the AVSP area to Medea Creek. The increase in peak flows in receiving waters would be potentially significant. The Approved Project would implement AVSP development and design standards to maximize pervious surfaces and minimize water runoff. The Approved Project would also implement Certified PEIR Mitigation Measure HYD-2 to reduce downstream flood potential and reduce impacts to less than significant.

Less Than Significant Impact. The Proposed Project would include widening Kanan Road and Agoura Road, which would require minimal realignment of the existing drainages to accommodate the widening. In addition, Agoura Road crosses several waterways, including Lindero Creek and Medea Creek, both of which are currently contained within concrete lined channels that pass under the roadway. Several additional drainages are contained in pipes that run under the roadway. Inlets on the northeast and southeast corners of the Kanan Road/Agoura Road intersection would be relocated to accommodate the Agoura Road widening.

Any changes in alignment would be minor, and the new drainages would be designed to tie into the existing drainage system and to accommodate existing and expected drainage flows from the roadway, landscaping, and other flows passing through the area. Standard BMPs would be incorporated into the design to ensure that erosion and siltation are minimized and that water quality requirements are achieved during Proposed Project operation.

In addition to the drainages, slope cuts would be required along portions of the Proposed Project, including Agoura Road and Canwood Street. This could alter the drainage patterns along the hillside, and would require temporary vegetation removal, both of which could result in erosion or siltation. While these activities would have potential to result in erosion, the slope cut angle would be designed to comply with existing codes so that erosion would be minimized, and the slopes would be stabilized through retaining walls or other means along with re-vegetation of disturbed areas. With the incorporation of these design elements erosion would be minimized.

The Proposed Project would result in widening and repaving of existing roadways and adding sidewalks, which would result in an increased area of impervious surface. Polluted runoff is commonly associated with roadways due to oils and other chemicals created by motor vehicle use, and chemicals applied to landscaping can runoff into the drainage system. The increase in the amount of surface runoff from the sources could result in increased pollutant runoff. Standard BMPs and compliance with the SUSMP would be incorporated into Proposed Project design to ensure that pollutants do not enter the drainage system. The Proposed Project would be required to implement the same AVSP development and design standards to maximize pervious surfaces and minimize water runoff. To accommodate this additional runoff, modified drainages would be designed to accommodate existing and expected drainage flows from the roadway, landscaping, and other flows passing through the area. Therefore, the Proposed Project impacts would be less than significant.

c.iv. Would the Project substantially alter the existing drainage pattern of the site or area, including by altering the course of a stream or river or through the addition of impervious surfaces, in a manner that would impede or redirect flood flows?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.7-21 through 4.7-23)

The Certified PEIR concluded the areas surrounding Lindero Canyon Creek and Medea Creek are within the 100-year floodplain. The southern portion of the AVSP area and southwestern boundary of the AVSP area are also located within the 100-year floodplain. As the Approved Project would place structures within the 100-year floodplain, impacts are potentially significant. Implementation of Certified PEIR Mitigation Measures HYD-3(a) and HYD-3(b) would reduce impacts from flooding to less than significant levels.

No Impact. The Project site is primarily located in Zone X according to the most recent Federal Emergency Management Agency (FEMA) flood insurance rate maps. Zone X is characterized by an area determined to be outside the 0.2% annual chance floodplain. A portion of the Project site lies within the 100-year floodplain (Lindero Creek and Medea Creek); however, as shown on FEMA map panel 1244F, the portion of the Project site within the 100-year floodplain is contained within concrete-line channels. There would be no construction within these channels, and the Proposed Project would not impede or re-direct these flows. Therefore, the Proposed Project would not result in impacts related to flooding.

d. Would the Project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.4-12, 4.7-21 through 4.7-23)

The Certified PEIR concluded that tsunamis and seiches would not affect the AVSP area. See Threshold 10.c.iv above concerning flood hazards. As stated above, impacts related to floodplains, and therefore inundation, would be potentially significant. Implementation of Certified PEIR Mitigation Measures HYD-3(a) and HYD-3(b) would reduce impacts to less than significant.

No Impact. The Project site is not located in an area susceptible to seiches or tsunamis. A portion of the Project site would be located within the 100-year floodplain, but the floodplains are contained within concrete-line channels. Therefore, the Proposed Project would have no impact related to flood hazards, tsunamis, or seiches.

e. Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Summary of Previous Environmental Analysis

Not applicable, since this threshold was not analyzed in the Certified PEIR.

Less Than Significant Impact. See Threshold 4.10.a above concerning water quality control. See Threshold 4.10.b above concerning sustainable groundwater management plan compliance. Impacts would be less than significant.

4.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Physically divide an established community?	☐	☐	■	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	■	☐

a. Would the Project physically divide an established community?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.8-6 through 4.8-6)

The Certified PEIR concluded the Approved Project would allow for development of a mix of land uses that includes commercial, retail, services, office, and residential, which currently exists in the surrounding area. Therefore, the Approved Project would not divide an established community, and impacts are less than significant.

Less Than Significant Impact. Proposed Project construction and improvements would occur on the existing street network, and, slightly on adjacent undeveloped lands along Kanan Road and Agoura Road. The land uses adjacent to the intersection are a mix of commercial, residential and open space uses. The Proposed Project would not divide or restrict access to the existing street network or community because the roadways are existing transportation facilities. Therefore, impacts would be less than significant.

b. Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.8-6 through 4.8-20)

The Certified PEIR concluded the Approved Project would potentially result in impacts related to land use compatibility associated with mixed-uses and would require implementation of mitigation measures related to aesthetics, air quality, noise, and transportation to reduce impacts to less than significant. The Certified PEIR concluded the Approved Project would require amendments to the General Plan and Zoning Ordinance, which would result in potentially significant impacts related to conflicting with the General Plan and Zoning Ordinance. With implementation of all mitigation measures recommended in the Certified PEIR, impacts would be reduced to less than significant levels. The Certified PEIR concluded the Approved Project would potentially result in significant impacts related to compliance with SCAG policies. Implementation of mitigation measures in the Certified PEIR and also with Certified PEIR Mitigation Measure LU-4 would reduce impacts to less than significant.

Less Than Significant Impact. The Approved Project included a roundabout in the 2008 AVSP. The Proposed Project would amend the AVSP to replace the roundabout with a widened standard four-leg signalized intersection to accommodate expected traffic flows upon future 2035 buildout of the AVSP. The City's General Plan references the AVSP, but does not specifically address this intersection; therefore,

no General Plan amendment would be required. General Plan and Specific Plan amendments are legislative actions that require review by the City's Planning Commission and approval by the City Council. Upon the City Council's approval of the Specific Plan Amendment for the signalized intersection, the Proposed Project would be consistent with the AVSP and AHMC regulations. Impacts would be less than significant.

4.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
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. Would the Project 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. Would the Project 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?

Summary of Previous Environmental Analysis

The City has no designated uses for mineral resources, such as the collection of mineral resources within City limits, and no known valuable mineral resources or recovery sites exist within the City.[20] Therefore, the Approved Project would have no impact on mineral resources.

No Impact. No mineral resources or recovery sites exist within the City. Therefore, the Proposed Project would not impact mineral resources.

[20] City of Agoura Hills, General Plan 2035 EIR, February 2010, page 5-7.

4.13 Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project result in:				
a. Generation of substantial or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	■

A noise analysis was prepared for the Proposed Project by Kimley-Horn. The noise analysis and modeling outputs are included in **Appendix F: Acoustical Assessment**.

Noise Background

Acoustics is the science of sound. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is defined as loud, unexpected, or annoying sound. In acoustics, the fundamental model consists of a noise source, a receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person. Additional detail is provided in **Appendix F** of this IS/MND.

Existing Noise Sources

The Proposed Project area is generally urbanized to the north and undeveloped to the south. The primary sources of stationary noise in the Proposed Project vicinity are urban-related activities (i.e., mechanical equipment, and pedestrians). The sources of stationary noise nearest the Proposed Project site emanates from retail commercial, self-storage, light industrial (printing and light manufacturing), and restaurant uses to the north. Noise sources from these land uses typically include mechanical equipment such as heating ventilation and air conditioning (HVAC), automobile-related noise such as cars starting and doors slamming, truck activity, and landscaping equipment. The noise associated with these sources may represent a single-event noise occurrence or short-term noise.

The majority of the existing noise in the Proposed Project area is generated from traffic along Kanan Road and Agoura Road. According to the City of Agoura Hills General Plan Noise Element, the Project site lies within the 65-70 dBA CNEL traffic noise contour.

Sensitive Receptors

Sensitive populations are more susceptible to the effects of noise impacts than is the general population. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Land uses located north of the Project site include retail commercial, self-storage, light industrial (printing and light manufacturing), and restaurant. South of the Project site is vacant and undeveloped land. Sensitive land uses nearest to the Proposed Project site are shown in **Table 4.13-1: Sensitive Receptors** and are measured from the closest Project site boundary to the sensitive receptor. The sensitive receptors nearest to the Project site include church uses approximately 40 feet northwest of the proposed construction boundary.

Table 4.13-1: Sensitive Receptors

Receptor Description	Distance and Direction from the Proposed Project
Church	40 feet to the northwest
Dental Facility	650 feet to the northwest
Veterinary Center	930 feet to the northwest
Single Family Homes	1,800 feet to the southeast
Source: Google Maps, 2022.	

a. Would the Project result in generation of substantial or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.9-8 through 4.9-16)

The Certified PEIR concluded the construction of the Approved Project would impact existing sensitive receptors located within the AVSP boundary at Agoura Road. Daytime construction activity is exempt from City Noise Ordinance restrictions; any noise-generating activity occurring outside of the City Noise Ordinance hours would be potentially significant. Implementation of Certified PEIR Mitigation Measure N-1 would ensure compliance with the City's Noise Ordinance, and impacts would be reduced to less than significant.

The Certified PEIR concluded mobile source (e.g., traffic) noise would result in potentially significant impacts. Implementation of Certified PEIR Mitigation Measures N-2(a) and N-2(b) would reduce impacts to less than significant.

The Certified PEIR concluded that operational noise from the Approved Project would result in potentially significant on-site noise impacts on adjacent residences. Implementation of Certified PEIR Mitigation Measures N-3(a) through N-3(g) would reduce impacts associated with on-site activity to less than significant.

Less Than Significant Impact. The Proposed Project would be constructed within the hours restricted by the City's Noise Ordinance. As daytime construction activity is exempt from City Noise Ordinance restrictions, noise impacts from Proposed Project construction would be less than significant. The Proposed Project would implement intersection improvements, Agoura Village Gateway Monuments, and City Gateway Entry Monuments, which would not result in any changes to the noise levels that already exist at the Project site. No stationary noise sources would be included as part of the Proposed Project (e.g., parking lots, HVAC, or mechanical equipment). The Proposed Project would include a new terraced plaza at the northwest corner of the Kanan Road/Agoura Road intersection, which would allow for an open space gathering area. While the accumulation of people and loud speaking may create a new stationary noise source, the terraced plaza would be located adjacent to the Kanan Road/Agoura Road intersection. Therefore, the mobile noise sources would be louder and more continuous than the people who would gather at the terraced plaza area and would not constitute a substantial increase in noise levels. Further, there are no noise-sensitive receptors located in proximity of the proposed terraced plaza who would be affected by the increase in noise levels. Mobile noise sources (i.e., vehicles) would utilize the proposed intersection, however, no change in traffic volumes would occur as a result of the Proposed Project, thus, no change in mobile source noise would occur. Therefore, noise impacts from Proposed Project operations would be less than significant.

b. Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.9-16 through 4.9-17)

The Certified PEIR concluded that vibrations from blasting during construction of the Approved Project would be potentially significant. Implementation of Certified PEIR Mitigation Measure GEO-4(a) would reduce impacts associated with vibration to less than significant.

Less Than Significant Impact. AHMC §9305.E prohibits operations or activities in commercial districts that would cause vibration noticeable without instruments at the perimeter of the subject property.

Construction can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Ground disturbing activity as part of the Proposed Project would entail excavation for grading and access to underground utilities. The ground disturbing activities require heavy machinery that could generate excessive groundborne vibrations, which can spread through the ground and diminish with distance from the source. Proposed Project construction would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 in/sec peak particle velocity [PPV]) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction

equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec PPV is considered safe and would not result in any construction vibration damage.

Table 4.13-2: Typical Construction Equipment Vibration Levels lists vibration levels at 25 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 4.13-2**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Proposed Project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

Table 4.13-2: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 40 Feet (in/sec)[1]
Large Bulldozer	0.089	0.031
Loaded Trucks	0.076	0.027
Small Bulldozer	0.003	0.001
Vibratory Roller	0.210	0.104
Jackhammer	0.035	0.012

1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018; D = the distance from the equipment to the receiver.

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.

The nearest structure to the Project site is approximately 40 feet away. **Table 4.13-2** shows that at 40 feet, the vibration velocities from construction equipment would not exceed 0.104 in/sec PPV, which is below the FTA's 0.20 in/sec PPV threshold for building damage. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest structure. Therefore, Proposed Project construction vibration impacts would be less than significant.

c. For a project located within the vicinity of a private airstrip or 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?

Summary of Previous Environmental Analysis

The Approved Project would not be located within two miles of a public airport or public use airport. The nearest airport to the Approved Project is the Van Nuys Airport located approximately 15 miles east of the AVSP area. Therefore, the Approved Project would not result in an impact related to a private airstrip or airport land use plan.

No Impact. As discussed in **Section 4.9: Hazards and Hazardous Materials**, the Project site is not within two miles of a private airstrip or an airport land use plan. The Proposed Project would not result in excessive airport-related noise levels for people residing or working in the Proposed Project area. Therefore, no impact beyond that identified in the Certified PEIR would occur.

4.14 Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
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 amounts of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

a. Would the Project 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. Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Summary of Previous Environmental Analysis (See Certified PEIR pages 5-1 through 5-2)

The Certified PEIR concluded that the Approved Project would introduce population, housing, and employment to the City that exceeds SCAG projections. The Certified PEIR determined that the exceedance would not be a physical impact of the Approved Project, and that the contribution to local jobs, housing, and population, along with other growth in the City, would be reflected in future growth projections. Furthermore, the AVSP area is partially developed and includes existing roads and water and sewer infrastructure. The infrastructure improvements and extensions needed for the Approved Project would not result in inducement of growth. Further, the Approved Project would not result in displacement such that construction of replacement housing elsewhere is needed. Therefore, the Approved Project would not result in an impacts related to population and housing.

No Impact. The Proposed Project does not include the construction of any residences or buildings that would provide housing. The Proposed Project would not induce any population growth, as there would be no housing or source of permanent jobs, and would not displace existing housing or people. Therefore, there would be no impact.

4.15 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project result in a substantial adverse physical impact 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:				
a. Fire protection?	☐	☐	■	☐
b. Police protection?	☐	☐	■	☐
c. Schools	☐	☐	☐	■
d. Parks?	☐	☐	☐	■
e. Other public facilities?	☐	☐	☐	■

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 fire protection?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.10-12 through 4.10-13)

The Certified PEIR concluded that the Approved Project would comply with Fire Code and Los Angeles County Fire Department (LACFD) standards, including specific construction specifications, access design, location of fire hydrants, and other design requirements. The Approved Project would be located in a High Severity Wildland Fire Hazard Zone. Additionally, the roundabout proposed as part of the Approved Project would have the potential to restrict access to fire safety personnel and emergency vehicles. Therefore, impacts to fire safety are potentially significant. Implementation of Certified PEIR Mitigation Measures PS-3(a) through PS-3(d) would reduce impacts to less than significant.

Less Than Significant Impact. The Proposed Project does not propose land uses that would create a demand for LACFD fire protection services. The Proposed Project would increase access and efficiency on the existing roadway network, thus creating a benefit for access for fire protection services. The Proposed Project would not implement the roundabout proposed as part of the Approved Project and would instead develop a widened standard four-leg signalized intersection. Impacts related to emergency access would be less than anticipated in the Certified PEIR due to the removal of the roundabout. The Proposed Project does not propose or generate a need for new or physically altered fire protection services, thus, would not cause significant environmental impacts in this regard. Therefore, impacts would be less than significant.

b. 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 police protection?

Summary of Previous Environmental Analysis (See Certified PEIR page 4.10-14)

The Certified PEIR concluded that the Approved Project would result in an increased number of calls to the local Los Angeles County Sheriff's Department Los Hills Substation, which would result in an increased demand for additional costs, personnel time, and response times. Impacts would be potentially significant. Furthermore, the roundabout proposed at the Kanan Road/Agoura Road intersection would have the potential to inhibit access to Sheriff's Department personnel and emergency vehicles. Implementation of Certified PEIR Mitigation Measures PS-4(a) and PS-4(b) would reduce impacts to less than significant.

Less Than Significant Impact. The Proposed Project does not propose land uses that would create a demand for Los Angeles County Sheriff's Department police protection services. The Proposed Project would increase access and efficiency on the existing roadway network, thus creating a benefit for access for fire protection services. The Proposed Project would not implement the roundabout proposed as part of the Approved Project and would instead develop a widened standard four-leg signalized intersection. Impacts related to emergency access would be less than anticipated in the Certified PEIR due to the removal of the roundabout. The Proposed Project does not propose or generate a need for new or physically altered police protection services, thus, would not cause significant environmental impacts in this regard. Therefore, impacts would be less than significant.

c. *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 schools?*

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.10-15 through 4.10-16)

The Certified PEIR concluded that the Approved Project would generate additional students, which may result in a potentially significant impact to schools. Implementation of Certified PEIR Mitigation Measures PS-5(a) and PS-5(b) would reduce impacts to less than significant.

No Impact. The Proposed Project does not propose residential or other uses that would generate an increase the area's student population. The Proposed Project does not propose or generate a need for new or physically altered school facilities, thus, would not cause significant environmental impacts in this regard. Therefore, the Proposed Project would have no impact on schools.

d. *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 parks?*

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.10-18 through 4.10-16)

The Certified PEIR concluded that the Approved Project would provide additional parkland to the City and the proposed residents, but that there would continue to be an overall shortfall of parkland compared to adopted standards. However, the developers within the AVSP area would be required to provide a minimum of 2.64 acres of land for parks or in-lieu fees. Therefore, impacts would be less than significant on parks and recreational facilities.

No Impact. The Proposed Project does not propose residential or other uses that would generate a demand for parkland or recreational facilities. The Proposed Project would develop a new terraced plaza at the northwest corner of the Kanan Road/Agoura Road intersection, as well as develop landscape buffers along the north leg of the Proposed Project. The Proposed Project does not propose or generate a need for new or physically altered parks or recreational facilities, thus, would not cause significant environmental impacts in this regard. Therefore, the Proposed Project would have no impact on parks and recreational facilities.

e. 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 other public facilities?

Summary of Previous Environmental Analysis

No other governmental facilities are analyzed as part of the Certified PEIR.

No Impact. The Proposed Project does not propose land uses that would increase the City's population, or create a demand for governmental facilities, such as libraries. The Proposed Project does not propose or generate a need for new or physically altered government facilities such as libraries, thus, would not cause significant environmental impacts in this regard. Therefore, the Proposed Project would have no impact on governmental facilities.

4.16 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. 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?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.10-18 through 4.10-16)

The Certified PEIR concluded that the Approved Project would provide additional parkland and recreational facilities to the City and the proposed residents, but that there would continue to be an overall shortfall of parkland compared to adopted standards. However, the developers within the AVSP area would be required to provide a minimum of 2.64 acres of land for parks or in-lieu fees. Therefore, impacts would be less than significant on parks and recreational facilities.

No Impact. See Threshold 4.15.d above concerning parks and recreational facilities. The Proposed Project would result in no impacts on recreational facilities.

4.17 Transportation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Conflict with an applicable plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities?	☐	☐	■	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	■
c. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	■	☐	☐

a. Would the Project conflict with an applicable plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.11-28 through 4.11-33)

The Certified PEIR concluded that the Approved Project would require access, circulation, and parking improvements that would result in potentially significant impacts on bicycle and pedestrian facilities. The Approved Project's proposed roundabout would have the potential to restrict access to safety personnel and emergency vehicles and could impact vehicle or pedestrian movement. The proposed mid-block crosswalks may also create safety issues and would be potentially significant. Implementation of Certified PEIR Mitigation Measures T-3(a) through T-3(f) would reduce impacts to less than significant.

Less Than Significant Impact. The Agoura Hills City Council adopted the AVSP and certified the accompanying Certified PEIR in accordance with CEQA in 2008. One of the AVSP components was a proposed roundabout at the Kanan Road/Agoura Road intersection. In September 10, 2014, City Council voted to not proceed with the roundabout as the preferred alternative, and instead authorized the design of a traffic signal as the ultimate configuration of the Kanan Road/Agoura Road intersection as part of the Proposed Project.

As a transportation improvement project, the Proposed Project's proposed components are designed to improve and benefit the AVSP. The Proposed Project includes improvements to enhance traffic capacity and improve mobility, safety, and access within the City. The Proposed Project includes improvements that include widening the intersection, providing Agoura Village Gateway Monuments and City Gateway Entry Monuments, and undergrounding overhead power/telecommunication lines, among others. The Proposed Project would include new pedestrian curb ramps, landscape buffers, conflict striping, a striped median, and a Class II bike lane. These improvements would benefit the City, and the proposed

components would not conflict with policies addressing circulation system, roadways, and bicycle and pedestrian facilities. Impacts would be less than significant.

b. Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Summary of Previous Environmental Analysis

Not applicable since VMT were not analyzed in the Certified PEIR.

No Impact. The Proposed Project improvements include widening an existing intersection, Agoura Village Gateway Monuments and City Gateway Entry Monuments, and undergrounding overhead power/telecommunication lines, among others. The Proposed Project would include new pedestrian curb ramps, landscape buffers, conflict striping, a striped median, and a Class II bike lane. Modified road alignments, including elevations and widths, are proposed to accommodate a widened intersection with a configuration of turn pockets and adequate room for additional cars to wait at all intersection approaches. The proposed widened pavement improvements would generally match the existing Kanan Road and Agoura Road pavement structural sections.

The City of Agoura Hills Transportation Assessment Guidelines (Guidelines) was prepared to establish protocol for conducting a transportation assessment, and includes guidance for local traffic impact analysis (using roadway and intersection performance) and CEQA analysis (using VMT).[21] The Guidelines don't specifically consider the effects of transportation projects (such as the Proposed Project) on vehicle travel. The *Technical Advisory on Evaluating Transportation Impacts in CEQA*[22] does state the following concerning the effects of transportation projects on vehicle travel:

> *"A transportation project which leads to additional vehicle travel on the roadway network, commonly referred to as "induced vehicle travel," would need to quantify the amount of additional vehicle travel in order to assess air quality impacts, greenhouse gas emissions impacts, energy impacts, and noise impacts. Transportation projects also are required to examine induced growth impacts under CEQA…… For any project that increases vehicle travel, explicit assessment and quantitative reporting of the amount of additional vehicle travel should not be omitted from the document…… "*

As described above, the Proposed Project does not propose to add through lanes and would generally match the existing Kanan Road and Agoura Road pavement structural sections. Given its nature and scope, the Proposed Project would not lead to induced vehicle travel. Additionally, the Proposed Project would not induce any population growth in the area, either directly by proposing new homes or businesses, or indirectly through extension of roads or other infrastructure. Therefore, because the Proposed Project would result in no impact concerning VMT, the Proposed Project would not conflict with State CEQA Guidelines §15064.3(b).

c. Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.11-28 through 4.11-31)

The Certified PEIR concluded that the Approved Project's roundabout would result in potentially significant impacts due to the geometry being non-optimal for vehicle or pedestrian movement.

[21] City of Agoura Hills, Transportation Assessment Guidelines, July 2020, https://www.agourahillscity.org/home/showpublisheddocument/23449/637345476945830000. Accessed January 14, 2022.
[22] State of California Governor's Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018, page 19, https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed January 12, 2022.

Implementation of Certified PEIR Mitigation Measure T-3(a) through T-3(f) would reduce impacts to less than significant levels.

Less Than Significant Impact. The Proposed Project's proposed intersection/roadway improvements would be designed to adopted City specifications and design standards. The Proposed Project's modified road alignments to accommodate the widened intersection would correct the lane shift in the existing westbound lanes through the Kanan Road/Agoura Road intersection. The Proposed Project's changes to the east leg of Agoura Road would also allow bikes to move to the left of the right-turning vehicles to avoid potential pedestrian-vehicle conflicts. The Agoura Village Gateway Monuments and City Gateway Entry Monuments would include setbacks and landscaped buffers such that they are not directly adjacent to roadways. The signage would include lighting to ensure clear visibility. Impacts would be less than significant; therefore, the Proposed Project would not increase hazards due to a design feature such as a dangerous intersections, or through introducing an incompatible use. A less than significant impact would occur in this regard.

d. Would the Project result in inadequate emergency access?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.11-28 through 4.11-31)

The Certified PEIR concluded that the Approved Project's roundabout would result in potentially significant impacts due to the geometry being non-optimal for vehicle or pedestrian movement. Implementation of Certified PEIR Mitigation Measure T-3(a) through T-3(f) would reduce impacts to less than significant levels.

Less Than Significant Impact with Mitigation Incorporated. See **Section 4.9: Hazards and Hazardous Materials**, which states the Proposed Project would not involve the development of structures that could potentially result in inadequate emergency access. The Proposed Project would not develop a roundabout, as studied in the Certified PEIR and as determined would potentially result in issues for emergency vehicle access through the Kanan Road/Agoura Road intersection and would instead develop a widened standard four-leg signalized intersection.

During Proposed Project construction, there is potential for lane closures, which could block access to nearby roadways for emergency access. The Proposed Project would implement **Mitigation Measure TRANS-1** to develop a Traffic Control Plan. Specifically, emergency services (e.g., police, fire, and other emergency service providers), as well as facility owners and administrators of surrounding land uses, would be notified of the timing, location, and duration of the construction activities and the locations of detours and lane closures. The Traffic Control Plan would ensure that potential emergency vehicle access impacts during construction would be minimized, and impacts would be reduced to less than significant.

The improvements would be constructed to City design standards that require adequate emergency access. The aesthetics improvements such as sidewalk and bicycle lanes, medians, and landscaping would not be allowed to interfere with emergency access per City adopted design standards. Therefore, the Proposed Project would result in inadequate emergency access. Impacts would be less than significant in this regard.

4.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	■	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe.	☐	■	☐	☐

The discussion below regarding potential impacts on tribal cultural resources is based in part on AB 52 communications initiated by the City. Communications are included in **Appendix G: Tribal Cultural Resources Documentation**.

a. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

b. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe?

Summary of Previous Environmental Analysis

Not applicable since tribal cultural resources were not analyzed in the Certified PEIR.

Less Than Significant Impact With Mitigation Incorporated. Chapter 532 Statutes of 2014 (AB 52) requires that lead agencies evaluate a project's potential impact on "tribal cultural resources," which include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource."

In compliance with PRC §21080.3.1(b), the City provided formal notification to California Native American tribal representatives identified by the California NAHC. Native American groups may have knowledge about the area's cultural resources and may have concerns about a development's adverse effects on tribal cultural resources, as defined in PRC §21074. Consistent with AB 52, the City contacted the tribal representatives of the tribes noted below:

- Barbareno/Ventureno Band of Mission Indians, Julie Tumamait-Stenslie
- Fernandeño Tataviam Band of Mission Indians, Jairo Avila
- Gabrieleno Tongva San Gabriel Band of Mission Indians, Anthony Morales

Additionally, because the Proposed Project would require the adoption or amendment of a Specific Plan, the Proposed Project would be subject to SB 18. Consistent with SB 18, the City contacted the tribal representatives of the tribes noted below:

- Barbareno/Ventureno Band of Mission Indians, Julie Tumamait-Stenslie
- Gabrieleno Tongva San Gabriel Band of Mission Indians, Anthony Morales
- Chumash Council of Bakersfield, Julio Quair
- Gabrielino/Tongva Nation, Sandonne Goad
- Coastal Band of the Chumash Nation, Mariza Sullivan
- Gabrielino Tongva Indians of California Tribal Council, Robert Dorame
- Gabrielino Tongva Indians of California Tribal Council, Christina Conley
- Gabrielino-Tongva Tribe, Charles Alvarez
- Gabrielino Band of Mission Indians – Kizh Nation, Andrew Salas
- Fernandeño Tataviam Band of Mission Indians, Rudy Ortega
- Fernandeño Tataviam Band of Mission Indians, Jairo Avila
- Northern Chumash Tribal Council, Violet Walker
- San Luis Obispo County Chumash Council, Mark Vigil
- Santa Ynez Band of Chumasn Indians, Kenneth Kahn

The City initiated consultation with the Gabrielino Tongva Indians of California and engaged with Christina Conley in consultation on the Proposed Project on March 31, 2022. Consultation with the Gabrielino Tongva Indians of California concluded that the southwest corner of the Kanan Road/Agoura Road intersection was a village site and requested monitoring during ground disturbance activities.

The City initiated consultation with the Fernandeño Tataviam Band of Mission Indians and engaged with Jairo Avila in consultation on the Proposed Project on March 31, 2022. Consultation with the Fernandeño Tataviam Band of Mission Indians concluded that Project site and the Proposed Project area is culturally and archaeologically sensitive for resources and requested monitoring during ground disturbance activities.

The City initiated consultation with the Santa Ynez Band of Chumash Indians and engaged with Wendy Giddens Teeter, PhD, RPA in consultation on the Proposed Project on April 28, 2022. Consultation with the Santa Ynez Band of Chumash Indians indicated that the southern portion of the Project site is a potential resource area and would most likely be impacted by the Proposed Project and requested monitoring during ground disturbance activities.

As discussed in Threshold 4.5.b, the record search results indicate that the two prehistoric habitation sites would be crossed by portions of the Proposed Project's alignment, but no trace of either resource was identified. However, the two prehistoric resources indicate sensitivity for buried cultural resources within the Project site, and impacts during ground disturbing activities would be potentially significant. To address potential impacts to tribal cultural resources, the Proposed Project would be subject to compliance with **Mitigation Measures CUL-1 through CUL-4**, of which **Mitigation Measure CUL-2** including retaining a Tribal construction monitor. Therefore, following compliance with **Mitigation Measures CUL-1 through CUL-4**, the Proposed Project's potential impacts to tribal cultural resources would be reduced to less than significant.

4.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	■	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	■	☐
c. 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?	☐	☐	☐	■
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	■	☐	☐
e. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	■	☐	☐

a. Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.10-10 through 4.10-12)

See **Section 4.10: Hydrology and Water Quality**, for a discussion of stormwater drainage.

The Certified PEIR did not include discussions on electric power, natural gas, and telecommunications facilities.

The Certified PEIR concluded that treatment of the Approved Project's wastewater would be accommodated at the Tapia Water Reclamation Facility, which has adequate capacity to serve future

development allowed under the AVSP. Regarding water facilities, the Certified PEIR concluded the Approved Project could require the extension of waterlines and hydrants, but would not require the construction or relocation of a new facility. Impacts would be less than significant.

Less Than Significant Impact. See **Section 4.10: Hydrology and Water Quality***,* for a discussion of the Proposed Project's less than significant impact on stormwater drainage facilities.

The Proposed Project is a transportation improvement project that would not generate a demand for potable water as the Proposed Project would utilize only recycled water from the LVMWD for landscaping. Additionally, the Proposed Project would require modifications/relocations of existing water facilities (e.g., curb inlets, drain lines, and one hydrant), but would not require construction of new facilities.

The Proposed Project does not propose land uses that would generate wastewater or create a demand for natural gas or telecommunications. The Proposed Project would not require or result in the relocation or construction of new wastewater, natural gas, and telecommunication facilities. No impact would occur in this regard.

The lighting poles that include luminaires will remain in place. The Proposed Project would relocate existing pedestrian and street lighting, but no new pedestrian or street lighting would be added. Minor lighting would be provided at the Agoura Village Gateway Monuments and City Gateway Entry Monuments for illumination and safety purposes. The lighting would be subject to AVSP development standards to utilize low-voltage lighting. The Proposed Project includes undergrounding two existing overhead power/telecommunication lines that run within the south leg. The Proposed Project would result in the relocation and construction of new electric power facilities. These improvements/activities associated with the undergrounding would be temporary, and the construction contractors would coordinate with the appropriate City departments to identify the locations and depths needed to underground the power/telecommunication lines. Contractors would be notified in advance of the proposed ground disturbance activities. Therefore, impacts would be less than significant.

b. Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.10-10 through 4.10-12)

The Certified PEIR concluded that the water required for the Approved Project would be adequately served by the LVMWD, and that the LVMWD does not anticipate any deficiencies in service or flow due to the Approved Project. Individual projects would be required to comply with all water system and conservation requirements of the LVMWD and the California Plumbing Code. Impacts would be less than significant.

Less Than Significant Impact. The Proposed Project is a transportation improvement project that would not generate a demand for potable water, since it would utilize LVMWD recycled water for landscaping. The Proposed Project's recycled water demand would be generally similar to that anticipated in the Certified PEIR for landscaping the roundabout. Therefore, sufficient water supplies would be available to serve the Proposed Project, and impacts would be less than significant.

c. Would the Project 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?

Summary of Previous Environmental Analysis (See Certified PEIR page 4.10-10)

The Certified PEIR concluded the Approved Project would be served by the Tapia Water Reclamation Facility, which has adequate capacity to serve the AVSP. Impacts would be less than significant.

No Impact. The Proposed Project is a transportation improvement project, and as such, would not generate wastewater or a demand for wastewater treatment. Therefore, the Proposed Project would have no impact on wastewater treatment capacity.

d. Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Would the Project comply with federal, state, and local statutes and regulations related to solid waste?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.10-16 through 4.10-18)

The Certified PEIR concluded the Approved Project's generated solid waste would be adequately accommodated at the Calabasas Landfill, and that the Approved Project would not have a significant impact on solid waste facilities. During construction, disposal of excavated materials would be potentially significant and would require implementation of Certified PEIR Mitigation Measures GEO-6(a) and GEO-6(b) to reduce impacts to less than significant.

Less Than Significant With Mitigation Incorporated. As a transportation improvement project, the Proposed Project would only temporarily generate construction-related solid waste. Proposed Project construction would be required to comply with the City's Source Reduction and Recycling Element and Construction and Demolition Debris Program (which would be implemented in compliance with the City's Green Building Code and AB 939) to reduce the amount of waste disposed of in landfills to the degree feasible. Given the volume and nature of cut materials during construction, the materials may not be accepted at the Calabasas Landfill. Therefore, the Proposed Project would be subject to compliance with **Certified PEIR Mitigation Measures GEO-6(a) and GEO-6(b)**.

The Proposed Project would not generate solid waste during operations, thus, would have no impact on the disposal site's capacity. Therefore, following compliance with the City's Source Reduction and Recycling Element and Construction and Demolition Debris Program, and implementation of **Certified PEIR Mitigation Measures GEO-6(a) and GEO-6(b)**, the Proposed Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or conflict with solid waste regulations. The Proposed Project's impacts concerning solid waste would be less than significant.

Certified PEIR Mitigation Measures

See Mitigation Measures GEO-6(a) and GEO-6(b) above.

4.20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	■	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	■	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	■	☐

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?*

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project expose people or structures to significant risks, including downslope or

downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Summary of Previous Environmental Analysis (See Certified PEIR pages 4.5-5)

The revised CEQA Guidelines include a new separate discussion for Wildfire hazards. Although not addressed as a separate threshold, the Certified PEIR's Hazards and Hazardous Materials analysis (see Threshold 4.9.g above) noted that most the AVSP area is an urban/wildfire interface area and that future development of the Approved Project could increase the likelihood of wildfire impacts. However, the Certified PEIR concluded with implementation of standard fire prevention measures and proper site design, as required of the Los Angeles County Fire Code, Title 32 of the Los Angeles County Code, LACFD, the potential impacts associated with increased wildfire hazards would be less than significant.

Less Than Significant Impact. See **Section 4.9: Hazards and Hazardous Materials**. The Project site would be located in urban/wildfire interface areas and in areas classified as VHFHSZ. The Proposed Project does not propose any structures or buildings for occupancy that could be prone or contribute to fire hazards. The proposed improvements would be constructed mostly within the existing public ROW and private, vacant lands adjacent to the Kanan Road/Agoura Road intersection and roadway. The Proposed Project would also underground two existing overhead power/telecommunication lines on the south leg along the east side of Kanan Road, which would further reduce the potential for downed lines to start a wildfire. New landscaping would be irrigated and would not consist of highly flammable materials. The Proposed Project would also include intersection improvements that would have a reduced impact on emergency response plans as compared to the roundabout analyzed in the Certified PEIR.

The Project site and surrounding vicinity are relatively flat. Therefore, the Proposed Project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors. Further, the Proposed Project is a transportation improvement project, and there would be no Proposed Project occupants to expose to pollutant concentrations from wildfire or the uncontrolled spread of wildfire. Therefore, the Proposed Project would have a less than significant impact concerning wildfires.

4.21 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 substantially 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, substantially 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. Does the Project have the potential to substantially 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, substantially 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?

Less Than Significant With Mitigation Incorporated. As discussed throughout this IS/MND, the Proposed Project does not have the potential to degrade the environment's quality or result in significant environmental impacts that cannot be reduced to less than significant following compliance with the established regulatory framework (i.e., local, State, and federal regulations) and the recommended mitigation measures.

As concluded in **Section 4.1: Aesthetics**, following compliance with Certified PEIR Mitigation Measure AES-3, the Proposed Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Further, following compliance with **Certified PEIR Mitigation**

Measure AES-4, the Proposed Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

As concluded in **Section 4.4: Biological Resources***,* following compliance with **Mitigation Measure BIO-1**, the Proposed Project would not have a substantial adverse effect on any species identified as candidate, sensitive, or special status, or on any riparian habitat or other sensitive natural community. Further, following compliance with **Certified PEIR Mitigation Measure BIO-1(c)**, the Proposed Project would not 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. Following compliance with **Certified PEIR Mitigation Measure BIO-3(a) through BIO-3(d)**, the Proposed Project would not conflict with any local policies or ordinances protecting biological resources.

As concluded in **Section 4.5: Cultural Resources**, following compliance with **Mitigation Measures CUL-1 through CUL-4**, the Proposed Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5. Following compliance with **Certified PEIR Mitigation Measure HA-1(c)**, the Proposed Project would not disturb any human remains, including those interred outside of formal cemeteries.

As concluded in **Section 4.7: Geology and Soils**, following compliance with **Certified PEIR Mitigation Measure GEO-1(b)**, the Proposed Project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Following compliance with **Certified PEIR Mitigation Measure GEO-3(a) through GEO-3(c)**, the Proposed Project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving landslides or be located on a geologic unit or soil that is made unstable as a result of the Proposed Project. Following compliance with **Certified PEIR Mitigation Measure GEO-5(a), GEO-5(b), GEO-6(a), and GEO-6(b)**, the Proposed project would not result in substantial soil erosion or the loss of topsoil and would not be located on expansive soil to create substantial direct or indirect risks to life or property. Following compliance with **Mitigation Measure GEO-1**, the Proposed Project would not destroy a unique paleontological resource or site or unique geologic feature.

As concluded in **Section 4.9: Hazards and Hazardous Materials**, following compliance with **Mitigation Measure TRANS-1**, the Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

As concluded in **Section 4.17: Transportation**, following compliance with **Mitigation Measure TRANS-1**, the Proposed Project would not result in inadequate emergency access.

As concluded in **Section 4.18: Tribal Cultural Resources**, following compliance with **Mitigation Measures CUL-1 through CUL-4**, the Proposed Project could not cause an adverse change in the significance of a tribal cultural resource.

As concluded in **Section 4.19: Utilities and Service Systems**, following compliance with **Certified PEIR Mitigation Measures GEO-6(a) and GEO-6(b)**, the Proposed Project would not generate solid waste in

excess of State or local standards, or in excess of the capacity of local infrastructure, or conflict with solid waste regulations.

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)?

Less Than Significant Impact. State CEQA Guidelines §15065(a)(3) defines "cumulatively considerable as times when "the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." The Proposed Project would result in significant impacts unless mitigated for the following environmental issues: aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, transportation, tribal cultural resources, and utilities and service systems. The impacts associated with these resource areas are localized, thus, would not result in cumulative impacts. Mitigation measures have been prepared for each of these environmental issue areas to reduce impacts to a less than significant level.

All other Proposed Project impacts were determined either to have no impact or to be less than significant following compliance with the established regulatory framework, without the need for mitigation. Cumulatively, the Proposed Project would not result in any significant impacts that would substantially combine with impacts of other current or probable future impacts. Therefore, the Proposed Project would not result in any cumulatively considerable significant impacts.

c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. A significant impact may occur if the Proposed Project has the potential to result in significant environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly. All potential impacts of the Proposed Project have been identified in the respective sections of this IS/MND, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less than significant levels. As such, upon implementation of mitigation measures identified and compliance with existing regulations, the Proposed Project would not have significant environmental effects, and the Proposed Project would not have substantial adverse effects on human beings, directly or indirectly. Therefore, impacts would be less than significant.

5.0 References

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Appendices Under Separate Cover