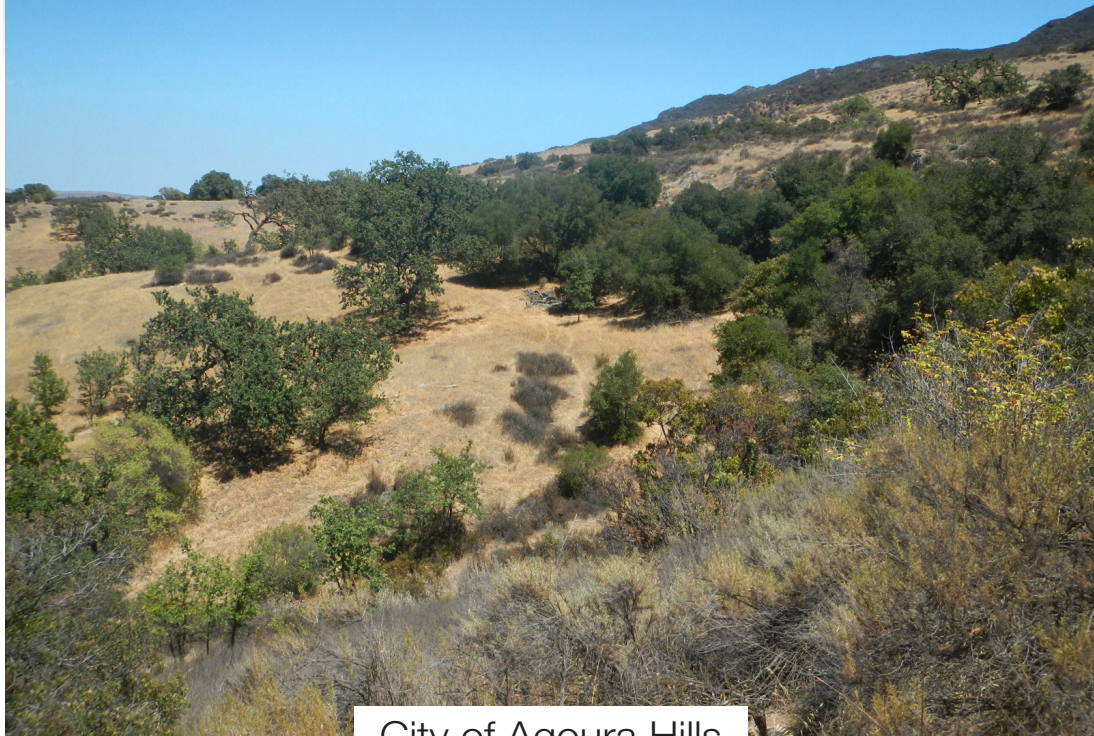


JPA Acquisition of:

30800 Agoura Road

Draft Initial Study/Negative Declaration



City of Agoura Hills

PREPARED FOR:

**Las Virgenes - Triunfo
Joint Powers Authority**

4232 Las Virgenes Road
Calabasas, California 91302
Attention: John Zhao, Principal Engineer
(818) 251-2230

PREPARED BY:



4165 E. Thousand Oaks Blvd., Suite 290
Westlake Village, California 91362
Contact: Laura Kaufman, Director of Environmental Services
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July 2017

JPA ACQUISITION OF 30800 AGOURA ROAD PROJECT

DRAFT INITIAL STUDY/NEGATIVE DECLARATION

Prepared for:

LAS VIRGENES-TRIUNFO JOINT POWERS AUTHORITY

4232 Las Virgenes Rd.

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July 2017

SECTION

1.0	INTRODUCTION	1
2.0	FINDINGS OF THIS INITIAL STUDY	3
3.0	PROJECT DESCRIPTION	4
3.1	SITE LOCATION AND EXISTING LAND USES	4
3.2	REQUIRED APPROVALS	8
3.3	OBJECTIVE	8
4.0	INITIAL STUDY / NEGATIVE DECLARATION	9
I.	AESTHETICS	11
II.	AGRICULTURE AND FORESTRY RESOURCES	12
III.	AIR QUALITY	12
IV.	BIOLOGICAL RESOURCES	13
V.	CULTURAL RESOURCES	16
VI.	GEOLOGY AND SOILS	16
VII.	GREENHOUSE GAS EMISSIONS	17
VIII.	HAZARDS AND HAZARDOUS MATERIALS	18
IX.	HYDROLOGY AND WATER QUALITY	19
X.	LAND USE AND PLANNING	21
XI.	MINERAL RESOURCES	21
XII.	NOISE	22
XIII.	POPULATION AND HOUSING	22
XIV.	PUBLIC SERVICES	23
XV.	RECREATION	24
XVI.	TRANSPORTATION/CIRCULATION	24
XVII.	TRIBAL CULTURAL RESOURCES	25
XVIII.	UTILITIES AND SERVICE SYSTEMS	25
XVIII.	MANDATORY FINDINGS OF SIGNIFICANCE	26
5.0	REFERENCES	28

FIGURES

Figure 1	Regional Location Map	5
Figure 2	Local Setting Map	6
Figure 3	Site Boundaries – Fuel Modification and Brush Clearance	7

1.0 INTRODUCTION

The Las Virgenes Municipal Water District (LVMWD, or “District”) and the Triunfo Sanitation District together form the Las Virgenes-Triunfo Joint Powers Authority (JPA), which is considering the purchase of the subject property located at 30800 Agoura Road in the City of Agoura Hills. The JPA, as lead agency, has conducted an Initial Study, pursuant to the California Environmental Quality Act (CEQA) Statute and Guidelines,¹ to determine the potential environmental impacts, if any, of the action.

CEQA REVIEW

The JPA, as lead agency under CEQA, has determined an Initial Study should be prepared to evaluate potential environmental impacts of this proposed action and determine the appropriate CEQA document to be prepared for the proposed purchase and maintenance of the property based on existing local conditions and applicable regulations. As lead agency, the JPA has assumed responsibility for preparing this document.

The term “project” has a specific meaning in the CEQA context. The distinction between the everyday use of the term and the specific CEQA meaning is very important for determining whether an action is subject to CEQA compliance or not.² Section 15378 of the State CEQA Guidelines provides the following definition of a project:

(a) “Project” means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following:

- (1) An activity directly undertaken by a public agency including but not limited to public works construction and related activities clearing or grading of land, improvement to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700.
- (2) An activity undertaken by a person which is supported in whole or in part through public agency contacts, grants subsidies, or other forms of assistance from one or more public agencies.
- (3) An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

Section 15378(b) of the State CEQA Guidelines clarifies what a project does not include. Because Section 15378(b) of the State CEQA Guidelines does not explicitly exclude the purchase of property from the definition of a project, the JPA has prepared this Initial Study to evaluate potential environmental impacts, if any.

SITE HISTORY

The site is the location of the previously proposed Park at Ladyface Mountain Senior Apartments project,³ which would have developed a 46-unit senior housing apartment complex on the site. On September 1, 2016, the City Planning Commission held a public hearing on the previously proposed project to consider

¹ California Public Resources Code, Division 13. Environmental Quality, Section 21000 et seq., California Environmental Quality Act (CEQA); and California Code of Regulations, Title 14, Guidelines for the Implementation of the California Environmental Quality Act, Section 15000 et seq., (State CEQA Guidelines).

² Craig Stevens and Nisha Chauhan, California Association of Environmental Professionals, CEQA Portal Topic Paper, Project Description, 3/23/2016, accessed May 19, 2017, at https://ceqaportal.org/topic_papers.cfm

³ Case Nos. GPA-01219-2016; 08-SPA-001; 08-CUP-001; SIGN- 01270-2016; 08-VAR-002(A, B & C); 08-OTP-004; and VTTM 71742.

the project, which would have required multiple City approvals including a General Plan Amendment and Zoning Change. Following the closure of the public hearing, the applicant, Agoura Hills Center Properties, LLC, withdrew the project applications and no action was required of the Planning Commission.

The JPA is now considering purchase of the subject property. While this property is one of several sites that may be needed for a future water supply project, the selection of this site and the proposed components and potential design of the facilities are not currently known. Therefore, this Initial Study considers the only the potential purchase of the property. The Fire Department requires fuel modification and brush clearance on the project site, which would continue with the JPA purchase of the property. These activities are collectively referred to as “maintenance” in this document. Should the JPA approve the purchase and propose water supply facilities on the site, additional CEQA review would occur at the time the plans are proposed, to determine the type of CEQA documentation warranted.

2.0 FINDINGS OF THIS INITIAL STUDY

The JPA finds that based on the Initial Study/Environmental Checklist and the accompanying discussion provided in Section 4.0, the proposed purchase and continued fuel modification and brush clearance of the subject property would have no significant adverse effect on the environment regarding the environmental factors listed below and no mitigation measures would be required. The following Initial Study/Environmental Checklist indicates potential for the purchase and maintenance of the subject property to result in environmental impacts with a brief explanation of how the significance of potential impacts was determined for each issue area. For each issue addressed in Section 4.0, the purchase and continued fuel modification and brush clearance of the subject property has been determined to have “No Impact;” therefore, no mitigation measures would be required and the JPA has prepared this Negative Declaration. Future projects on the subject property would be reviewed under separate CEQA analysis.

3.0 PROJECT DESCRIPTION

The JPA is considering the purchase and routine maintenance of the property located at 30800 Agoura Road (“subject property”) in the City of Agoura Hills (“City”), California. Routine maintenance consists of the continuation of existing fuel modification and brush clearance on the subject property as required by the County of Los Angeles Fire Department. The JPA is considering purchase of the property as one of several potential sites for facilities that may be needed for a future water supply project. The future use and improvements of the property are currently unknown, and would therefore be covered under separate CEQA review. The scope of this CEQA analysis is limited to the purchase of the property and continued fuel modification and brush clearance of the current undeveloped condition of the subject property (“site”).

3.1 SITE LOCATION AND EXISTING LAND USES

The subject property is located at 30800 Agoura Road within the western portion of the Ladyface Mountain Specific Plan between Reyes Adobe Road and the westerly City limits on the south side of Agoura Road. Regionally, the City is located in the eastern Conejo Valley between the Simi Hills and Santa Monica Mountains in western Los Angeles County as shown in **Figure 1, Regional Location Map**. The site is located in Township 1 North, Range 18 West of the U.S. Geological Survey (USGS) Thousand Oaks Quadrangle 7.5-Minute Series (Topographic) Map as shown in **Figure 2, Local Setting Map**. U.S. Highway 101 is approximately 650 feet north of the site.

The subject property consists of a 7.1-acre vacant parcel, Assessor Parcel Number (APN 2061-001-025). **Figure 3, Site Boundaries - Fuel Modification and Brush Clearance**, provides an aerial photograph of existing conditions at the site. Existing fuel modification and brush clearance would continue over portions of the site (i.e., the frontage along Agoura Road and discing the western portion of the site adjacent to the Lexington Apartments to the west), as required by the Los Angeles County Fire Department and shown in Figure 3, Site Boundaries - Fuel Modification and Brush Clearance. The existing condition of the subject property is vacant land with oak trees, native vegetation, and non-native vegetation. An undeveloped parcel is located adjacent to the east of site, with the Conrad N. Hilton Foundation headquarters to the east of that property. An office building with associated surface parking is located north the site across from the site frontage along Agoura Road. The Lexington Apartments are adjacent to the site’s western boundary. Undeveloped open space in the foothills of Ladyface Mountain lies to the south.

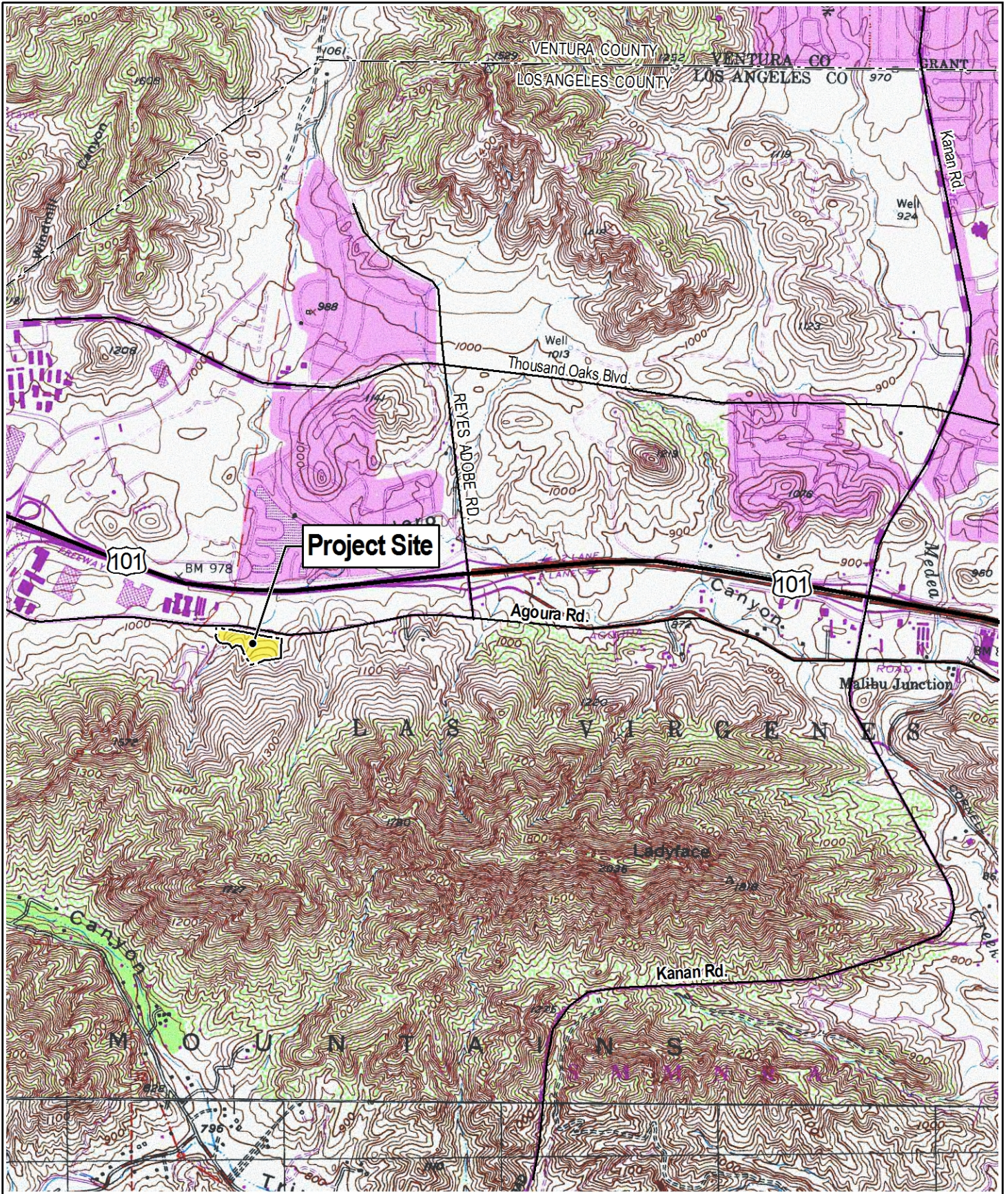
The City provides development guidance through General and Specific Plans as well as zoning. The following classifications are provided for the site:

- **Existing General Plan Designation:** Planned Development (PD) District
- **Existing Zoning:** Planned Development (PD) – Ladyface Mountain Specific Plan
- **Ladyface Mountain Specific Plan**

PROJECT COMPONENTS

The proposed activity is limited to the JPA’s purchase of the subject property and routine maintenance of the site in the current, undeveloped condition and the existing General Plan Designation and Zoning. Maintenance would consist of fuel modification and brush clearance as previously approved and required by the Los Angeles County Fire Department. In Los Angeles County, abatement of hazardous vegetation (weeds and brush) is a joint enforcement and clearance effort between the County Departments of Fire and the Agricultural Commissioner/Weights and Measures (ACWM). Generally, fuel modification refers to the thinning or removal of flammable vegetation around habitable structures to create defensible space and





Source: Portions of Calabasas, Thousand Oaks, Malibu and Point Dume, California USGS 7.5' Topographic Quadrangle maps.



Source: GoogleEarth Pro, Oct. 2, 2016.

JPAACQUISITION OF 30800 AGOURA ROAD

Site Boundaries - Fuel Modification and Brush Clearance

envicom

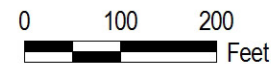


FIGURE 3

is required by the County Fire Department.⁴ Brush clearance refers to the removal of hazardous vegetation (weeds and brush), often along the shoulders fire access roads. Given there is no existing or proposed habitable structure on the subject property, the continuation of brush clearance would be carried out by the property owner or ACWM. Brush clearance would extend 10 feet from Agoura Road and up to 200 feet from the existing Lexington Apartments on the adjacent property as shown in Figure 3, Site Boundaries – Fuel Modification and Brush Clearance.

No physical changes to the site (e.g., grading, landscaping, drainage facilities, hardscape, buildings, structures, parking, signage, or other amenities) are proposed.⁵ The purchase and continued fuel modification and brush clearance of the site would result in no oak tree encroachments or removals. Further, no discretionary approvals, aside from the decision by the Las Virgenes-Triunfo JPA to approve the purchase, would be required. As the purchase and continued fuel modification and brush clearance of the site would maintain the subject property in the existing condition, the JPA would not request any approvals from the City for the purchase of the site. Future projects on the subject property would be reviewed under separate CEQA analysis.

3.2 REQUIRED APPROVALS

The purchase and continued fuel modification and brush clearance of the site may require the following approvals from the following agencies:

- Las Virgenes-Triunfo JPA - Approval of site purchase.

3.3 OBJECTIVE

The objective for the for purchase and maintenance of the site is as follows:

- Purchase and maintain the subject property in the property's existing vacant condition.

⁴ County of Los Angeles Fire Department Forestry Division, A Firewise Landscape Guide for Creating and Maintaining Defensible Space, 2011, accessed May 10, 2017, at: <https://www.fire.lacounty.gov/wp-content/uploads/2014/02/Fuel-Modification-Plan-Guidelines-8-10-11.pdf>

⁵ LVMWD, John Zhao, Principal Engineer, Email correspondence with Envicom Corporation, May 17, 2017.

4.0 INITIAL STUDY / NEGATIVE DECLARATION

Las Virgenes Municipal Water District Joint Powers Authority

CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY AND CHECKLIST

1. **Project title:**
Las Virgenes-Triunfo JPA Acquisition of 30800 Agoura Road
2. **Lead agency name and address:**
Las Virgenes-Triunfo JPA
c/o Las Virgenes Municipal Water District Facilities & Operations Office
4232 Las Virgenes Rd.
Calabasas, CA 91302
3. **Contact person and phone number:**
John Zhao, LVMWD, Principal Engineer
818-251-2230
4. **Project location:**
30800 Agoura Road
Agoura Hills, CA 91301
5. **Project sponsor's name and address:**
Las Virgenes-Triunfo JPA
c/o Las Virgenes Municipal Water District Facilities & Operations Office
4232 Las Virgenes Rd.
Calabasas, CA 91302
6. **General plan designation:**
Planned Development District
7. **Zoning:**
Ladyface Mountain Specific Plan - PD
8. **Description of project:**
Purchase and continue existing routine fuel modification and brush clearance at the subject property. See Section 2.0 above for details.
9. **Surrounding land uses and setting:**
The subject property lies within the Ladyface Mountain Specific Plan area. Surrounding land uses are as follows: to the north, Agoura Road and existing commercial office buildings with surface parking lots; to the east, an undeveloped vacant parcel and the Conrad N. Hilton Foundation headquarters; to the south, vacant open space within the Ladyface Mountain Specific Plan; and to the west, the Lexington Agoura Hills Apartments.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**
None.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would not be potentially affected by the proposed purchase and maintenance of the site, as indicated by the checklist on the following pages no environmental factors would be potentially affected.

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance | | |

DETERMINATION: (To be completed by the Lead Agency)

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 in 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. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR 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. Therefore, an EIR Addendum will be prepared.

Signature

Date:

Name and Title

Las Virgenes Municipal Water District, for Las Virgenes-Triunfo JPA

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

a-c. No Impact. The 7.1-acre site is located within the western portion of the Ladyface Mountain Specific Plan Area in the northern foothills of Ladyface Mountain within the City, which is located in the eastern Conejo Valley between the Simi Hills and the Santa Monica Mountains in western Los Angeles County. The areas to the south and east of the site are vacant. The northern site boundary fronts Agoura Road. The topography of the subject property has an average slope of 16 to 20 percent, rising from an elevation of approximately 950 feet above mean sea level (msl) at the northerly property line to about 1,015 feet above msl at the southern property line. Gradually steepening foothills on the northwestern side of Ladyface Mountain are visible through the site to the south. The existing general appearance of the site includes riparian, grassland, and oak woodland vegetation. The site is approximately 650 feet south of a portion of United States Highway (U.S.) 101 eligible for designation as a State scenic highway but has not been designated as such by the County of Los Angeles General Plan.⁶ Existing business park development and vegetation on the north side of Agoura Road obstruct southward directed views from U.S. 101 toward the site. The City's General Plan identifies Agoura Road as a "valuable scenic resource" that provides scenic views of Ladyface Mountain. Southward views of the site from Agoura Road are characterized by rolling grassland, mature oak woodland, and riparian areas. The Ladyface Mountain Specific Plan states that the existing oak trees "contribute to the natural beauty of the Ladyface Mountain setting."⁷ The existing visual character of the site in southward directed views from Agoura Road consists of open space on the slopes of Ladyface Mountain in the background.

Consistent with existing conditions, the flammable brush along the Agoura Road frontage and up to 200 feet from the Lexington Apartments would be periodically cleared as required by the County of Los Angeles Fire Department. Continuation of this existing brush clearance is not a changed condition, and this action would nevertheless have no impact on scenic resources or the existing visual character at the site. Given the purchase and continued fuel modification and brush clearance of the site would maintain the existing conditions of the vacant site, there would be no impact on scenic vistas, scenic resources, or visual character.

d. No Impact. The purchase and continued fuel modification and brush clearance of the site does not propose any reflective surfaces or lighting that could create a new source of substantial light or glare which could adversely affect day or nighttime views in the area. Therefore, the purchase and continued fuel modification and brush clearance of the site would have no lighting or glare impacts.

⁶ County of Los Angeles General Plan, Fig. 9.7, Scenic Highways, Department of Regional Planning, March 2017.

⁷ City of Agoura Hills Planning Department, Ladyface Mountain Specific Plan, pg. 18.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES.				
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e. No impact. The site is not used for agricultural or farmland purposes and does not contain forest lands. The site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.⁸ The site is zoned for Planned Development, not agricultural use. The City does not have agricultural zoning or Williamson Act Contract land. There would be no conflict with zoning for agricultural use or with a Williamson Act contract and the purchase and continued fuel modification and brush clearance of the site would not convert agricultural lands to non-agricultural use. The site does not contain forest land and therefore could not convert forest land to non-forest use. Therefore, there would be no impact.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY. Would the project result in:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁸ California Department of Conservation, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland Map, 2014, <http://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx>, accessed May 9, 2017.

- | | | | | | |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. | Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. | Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. | Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a-e. No Impact. The site is within the South Coast Air Basin (“Basin”) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required to monitor air pollutant levels to ensure compliance with state and federal air quality standards and, if standards are not met, to develop compliance strategies. Although the Basin is classified as being in “nonattainment” of the ozone and two of the Particulate Matter (PM) 2.5 standards, the Air Quality Management Plan provides the latest control strategies to achieve attainment as expeditiously as practicable.⁹

Because no construction is proposed and no change in operating conditions would occur, the purchase and continued fuel modification and brush clearance of the site would not create a change in emissions. Therefore, the purchase of the property would have no impact with regard to SCAQMD construction or operational thresholds or on the attainment status of the Basin. There would be no impact on air quality.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES.	Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁹ South Coast Air Quality Management District, “Clean Air Plans,” <http://www.aqmd.gov/home/library/clean-air-plans> (accessed May 9, 2017).

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. | Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. | Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. No Impact. Based on the previously prepared biological resource technical studies on file with the City¹⁰, there are 27 special-status species (meeting the definition of special-status for CEQA analysis), consisting of 13 plants and 14 animals, within the five-mile radius of the site. The subject property includes the following vegetation types:

- Annual Grasslands dominated by non-native grasses and forbs, with scattered native species, covers the majority of the site.
- Valley Oak Woodland, generally along the southern portion of the site and the drainage adjacent and to the west of the proposed Building B.
- Coast live oak woodland in the southern portion of the site.
- Willow riparian woodland (*Salix* spp.) surrounding the most prominent on-site drainage (i.e., the blue-line stream).
- Coastal sage scrub and shrubland patches dominated by California sagebrush (*Artemisia californica*) and California buckwheat (*Eriogonum fasciculatum*) within and along the southern property line.

A total of 130 vascular plant species were identified during surveys of the site. Eighty-seven of the plants observed were naturally occurring native species and 43 were non-native or introduced, representing moderate diversity of native species and a significant proportion of non-natives. Most special-status plant species known to occur in the region are precluded from occurring at the site due to lack of suitable habitat. Also, given the intensity and correct timing of the 2014 rare plant survey and 2013 springtime field survey, as well as the negative results of prior surveys of the site by in November 2010, October 2010, and June 2006, most potentially occurring species can be confirmed as absent or their potential for occurrence is low.

Most special-status plant species known to occur in the region are precluded from occurring at the site due to lack of suitable habitat. Other than the Ojai navarretia, no other special-status plant species are known to occur or are expected to occur at the site, based on a potential for occurrence analysis and the negative results of spring botanical surveys of the site conducted in 2014, 2013, and 2006. However, rare plant surveys conducted in 2014 detected 181 individual Ojai navarretia plants on the subject property. This species was placed on the California Native Plant Society's List as 1B.1 (Very Threatened), in April 2008, and remains on the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) list as Rare Plant Rank 1B.1 (April 2016). The soils in area likely contain Ojai navarretia seed in the seed bank, and the number above ground plants is anticipated to vary each season depending on growing conditions. Based on the 2014 survey, the Ojai navarretia are outside the

¹⁰ Biological Resources Inventory and Impact Analysis, Envicom Corporation, July 31, 2013, letter report, May 2014, Oak Tree Report, The Oak Collaborative, September 2013.

200 foot fuel modification zone associated with the existing Lexington Apartments and the 10 foot brush clearance along Agoura Road.

No wildlife species listed as Endangered, Threatened, California Fully-Protected, or as a California Species of Special Concern have been observed during previous biological surveys of the site. The Biological Resources Inventory and Impacts Analysis found that 32 special-status animals, including four reptiles, 17 birds, and 11 mammals were determined to have at least some potential to occur at the site with varying probabilities ranging from high to very low.

The purchase and continued fuel modification and brush clearance of the site would maintain the existing conditions of the vacant site, existing brush clearance would continue 10 feet from the site frontage with Agoura Road and up to 200 feet from the existing Lexington Apartments on the adjacent parcel to the west. Previous approval for the Lexington Apartments and the Agoura Road Widening project established the existing fuel modification areas.¹¹ Existing fuel modification would not change with the JPA's purchase of the property, therefore the proposed purchase of the property would have no impact with regard to removal of vegetation.

b. No Impact. The subject property contains Nine native and two non-native plant communities and CDFW jurisdictional areas. There are three natural drainages (Drainages 1, 2, and 3), a man-induced or man-made drainage (Drainage 4), and a man-induced seasonal wetland. Only Drainage 1, which is identified as a "blue-line" stream on the 7.5 USGS Thousand Oaks quadrangle map, contains significant riparian habitat. The Biological Resources Inventory and Jurisdictional Delineation identified this riparian habitat as Red Willow – Arroyo Willow/Mulefat Woodland (*Salix laevigata* – *Salix lasiolepis/Baccharis salicifolia*), a California Department of Fish and Wildlife Natural Community of Special Concern (Envicom, 2013). The southern extent of Drainage 1 is within the 200-foot fuel modification limits extending on to the site from the existing Lexington Apartments on the adjacent parcel to the west. Existing fuel modification activity would not change with the JPA's purchase of the property, therefore the proposed purchase of the property would have no impact with regard to CDFW jurisdictional areas.

c. No Impact. Jurisdictional areas include three natural drainages (Drainages 1, 2, and 3), a man-induced drainage (Drainage 4), and a man-induced seasonal wetland associated with Drainage 2. Given the proximity of the seasonal wetland adjacent to Agoura Road and the completion of the Agoura Road Widening project in 2016, the continuation of brush clearance within 10 feet south of Agoura Road could affect vegetation within the seasonal wetland. Such periodic impacts would not involve the direct removal, filling, or hydrological interruption of the wetland, would not constitute substantial adverse effects. Given that the continuation of the existing brush clearance along the Agoura Road frontage would not change with the JPA's purchase of the property, the proposed purchase of the property would have no impact with regard to federally protected wetlands.

d. No Impact. The term wildlife corridor describes physical connections that allow wildlife to move between areas of suitable habitat in both undisturbed landscapes or landscapes fragmented by urban development. The site lacks aquatic habitat for the movement of migratory fish species. The purchase and continued fuel modification and brush clearance of the site would maintain the existing conditions of the vacant site and would therefore have no impact on the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors.

e. No Impact. Oak trees are present on the subject property. Although oak trees meeting the criteria specified in the City's Oak Tree Preservation Ordinance are protected, the purchase and continued

¹¹ Documents available upon request from the City Planning Department.

fuel modification and brush clearance of the site would maintain the existing conditions of the vacant site, involve no oak tree removals or encroachments, and would therefore not conflict with any local policies or ordinances protecting biological resources.

f. **No Impact.** There are no habitat conservation plans that apply to the site.

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

a-d. No Impact. The site is vacant and does not contain historical resources or known archaeological or paleontological resources, unique geologic features, or human remains.¹² The purchase and continued fuel modification and brush clearance of the site would maintain the existing conditions of the vacant site and would therefore have no impact on potential archaeological or paleontological resources, unique geologic features, or human remains.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹² Phase I Archaeological Survey, W & S Consultants, August 2000, and Phase II Archaeological Test Excavation, January 2001.

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| d. | Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. | Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. i-iv. No Impact. The purchase and continued fuel modification and brush clearance of the site would maintain the existing conditions of the vacant site and would therefore have no impact with regard to exposure of people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides.

b. No Impact. The purchase and continued fuel modification and brush clearance of the site would maintain the existing conditions of the vacant site and would therefore have no impact with regard to substantial soil erosion or the loss of topsoil.

c-d. No Impact. The purchase and continued fuel modification and brush clearance of the site would maintain the existing conditions of the vacant site, proposes no structural development, and would therefore have no impact with regard to soil stability or expansiveness.

e. No Impact. The purchase and continued fuel modification and brush clearance of the site would maintain the existing conditions of the vacant site, does not propose use of a septic system, and would therefore have no impact regarding septic tank or alternative wastewater disposal system use.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS.	Would the project:				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The City is within the South Coast Air Basin under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD has not adopted GHG emissions thresholds that apply to land use projects where the SCAQMD is not the lead agency and the City has not adopted any specific GHG emissions reduction plan or GHG emissions thresholds. Therefore, any potential future development would be evaluated based on the SCAQMD's recommended and preferred option threshold for all land use types of 3,000 metric tons CO₂E per year, which has been used in past CEQA analyses prepared for projects in the City.¹³

¹³ South Coast Air Quality Management District, Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, December 5, 2008, accessed May 10, 2017, at: [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2)

a-b. No Impact. The purchase and continued fuel modification and brush clearance of the site would maintain existing conditions at the vacant site that include the use of machinery for routine fuel modification and brush clearance. Such routine maintenance would be infrequent, small in scale, and a continuation of existing conditions. Given that the purchase of the subject property would not generate new vehicle trips from new construction and does not propose any building floor space, construction and operational emissions cannot be estimated and would be limited to the periodic use of machinery for brush clearance. Such periodic use of machinery for routine maintenance would not generate greenhouse gas emissions that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, the purchase and continued fuel modification and brush clearance of the site would have no impact from greenhouse gas emissions.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS.				
Would the project:				
a.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				
b.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				
f.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?				
g.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				
h.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				

a-c. No Impact. The purchase and continued fuel modification and brush clearance of the site would maintain existing conditions. The ownership of the site would not involve the routine transport, use, or disposal of hazardous materials, the release of hazardous materials into the environment, or the emission or handling of hazardous or acutely hazardous materials; there are no existing or planned schools within one-quarter mile of the subject property. Therefore, the purchase and continued fuel modification and brush clearance of the site would have no impact regarding hazardous materials.

d. No Impact. No known sites contaminated with hazardous materials are located near the site.¹⁴ No Superfund sites are located within one mile of the site and no properties that contain potential or recognized contamination with hazardous materials are located within one-quarter mile of the site. Furthermore, no underground or aboveground storage tanks observed on-site. To validate these results from 2000, the following databases were consulted in May of 2017 for known hazardous materials contamination near the site:

- Superfund Enterprise Management System (SEMS) database;
- State Water Resources Control Board's GeoTracker database;
- Department of Toxic Substances Control's EnviroStor database; and
- California Environmental Protection Agency's "Cortese" list.

Consistent with the findings of the Phase I ESA, no listed sites on these databases occur within one-quarter mile of the site. Therefore, the site would not be located on a site included on a list of hazardous materials sites, there would be no impact.

e-f. No Impact. The site is not located within an airport land use plan and is not within the vicinity of an airport or private airstrip, therefore, the purchase and continued fuel modification and brush clearance of the site would have no impact.

g. No Impact. The continued fuel modification and brush clearance of existing site conditions would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. There would be no adverse effects.

h. No Impact. Although the City is located in a High Fire Hazard Severity area, the purchase and continued fuel modification and brush clearance of the site would maintain the existing vacant site and does not propose any structures. Routine site maintenance would include the continuation of fuel modification and brush clearance to reduce wildland fire risks; therefore, the purchase and maintenance of the site would have no impact with regard to wildland fires.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the proposal result in:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹⁴ Phase I Environmental Site Assessment, APN# 2061-001-025 and 30800 Block of Agoura Road, Agoura Hills, California, Gorian & Associates, Inc., October 2000.

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| b. | Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. | Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. | Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. | Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h. | Place within a 100-year flood plain structures, which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i. | Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j. | Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a-f. No Impact. The purchase of the subject property would maintain the existing undeveloped condition of the site and would therefore have no impact with regard to the violation water quality standards or waste discharge requirements, substantial groundwater depletion, substantial alteration of the existing drainage pattern in a manner that could result in substantial erosion or siltation on- or off-site or increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off site, create runoff water that could exceed the capacity of existing stormwater drainage system, or otherwise substantially degrade water quality.

g-j. No Impact. The purchase of the subject property does not propose housing within a 100-year flood plain or structures within a 100-year flood plain which could impede or redirect flood flows. The site is not located within a flood plain¹⁵ and does not propose structures that could expose people to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, or inundation by seiche, tsunami, or mudflow.

¹⁵ U.S. Dept. of Homeland Security, Federal Emergency Management Agency, Flood Insurance Rate Map, Los Angeles County, California, Map #06037C1243F, Sept. 26, 2008, FEMA Flood Map Service Center, accessed May 10, 2017, at <http://msc.fema.gov/portal/search#searchresultsanchor>

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

a. No Impact. The purchase of the subject property would maintain the existing conditions of the vacant site and no development would occur. Therefore, the purchase of the subject property would not physically divide an existing community.

b. No Impact. The purchase and continued fuel modification and brush clearance of the site would maintain the existing conditions of the site consistent with the existing General Plan designation, Ladyface Mountain Specific Plan, and Zoning. Therefore, there would be no impact related to conflicts with applicable plans, policy, or regulations.

c. No Impact. The site is not located within, and does not include, a habitat conservation plan or natural community conservation plan, there would be no impact.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b. No Impact. As indicated in the City General Plan, according to the California Division of Mines and Geology, no significant mineral deposits are known to exist within the City.¹⁶ The site is within the City limits, does not contain a known mineral resource that would be of value to the region and the residents of the state, and would not 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.

¹⁶ City of Agoura Hills Planning Department, Final General Plan Update March 2010, Ch. 4, Natural Resources, pg. 4-20.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d. No Impact. The purchase and maintenance of the site would maintain the existing condition of the vacant site and would involve no new construction activities. Routine maintenance for fuel modification and brush clearance would continue within the timeframes allowed by existing City ordinances. Therefore, the purchase and maintenance of the site would have no impact regarding exposure of persons to, or generation of, noise in level in excess of standards established in the local general plan or noise ordinance, exposure of people to or generation of excessive groundborne vibration or groundborne noise levels, a substantial permanent increase in ambient noise levels in the site vicinity above levels existing without the purchase and maintenance of the site, or a substantial temporary or periodic increase in ambient noise levels in the site vicinity above levels existing without the purchase and maintenance of the site.

e-f. No Impact. The site is not located within an airport land use plan and is not within the vicinity of an airport or private airstrip and would therefore have no impact.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. POPULATION AND HOUSING. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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| b. | Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. | Displace substantial numbers of people necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a-c. No Impact. The continued fuel modification and brush clearance of the existing condition of the vacant site would not provide new homes or additional jobs in the area, and therefore would not directly induce substantial population growth. The purchase and continued fuel modification and brush clearance of the site would not introduce new roads or utilities that would indirectly induce population growth in the area. The purchase and continued fuel modification and brush clearance of the site would not displace existing housing or people. Therefore, there would be no impact with regard to population and housing.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:

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| a. | Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. | Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. | Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. | Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. | Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. No Impact. The purchase of the subject property would maintain existing conditions at the vacant site and would therefore result in no increase in demand for fire protection services that could cause adverse physical impacts associated with the provision of new or physically altered fire protection facilities. Given the site would remain unimproved with no habitable structures, the property owner or Weed Hazard and Integrated Pest Management Bureau of the County Agricultural Commissioner would be responsible for continued brush clearance.

b.-e. No Impact. The purchase of the subject property would not construct new housing or generate residents or employees in the area. Therefore, the purchase and continued fuel modification and brush clearance of the site would not increase demand for police services or the use of schools, parks, libraries, or other public facilities. No new or physically altered governmental facilities would be required to provide these services and there would be no impact.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. RECREATION.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b. No Impact. The purchase of the subject property would not construct new housing or generate residents or employees in the area. Therefore, the purchase of the subject property would not require the expansion of recreational facilities or increase the use of existing recreational facilities and would have no impact on recreation.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION/CIRCULATION. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-f. No Impact. The purchase of the subject property would maintain the existing condition of the vacant site, generate no vehicle tips, and would therefore not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system or an applicable congestion management program. The site is not located within an airport land use area and would have no impact on air traffic patterns. The JPA would maintain the existing condition of the vacant site and would therefore not increase hazards due to a design feature or incompatible uses, result in inadequate emergency access, or conflict with adopted policies plants or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, the purchase and continued fuel modification and brush clearance of the site would have no impact on transportation and circulation.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b. No Impact. The purchase and continued fuel modification and brush clearance of the site would maintain existing conditions at the vacant site, does not propose new construction, and would therefore result in no impact on potential tribal cultural resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b. No Impact. The purchase and continued fuel modification and brush clearance of the site would maintain existing conditions at the vacant site, does not propose new construction, would not generate wastewater, demand water, or require the construction of new stormwater drainage facilities. The purchase and site maintenance would not generate solid waste that would exceed the permitted capacity of area landfills. Vegetation removed for fuel modification and brush clearance would be properly disposed in compliance with federal, state, and local statutes and regulations related to solid waste. Therefore, the purchase and continued fuel modification and brush clearance of the site would result in no impact on utilities and service systems.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Does the project have impacts which are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of an individual 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).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

a. No Impact. As evaluated above, the purchase and continued fuel modification and brush clearance of the subject property would have no impact on these environmental factors.

b. No Impact. As noted in the analysis of each of the environmental issues above, purchase of the subject property would have “No Impact.” No impacts were determined to be “Potentially Significant” or “Less Than Significant with Mitigation Incorporated” so no mitigation measures are needed to reduce impacts to below the level of significance. Therefore, the purchase and continued fuel modification and brush clearance of the subject property would have no impacts which are individually limited, but cumulatively considerable.

c. No Impact. Generally, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As shown in the preceding analysis, the purchase and continued fuel modification and brush clearance of the subject property would result in no impact to these environmental factors. Therefore, the purchase and continued fuel modification and brush clearance of the subject property would not have substantial adverse effects on human beings, either directly or indirectly.

5.0 REFERENCES

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