

US 101/PALO COMADO CANYON ROAD INTERCHANGE PROJECT

**Los Angeles County
District 7 US 101 PM 33.0/34.4
EA 257200**

INITIAL STUDY with Proposed Mitigated Negative Declaration/ ENVIRONMENTAL ASSESSMENT

Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the State of California Department of Transportation under its assumption of responsibility pursuant to 23 U.S.C. 327.

January 2012



SCH Number: 07-LA-US 101 PM 33.0/34.4
EA 257200

The State of California Department of Transportation is proposing to improve the existing US 101/Palo Comado Canyon Road Interchange (PM 33.0/34.4) in the City of Agoura Hills, Los Angeles County.

INITIAL STUDY/ ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to: (State) Division 13, Public Resources Code
(Federal) 42 USC 4332(2)(C), 23 USC 327

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The City of Agoura Hills
and
THE STATE OF CALIFORNIA
Department of Transportation

1/9/12
Date of Approval


Nathan Hamburger
Assistant City Manager
City of Agoura Hills

Jan 12, 2012
Date of Approval


Ronald Kosinski
Deputy District Director
Division of Environmental Planning, District 7
California Department of Transportation

Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The State of California Department of Transportation (Caltrans) proposes to improve the existing US 101/Palo Comado Canyon Road Interchange (PM 33.0/34.4) in the City of Agoura Hills, Los Angeles County.

Determination

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a MND for this project. This does not mean that Caltrans' decision regarding the project is final. This MND is subject to modification based on comments received by interested agencies and the public during public circulation. Caltrans has prepared an Initial Study for this project and pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

- The proposed project would not significantly affect topography, seismic exposure, floodplains, wetlands, water quality, land use, public facilities or other socio-economic features, cultural resources, scenic resources, or open space or parklands.
- The proposed project would not significantly impact any sensitive plant or animal species, other wildlife, riparian habitat, wetlands, or agricultural land.
- The proposed project would not result in increased noise levels along its route; however, existing noise levels exceed the noise abatement criteria. Therefore, the addition of a noise barrier is proposed for existing and future conditions.
- The proposed project would promote improved regional air quality.

Ronald Kosinski
Deputy District Director
Division of Environmental Planning, District 7
California Department of Transportation

Date

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LIST OF TECHNICAL STUDIES THAT ARE BOUND SEPARATELY

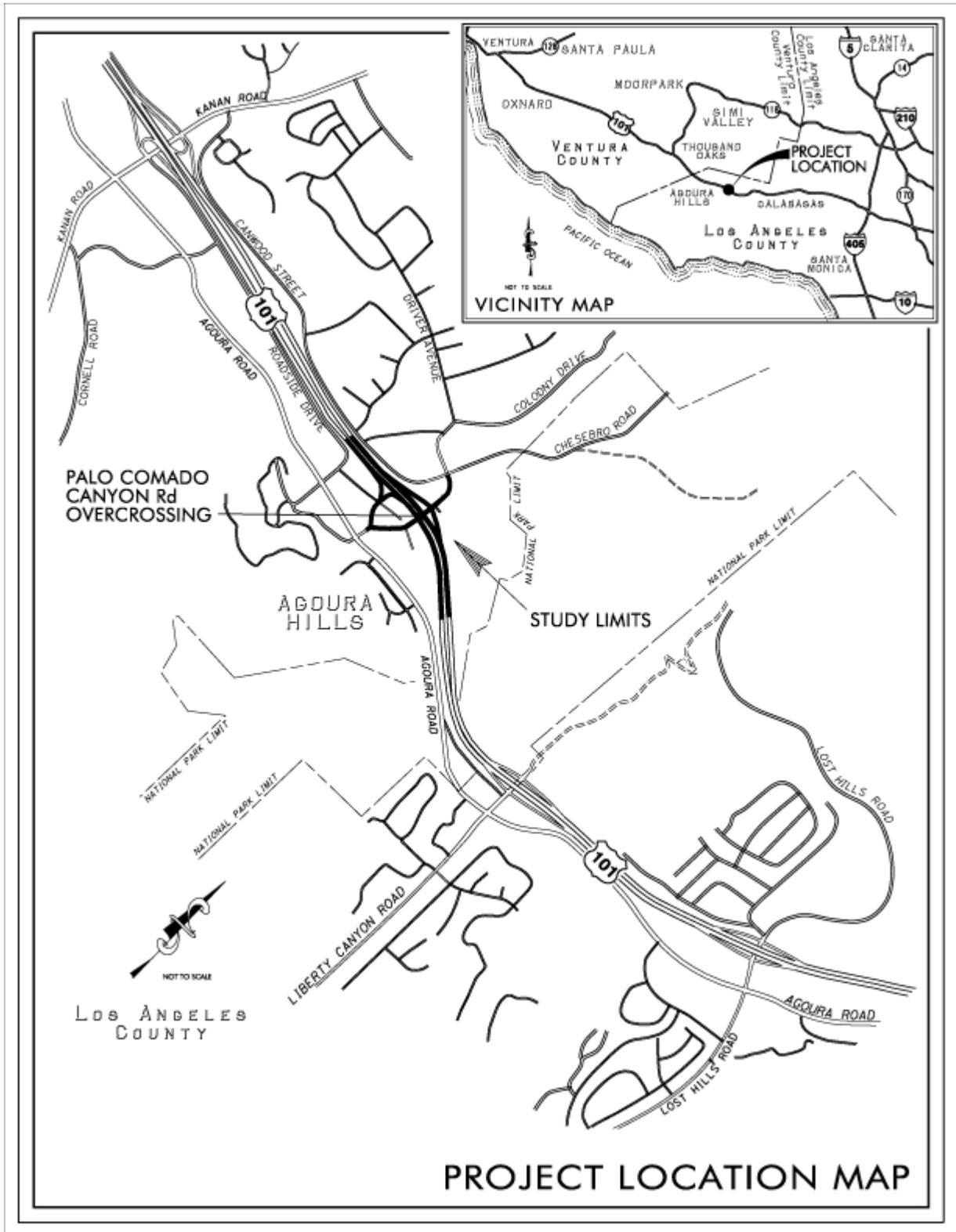
Air Quality & Climate Change Study Report	June 2011
Historic Property Survey Report	March 2011
Hydraulic Study	April 2011
Initial Site Assessment	May 2011
Natural Environment Study (Minimal Impact)	May 2011
Noise Study Report	May 2011
Preliminary Foundation Report	February 2009
Project Study Report	February 2009
Scoping Summary Report	December 2010
Traffic Analysis Report (with Memorandum)	May 2011
Visual Impact Assessment (Memorandum)	September 2011

CHAPTER 1 PROPOSED PROJECT

1.1 Introduction

The California Department of Transportation (Caltrans) and The City of Agoura Hills (City) propose to construct improvements at the U.S. Highway 101 (US 101)/Palo Comado Canyon Road interchange (PM 33.0/34.4), in Los Angeles County within in the City of Agoura Hills (see **Figure 1.1**). The project would include widening the Palo Comado Canyon Road and Palo Comado Canyon Road Overcrossing over US 101 and modification of the interchange ramps in order to improve traffic circulation, safety, and bicycle/pedestrian access.

Figure 1.1: Project Vicinity & Location Maps



Source: Kimley-Horn Associates

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Caltrans and the City have initiated studies for the proposed project. Caltrans is acting as the NEPA lead agency under the provisions of the Memorandum of Understanding (MOU) between the Federal Highway Administration (FHWA) and Caltrans concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program, which became effective July 1, 2007. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 6005 is covered by the Pilot Program MOU, which FHWA has assigned and Caltrans has assumed FHWA responsibility under NEPA for environmental review, consultation, and coordination on this project. Caltrans is also the lead agency under the California Environmental Quality Act (CEQA).

Background

The need for this project was first identified by the City in their 1992 General Plan. The Plan's Circulation Element discusses the need for widening of the US 101/Palo Comado Canyon Road overcrossing due to congested freeway access and poor circulation. Discussion of the need for this project was carried forth to the City's 2010 General Plan.

The Southern California Association of Governments (SCAG) included the project in Addendum #3 to their 2008 Regional Transportation Plan (RTP) and Draft Amendment #08-34 to the 2008 Regional Transportation Improvement Program (RTIP). On February 17, 2010, the Transportation Committee authorized SCAG to release Draft Amendment #3 (RTP) and Draft Amendment #08-34 (RTIP). The project will receive funding from Measure R, a measure committing \$40 billion in traffic relief and transportation upgrades throughout Los Angeles County.

Existing Facility

Figure 1.2 outlines the current existing facilities and all intersections discussed below. The US 101/Palo Comado Canyon Road Overcrossing structure was built in 1963. It provides two 12-foot lanes and 4-foot shoulders in each direction. A 5-foot sidewalk is provided on the west side of the overcrossing. The minimum vertical clearance is 15.1 feet, which is located in the northeast corner of the structure over the northbound US 101 number four lane. The interchange is configured with tight diamond ramps on the northbound side and hook ramps on the southbound side.

The southbound hook ramps connect with Dorothy Drive and Chesebro Road at a four-point intersection south of US 101 (Intersection 3 (#3)). A short section of Chesebro Road directly opposite the hook ramps provides access from the ramps to Palo Comado Canyon Road (#4). The southbound off-ramp is a one-lane exit that widens to two lanes at its termini. The southbound on-ramp is a one-lane ramp throughout.

The northbound ramps connect directly to Palo Comado Road (#2). The northbound on-ramp has two lanes starting from the Palo Comado Road intersection and tapers to a one-lane on-ramp before joining the freeway. The northbound off-ramp begins as one lane and widens to two lanes at its termini.

The interchange does not currently have any signalized intersections. Palo Comado Canyon Road is a free-flowing street from Agoura Road in the south (#5) to Driver Avenue in the north (#1), where the intersection is four-way "stop" controlled. The Chesebro Road/Palo Comado Canyon Road Intersection (#4) and Dorothy Drive/Palo Comado Canyon Road Intersection (#3), both south of the freeway, and the US 101 northbound off-ramp intersection with Palo Comado Road (#2), are all two-way stop-controlled. The intersection of Dorothy Drive/Chesebro Road (#3) is four-way stop-controlled.

Figure 1.2: Intersections within Project Area



Source: GPA Environmental

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the project is to:

- Reduce existing and forecasted traffic congestion within the project limits;
- Improve circulation at the US 101/Palo Comado Canyon Road interchange and adjacent roadway network;
- Improve safety at the US 101/Palo Comado Canyon Road interchange; and
- Accommodate pedestrian and bicycle traffic along Palo Comado Canyon Road.

1.2.2 Need

Traffic

The quality of traffic flow can be identified in terms of level of service (LOS). There are six LOS, ranging from LOS A to LOS F, as defined in **Table 1.1**. The City’s most recent General Plan update (March 2010) has identified the US 101/Palo Comado Canyon Road interchange as deficient under existing as well as future forecast conditions. The General Plan identifies LOS C as the typical minimum acceptable standard for roadways within the city. LOS Criteria for intersections, as defined by the 2000 Highway Capacity Manual (HCM) are included in **Table 1.2**.

Table 1.1: Level of Service – General Description

Level of Service	General Description
A	Free flow
B	Stable flow (slight delays)
C	Stable flow (acceptable delays)
D	Approaching unstable flow (tolerable delay)
E	Unstable flow (intolerable delay)
F	Forced flow (jammed)

Source: 2000 Caltrans Highway Capacity Manual

Table 1.2: Level of Service Criteria for Intersections

Unsignalized Intersection Delay (sec/veh)	Signalized Intersection Delay (sec/veh)	Level of Service (LOS)
≤10.0	≤10.0	A
>10.0 and ≤15.0	>10.0 and ≤20.0	B
>15.0 and ≤25.0	>20.0 and ≤35.0	C
>25.0 and ≤35.0	>35.0 and ≤55.0	D
>35.0 and ≤50.0	>55.0 and ≤80.0	E
>50.0	>80.0	F

Source: 2000 Caltrans Highway Capacity Manual

Currently, the US 101/Palo Comado Canyon Road northbound off-ramp intersection (two-way stop sign) operates at a LOS D in the AM peak period with a delay of 33.3 seconds (see **Table 1.3**) and at LOS E during the PM peak period with a delay of 37.6 seconds. The all-way stop located at the Driver Avenue/Chesebro Road intersection operates at a LOS of F in the AM period with a delay of 50.9, and LOS E in the PM peak period with a delay of 36.5. The City’s minimum acceptable standard (LOS C) is not achievable under current existing conditions for the northbound off-ramp intersection or Driver Avenue/Chesebro Road intersection.

Table 1.3: Intersection LOS Summary for Existing (2010) Conditions

Intersection Number	Intersection	Intersection Control	Existing			
			AM		PM	
			Delay*	LOS	Delay*	LOS
1	Driver @ Chesebro	All-way stop	50.9	F	36.5	E
2	Palo Comado @ 101 NB Ramps	Two-way stop (stop sign on ramp)	33.3	D	37.6	E
3	Dorothy @ 101 SB Ramps	All-way stop	19.1	C	12.6	B
4	Palo Comado @ Chesebro	Two-way stop	17.6	C	19.0	C
5	Agoura @ Chesebro	All-way stop	9.1	A	11.5	B

Source: Kimley-Horn Associates

* Delay refers to the average delay for the entire intersection. At a two-way stop, delay refers to the worst approach delay.

Under the buildout year (2035) without improvements, existing conditions would worsen (see **Table 1.4**). The Driver Avenue/Cheseboro Road intersection would operate at LOS F in the AM peak period with a delay of 128.1 seconds and LOS F in the PM peak period with a delay of 99.3 seconds. The Palo Comado/101 NB Ramps intersection would operate at LOS F the AM peak period with a delay of 290.3 seconds and LOS F in the PM peak period with a delay of 218.2 seconds. The Dorothy Drive/SB Ramps intersection would operate at LOS E in the AM peak period with a delay of 41.7 seconds and LOS D in the PM peak period with a delay of 26.3 seconds. The Palo Comado/Cheseboro Road intersection would operate at LOS F in the AM peak period with a delay of 63.2 seconds and LOS E in the PM peak period with a delay of 36.0 seconds.

Under 2035 no-build conditions, the Agoura Road/Cheseboro Road intersection would operate at an acceptable LOS (LOS B) in the AM peak period and LOS D in the PM peak period with a delay of 26.3 seconds. The City’s minimum acceptable standard (LOS C) is not achievable under 2035 conditions without improvements for any of the intersections within the proposed project limits, with the exception of the Agoura Road/Cheseboro Road intersection in the AM peak period.

Table 1.4: Intersection LOS Summary for Buildout (2035) Conditions without Improvements

Intersection Number	Intersection	Intersection Control				
			AM		PM	
			Delay*	LOS	Delay*	LOS
1	Driver @ Chesebro	All-way stop	128.1	F	99.3	F
2	Palo Comado @ 101 NB Ramps	Two-way stop (stop sign on ramp)	290.3	F	218.2	F
3	Dorothy @ 101 SB Ramps	All-way stop	41.7	E	26.3	D
4	Palo Comado @ Chesebro	Two-way stop	34.9	D	31.7	D
5	Agoura @ Chesebro	All-way stop	13.2	B	26.3	D

Source: Kimley-Horn Associates

* Delay refers to the average delay for the entire intersection. At a two-way stop, delay refers to the worst approach delay.

Under the buildout year (2035) with improvements, overall traffic conditions would improve from no-project conditions (see **Table 1.5**). The Palo Comado/101 NB Ramps intersection would improve from LOS F to LOS A in the AM peak period and from LOS F to LOS B in the PM peak period. The Dorothy Drive/SB Ramps intersection would improve from LOS E to LOS D in the AM peak period and from LOS D to LOS C in the PM peak period. All other intersections within the project limits would operate at the same LOS as they would under 2035 no-project conditions.

Table 1.5: Intersection LOS Summary for Buildout Year (2035) with Improvements

Intersection Number	Intersection	Intersection Control	AM		PM	
			Delay*	LOS	Delay*	LOS
			1	Driver @ Chesebro	All-way stop	128.1
2	Palo Comado @ 101 NB Ramps	Two-way stop (stop sign on ramp)	9.8	A	11.5	B
3	Dorothy @ 101 SB Ramps	All-way stop	26.0	D	24.3	C
4	Palo Comado @ Chesebro	Two-way stop	34.9	D	31.7	D
5	Agoura @ Chesebro	All-way stop	13.2	B	26.3	D

Source: Kimley-Horn Associates

* Delay refers to the average delay for the entire intersection. At a two-way stop, delay refers to the worst approach delay. Delay values for intersections that are not subject to improvements were obtained from "without improvements" conditions.

Palo Comado Canyon Road is considered to be a Class II suburban minor arterial. The service volume thresholds and correlated LOS established by the Transportation Research Board for Class II arterials are provided in **Table 1.6**.

Table 1.6: Level of Service Criteria for Class II Arterials

Lanes	Service Volumes (veh/h)		
	LOS C	LOS D	LOS E
1	670	850	890

Source: 2000 Caltrans Highway Capacity Manual

Table 1.7 indicates that Palo Comado Canyon Road currently operates at LOS F or worse during both the AM and PM peak hours under existing conditions. The widening of Palo Comado Canyon Road overpass from two to four lanes would improve the operation to the City’s minimum acceptable standard (LOS C) or better during both the AM and PM peak periods under build-out (2035) year conditions.

Table 1.7: Palo Comado Canyon Road Service Volumes (veh/h)

	Peak Period	Service Volumes (veh/h)	LOS (with 1 lane)	LOS (with 2 lanes)
Existing Conditions (2010)	AM	1,013	F	N/A
	PM	936	F	N/A
Buildout Year (2035)	AM	1,203	F	C
	PM	1,112	F	C

Source: Kimley-Horn Associates

Freeway ramp LOS is expressed in terms of density, which measures the number of passenger cars per lane mile (pc/mi/ln) on the freeway mainline, as outlined in **Table 1.8**.

Table 1.8: Level of Service Criteria for Freeway Ramps

Ramps Maximum Density (pc/mi/ln)	Level of Service (LOS)
≤10	A
≤20	B
≤28	C
≤35	D
>35	E
Exceeds Capacity	F

Source: 2000 Caltrans Highway Capacity Manual

Table 1.9 indicates that all ramps for the Palo Comado Canyon Road interchange operate at a LOS D, with the exception of the northbound off-ramp (LOS C).

Table 1.9: Freeway Ramp Operations for Palo Comado Canyon Road Interchange

Route Segment	Existing Conditions (2010)	
	Density	LOS
Northbound on-ramp	29.9	D
Northbound off-ramp	27.3	C
Southbound on-ramp	31.9	D
Southbound off-ramp	29.6	D

Source: Kimley-Horn Associates

Safety

Accident data based on Caltrans Transportation Systems Network Traffic Accident Surveillance and Analysis System (TSN TASAS) for the three-year period ending December 31, 2009 shows that the total rate of accidents at the Palo Comado Canyon Road interchange is generally lower than the statewide average. There are two exceptions to this: the northbound off-ramp total accident rate is 50% higher than the statewide average and 71% higher than the statewide average for fatality plus injury. The TSN TASAS data is summarized in **Table 1.10**.

Table 1.10: Accident Rates for US 101/Palo Comado Canyon Road Interchange Ramps

Location	Segment Actual Accident Rate*			Statewide Average Accident Rate*		
	Fatalities	Injuries & Fatalities	Total	Fatalities	Injuries & Fatalities	Total
US 101/ Palo Comado Canyon Road Interchange						
Northbound off-ramp	0.000	0.72	1.81	0.004	0.42	1.20
Northbound on-ramp	0.000	0.00	0.00	0.002	0.26	0.75
Southbound off-ramp	0.000	0.00	0.35	0.004	0.28	0.95
Southbound on-ramp	0.000	0.18	0.35	0.002	0.14	0.45

Source: California Department of Transportation
 * Accident rates per million vehicle miles traveled

The primary collision factor for the northbound off-ramp accidents is failure to yield, which accounts for 50% of the accidents. The location of the accidents for this off-ramp are clustered around the ramp intersection and ramp area preceding the intersection, which account for 70% and 20% of the accidents, respectively. The primary collision factor for accidents that occurred on the southbound on-ramp was speeding. The primary collision factor for the accidents that occurred on the southbound off-ramp was influence of alcohol.

Operational Deficiencies

The existing bridge has non-standard stopping sight distance at the northbound off-ramp intersection. Additional non-standard features include a sidewalk on only one side (west side) of the bridge, and no bicycle lanes on the bridge.

1.2.3 Independent Utility and Logical Termini

Logical termini for project development are defined as (1) rational end points for a transportation improvement, and (2) rational end points for a review of the environmental impact. The environmental impact end points frequently cover a broader geographic area than the strict limits of proposed transportation improvements. Independent utility means that the project improvements have independent significance, or that the improvements are usable at a reasonable expenditure even if no additional transportation improvements are made in the area.

The objective of the project is to reduce traffic congestion and improve circulation at the US 101/Palo Comado Canyon Road interchange. This would require widening the Palo Comado overcrossing from 2 to 4 lanes to facilitate improved traffic circulation at the interchange.

This project has independent utility because it would address the traffic congestion of the interchange associated with the narrow overcrossing as well as the design and geometric deficiencies and its adjoining approach roadways. It would also improve pedestrian and bicycle travel-ways. Based on the project features to meet the purpose and need, logical termini would extend from the Driver Avenue/Cheseboro Road intersection to the north, and the Agoura Road/Cheseboro Road intersection to the south.

1.3 Project Description

Project Alternatives

Alternative 1: No Build Alternative

The No Build Alternative would maintain the existing configuration of the US 101/Palo Comado Canyon Road Interchange, and the Palo Comado Canyon Overcrossing above US 101 would remain as a two-lane facility with a sidewalk on the west side. This alternative would not alleviate existing and anticipated traffic congestion or provide bicycle access, and would not be consistent with the project purpose and need.

Alternative 2: Build Alternative

The Build Alternative would include widening Palo Comado Canyon Road from two to four lanes between Driver Avenue and Chesebro Road (see **Figure 1.3**). Just north of the overcrossing, Driver Avenue becomes Palo Comado Canyon Road; just south of the overcrossing, Palo Comado Canyon Road becomes Chesebro Road. The Palo Comado Canyon Road Overcrossing would be widened from one lane in each direction to provide two lanes in each direction, along with a dedicated left-hand turn lane, for a total of five striped lanes. A Class II bike lane and sidewalks would be provided on both sides of the overcrossing. For a typical cross-section of Build Alternative, refer to **Figure 1.4**.

The Build Alternative would maintain the existing layout of the interchange ramps; however, the northbound on- and off-ramps would be slightly re-configured, with an additional lane being provided on the northbound off-ramp at the Palo Comado Canyon Road intersection. The intersection of the northbound ramps and Palo Comado Road would be signalized; the remaining intersections would remain un-signalized.

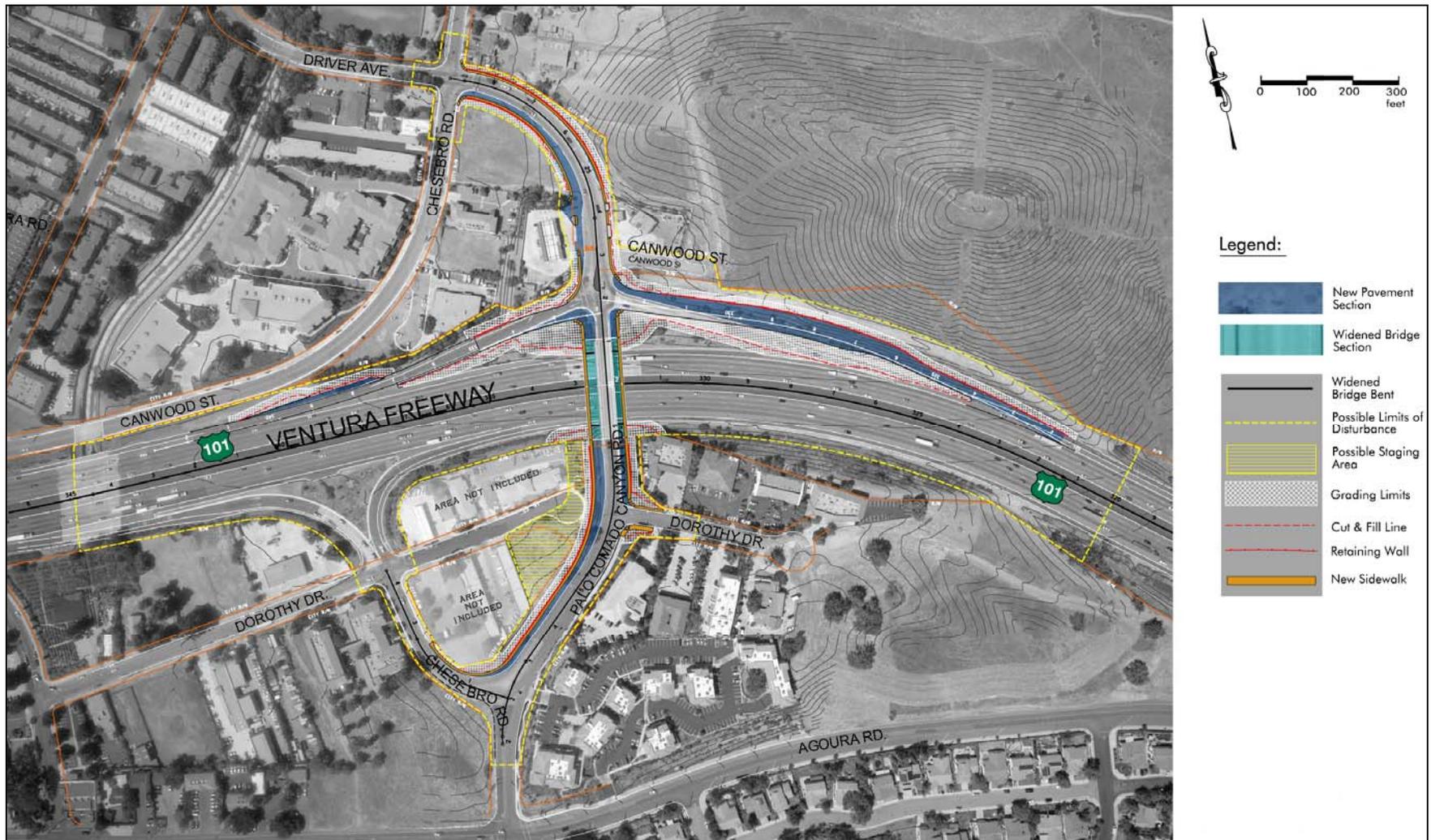
Several utilities exist within the areas of potential construction, including sewer, overhead electrical, overhead and underground telephone, storm drains, Caltrans communications, and street lighting. Overhead electric and telephone lines would need to be relocated or undergrounded in some areas to accommodate the build alternative, and portions of the street light systems would be relocated along Palo Comado Canyon Road.

Existing drainage consists of pipe culverts, inlets, and ditches. The existing storm drain systems would remain in place. New inlets would be installed along the modified northbound off-ramp, as well as the northbound on-ramp. A new inlet system would be added to accommodate the widening of Palo Comado Canyon Road south of the bridge. As of November 2011, total project costs were estimated at \$22,500,000.

Comparison of Alternatives

After the public circulation period, all comments will be considered and Caltrans will select a preferred alternative and make the final determination of the project's effect on the environment. In accordance with CEQA, if no unmitigable significant adverse impacts are identified, Caltrans will prepare a Negative Declaration (ND) or Mitigated ND. Similarly, if Caltrans determines the action does not significantly impact the environment, Caltrans, as assigned by the FHWA, will issue a Finding of No Significant Impact (FONSI) in accordance with NEPA.

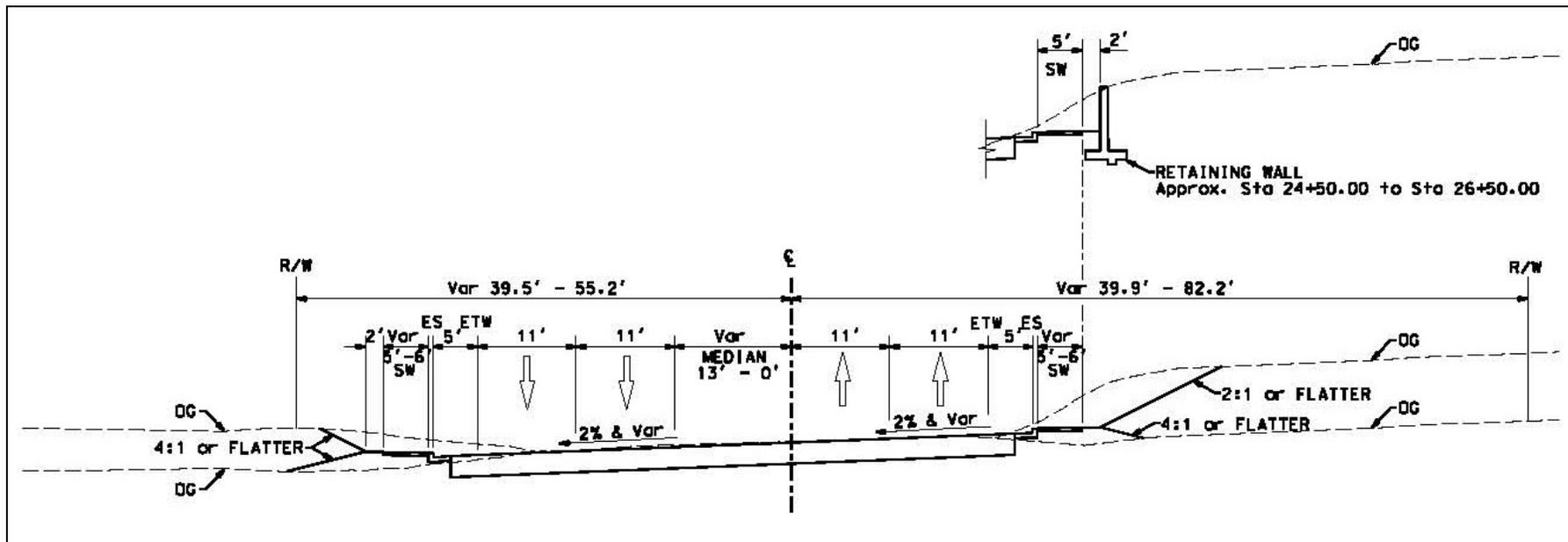
Figure 1.3: Build Alternative



Source: Kimley-Horn Associates

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Figure 1.4: Typical Cross-Section



Source: Kimley-Horn Associates

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1.4 Permits and Approvals Needed

The following permits, reviews, and approvals would be required for project construction:

Table 1.11: Permits and Approvals Required

Agency	Permit/Approval	Status
California Department of Transportation	NEPA and CEQA Certifications (Approval)	Anticipated Approval in 2011

Source: GPA Environmental

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CHAPTER 2 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

This chapter outlines the impacts that the project would have on the human, physical, and biological environments within the project area and surrounding vicinities. It describes the existing environment that could be affected by the project, potential impacts from each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

As part of the scoping and environmental analysis conducted, the following environmental issues were considered but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in the document.

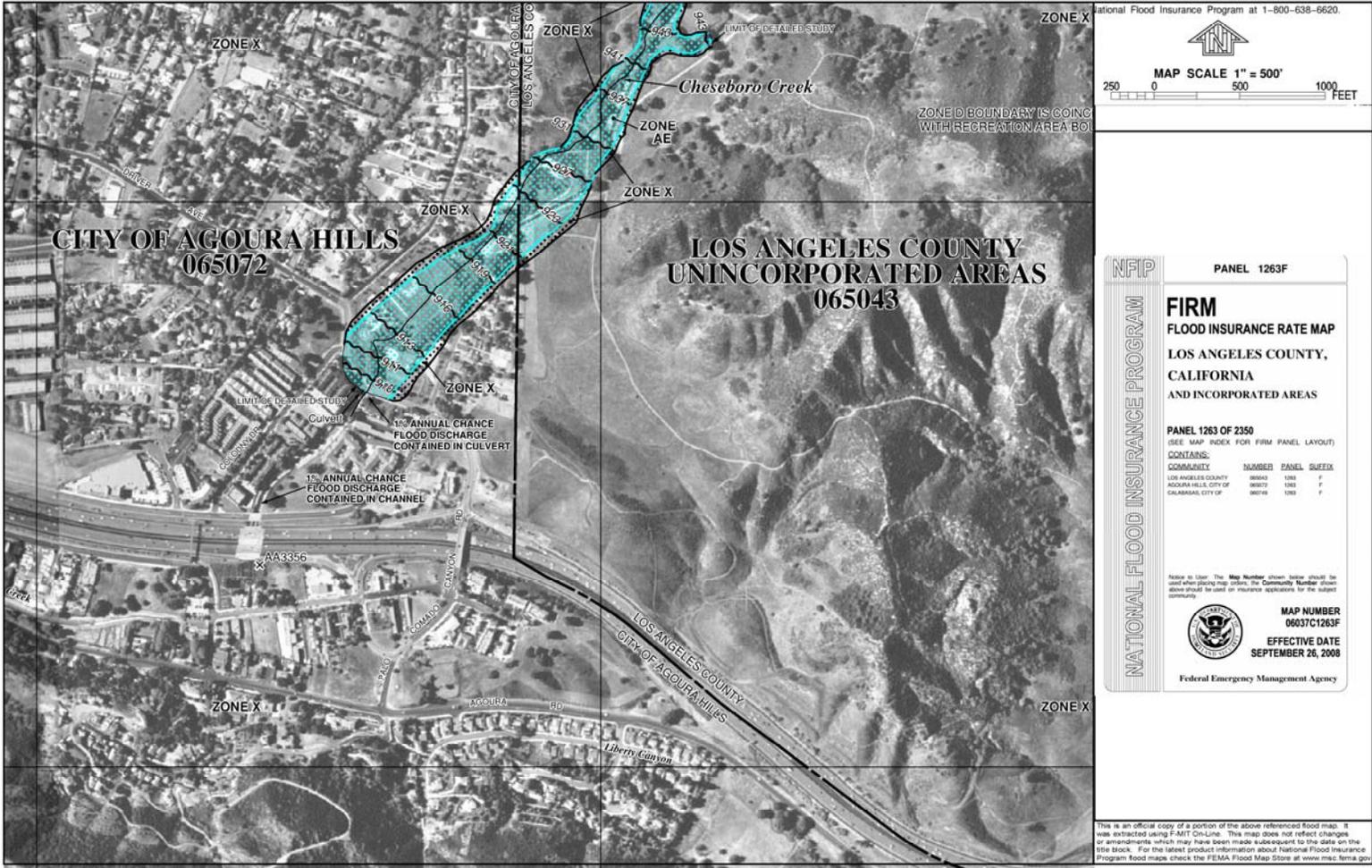
- Wild and Scenic Rivers. The project site contains no Wild and Scenic Rivers. The nearest such river is Sespe Creek, located approximately 23 miles to the northwest of the project site.
- Coastal Zone. The project is not located within a Coastal Zone.
- Timberlands. The project site contains no Timberlands.
- Farmlands. The project site is not located within designated agricultural land; therefore, no impacts to farmland would occur.
- Floodplain. The project site is included on the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map Number 06037C1263F, effective September 26, 2008 (see **Figure 2.1**). The map shows two levels of Zone X, shaded and unshaded. The blue shaded portion of the map is an area of 0.2% annual chance flood; the proposed project is located entirely outside of this zone. All other areas of the map labeled Zone X (unshaded) are outside of the 0.2% annual chance flood (outside of the 500-year flood). The project site is located entirely within this unshaded area. Because the project site is located outside of the 0.2% annual chance floodplain, no flood flows would be impeded or redirected.
- Threatened and Endangered Species. There are no threatened and endangered species with potential to occur in the biological study area; therefore, no impacts to threatened and endangered species would occur.

Environmental impacts and mitigation measures reported in this Initial Study/Environmental Assessment were based on technical studies conducted for this project. The studies are listed on **Page vii** and are available for review at:

- The State of California Department of Transportation, District 7, 100 South Main Street, Los Angeles, California, 90012.
- The City of Agoura Hills City Hall, 30001 Ladyface Court, Agoura Hills, CA 91301.

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Figure 2.1: FEMA Flood Map



Source: Federal Emergency Management Agency website (www.fema.gov)

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2.1 Human Environment

2.1.1 Existing and Future Land Use

Regulatory Setting

City of Agoura Hills General Plan

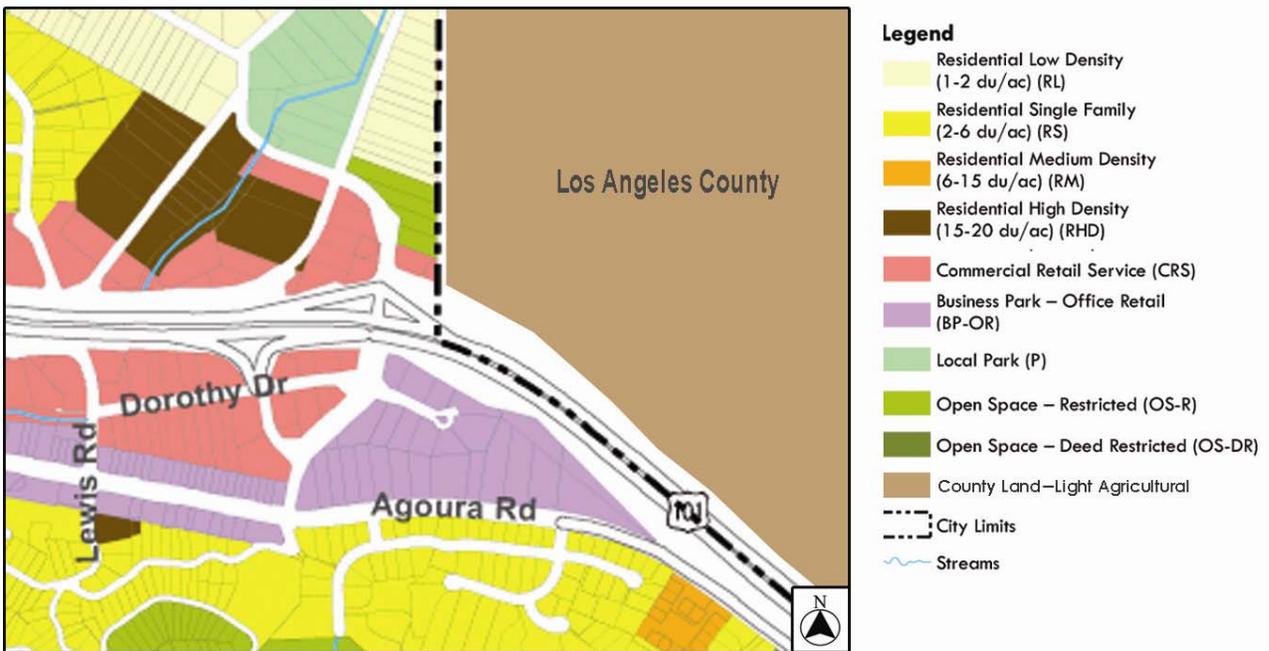
The City adopted an updated General Plan on March 24, 2010. The current General Plan includes goals and policies related to land use, and focuses on sustainability and the enhancement of existing neighborhoods and infrastructure. Many of the revised goals and policies communicate the City’s desire to retain the community’s small town look and feel by preserving neighborhoods and targeting underutilized or infill areas for development.

Likewise, General Plan policies reflect a strong desire to protect the resources associated with its surrounding mountains and hills, which is primarily accomplished through Open Space designations, particularly along the Santa Monica Mountains at the City’s northern boundary and the Los Angeles County line at the City’s southern boundary.

Affected Environment

Existing land uses adjacent to the project area include residential, commercial, and school properties. The neighborhood along Agoura Road (south of the interchange) mostly consists of residential single-family homes, while the properties in the immediate area of the interchange are primarily commercial, including business parks, light industrial, retail, and gas stations (see **Figure 2.2**).

Figure 2.2: Existing Land Use Map



Map data courtesy of the City of Agoura Hills General Plan and the Los Angeles County Department of Regional Planning website.

A large portion of land in the northeast quadrant of the interchange is vacant, except for an equestrian community located near the intersection of Palo Comado Canyon Road and Driver Avenue. Several multi-family residential properties, Agoura Park, and Agoura High School are located northwest of the interchange. The immediate area also contains scattered vacant lots zoned commercial and residential that are planned for development.

A number of commercial and residential developments are either planned or proposed within the vicinity of the US 101/Palo Comado Road Interchange. A commercial office center is under construction at the northeast corner of Chesebro Road and Agoura Road, immediately south of the interchange. On the north side of the freeway a new office center and a furniture sales center are planned. On the south side of the freeway a drive-through fast food restaurant, a tire retail store, a carpeting store, and an office center are planned.

Additionally there are several developers seeking approval from the City to construct commercial and residential developments in the immediate vicinity of the interchange (see **Table 2.1**). These developments will use the US-101/Palo Comado Canyon Road Interchange, as well as adjacent roadways, to access US 101.

**Table 2.1: Development Projects within 0.05 Mile
(as of June 2011)**

Name	Description	Location	Size	Status	Jurisdiction
Commercial and Mixed-Use Projects					
Elias Ben Hazany	Remodel existing gas station and remove service bay facilities in order to build a food mart	5226 Palo Comado Canyon Road	Site: 19,602 Square Feet Use: 1454.7 Square Feet	Approved	City
Agoura Medical Partners, LLC	Medical Office Building	Northwest Corner of Agoura Road and Chesebro Road	Site: 79,194 Square Feet Use: 40,733 Square Feet	Approved	City
Residential Projects					
Abudalu, Joseph	Two story single-family dwelling with detached garage.	28303 Laura La Plante Drive	Site: 29,090 Square Feet Use: 3630 Square Feet	Under Review	City
Avi and Lisa Siboni	Single-family residence	5446 Lewis Road	Site: 27,485 Square Feet Use: 5,088 Square Feet	Under Review	City
Ashnoor Piruti	Two story single-family residence	28454 Renee Drive	Site: 5,040 Square Feet Use: 1,874 Square Feet with 616 Square Foot Garage	Under Review	City
Ashnoor Piruti	Two story single-family residence	28458 Renee Drive	Site: 6,452 Square Feet Use: 2,431 Square Feet with 568 Square Foot garage	Under Review	City
Ginsburg, Moty and Margo	Single Family Residence	5643 Colody Drive	Site: 18840 Square Feet Use: 6,752 Square Feet	Under Review	City
Riopharm USA Corp.	24 Single Family Residences	27650 Agoura Road	Site: 460,864 Square Feet Use: 84,945 Square Feet	Approved	City
Thomas Brewer and Ana Cullen	Single Family Residence	4833 Canyon Way	Site: 16,360 Square Feet Use: 6,533 Square Feet	Approved	City
Keith Blinkinsoph	Single Family Residence	28441 Lewis Place	Site: 23,108 Square Feet Use: 4226 Square Feet	Approved	City

Lucien T. Hood	Two Story Single family Residence	28414 Foothill Drive	Site: 20,000 Square Feet Use: 4,226 Square Feet	Approved	City
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Source: City of Agoura Hills Second Quarter Development Summary (June 2011)

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no impacts to land use would occur. However, improvements to circulation at the interchange to accommodate planned land uses would not occur.

Build Alternative

The Build Alternative would include improvements to an existing interchange facility, and would be constructed within the existing transportation corridor; therefore, no changes to the existing or planned land uses would occur.

Avoidance, Minimization, and Mitigation Measures

No changes to existing and/or planned land uses in the project vicinity would result from the project; therefore, no avoidance, minimization, or mitigation measures are required.

2.1.2 Consistency with State, Regional, and Local Plans and Programs

Regulatory Setting

Federal Transportation Improvement Program (FTIP)

The FTIP/FSTIP contain all capital and non-capital transportation projects or identified phases of transportation projects in California that are proposed for federal funding under the Federal Transit Act and Title 23 of the United States Code (Caltrans 2007). In addition, all projects that are deemed regionally significant, regardless of the funding source, are included in the FSTIP. Federally funded transportation projects must conform to the FTIP/FSTIP prior to being approved.

State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources (Caltrans 2009). Projects receiving STIP funding must be programmed prior to moving forward with implementation.

Southern California Association of Governments Regional Transportation Plan (RTIP)

The RTIP is prepared by the Southern California Association of Governments (SCAG) and presents the transportation vision for six counties in the Southern California region, including Los Angeles County, Orange County, San Bernardino County, Imperial County, Riverside County, and Ventura County. The RTIP is prepared to implement projects and programs listed in each county’s Regional Transportation Plan (RTP), and is developed in compliance with state and federal requirements.

The plan identifies priorities for transportation planning within this region, sets out goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area. The locally prioritized lists of projects are forwarded to SCAG for review. From this list, SCAG develops the RTIP based on consistency with the current RTP, inter-county connectivity, financial constraint and conformity satisfaction. Projects being constructed within the SCAG region must be listed in the RTP.

Los Angeles County Metropolitan Transportation Authority Long Range Transportation Plan

The 2009 Los Angeles County Metropolitan Transportation Authority Long Range Transportation Plan, adopted by Metro in October of 2009, includes transportation improvements proposed to address transportation needs within Los Angeles County. In recognizing that continued growth in the region will require improvements are a change in transportation habits and funding methods, the plan includes projects to improve mobility through improvements to carpool lanes, rail and bus service, arterial roadways and freeways, and improvements to bicycle and pedestrian facilities. The plan serves to guide policy and funding decisions regarding transportation improvements in this area.

Los Angeles County General Plan

The existing General Plan was adopted in 1980; subsequently, the County has begun a General Plan Update Program and prepared a Draft General Plan Update. The County's Updated General Plan provides more updated policy and guidance for future growth within unincorporated areas of the county (Los Angeles County, 2008). The plan also provides a foundation on which detailed plans, such as community plans or specific plans, may be based. Projects that are within unincorporated areas of Los Angeles County or impact county resources must be consistent with County's General Plan Policies.

City of Agoura Hills General Plan

The City adopted an updated General Plan on March 24, 2010. The General Plan contains a series of goals and policies to guide the future development of Agoura Hills, and to ensure that it continues to grow in a way that will provide the necessary resources and quality of life to its residents and visitors alike. The General Plan includes a series of land use and mobility goals that aim to provide physical, economic, and social development while preserving the natural and cultural environment (City, 2009). Projects constructed within the city or that may impact city resources must be consistent with the City's General Plan policies.

The General Plan identifies Palo Comado Canyon Road as a secondary arterial roadway, and includes the widening of this roadway from 2 to 4 lanes between Canwood Street and Chesebro Road. The General Plan also identifies this roadway as a Class II bikeway, to be constructed in conjunction with the interchange improvements. The LOS objective along this section of Palo Comado Canyon Road is LOS C or better.

Affected Environment

The project is located within an area that is designated for transportation use, and is identified in the City's General Plan as a 4-lane overcrossing facility with Class II bike lanes. The project is identified as Project ID #LA0G230 and was included in the regional emissions analysis conducted SCAG for the conforming 2008 RTP, Amendment #4, the RTIP, Amendment #08-34; and the 2011 FTIP. SCAG adopted the 2008 RTP Amendment #4 and the corresponding conformity determinations on November 4, 2010. Federal approval of the RTP Amendment #4 conformity determination was issued on December 8,

2010. The proposed project is included in the 2011 FTIP, which was adopted by SCAG on September 2, 2010. Federal approval of the 2011 FTIP was issued on December 14, 2010.

Environmental Consequences

No Build Alternative

The No Build Alternative would maintain the existing conditions at the interchange. This alternative would not meet the purpose and need for the project, which is to accommodate anticipated traffic levels and thereby improve circulation and safety at the interchange. Additionally, this alternative would not be consistent with the land use and mobility goals outlined in the City's General Plan.

Build Alternative

The project would improve circulation at the interchange and the adjacent roadways, and would be consistent with local and regional plans and policy for this area. The City's General Plan includes the widening of US 101/ Palo Comado Canyon Road Overcrossing from 2 to 4 lanes, as well as the reconfiguration of the interchange to improve circulation and safety. The project would also be consistent with the Mobility Element of the Los Angeles County General Plan, and other regional plans for this area.

Avoidance, Minimization, and Mitigation Measures

Build Alternative

The project would be consistent with existing goals and policies regarding transportation and planning in the project area and region; therefore, no avoidance, minimization, or mitigation measures are required.

2.1.3 Parks and Recreation

Regulatory Setting

Section 4(f) of the Department of Transportation Act

Section 4(f) of the Department of Transportation (DOT) Act of 1966 requires that the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance may only occur if there is no prudent and feasible alternative to using that land; and the project must include all feasible measures to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Affected Environment

The Agoura Hills Citywide Trails & Pathways Master Plan (October 2008) discusses a number of regional recreational facilities that surround Agoura Hills. According to the Master plan, the majority of these resources are situated within the Santa Monica National Recreation Area, which borders Agoura Hills on the south and east. The Santa Monica Mountains National Recreation Area is the world's largest urban national park and is comprised of 153,075 acres and 500 miles of public trails.

None of the National Recreation Area lands are located inside of or directly adjacent to the project site; however, Palo Comado Canyon Road provides a direct link to the Chesebro/Palo Comado Canyons. Hiking, biking, and equestrian routes are available in this area, and the trails join the Upper Las Virgenes Canyon Open Space Preserve in Ventura County which consists of 2,983 acres of open space.

In addition to the publicly owned open space surrounding the City, Agoura Hills has approximately 772 acres of protected open space (deed restricted) within its boundaries, and 44 acres of local parks. Though none of these lands are located inside of or adjacent to the project site, Old Agoura Park is situated approximately 1.3 miles northeast of the US 101/Palo Comado Canyon Road Interchange. This park offers active recreational opportunities such as baseball fields, a playground, and an equestrian arena.

There are several equestrian trails in Agoura Hills, including one that is in the vicinity of the project site. This trail runs along Driver Avenue and connects to Old Agoura Park, which includes a horse arena. The trail traverses the perimeter of Old Agoura Park, just north of the project site, and provides equestrian access from the park along a flood channel (Chesebro Creek) and continuing under US 101 to near the Regency Theaters (City, 2009).

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no impacts to parks and recreational facilities would occur. However, improvements to circulation at the interchange, including those accessing portions of the Santa Monica National Recreation Area, would not occur.

Build Alternative

As discussed, the US 101/Palo Comado Canyon Road Interchange serves as a direct link to portions of the Santa Monica Mountains National Recreation Area. Under the Build Alternative, access to these facilities could be temporarily affected during construction; however, with a Traffic Management Plan (TMP) in place adverse impacts would not be expected to occur.

Avoidance, Minimization, and/or Mitigation Measures

A Traffic Management Plan (TMP) would be developed to maintain access to the Santa Monica Mountains National Recreation Area. The open space, equestrian trails, and other recreational areas would not be directly affected by the proposed project and no "use" as directed under 4(f) would occur.

2.1.4 Growth

Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which implements NEPA, requires evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 CFR 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which **are** all elements of growth.

CEQA also requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

Los Angeles County General Plan

In addition to spatial constraints and environmental concerns, transportation limitations are presenting ever increasing challenges to the continued growth in the area. These, among other factors, are leading to changing growth policy throughout the Los Angeles area, where growth is now being focused inward and toward a sustainable future. According to the County's General Plan, General Plan policy is based on building a sustainable future through "smart growth" practices (County of Los Angeles, 2008). Because future growth will deal more with redevelopment of existing urban areas, the County's General Plan includes a range of strategies to deal with existing growth challenges such as infrastructure, economic development, public health and safety, and natural resources.

City of Agoura Hills General Plan

The City adopted an updated General Plan on March 24, 2010. The current General Plan includes goals related to growth and change within the city, which focus on allowing for sustainable growth through well-planned development that provides for the needs of existing and future residents and businesses, maintains effective and equal public services to residents, and uses land and infrastructure facilities in an efficient manner (City, 2009). These goals are to be carried out using a series of policies that direct building densities, location of certain types of land use, development phasing, and shared cost of public services.

Affected Environment**Growth Trends**

According to the SCAG's population forecasts, the population of Los Angeles County was approximately 10,329,000 in 2005 and will increase to approximately 12,249,000 in 2020, representing a 19 percent growth. According to SCAG's latest RTP (SCAG, 2008), the Southern California region is running out of room for low-density developments, and geographical features such as the Pacific Ocean to the west and mountains to the east present natural borders to continued urban spread.

According to the City's General Plan Housing Element, the city's population increased by only 1 percent between 1990 and 2000, from 20,390 persons to 20,537 persons. According to the U.S. Department of Finance 2007 Population and Housing Estimates, by 2007 the city's population had grown by approximately 14 percent, for a total population of 23,340 persons. SCAG forecasts predict that the population will continue to grow at a rate of 6.7 percent (2003 through 2035). Geographic and planning constraints, such as hillsides and open space designations, limit the potential for growth to occur within the city.

Within and adjacent to the project area, most of the available vacant land within the city and county is made up of scattered residential and commercial lots located between previously developed residential and commercial parcels. The remaining land is designated for open space or public uses, such as neighborhood parks, schools, and larger recreational areas (Santa Monica Mountains National recreation Area). As a result, most of the proposed or planned projects in the area are for smaller scale residential and commercial projects or renovations, rather than large-scale new developments.

Environmental Consequences

No Build Alternative

The No Build Alternative would maintain the existing conditions at the interchange, and no growth-related impacts would occur. However, this alternative would not meet the purpose and need for the project, which is to accommodate anticipated traffic levels and thereby improve circulation and safety at the interchange.

Build Alternative

Growth inducement is not necessarily considered detrimental, beneficial, or environmentally significant. Typically, the growth-inducing potential of a project is considered substantial if it fosters growth or a concentration of population in excess of what is assumed in relevant master plans, land use plans, or in projections made by regional planning agencies.

The Build Alternative would provide capacity for existing and anticipated traffic levels resulting from planned and proposed development within and adjacent to the US 101/Palo Comado Canyon Road interchange, and would not be expected to directly or indirectly induce growth. The interchange provides access to areas that are either currently developed or designated for specific land uses, and implementation of the project would not open any new areas for development, or increase the level of planned development.

The project would be consistent with the Infrastructure and Community Services Element of the City's updated General Plan, which includes the widening of US 101/ Palo Comado Canyon Road overcrossing from 2 to 4 lanes, as well as the reconfiguration of the interchange to improve circulation and safety. The project would also be consistent with the Transportation Element of the Los Angeles County General Plan in regards to land use and growth. Therefore, the project would not be expected to result in growth above and beyond that which is currently planned for this area.

Avoidance, Minimization, and/or Mitigation Measures

Implementation of the project would not result in growth inducement; therefore, no avoidance, minimization, and/or mitigation measures are required.

2.1.5 Community Impacts – Community Character and Cohesion

Regulatory Setting

NEPA established that the federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 U.S.C. 4331[b][2]). The FHWA in its implementation of NEPA (23 U.S.C. 109[h]) directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under CEQA, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

Affected Environment

For the purpose of this report, Los Angeles County, the city of Agoura Hills, and a more focused Study Area were analyzed to compare population demographics. The Study Area discussed refers to all persons, lands, buildings, and environment located within the Study Area boundaries. Where US Census information is used for the analysis, the study area includes information for portions of Census Tract 8003.02 (Block Group 3 and Block Group 4) and Census Tract 8003.3 (Block Group 2).

Census data in this section has been obtained from the US Census 2000, provided by the US Census Bureau. Whereas some data sets used in this analysis have been updated since the year 2000, more complete and detailed information is available from the 2000 data sets. Therefore, for the purpose of maintaining consistency throughout the data sets, the 2000 census data has been used throughout.

Community Demographics

Race

As shown in **Table 2.2**, the total population of Los Angeles County is 9,519,338, is 20,537 in Agoura Hills, and is 4,747 in the Study Area. Within Los Angeles County approximately 45 percent of the population is Hispanic or Latino, whereas within Agoura Hills this percentage is much lower at 7 percent, and 9 percent within the Study Area. Of those people who are not Hispanic or Latino, most people are of one race within these areas. Within Los Angeles County, 59 percent of people that are one race are White, which is much lower than the 91 percent within both the city of Agoura Hills and the Study Area.

Within Los Angeles County, the percentage of Black or African Americans is also higher, at 22 percent as compared to 7 percent in Agoura Hills and 6 percent in the Study Area. The Asian population is also much higher in Los Angeles County, at 22 percent as compared to 7 percent in Agoura Hills and 6 percent in the Study Area. Percentages are similar within all the areas for American Indian and Alaska Native, Native Hawaiian and other Pacific Islanders, those of some other race, and people of two or more races.

Table 2.2: Racial Characteristics of Region, Community, and Study Area

	Los Angeles County	%	City of Agoura Hills	%	Study Area	%
Total Population:	9,519,338		20,537		4,747	
Hispanic or Latino	4,242,213	45	1,407	7	409	9
Not Hispanic or Latino	5,277,125	55	19,130	93	4,338	91
	Los Angeles County	%	City of Agoura Hills	%	Study Area	%
Total Population (not Hispanic or Latino)	5,277,125		19,130		4,338	
Population of one race:	5,054,464	96	18,673	98	4,188	97
White alone	2,959,614	56	16,993	89	3,831	88
Black or African American alone	901,472	17	268	1	66	2
American Indian and Alaska Native alone	25,609	>1	27	>1	7	>1
Asian alone	1,124,569	21	1,325	7	258	6
Native Hawaiian and Other Pacific Islander alone	23,265	>1	21	>1	14	>1
Some other race alone	19,935	>1	39	>1	28	>1
Population of two or more races:	222,661	4	457	2	150	3

Source: US Census 2000

Age

As shown in **Table 2.3**, the age range is very similar within Los Angeles County as a whole, Agoura Hills, and the Study Area. The largest portion of the population, ranging from 63 percent to 66 percent, is between the ages of 16 and 64. Children and teens between the ages of 6 and 17 are the next largest portion of the population, making up between 19 and 24 percent of the population.

Table 2.3: Age Characteristics Breakdown of Region and Study Area

	Los Angeles County	%	Agoura Hills	%	Study Area	%
Total:	9,349,771		20,286		4,825	
Under 5 years	710,842	8	1,052	5	273	6
5 years	155,178	2	314	2	59	1
6 to 11 years	938,817	10	2,346	12	542	11
12 to 17 years	800,819	9	2,507	12	543	11
18 to 64 years	5,850,903	63	12,810	63	3,185	66
65 to 74 years	491,486	5	767	4	81	2
75 years and over	401,726	4	490	2	142	3

Source: US Census 2000

Housing

As shown in **Table 2.4**, housing vacancy rates are similar within Agoura Hills and the study area to rates within Los Angeles County as a whole. Vacancy rates are fairly low in all of these areas, as low as 2 percent in the city as a whole.

Table 2.4: Housing Vacancy Rate of Region and Study Area

	Los Angeles County	%	Agoura Hills	%	Study Area	%
Total:	3,270,909		6,993		1,780	
Occupied	3,133,774	96	6,874	98	1,735	97
Vacant	137,135	4	119	2	45	3

Source: US Census 2000

Mobility

For the most part, commute methods in the Study Area are similar to those in Agoura Hills and Los Angeles County as a whole; however, there are several areas where they differ. As shown in **Table 2.5**, the percentages of people working from home within Agoura Hills and the Study Area are slightly higher than in Los Angeles County as a whole. Those people in the Study Area and Agoura Hills commuting to work are more likely to drive a car to work than commuters in Los Angeles County as a whole; these drivers are also more likely to drive alone than drivers countywide. Of those that take public transportation to work, the largest percentage of people takes the bus, including 100 percent of people within the Study Area.

Table 2.5: Commute Methods for Region and Study Area

	Los Angeles County	%	Agoura Hills	%	Study Area	%
Total:	3,858,750		10,166		2,593	
Car, truck, or van:	3,296,964	85	9,247	91	2290	88
Drove alone	2,714,944	82	8,454	91	2059	90
Carpooled	582,020	18	793	9	231	10
Public transportation:	254,091	7	90	1	19	1
Bus or trolley bus	234,662	92	73	81	19	100
Streetcar or trolley car	1,946	1	0	0	0	0
Subway or elevated	6,200	2	0	0	0	0
Railroad	7,660	3	9	10	0	0
Ferryboat	366	>1	0	0	0	0
Taxicab	3,257	1	8	9	0	0
Motorcycle	6,758	>1	0	0	0	0
Bicycle	24,015	1	50	>1	20	1
Walked	113,004	3	76	1	21	1
Other means	29,275	1	32	>1	26	1
Worked at home	134,643	3	671	7	217	8

Source: US Census 2000

As shown in **Table 2.6**, commute times are similar within the Study Area and Agoura Hills to those within Los Angeles County as a whole. The times range from fewer than 5 minutes to more than 90 minutes, although most people have a commute that is in the middle of this range, with the highest percentages falling between 10 minutes and 24 minutes.

Table 2.6: Commute Times for Region and Study Area

	Los Angeles County	%	Agoura Hills	%	Study Area	%
Total Population:	3,858,750		10,166		2,593	
Total Number of Commuters:	3,724,107	97	9,495	93	2,376	92
Fewer than 5 minutes	57,417	2	200	2	34	1
5 to 9 minutes	265,372	7	974	10	239	10
10 to 14 minutes	447,538	12	1,335	14	375	16
15 to 19 minutes	547,333	15	998	11	349	15
20 to 24 minutes	532,606	14	1,235	13	263	11
25 to 29 minutes	210,383	6	501	5	138	6
30 to 34 minutes	624,474	17	999	11	227	10
35 to 39 minutes	106,670	3	346	4	69	3
40 to 44 minutes	165,115	4	385	4	104	4
45 to 59 minutes	360,152	10	1,106	12	278	12
60 to 89 minutes	283,292	8	1,084	11	205	9
90 or more minutes	123,755	3	332	3	95	4

Source: US Census 2000

Economic Conditions

Regional Economy

Los Angeles County has a diverse economic base. According to the California Employment Development Department (EDD) (2007), the leading industries are tourism and hospitality with 456,000 workers, professional and business services with 288,000 workers, direct international trade with 281,000 workers, entertainment (motion picture/TV production) with 244,000 workers, and wholesale trade and logistics with 199,000 workers.

Employment and Income

According to the EDD and US Census, Los Angeles County experienced an increase in their unemployment rate from 8.2 percent in 2000 to 11.0 percent in 2009. Nonfarm employment had job reductions totaling 167,900 between April 2008 and April 2009. Year over year employment losses were evident in nearly all of the major employment sectors, health services being the only exception.

Business Activities

The area adjacent to the interchange is primarily a commercial area, and there are currently a number of businesses located here, including two gas stations, several insurance agencies, a car merchandise company, a solar panel installer, a clothing store, and a furniture outlet. As discussed earlier, several new businesses are also planned in the vicinity of the project area, including a new office center and furniture

sales center on the north side of the freeway, as well as a drive-through restaurant, tire retail store, carpeting store, and an office center on the south side of the freeway. Additionally there are several developers seeking approval from the City to construct commercial development in the immediate vicinity of the interchange.

Fiscal Conditions

Construction and operation of the proposed project would not displace any populations, residences, or businesses. Therefore, there would be no direct loss of tax revenue generation to the City or County.

Old Agoura Community

The Old Agoura community is a semi-rural residential neighborhood located just north of the project site. The City Municipal Code and General Plan allow Old Agoura residents to own and keep horses and other livestock. Additionally, the Old Agoura and Equestrian Overlays protect the low-density semi-rural residential neighborhood by retaining the ranching character of the community. There are no curbs, gutters, or street lights within the residential neighborhood.

Environmental Consequences

No Build Alternative

The No Build Alternative would maintain the existing conditions at the interchange, and no impacts to the community would occur.

Build Alternative

The Build Alternative would include improvements to an existing interchange facility, and would be constructed within the existing transportation corridor; therefore, the project would not be expected to result in substantial changes to the character of the community. Additionally, the project would incorporate context sensitive solutions wherever possible in order to preserve the semi-rural character of the Old Agoura neighborhood. The project would not create any new access points to adjacent communities; however, it would improve circulation along the existing roadways in the project area, including bicycle and pedestrian traffic, and would therefore be expected to result in improved travel within this area of Agoura Hills.

Avoidance, Minimization, and/or Mitigation Measures

The project would incorporate context sensitive solutions, particularly within the Old Agoura neighborhood, in order to protect the semi-rural character of the community. The project would not result in any impacts to community character or cohesion, and would likely improve bicycle and pedestrian connections, in addition to vehicle connections, in the area. Therefore, no avoidance, minimization, or mitigation measures are required.

2.1.6 Community Impacts - Environmental Justice

Regulatory Setting

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by President Clinton on February 11, 1994. This Executive Order directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and

adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 1999, this was \$17,029 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. The Department's commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director, which can be found in **Appendix B** of this document.

Affected Environment

Minority Populations

As discussed in **Section 2.1.5**, the population in Agoura Hills is approximately 91 percent White, as compared to 31 percent in Los Angeles County. As shown in **Table 2.7**, within the Study Area the White population is approximately 79 percent. The Asian population is approximately 6 percent, and population of two or more races is 3 percent. All other races make up 1 percent or less of the population. Both within the Study Area and Agoura Hills, the percentage of minority groups is much lower than in Los Angeles County as a whole.

Table 2.7: Race Characteristics within Study Area

Race	Number of People	%
Total Population	14,778	
White	11,792	79
Black/African American	246	1
American Indian/Alaska Native	35	>1
Asian	980	6
Native Hawaiian/Other Pacific Islander	18	>1
Some other race	45	>1
Two or more races*	454	3

Source: US Census 2000

Income and Poverty Levels

As shown in **Table 2.8**, 18 percent of the population within Los Angeles County had an income below the poverty threshold in 1999, and the median household income at this time was \$42,189. During this same time, only 3 percent of the population within Agoura Hills had an income below the poverty level, and the median income was \$87,008, or more than twice that of Los Angeles County. The median income within the Study Area was slightly lower than within Agoura Hills, at \$72,269; however, this was still much higher than that of Los Angeles County as a whole, and in 1999, 96 percent of the population had an income above the poverty level.

Table 2.8: Income and Poverty Levels for Region and Study Area

	Los Angeles County	%	Agoura Hills	%	Study Area	%
Total Population in 1999:	9,349,771		20,286		4,825	
Population with Income below poverty level:	1,674,599	18	704	3	188	4
Population with Income at or above poverty level:	7,675,172	82	19,582	97	4,637	96
Median household income in 1999	\$42,189	N/A	\$87,008	N/A	\$72,269	N/A

Source: US Census 2000

Disabilities

As show in **Table 2.9**, the percentage of disabled people within Los Angeles County as a whole is 33 percent, which is higher than the 18 percent within Agoura Hills and 20 percent within the Study Area. Of the different types of disabilities, employments disabilities represent the highest percentage of disabilities within all of the areas, and the remaining disability types have similar percentages within the Study Area, Agoura Hills, and Los Angeles County as a whole.

Table 2.9: Disabilities within Region and Study Area

	Los Angeles County		Agoura Hills		Study Area	%
Total Population:	9,519,338		20537		4,747	
Total Disabilities:	3,173,943	33	3,631	18	970	20
Sensory disability	260,291	8	280	8	64	7
Physical Disability	583,967	18	640	18	154	16
Mental Disability	382,012	12	637	18	88	9
Self-care disability	232,484	7	193	5	52	5
Go Outside the Home Disability	840,874	26	633	17	147	15
Employment disability	874,315	28	1,248	34	465	48

Source: US Census 2000

No minority or low-income populations that would be adversely affected by the proposed project have been identified as determined above. Therefore, this project is not subject to the provisions of EO 12898.

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no impacts to the community would occur.

Build Alternative

As illustrated above, no minority or low-income populations exist within the study area; therefore, this project is not subject to the provisions of EO 12898.

Avoidance, Minimization, and/or Mitigation Measures

Implementation of the project would not result in any adverse or disproportionate impacts to a minority or low-income population; therefore, no avoidance, minimization, and/or mitigation measures are required.

2.1.7 Utilities/Emergency Services***Affected Environment*****Water and Sewer**

According to the City's General Plan, the local sewer lines are owned by the City, and operated and maintained by the County, while the Las Virgenes Municipal Water District (LVMWD) owns, operates, and maintains the trunk lines and associated manholes. All of the wastewater collected from the City of Agoura Hills is treated at the Tapia Water Reclamation Facility, located south of Agoura Hills along Malibu Canyon Road in unincorporated Los Angeles County (City, 2009).

Solid Waste

According to the City's General Plan, the City contracts with independent haulers to pick-up and dispose of waste throughout the City. Residents are provided with one bin for refuse, one bin for recycling, and one bin for green waste. This waste is disposed of at Calabasas Sanitary Landfill, Simi Valley Landfill & Recycling Center, and Burbank Landfill Site No. 3 (City, 2009). Most commercial and industrial waste is hauled by a single vendor to the Calabasas Sanitary Landfill.

Gas & Electric

According to the City's General Plan, Southern California Edison provides electricity to Agoura Hills. Electricity is generated in several places within the state, and then transmitted to the city through high-transmission power lines. Southern California Gas Company provides natural gas to the city.

Emergency Services

Fire protection and emergency response services in Agoura Hills are provided by the Los Angeles County Fire Department. There are 3 fire stations within the city, with Station 65, located at 4206 North Cornell Road, being the nearest to the project site. This station is equipped with 1 fire engine. According to the City's General Plan, the average emergency response time in Agoura Hills is approximately 5 minutes and 15 seconds.

Law enforcement services are provided through a contract with the Los Angeles County Sheriff's Department. There are no police stations in Agoura Hills, the nearest Sheriff's office being in the City of Calabasas, just over 1 mile from the project site. According to the City's General Plan, the average emergency response time is 4.8 minutes, which is considered to be within the acceptable range.

Schools

Agoura Hills is served by the Las Virgenes Unified School District (LVUSD), which also served Calabasas, Westlake Village, and the portion of unincorporated Los Angeles County south of Agoura

Hills. According to the City's General Plan, the total k-12 enrollment in the district is 11,627, with schools in Agoura Hills serving 4,745 students. There are 3 schools located within 2 miles of the project site, including Agoura High School/Indian Hills High School, Willow Elementary School, and Sumac Elementary School/Mariposa Elementary School of Global Education.

Other Community Facilities

The Agoura Hills Library is located at 29901 Ladyface Court, and is part of the City Hall Civic Center. The Agoura Hills Recreation Center, located at 30610 Thousand Oaks Boulevard, provides a variety of events throughout the year and can also be rented out for private parties. The Agoura Hills/Calabasas Community Center, located at 27040 Malibu Hills Road in Calabasas, is a shared community center that offers recreational, social, cultural, and educational services.

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no impacts to utilities or community services would occur. However, improvements to circulation at the interchange would not be accomplished.

Build Alternative

The Build Alternative would include improvements to an existing interchange facility, and would not impact any community services. Utilities, including overhead electric and telephone lines, would be relocated or undergrounded. These facilities would be protected in place during construction, and interruption in service is not anticipated. Temporary impacts to emergency services could result during construction activities due to traffic impacts; however, a traffic management plan would be in place to reduce any delays. Therefore, no adverse impacts would be anticipated to result.

Avoidance, Minimization, and/or Mitigation Measures

No impacts to community services in the project vicinity would result from the project, and any temporary impacts to services would be avoided and/or minimized through a traffic management plan; therefore, no mitigation measures are required.

2.1.8 Traffic and Transportation/Pedestrian and Bicycle Facilities

Regulatory Setting

Caltrans, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 CFR 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

Caltrans is committed to carrying out the 1990 Americans with Disabilities Act (ADA) by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

Los Angeles County General Plan

The 1980 General Plan focused on creating a balanced transportation system that would maximize efficiency along existing roadways, while encouraging alternative methods of transportation and discouraging long commute distances (City, 1980). Likewise, the Mobility Element of the 2008 General Plan Update includes policies for the development of a multi-modal transportation system that will move people, goods, and services in an environmentally and socially responsible way (County of Los Angeles, 2008).

City of Agoura Hills General Plan

The Infrastructure and Community Services Element of the City's General Plan includes LOS objectives and roadway designations for the city. These objectives and policies are identified to accommodate traffic needs within the city, provide quality of life in neighborhoods, and to promote alternative methods of transportation.

Affected Environment

A Traffic Impact Analysis was completed for the project in May 2011. As part of the analysis, weekday AM and PM peak period LOS analyses were completed for the following scenarios:

- Existing (2010) Conditions
- Opening Year (2015) Conditions
- Opening Year (2015) Conditions with Improvements
- Build-out Year (2035) Conditions
- Build-out Year (2035) Conditions with Improvements

Existing Facilities***Highways***

US 101 is typically a north-south principal arterial on the US Highway System; however, it runs east-west through the project area. The freeway is classified as an urban principal arterial freeway which provides international, interstate, interregional, and intra-regional travel and goods movement. It is part of the Surface Transportation Assistance Act (STAA) route network, the Interregional Road System (IRRS), a designated Lifeline route, and a Federal Aid Primary (FAP) system, which is a subset of the National Highway System (NHS).

Within the project limits, approaching the US 101/Palo Comado Canyon Road interchange from the east, the freeway typical section is on a curved horizontal alignment that varies from 2 feet to 40 feet. West of the interchange, the freeway typical section is on a tangent alignment that is on embankment fill that varies from 2 feet to 6 feet. The freeway is on an upgrade of 2.8 percent from the east, then crests at the existing overcrossing and continues on a downgrade of 0.8 percent to the west. The freeway has 4 mixed flow lanes in each direction and auxiliary lanes to and from the interchange ramps on both sides of the freeway.

Interchange Facility

The US 101/Palo Comado Canyon Road interchange is configured with tight ramps for the northbound side and hook ramps for the southbound side. The southbound hook ramps connect with Dorothy Drive and Chesebro Road at a four-point intersection south of US 101. Dorothy Drive intersects with Palo Comado Canyon Road approximately 550 feet east of the hook ramp; however, due to a grade difference between the two roadways, the westerly sides of Dorothy Drive and Palo Comado Canyon Road do not connect.

A short section of Chesebro Road directly opposite the hook ramps provides access from the ramps to Palo Comado Canyon Road. The southbound off-ramp is a 1-lane exit that widens to 2 lanes at its termini. The southbound on-ramp is a 1-lane ramp throughout. The northbound on-ramp has 2 lanes starting from the intersection and tapers to a 1-lane on-ramp before joining the freeway. The northbound off-ramp is also a 1-lane facility and widens to 2 lanes at its termini.

The existing freeway overcrossing structure was built in 1963. It provides 12-foot-wide travel ways and 4-foot-wide shoulders in each direction. A 5-foot wide sidewalk is provided on the west side of the structure. The bridge was repaired with one new concrete girder in 2006. The minimum vertical clearance is 15.1 feet, which is located in the northeast corner of the structure over the northbound US 101 outer lane.

The interchange does not have any signalized intersections. Palo Comado Canyon Road is a free-flowing street from Agoura Road to Driver Avenue, where the intersection is four-way "stop" controlled. Canwood Street at Palo Comado Canyon Road, the US 101 northbound off-ramp at Palo Comado Canyon Road, and Dorothy Drive at Palo Comado Canyon Road are all one-way "stop" controlled. The intersection at Dorothy Drive, Chesebro Road, and the southbound hook ramps is four-way stop-controlled.

Roadways

Palo Comado Canyon Road is a 2-lane facility connecting Chesebro Road north and south of the freeway. Palo Comado Canyon Road intersects Chesebro Road on both sides of the freeway and serves to transport traffic over the freeway. Agoura Road is a major east-west arterial approximately 0.2-mile south of the interchange running parallel to the freeway.

Canwood Street is a 2.5-mile east-west frontage road on the north side of US 101 that is discontinued between Chesebro Road and Palo Comado Canyon Road; it ends approximately 250 feet east of Palo Comado Canyon Road.

Driver Avenue is also an east-west road parallel to US 101 located approximately 0.4-mile north of the freeway. Driver Avenue is the main collector road for the community north of the freeway, including Agoura High School, which is located approximately 0.8-mile west of the project site. Driver Avenue feeds directly into Palo Comado Canyon Road at Chesebro Road north of the interchange.

Chesebro Road is a north-south arterial that begins at Agoura Road south of the freeway and ends north beyond the city limits. Chesebro Road does not cross the freeway and is discontinued from where it joins the southbound freeway ramps on the south side of the freeway and Canwood Street on the north side of the freeway.

Bicycle and Pedestrian Facilities

There is currently a 5-foot sidewalk on the interchange facility. Within Agoura Hills, existing bike paths are Class II and Class III. There is currently a Class II bike path along Agoura Road, south of the freeway, but no other designated bikeways in the project vicinity. The portion of Palo Comado Canyon Road within the project site is designated in the City's General Plan as a future Class II facility.

Public Transit

According to the City's General Plan EIR, the Los Angeles County Metropolitan Transportation Authority (Metro) and the City of Los Angeles Transportation Department (LADOT) provide regional transit services within the city limits (City, 2009). Park and Ride lots are provided in the northwest and northeast quadrants of the US 101/Kanan Road Interchange, approximately 1 mile from the project area.

Metro operates Line 161, which operates along Agoura Road to Roadside Drive and Kanan Road to Thousand Oaks Boulevard, provides service between the Warner Center and Thousand Oaks. LADOT operates Commuter Express 422, which runs along US 101, Kanan Road, and Thousand Oaks Boulevard, and provides service from Downtown Los Angeles to Thousand Oaks. Commuter Express 423, also operates by LADOT, runs along US 101, Kanan Road, and Thousand Oaks Boulevard, and provides service from downtown Los Angeles to Newbury Park.

In addition to regional transit service, the City operates several local services, including a dial-a-ride service, a summer shuttle express to local venues, a summer beach shuttle to local beach communities, and the Ladyface Loop, a fixed-loop shuttle service from local schools to local community centers. There are currently no transit lines along Palo Comado Canyon Road, although the interchange is within the area serviced by the dial-a-ride system.

Traffic Data

Existing (2010) Conditions

Weekday AM and PM peak period intersection turning movement counts, average daily traffic (ADT), and vehicle classification counts were collected in November 2009 and May 2010. Currently, all study intersections operate at LOS C or better in both the AM and PM peak periods with the exception of the Driver Avenue/Chesebro Road intersection and the US 101/Palo Comado Canyon Road northbound ramps, which operate at LOS D, E, or F in both the AM and PM peak hours.

Opening Year (2015) Conditions without Improvements (No Build)

This scenario analyzed the expected opening year of the Palo Comado interchange, projected for the year 2015 (see **Table 2.10**). Existing traffic is expected to increase between years 2010 and 2015 as a result of general area-wide and regional growth and development. Based on a review of growth projections from SCAG, Regional Transportation Demand Forecasting Model (TDFM), the average annual growth rate in the Agoura Hills sub-area is estimated to be approximately 0.75% per year. Under this scenario, all study intersections would continue to operate at an LOS C or better in both the AM and PM peak period with the exception of the Driver Avenue/Chesebro Road and the US 101/Palo Comado Canyon Road northbound ramps, which would operate at a LOS F in the AM peak period and LOS E and F in the PM peak period.

Table 2.10: Intersection LOS Summary for Opening Year (2015) without Improvements

Intersection Number	Intersection	Intersection Control	AM		PM	
			Delay*	LOS	Delay*	LOS
			1	Driver @ Chesebro	All-way stop	61.2
2	Palo Comado @ 101 NB Ramps	Two-way stop (stop sign on ramp)	52.3	F	69.1	F
3	Dorothy @ 101 SB Ramps	All-way stop	22.1	C	13.4	B
4	Palo Comado @ Chesebro	Two-way stop	19.0	C	19.8	C
5	Agoura @ Chesebro	All-way stop	9.3	A	12.0	B

Source: Kimley-Horn Associates

* Delay refers to the average delay for the entire intersection. At a two-way stop, delay refers to the worst approach delay.

Opening Year (2015) Conditions with Improvements (Build)

Based upon the same assumptions presented in the previous (2015 – No Build) discussion, improvements were identified for the Palo Comado Canyon Road interchange to improve the LOS for the opening year (2015) conditions (see **Table 2.11**). No improvements were identified at other intersections. The Palo Comado Canyon Road interchange improvements include widening the overpass to four lanes, installation of a traffic signal, adding turn lanes to the northbound off-ramp, and improving the southbound approach to one through lane and one shared through-right lane.

Under this scenario, the proposed improvements would improve the LOS at the intersection of the US 101/Palo Comado Canyon Road northbound ramps from LOS F to LOS A for both the AM and PM peak period. The remaining intersections would continue to operate at LOS C or better during both AM and PM peak periods with the exception of the Driver Avenue/Chesebro Road intersection, which would continue to operate at LOS F in the AM peak period and LOS E in the PM peak period.

Table 2.11: Intersection LOS Summary for Opening Year (2015) with Improvements

Intersection Number	Intersection	Intersection Control	AM		PM	
			Delay*	LOS	Delay*	LOS
			1	Driver @ Chesebro	All-way stop	61.2
2	Palo Comado @ 101 NB Ramps	Two-way stop (stop sign on ramp)	7.6	A	8.0	A
3	Dorothy @ 101 SB Ramps	All-way stop	22.1	C	13.4	B
4	Palo Comado @ Chesebro	Two-way stop	19.0	C	19.8	C
5	Agoura @ Chesebro	All-way stop	9.3	A	12.0	B

Source: Kimley-Horn Associates

* Delay refers to the average delay for the entire intersection. At a two-way stop, delay refers to the worst approach delay. Delay values for intersections that are not subject to improvements were obtained from “without improvements” conditions.

Build-out Year (2035) Conditions without Improvements (No Build)

This scenario analyzed the build-out year conditions of the Palo Comado interchange, projected for the year 2035 (see **Table 2.12**). A growth rate of 0.75% per year was used to forecast the year 2035 traffic volumes. These future traffic forecasts include the effects of cumulative or related projects, expected to be implemented in the vicinity of the project. Under this scenario, all study intersections would operate at LOS D or worse with the exception of Agoura Road at Chesebro Road (LOS B in the AM peak period).

Table 2.12: Intersection LOS Summary for Buildout Year (2035) without Improvements

Intersection Number	Intersection	Intersection Control	AM		PM	
			Delay*	LOS	Delay*	LOS
			1	Driver @ Chesebro	All-way stop	128.1
2	Palo Comado @ 101 NB Ramps	Two-way stop (stop sign on ramp)	290.3	F	218.2	F
3	Dorothy @ 101 SB Ramps	All-way stop	41.7	E	26.3	D
4	Palo Comado @ Chesebro	Two-way stop	34.9	D	31.7	D
5	Agoura @ Chesebro	All-way stop	13.2	B	26.3	D

Source: Kimley-Horn Associates

* Delay refers to the average delay for the entire intersection. At a two-way stop, delay refers to the worst approach delay.

Build-out Year (2035) Conditions with Improvements (Build)

Improvements that were identified in the 2015 Build scenario were analyzed for the build-out year (2035) conditions (see **Table 2.13**). In addition, improvements at the intersection of US 101/Dorothy Drive southbound ramps, as identified in the City’s 2010 General Plan, would be implemented. The proposed improvements would improve the LOS at the intersection of the US 101/Palo Comado Canyon Road northbound ramps from a LOS F to LOS A for the AM peak period and LOS F to LOS B for the PM peak period. The remaining intersections would continue to operate at LOS D or worse during both the AM and PM peak period, except the Agoura Road/Chesebro Road intersection, which would operate at LOS B during the AM peak period and the Dorothy Drive/SB 101 ramps, which would operate at LOS C in the PM peak period.

Table 2.13: Intersection LOS Summary for Buildout Year (2035) with Improvements

Intersection Number	Intersection	Intersection Control	AM		PM	
			Delay*	LOS	Delay*	LOS
			1	Driver @ Chesebro	All-way stop	128.1
2	Palo Comado @ 101 NB Ramps	Two-way stop (stop sign on ramp)	9.8	A	11.5	B
3	Dorothy @ 101 SB Ramps	All-way stop	26.0	D	24.3	C
4	Palo Comado @ Chesebro	Two-way stop	34.9	D	31.7	D
5	Agoura @ Chesebro	All-way stop	13.2	B	26.3	D

Source: Kimley-Horn Associates

* Delay refers to the average delay for the entire intersection. At a two-way stop, delay refers to the worst approach delay. Delay values for intersections that are not subject to improvements were obtained from “without improvements” conditions.

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no traffic impacts related to project construction would occur. However, improvements to circulation at the interchange would not be accomplished, and traffic circulation at the interchange and surrounding roadways would continue to deteriorate. In addition, bicycle facilities would not be provided on the interchange.

Build Alternative

The Build Alternative would result in overall improvements to existing (2010) and future (2035) traffic circulation at the US 101/Palo Comado Canyon Road northbound ramps and surrounding roadway facilities. In addition, the project would be designed in accordance with ADA requirements, and planned sidewalks and Class II bike lanes on both sides of the overcrossing would enhance bicycle and pedestrian access in the area.

The Driver Avenue/Cheseboro Road intersection currently operates at a LOS F during the am and LOS E during the PM peak period. Under future conditions (2035), the intersection is expected to operate at LOS F during the AM and LOS F during the PM peak period under no project conditions. As discussed previously, implementation of the project would improve overall traffic circulation within the project limits as compared to existing and future no project conditions. In addition, the improvements would be consistent with the General Plan roadway designation for Palo Comado Canyon Road, which calls for a 4-lane roadway with bike lanes and sidewalks.

Improvements that were identified to the Palo Comado Canyon Road interchange to improve the LOS were analyzed for the build out year (2035) conditions. The improvements include widening the overpass to four lanes, installation of a traffic signal, additional turn lanes to the northbound ramp (one left turn lane, a shared left-through lane and a right turn lane) and improving the southbound approach to one through lane and one shared through-right lane. In addition, LOS at the intersections of Dorothy Drive/101 southbound ramps and Palo Comado Canyon Road/Chesebro would be improved to LOS D during the AM peak period and LOS C/D during the PM peak period with the re-striping of the

northbound and eastbound movements to include exclusive left turn lanes and shared through-right lanes. No widening of the roadway would be required. These improvements would result in a 3-lane cross-section for the northbound and eastbound movements that has already been identified in the City General Plan update 2010

While the project would improve traffic circulations and bicycle/pedestrian access, it would not achieve LOS C at the Driver Avenue/Chesboro Road intersection. This intersection is located within the Old Agoura Overlay Zone. This zone requires context sensitive (semi-rural) design for all proposed improvements. During project design, installation of a traffic signal at this intersection was considered, and it was shown to improve the intersection LOS; however, it would not be consistent with the stated goals of the overlay zone because it would not maintain the semi-rural character of the area and would require undesirable ROW impacts. Therefore, it was determined not to be a feasible solution.

During construction, drivers, bicyclists, pedestrians, and potentially equestrian riders could experience delays on and in the immediate vicinity of the overcrossing; however, standard measures would be implemented to minimize these delays to the extent feasible, and no adverse impacts would be anticipated. Following construction, access would be restored or improved for all users.

Avoidance, Minimization, and/or Mitigation Measures

A traffic management plan would be in place to reduce any delays and ensure vehicle, bicycle, and pedestrian access during construction. Following construction of the project vehicle and bicycle/pedestrian circulation in the area would be improved; therefore, no mitigation measures are required.

2.1.9 Visual/Aesthetics

Regulatory Setting

NEPA establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 U.S.C. 4331[b][2]). To further emphasize this point, the FHWA in its implementation of NEPA (23 U.S.C. 109[h]) directs that final decisions regarding projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

Likewise, CEQA establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities.” (CA Public Resources Code Section 21001[b]).

Affected Environment

A Visual Impact Assessment (VIA) Memorandum was completed in September 2011. The VIA included the following three viewing locations (VL):

- **VL1** - US 101 northbound off-ramp: This viewpoint captures the proposed changes to the US 101 overcrossing and intersection improvements from a distance, and retaining walls on the north side of the US 101 off-ramp.

- **VL2** - Southbound Palo Comado Canyon Road at the US 101 intersection: This viewpoint captures the proposed intersection improvements and widening of Palo Comado Canyon Road.
- **VL3** - Northbound Palo Comado Canyon Road at the Chesebro Road intersection: This viewpoint captures proposed roadway improvements, as well as the proposed retaining wall and noise barrier along Palo Comado Canyon Road.

The study area included views bounded by the Santa Monica Mountains to the north and Simi Hills to the south of the project site, and was limited to the boundaries of the project site to the east and west. Overall, landforms within the project vicinity are characterized by the Transverse Mountain range, an east/west trending range which includes the Santa Monica Mountains, adjacent canyons, rolling hills (such as the Simi Hills), and valleys. Undeveloped lands within the project vicinity contain oak woodlands, grasslands, scrub, and some limited riparian habitats. The majority of man-made development is situated within the low-lying hills and valleys, and includes residential and commercial land uses, as well as transportation facilities.

Vegetation within the built environment is limited to non-native ornamental landscaping associated with surface streets, residential and commercial development. Intermittent streams that drain adjacent canyons converge near the project site and are conveyed via an open concrete-lined box culvert. The project site is located within the Conejo Valley, where views are dominated by man-made development in the foreground; distant views of hillsides are also visible from the project site. Generally, land cover within the project site is not considered memorable, the landscape is not free from visual intrusion, and the built environment does not provide visual harmony with the natural landforms. Local residents using surface streets were determined to be the most sensitive to changes regarding visual resources within the project vicinity due to their familiarity with, and personal investment in, the area.

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no impacts related to visual resources would occur.

Build Alternative

The Build Alternative would result in improvements to an existing built environment which would include (but is not limited to) the addition of paved surface, retaining walls, a noise barrier, and traffic lights. Minor changes in visual resources are expected to occur within the project limits as depicted in **Figures 2.3 through 2.8** below; however, with implementation of minimization measures, no adverse impacts to visual resources would occur.

Figure 2.3: VL1 – Existing Condition NB Off Ramp



Source: GPA Environmental

Figure 2.4: VL1 – Proposed Condition NB Off Ramp



Source: GPA Environmental

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Figure 2.5: VL2 – Existing Condition Looking South at the Overcrossing



Source: GPA Environmental

Figure 2.6: VL2 – Proposed Condition Looking South at the Overcrossing



Source: GPA Environmental

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Figure 2.7: VL3 – Existing Condition Looking North on Palo Comado Canyon Road



Source: GPA Environmental

Figure 2.8: VL3 – Proposed Condition North on Palo Comado Canyon Road



Source: GPA Environmental

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Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed to minimize any impacts to visual quality:

- Grading activity would be performed in a manner that minimizes disturbance to the natural landscape and terrain by such design techniques as locating development in the least sloping areas of the site.
- Landscaping that is removed as a result of the noise barrier construction shall be replaced.

2.1.10 Cultural Resources

Regulatory Setting

“Cultural resources” as used in this document refers to all historical and archaeological resources, regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act of 1966, as amended, (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA implements the Advisory Council’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The FHWA’s responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Pilot Program (23 CFR 773) (July 1, 2007).

Historic properties may also be covered under Section 4(f) of the US Department of Transportation Act, which regulates the “use” of land from historic properties. Historical resources are considered under CEQA, as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places (NRHP) listing criteria. It further specifically requires Caltrans to inventory state-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with SHPO before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks.

Affected Environment

A Historic Property Survey Report (HPSR) and Archaeological Survey Report (ASR) were completed in March 2011. As part of the ASR, an intensive-level pedestrian survey was performed on November 6, 2009. The survey was performed on the original APE, which is larger than the final APE. No cultural materials were identified or collected during the survey.

A search for archaeological and historic records was performed at the South Central Coastal Information Center on August 25, 2009. The search was performed for the Area of Potential Effect (APE) (see **Figure**

2.9), as well as a one-mile radius surrounding the APE. Sources consulted included the NRHP, California Register of Historical Resources (CRHR), California Inventory of Historical Resources, California Historical Landmarks, and California Points of Historical Interest.

Additional research was performed using Historic United States Geological Survey (USGS) topographic maps, Historic United States Department of Agriculture aerial photos, the California Historic Bridge Inventory, Local Historical Register Listings, and Bureau of Land Management General Land Office (GLO) records.

Figure 2.9: Area of Potential Effect Map



Source: GPA Environmental

The record search determined there are no known cultural resources within the APE. Seventeen archaeological sites (15 prehistoric, 1 historic-era, and 1 unknown) have previously been recorded within one mile of the APE. No previous cultural resource studies occurred within the APE, although 60 prior studies have been completed within the one-mile radius.

A Sacred Lands File search was requested from the Native American Heritage Commission (NAHC) on August 24, 2009. On August 25, the NAHC replied that there were no known sacred lands within the APE or within a half-mile radius, and provided a list of six Native American tribes or individuals to contact for further information. Letters requesting information on any heritage sites were sent on August 26, 2009; no responses containing specific concerns were received. Subsequent information on sacred lands was received during the scoping process from the NAHC on October 6, 2010 which indicated the presence of Native American cultural resources within a one-half mile radius of the APE; the ASR was revised to include this information.

The existing Palo Comado Canyon Road bridge (No. 53 1678) was built in 1963 and is a Category 5 bridge. According to Caltrans' historical significance classification system (2007), Category 5 bridges were determined not eligible for listing on the NRHP.

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no impacts related to cultural resources would occur.

Build Alternative

The APE is within an area considered to have a moderate to high sensitivity for discovery of cultural resources; however, there are no known cultural resources within or immediately adjacent to the project area. The NAHC reported Native American cultural resources within a one-half mile radius of the APE. While there is potential for cultural resources to be present on site, the discovery of cultural resources during construction is not anticipated due to the heavily disturbed nature of the project site. Avoidance and minimization measures are included in the event cultural resources are discovered during construction activities.

Avoidance, Minimization, and/or Mitigation Measures

The project area would be monitored during all ground disturbances. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist assesses the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains would contact the Caltrans District 7 Environmental Branch so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

2.2 Physical Environment

2.2.1 Hydrology and Floodplain

Regulatory Setting

Executive Order 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The FHWA requirements for compliance are outlined in 23 CFR 650 Subpart A.

In order to comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments
- Risks of the action
- Impacts on natural and beneficial floodplain values
- Support of incompatible floodplain development
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values impacted by the project.

The base floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the base floodplain.”

Affected Environment

The following studies were completed for the project and include information related to this section:

- Water Quality Study, March 2011
- Storm Water Data Report

The project site is located within the upper reach of the Malibu Creek Watershed (MCW). The MCW is 109 square miles, and is one of the largest discrete watersheds draining into the Santa Monica Bay. Several tributaries, including Medea Creek, drain into Malibu Creek, eventually discharging into the Santa Monica Bay. Medea Creek is located adjacent to the project location.

The project site is included on the FEMA Flood Insurance Rate Map, Community Panel Number 065072 0002B. The project site is located entirely in Zone C, which is outside the 100-year and 500-year floodplains.

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no impacts related to hydrology and floodplain would occur.

Build Alternative

The Build Alternative would result in increased runoff flows due to the addition of 1.33 acres of paved surface; however, the increase would be minimal and existing hydrology would not be substantially altered. The project site is located outside of the 100-year and 500-year floodplains; thus, no flood flows would be impeded or redirected and no impact to floodplain would occur.

Avoidance, Minimization and/or Mitigation Measures

No adverse impacts related to hydrology or floodplain would occur as a result of the Build Alternative; therefore, no mitigation measures are required.

2.2.2 Water Quality and Storm Water Runoff***Regulatory Setting*****Federal Requirements: Clean Water Act**

In 1972 Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (US) from any point source unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. Known today as the Clean Water Act (CWA), Congress has amended it several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. Important CWA sections are:

- Sections 303 and 304 require states to promulgate water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity, which may result in a discharge to waters of the US to obtain certification from the State that the discharge will comply with other provisions of the act. (Most frequently required in tandem with a Section 404 permit request. See below.)
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the US. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the US. This permit program is administered by the US Army Corps of Engineers (USACE).

The objective of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

USACE issues two types of 404 permits: Standard and General permits. There are two types of General permits, Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to authorize a variety of minor project activities with no more than minimal effects.

There are two types of Standard permits: Individual permits and Letters of Permission. Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of USACE’s

Standard permits. For Standard permits, the USACE decision to approve is based on compliance with the US Environmental Protection Agency's (US EPA) Section 404 (b)(1) Guidelines (US EPA CFR 40 Part 230), and whether permit approval is in the public interest. The Section 404(b)(1) Guidelines were developed by the US EPA in conjunction with USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the US) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA), to the proposed discharge that would have lesser effects on waters of the US, and not have any other significant adverse environmental consequences. Per Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the US. In addition every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4.

State Requirements: Porter-Cologne Water Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the State. It predates the CWA and regulates discharges to Waters of the State. Waters of the State include more than just Waters of the US, like groundwater and surface waters not considered Waters of the US. Additionally, it prohibits discharges of "waste" as defined and this definition is broader than the CWA definition of "pollutant". Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA, and regulating discharges to ensure compliance with the water quality standards. Details regarding water quality standards in a project area are contained in the applicable RWQCB Basin Plan. States designate beneficial uses for all water body segments, and then set criteria necessary to protect these uses. Consequently, the water quality standards developed for particular water segments are based on the designated use and vary depending on such use. In addition, each state identifies waters failing to meet standards for specific pollutants, which are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source controls, the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Board

The SWRCB administers water rights, water pollution control, and water quality functions throughout the state. RWCQBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollution Discharge Elimination System (NPDES) Program

Municipal Separate Storm Sewer Systems

Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water dischargers, including Municipal Separate Storm Sewer Systems (MS4s). The US EPA defines an MS4 as any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that are designed or used for collecting or conveying storm water. The SWRCB has identified Caltrans as an owner/operator of an MS4 by the SWRCB. This permit covers all Caltrans rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

The Department's MS4 Permit, under revision at the time of this update, contains three basic requirements:

- Caltrans must comply with the requirements of the Construction General Permit (see below);
- Caltrans must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and
- Caltrans storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs) and other measures.

To comply with the permit, Caltrans developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within Caltrans for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of BMPs. The proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

Part of and appended to the SWMP is the Storm Water Data Report (SWDR) and its associated checklists. The SWDR documents the relevant storm water design decisions made regarding project compliance with the MS4 NPDES permit. The preliminary information in the SWDR prepared during the Project Initiation Document (PID) phase will be reviewed, updated, confirmed, and if required, revised in the SWDR prepared for the later phases of the project. The information contained in the SWDR may be used to make more informed decisions regarding the selection of BMPs and/or recommended avoidance, minimization, or mitigation measures to address water quality impacts.

General Construction Permit

General Construction Permit (Order No. 2009-009-DWQ), adopted on September 2, 2009, became effective on July 1, 2010. The permit regulates storm water discharges from construction sites which result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this General Construction Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators

of regulated construction sites are required to develop storm water pollution prevention plans; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the General Construction Permit.

The 2009 General Construction Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases, and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP). In accordance with the Caltrans Standard Specifications, a Water Pollution Control Plan (WPCP) is necessary for projects with DSA less than one acre.

Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water body must obtain a 401 Certification, which certifies that the project will be in compliance with State water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before USACE issues a 404 permit.

In some cases the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as Waste Discharge Requirements (WDRs) under the State Water Code that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

Affected Environment

The following studies were completed for the project and include information related to this section:

- Preliminary Environmental Analysis Report, February 2009
- Water Quality Study, March 2011
- Storm Water Data Report

The nearest receiving water body is Cheseboro Creek, which is not 303(d) listed. Cheseboro Creek discharges to Medea Creek, which is immediately adjacent to the project location. The Los Angeles RWQCB (LARWQCB) has listed Medea Creek as impaired (under Section 303(d)) due to nonpoint sources of algae, high coliform bacteria, sedimentation and siltation, selenium, and trash. There are two established TMDLs established within the MCW:

Established TMDLs

Malibu Creek Nutrients TMDL: On March 21, 2003, in the absence of State versions, the EPA issued the Nutrients TMDL for the MCW. The TMDL requires a special monitoring program to evaluate effectiveness of actions to reduce both dry and wet weather urban runoff.

Malibu Creek Watershed Bacteria TMDL: The Malibu Creek Watershed Bacteria TMDL became effective on January 24, 2006. Caltrans is currently working cooperatively with a group of responsible agencies to jointly comply with the TMDL. Projects located where dry weather diversion exists need only to consider infiltration devices for bacteria removal; however, all other projects are required to consider both dry weather flow diversion and infiltration devices.

Future TMDLs

Malibu Creek Trash TMDL: The Malibu Creek Trash TMDL was adopted by the LARWQCB on March 6, 2008. The TMDL requires the responsible agencies, including Caltrans, to reduce the amount of trash deposited in the creek and in the storm water discharges to “zero” in eight years. Responsible agencies may implement a Minimum Frequency of Assessment and Collection Program in or adjacent to the creek or place full capture devices at the drainage outfalls.

There are no substantial surface water resources within Agoura Hills or the Las Virgenes Municipal Water District (LVMWD). Groundwater underlying the LVMWD’s service area is of poor quality and is not currently used for the potable water system; however, it is used to augment supplies for the recycled water system. There are several gas stations within 0.25 miles of the project vicinity with identified soil and groundwater contamination. Within the project area, two gas stations have been included on the SWRCB Leaking Underground Storage Tanks (LUST) database. They are located at 5221 and 5226 Palo Comado Canyon Road.

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no impacts related to water quality or storm runoff would occur.

Build Alternative

The Build Alternative would result in an increase in paved surface of 1.33 acres. The resulting total water quality volume anticipated would be 18,702 cubic feet. Although the project would result in increased runoff flows, the increase would be minimal. The project would discharge to unlined, vegetated roadway drainage swales that would tie into the existing drainage swales. Implementation of Design Pollution Prevention BMPs and Permanent Treatment BMPs would avoid or minimize the release of pollutants into the environment once construction is complete.

Construction activities associated with the project would include disturbances to the ground surface from earthwork, including grading and paving activities. Materials used during construction of the project could result in the discharge of chemicals into storm drain systems and/or watercourses. Additionally, oil and other petroleum products used to maintain and operate construction equipment could be accidentally released. Standard BMPs would be included in the project to avoid or minimize the release of pollutants, including sediments and chemical toxins, into the environment during construction. The project would be constructed in accordance with applicable water quality regulations, and would not be expected to result in substantial water quality impacts.

Avoidance, Minimization and/or Mitigation Measures

No adverse impacts related to water quality or storm runoff would occur as a result of the Build Alternative; therefore, no mitigation measures are required. A SWPPP would be prepared and implemented for the project. The following BMPs would be included as part of the project:

Construction BMPs

- **Scheduling:** A schedule would be developed that includes sequencing of construction activities with the implementation of construction site BMPs.
- **Preservation of Existing Vegetation:** Areas that would not be disturbed as part of construction activities would be clearly marked on plans and protected in the field with fencing prior to clearing and grubbing. Access limitations would also be shown on the plans and described in the Special Provisions.
- **Hydroseeding:** Disturbed soil would be hydroseeded to protect soils from erosion by raindrop impact or wind. The selection of plant materials to be included in the seed mixture would be based on the length of time temporary stabilization is required.
- **Soil Binders:** Soil binders (or soil stabilizers) would be applied to disturbed soil to protect from erosion by raindrop impact or wind.
- **Earth Dikes/Drainage Swales and Ditches:** Top, toe, and mid-slope diversion ditches, berms, dikes, and swales would be used to intercept runoff and direct it away from critical slopes without allowing it to reach the roadway.
- **Outlet Protection/Velocity Dissipation Devices:** Outlet protection/velocity dissipation devices of rock, riprap, or similar materials would be placed at pipe outlets to reduce flow velocity and the energy of exiting stormwater flows and to prevent scour.
- **Silt Fencing:** Silt fences would be placed below the toe of exposed and erodible slopes, down slope of exposed soil areas, around temporary stockpiles, and along streams and channels to intercept and slow the flow of sediment-laden sheet flow runoff.
- **Fiber Rolls:** Fiber rolls would be placed on the face of slopes at regular intervals and/or at the toe of slopes to intercept runoff, reduce its flow velocity, release the runoff as sheet flow, and provide some removal of sediment from the runoff.
- **Gravel Bag Berm:** Gravel bag berms would be installed across slopes to intercept runoff, reduce runoff velocity, release runoff as sheet flow, and provide some sediment removal.
- **Street Sweeping and Vacuuming:** Street sweeping and vacuuming would be implemented anywhere sediment is tracked from the project site onto paved roads to prevent the sediment from entering a storm drain or watercourse.
- **Sandbag Barriers:** Sand bag barriers would be used to intercept and slow the flow of sediment-laden sheet flow runoff.
- **Storm Drain Inlet Protection:** Storm drain inlet protection would be administered where necessary to reduce sediment from stormwater runoff discharging from the construction site prior to entering the storm drainage system.

- **Stabilized Construction Entrance/Exit:** A crushed aggregate layer would be installed over geotextile fabric (or steel plates with ribs) at all construction entrance/exit points to limit the migration of sediment from the construction site.
- **Entrance/Outlet Tire Wash:** Tire wash areas would be installed at stabilized construction access points to remove sediment from tires and undercarriages, preventing the migration of sediment onto adjacent roadways.
- **Water Conservation Practices:** Water conservation practices, including preventing water leaks, avoidance of vehicle washing on site, sweeping in lieu of hosing areas, and applying water for dust control and to minimize runoff, would be implemented during construction.
- **Paving and Grinding Operations:** Paving and grinding operations would be implemented in a manner that would minimize pollution of stormwater runoff during paving operations, including new paving and preparation of existing paved surfaces for overlay.
- **Illicit Connection/Illegal Discharge Detection and Reporting:** Procedures and practices would be implemented so that construction contractors would have the ability to recognize illicit connections or illegally dumped or discharged materials on a construction site and be required to report incidents to the Resident Engineer (RE).
- **Material Delivery and Storage:** Procedures and practices would be implemented for the proper handling and storage of materials, including secondary containment, spill prevention and control, product labeling, quantity reduction, proper storage, material covering, training, and inventory control.
- **Material Use:** Procedures and practices would be implemented for use of construction material in a manner that minimizes or eliminates the discharge of these materials to the storm drain system or watercourses, including proper waste disposal, product labeling, proper cleaning techniques, recycling materials, reducing quantities and application rates, spill prevention and control, training, and reduction of exposure to stormwater.
- **Stockpile Management:** Procedures and practices would be implemented to eliminate pollution of stormwater from stockpiles of soil and paving materials, including locating stockpiles away from drainages, providing perimeter sediment barriers, and wind erosion control measures.
- **Spill Prevention and Control:** Procedures and practices would be implemented to prevent and control spills in a manner that minimizes or prevents the discharge of spilled material to storm drain systems or watercourses.
- **Solid Waste Management:** Procedures and practices would be implemented to minimize or eliminate the discharge of pollutants to storm drain systems or watercourses as a result of the creation, stockpiling, or removal of construction site wastes.
- **Hazardous Waste Management:** Procedures and practices would be implemented to minimize or eliminate the discharge of pollutants from construction site hazardous waste to the storm drain system or watercourses.
- **Contaminated Soil Management:** Procedures and practices would be implemented to minimize or eliminate the discharge of pollutants to the storm drain system or watercourses from contaminated soil.

- **Concrete Waste Management:** Procedures and practices would be implemented to minimize or eliminate the discharge of concrete waste materials to the storm drain system or to watercourses.
- **Sanitary/Septic Waste Management:** Procedures and practices would be implemented to minimize or eliminate the discharge of construction site toilet facilities to the storm drain system or watercourse.
- **Liquid Waste Management:** Procedures would be implemented to prevent pollutants related to non-hazardous liquid wastes from entering storm drains or receiving waters.

Permanent Treatment BMPs

- **Biofiltration Swales (Bioswales):** Incremental discharge increases would be controlled through the incorporation of bioswales into the project.

The project also includes Media Filter, Biostrip, and GSRD. Further analysis of feasibility should be conducted at PS&E.

2.2.3 Geology/Soils/Seismic/Topography

Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects “outstanding examples of major geological features.” Topographic and geologic features are also protected under CEQA.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Caltrans’ Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects. The current policy is to use the anticipated Maximum Credible Earthquake (MCE), from young faults in and near California. The MCE is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

Affected Environment

A Preliminary Foundation Report was completed for the project on February 5, 2009. Natural site geology within the project site consists of relatively young shallow alluvial deposits originating from Palo Comado and Chesebro Canyons, overlying bedrock of the Calabasas Formation. The Calabasas Formation is generally interbedded clayey to silty sandstone and silty shale, containing local beds of sedimentary breccia clasts. Based on California Geological Survey Seismic Hazard Evaluation of the Calabasas 7.5-Minute Quadrangle, the highest historical groundwater at the project site is approximately 20 feet below surface level.

The project site is located in a seismically active area. The closest contributing faults include Chatsworth South (approximately 4 miles from project site), Chatsworth North (approximately 6 miles from project site), and Malibu Coast-Santa Monica-Hollywood-Raymond (approximately 7 miles from project site). No active faults are known to cross the site or project toward the site; the closest fault is at a distance of approximately 4 miles. Due to the distance from the closest faults ground rupture due to faulting is not anticipated at the site; however, ground shaking due to nearby and distant earthquakes could occur.

Liquefaction involves a sudden loss in strength of a saturated, cohesionless soil (sands, silty sands, and non-plastic silts) caused by cyclic loading such as an earthquake. This results in temporary transformation of the soil to a fluid mass. The site is located in a mapped liquefaction hazard zone in accordance with the California Geological Survey Seismic Hazard Zone Report for the Calabasas 7.5 Minute Quadrangle, due to its location in an alluvial canyon; however, earth materials below the highest recorded groundwater are shale bedrock, and the potential for liquefaction at the project site is low.

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no impacts related to geology, soils, seismic activity, or topography would occur.

Build Alternative

Under the Build Alternative, construction would occur primarily within an area that is generally level, with embankment slopes up to approximately 25 feet high. These slopes were engineered during construction of the existing roadways, and the subsurface consists of materials not subject to liquefaction. Additionally, only limited grading is expected to occur within previously disturbed areas that are not subject to a great deal of erosion. Therefore, no substantial seismic slope instability is expected to occur as a result of the Build Alternative.

Avoidance, Minimization and/or Mitigation Measures

No adverse impacts related to geology, soils, seismic events, or topography would occur as a result of the Build Alternative; therefore, no mitigation measures are required.

2.2.4 Paleontology

Regulatory Setting

Paleontology is the study of life in past geologic time based on fossil plants and animals. A number of federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as a part of federally authorized or funded projects. (e.g., Antiquities Act of 1906 [16 USC 431-433], Federal-Aid Highway Act of 1960 [23 USC 305]), and the Omnibus Public Land Management Act of 2009 [16 USC 470aaa]). Under California law, paleontological resources are protected by the California Environmental Quality Act.

Affected Environment

Natural geology within the project site consists of relatively young shallow alluvial deposits originating from Palo Comado and Chesebro Canyons, overlying bedrock of the Calabasas Formation. A Preliminary Environmental Analysis Report (PEAR) was completed in February 2009, which included a paleontological resources records review at the project site and its vicinity (Natural History Museum of Los Angeles County, November 2008). The records revealed several invertebrate fossil localities that lie within the project vicinity; however, invertebrate fossil localities within the project site are unlikely due to previous construction activities associated with the existing transportation facilities.

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no impacts related to paleontological resources would occur.

Build Alternative

Under the Build Alternative, the majority of excavation would be only a few feet on disturbed fill material; however, where cast-in-drilled hole piles are required, a maximum vertical disturbance of 50 feet could occur. It is unlikely that significant invertebrate fossils would be disturbed due to surface grading or shallow excavations; however, deeper excavations that extend to older Quaternary Alluvial deposits may encounter significant invertebrate fossils. With implementation of the minimization measures listed below, no adverse impacts would occur to paleontological resources.

Avoidance, Minimization and/or Mitigation Measures

With the incorporation of the following avoidance and minimization measures, project implementation would not result in adverse impacts related to paleontological resources:

- Areas of deep excavation (deeper than 5 feet below surface grade) would be monitored by a qualified principal paleontologist (M.S. or PhD in paleontology or geology familiar with paleontological procedures and techniques) for any vertebrate fossils.
- If fossils are discovered, the paleontologist (or paleontological monitor) would recover them. Construction work in these areas would be halted or diverted to allow recovery of fossil remains in a timely manner.
- Fossil remains collected during monitoring would be cleaned, repaired, sorted, and cataloged.
- Prepared fossils, along with copies of all pertinent field notes, photographs, and maps, would be deposited in a scientific institution with paleontological collections.

2.2.5 Hazardous Waste/Materials

Regulatory Setting

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for “cradle to grave” regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act

- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of RCRA and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

Affected Environment

An Initial Site Assessment (ISA) was prepared for the project in February 2009; the ISA was updated in May 2011.

Prior investigations were performed at properties adjacent to the project site and properties that would be potentially affected by the project. Groundwater was measured in wells at 28203 Dorothy Drive at depths ranging from 13.01 feet to 16.27 feet below the top of the monitoring well casings and groundwater flow was reported to the west. During the Fourth Quarter 2009 groundwater monitoring event at 5226 Palo Comado Canyon Road, groundwater was measured at depths ranging from 8.57 feet to 28.14 feet below the top of the groundwater monitoring well casings and groundwater flow was reported to the southwest.

Federal, state, and local regulatory agencies publish databases of businesses and properties that handle hazardous materials or hazardous waste, or were the known location of a release of hazardous substances to soil and/or groundwater. The ISA included a search of these databases within 0.25 miles from the project site. The project site was not listed in regulatory agency databases; however, information regarding off-site facilities that concern the project site and its surroundings are included below.

5226 Palo Comado Canyon Road (Texaco service station) is at the northeast corner of Palo Comado Canyon Road and Canwood Street. This facility had two releases of petroleum hydrocarbons in 1986 and 2004 that affected groundwater beneath the property. Both cases were closed; however, it is possible that residual concentrations of chemicals may still be present in groundwater beneath the site.

5221 Palo Comado Canyon Road (Chevron service station) is at the northwest corner of Palo Comado Canyon Road and the US 101 northbound on-ramp. This facility had a gasoline release in 1987; however, the case was closed as of October 20, 2010. Though the case has been closed, it is possible that the residual concentrations of chemicals may still be present in groundwater beneath the site.

Gasoline stations located at 5116 Cheseboro Road and 28203 Dorothy Drive, located south of US 101 and west of Palo Comado Canyon Road, had reported releases of gasoline that affected soil and groundwater.

These facilities could negatively impact soil and/or groundwater conditions within the immediate area only due to the fact that these facilities are located down-slope from the proposed project.

Site reconnaissance was conducted as part of the ISA on April 20, 2011 and revealed the potential for aerially deposited lead (ADL) along the shoulders of US 101 and the on- and off-ramps to Palo Comado Canyon Road where heavy traffic use of the freeway is apparent. In addition, the landscape areas of the roadways may have been treated with pesticides for weed control as part of landscape maintenance activities; therefore, pesticide residues may be present in the soil. Pad-mounted and pole-mounted transformers with Polychlorinated Biphenyls (PCB)-containing liquids may be present within the project site, asbestos-containing material (ACM) may be in the joint compound used on the Palo Comado Canyon Road overcrossing, and roadway lane striping may contain lead-based paint.

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no impacts related to hazardous materials would occur.

Build Alternative

Under the Build Alternative, grading activities, demolition, and excavation would occur within an area where contaminants may be present in the soil, groundwater, and existing structures. With implementation of the avoidance and minimization measures provided below, no adverse impacts related to hazardous materials is expected to occur.

Avoidance, Minimization and/or Mitigation Measures

With the incorporation of the following avoidance and minimization measures, project implementation would not result in adverse impacts related to hazardous materials:

- Prior to disposal of drilled soil and groundwater from the piling areas, sampling and analysis of the subject soil and groundwater would be conducted to determine the level of contamination to identify proper handling and disposal methods.
- Prior to construction, sampling and analysis of the liquids in the pole-top transformers would be conducted to determine if PCBs are present in the pole-top transformer fluid and to determine proper disposal methods if the transformers are to be relocated.
- Prior to construction, sampling and analysis of the joint compound in the Palo Comado Canyon Road overcrossing would be conducted to determine whether or not ACM is present in the joint compound and to determine proper disposal methods if ACM is found.
- Prior to construction, sampling and analysis of the paint striping on the roadways would be conducted to determine whether the lead-based paint is present in the lane striping paint and to determine proper disposal methods if lead is found.
- Prior to construction, sampling and analysis of surface soils from unpaved areas along the US 101/Palo Comado Canyon Road intersection that are subject to excavation would be conducted to determine the level of total soluble lead to allow proper excavated soil management, including onsite placement or offsite disposal.

- Prior to construction, sampling and analysis of soils from landscaped areas along the US 101/Palo Comado Canyon Road intersection that are subject to excavation would be conducted to determine the level of pesticides/herbicides contamination to identify a proper handling method.

2.2.6 Air Quality

Regulatory Setting

Federal Standards

The Federal Clean Air Act (FCAA) as amended in 1990 is the federal law that governs air quality. The California Clean Air Act of 1988 is its companion state law. These laws, and related regulations by the US EPA and California Air Resources Board (ARB), set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS), as shown in **Table 2.14**. NAAQS and State ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns. The criteria pollutants are: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM, broken down for regulatory purposes into particles of 10 micrometers or smaller – PM₁₀ and particles of 2.5 micrometers and smaller – PM_{2.5}), lead (Pb), and sulfur dioxide (SO₂). In addition, State standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H₂S), and vinyl chloride. The NAAQS and State standards are set at a level that protects public health with a margin of safety, and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics within their general definition.

Table 2.14: Summary of Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards	National Standards	
			Primary (a)	Secondary (b)
Ozone (O ₃)	1-hour	0.09 ppm	--	Same as Primary
	8-hour	0.070 ppm	0.075 ppm	
Particulate Matter (PM ₁₀)	AAM	20 µg/m ³	--	
	24-hour	50 µg/m ³	150 µg/m ³	
Fine Particulate Matter (PM _{2.5})	AAM	12 µg/m ³	15 µg/m ³	
	24-hour	No Standard	35 µg/m ³	
Carbon Monoxide (CO)	1-hour	20 ppm	35 ppm	None
	8-hour	9 ppm	9 ppm	
	8-hour (Lake Tahoe)	6 ppm	--	
Nitrogen Dioxide (NO ₂)	AAM	0.030 ppm	0.053 ppm	Same as Primary
	1-hour	0.18 ppm	100 ppb	
Sulfur Dioxide (SO ₂)				--
	24-hour	0.04 ppm	--	--
	3-hour	--	--	0.5 ppm
	1-hour	0.25 ppm	75 ppb	--
Lead	30-day Average	1.5 µg/m ³	--	--
	Calendar Quarter	--	1.5 µg/m ³	Same as Primary
	Rolling 3-Month Average	--	0.15 µg/m ³	
Sulfates	24-hour	25 µg/m ³	No Federal Standards	
Hydrogen Sulfide	1-hour	0.03 ppm		
Vinyl Chloride	24-hour	0.01 ppm		
Visibility-Reducing Particle Matter	8-hour	Extinction coefficient of 0.23 per kilometer—visibility of 10 miles or more (0.07—30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70%.		
<p><i>a. Levels necessary to protect the public health.</i> <i>b. Levels necessary to protect the public welfare from known or anticipated adverse effects.</i> AAM = Annual Arithmetic Mean µg/m³ = Micrograms per cubic meter ppm = parts per million ppb = parts per billion</p>				

Source: CARB 2011

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Transportation Conformity

Federal and State air quality standards and regulations provide the basic scheme for project-level air quality analysis under NEPA and CEQA. In addition to this type of environmental analysis, a parallel “Conformity” requirement under the FCAA also applies.

FCAA Section 176(c) prohibits the US Department of Transportation and other federal agencies from funding, authorizing, or approving plans, programs or projects that are not first found to conform to State Implementation Plan (SIP) for achieving the goals of Clean Air Act requirements related to the NAAQS. “Transportation Conformity” takes place on two levels: the regional, or planning and programming, level, and the project level. The proposed project must conform at both levels to be approved. Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. US EPA regulations at 40 CFR 93 govern the conformity process.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the standards set for carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and in some areas sulfur dioxide (SO₂). California has attainment or maintenance areas for all of these transportation-related “criteria pollutants” except SO₂, and also has a nonattainment area for lead (Pb). However, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all of the transportation projects planned for a region over a period of at least 20 years for the RTP and 4 years (for the FTIP). RTP and FTIP conformity is based on use of travel demand and air quality models to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that requirements of the Clean Air Act and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), FHWA, and Federal Transit Administration (FTA), make determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept, scope, and “open to traffic” schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires “hot spot” analysis if an area is “nonattainment” or “maintenance” for carbon monoxide (CO) and/or particulate matter (PM₁₀ or PM_{2.5}). A region is “nonattainment” if one or more of the monitoring stations in the region measures violation of the relevant standard and US EPA officially designates the area nonattainment. Areas that were previously designated as nonattainment areas but subsequently meet the standard may be officially redesignated to attainment by US EPA and are then called “maintenance” areas. “Hot spot” analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA purposes. Conformity does include some specific procedural and documentation standards for projects that require a hot spot analysis. In general, projects must not cause the “hot spot”-related standard to be violated, and must not cause any increase in the number and severity of violations in nonattainment areas. If a known CO or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

Affected Environment

The following technical reports were reviewed in preparation of this document:

- *Air Quality & Climate Change Study Report (AQR), US 101/Palo Comado Canyon Road Interchange*, AMBIENT Air Quality & Noise Consulting, 2011;
- *Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas*, Federal Highway Administration and U.S. Environmental Protection Agency 2006;
- *Interim Guidance Update on Mobile-Source Air Toxic Analysis in NEPA Documents*, Federal Highway Administration 2009a; and
- *Transportation Project-level Carbon Monoxide Protocol*, Garza et al. 1997.

Setting

The project is located within the South Coast Air Basin (SCAB), which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and is subject to South Coast Air Quality Management District (SCAQMD) guidelines and regulations. Primary factors known to influence air quality within the SCAB include topography and meteorology, which can affect pollutant transport and dispersion from sources located within and outside of the SCAB.

Meteorology & Climate

Average wind speeds in the project vicinity are light and primarily from the west. Mild sea breezes slowly carry pollutants inland. An inversion layer, which is a layer of warm air that lies over cooler, ocean-modified air, often acts as a lid, preventing air pollutants from escaping upward. In the summer, these temperature inversions are stronger than in winter and prevent (O₃) and other pollutants from escaping upward and dispersing. In the winter, a ground-level or surface inversion commonly forms during the night. Annual average temperature varies little throughout the SCAB averaging approximately 62 degrees Fahrenheit (°F). Based on historical data for the Los Angeles area, average temperatures range from a January low of approximately 49 °F to an August high of approximately 84 °F.

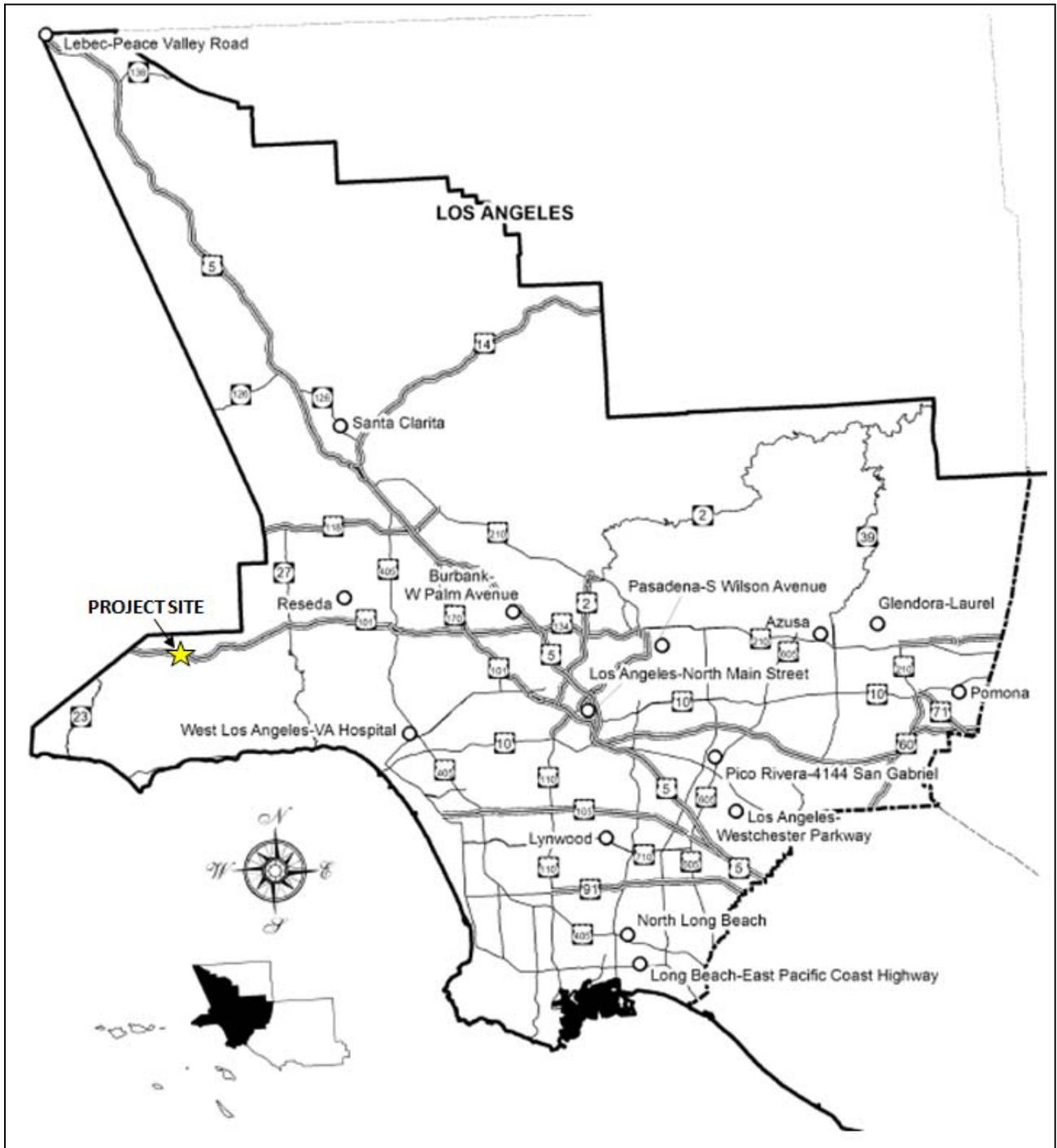
Topography

The SCAB is surrounded by mountains on three sides and the Pacific Ocean on the remaining side. The mountains serve as a barrier, preventing the dispersion of pollutant concentrations. Prevailing wind patterns off the ocean carry pollutants eastward across the SCAB, enabling continual photochemical reactions to occur as new emissions are added to existing pollutant concentrations. Intense sunlight, present at the latitude of the SCAB, provides the ultraviolet light necessary to fuel the photochemical reactions that produce (O₃).

Air Quality Monitoring Data

Air pollutant concentrations are measured at several monitoring stations in the SCAB. The nearest ambient air quality monitoring stations to the project site are the Reseda monitoring station (which measures ozone, PM_{2.5}, CO, and NO₂), and the Burbank-W. Palm Avenue monitoring station (which is the closest station that measures PM₁₀). Monitoring station locations within the SCAB are depicted in **Figure 2.10**. Ambient air quality monitoring data were obtained for the last five years of available measurement data (i.e., 2005 through 2009) and are summarized in **Table 2.15**.

Figure 2.10: South Coast Air Basin Monitoring Stations – Los Angeles County



Source: ARB 2010

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Table 2.15: Summary of Ambient Air Quality Monitoring Data ^(1,2)

	2005	2006	2007	2008	2009
Ozone					
Maximum concentration (1-hour/8-hour average)	0.138/0.113	0.158/0.109	0.129/0.105	0.123/0.103	0.135/0.100
Number of days state 1-hour standard exceeded	30	34	21	23	15
Number of days state/national 8-hour standard exceeded	43/26	55/34	43/28	39/25	31/19
Carbon Monoxide (CO)					
Maximum concentration (1-hour/8-hour average) ⁽⁴⁾	5.1/3.46	4.8/3.48	3.7/2.76	3.4/2.88	NA/3.31
Number of days state 1-hour/8-hour standard exceeded	0/0	0/0	0/0	0/0	0/0
Number of days national 1-hour/8-hour standard exceeded	0/0	0/0	0/0	0/0	0/0
Nitrogen Dioxide (NO2)					
Maximum concentration (1-hour average)	0.086	0.073	0.081	0.091	0.070
Annual average	0.020	0.018	0.018	0.018	0.017
Number of days state standard exceeded	0	0	0	0	0
Suspended Particulate Matter (PM10)					
Maximum concentration (state/national)	90/92	69/71	107.0/109.0	61.0/66.0	76.0/80.0
Number of days state standard exceeded (measured/calculated) ⁽³⁾	5/29.6	10/NA	5/NA	5/NA	10/60.9
Number of days national standard exceeded (measured/calculated) ⁽³⁾	0/0	0/0	0/0	0/0	0/0

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Suspended Particulate Matter (PM2.5)					
Maximum concentration (state/national)	39.5/39.5	44.0/44.0	43.3/43.3	50.5/50.5	54.4/39.9
Number of days national standard exceeded (measured/calculated ⁽³⁾)	4/ NA	1/ NA	1/NA	2/6.6	1/3.1
<p>1. Based on ambient concentrations obtained from the Reseda ambient air quality monitoring station. PM10 monitoring data obtained from the Burbank-W. Palm Avenue monitoring station.</p> <p>2. Reported state and national monitoring values and statistics may differ for various reasons, including the monitor used, monitor location, and ambient/site conditions. Where variations in reported concentration values were noted, the higher value was identified in this table.</p> <p>3. Measured days are those days that an actual measurement was greater than the level of the state daily standard or the national daily standard. Measurements are typically collected every six days. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.</p> <p>4. One-hour carbon monoxide concentrations obtained from the US EPA's AirData website for Reseda ambient air quality monitoring station.</p> <p>ppm = parts per million by volume; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter; NA = Insufficient or no data available to determine value</p> <p>Sources: California Air Resources Board. Accessed: June 20, 2011 iADAM Air Quality Data Statistics. Top 4 Summary. Website url: http://www.arb.ca.gov/adam/topfour/topfourdisplay.php. US Environmental Protection Agency. Accessed: June 20, 2011. AirData. Monitor Values Report. Website url: http://iaspub.epa.gov/airdata/adaqs.monvals?geotype=st&geocode=CA&geoinfo=st%7ECA%7ECalifornia&pol=CO&year=2008+2007+2006+2005&fld=address&fld=city&fld=county&fld=stabbr&rpp=25.</p>					

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As depicted, the state and federal ozone standards were exceeded on numerous occasions during the past 5 years. The state and federal standards for suspended particulates (i.e., PM10 and PM2.5) have also been exceeded on various occasions during the past 5 years.

Attainment Status

Under the CCAA, the CARB is required to designate areas of the state as attainment, nonattainment, or unclassified with respect to applicable standards. An “attainment” designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A “nonattainment” designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An “unclassified” designation signifies that the data do not support either an attainment or nonattainment status. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The US EPA designates areas for ozone, CO, and NO₂ as “does not meet the primary standards,” “cannot be classified,” or “better than national standards.” For SO₂, areas are designated as “does not meet the primary standards,” “does not meet the secondary standards,” “cannot be classified,” or “better than national standards.” However, the CARB terminology of attainment, nonattainment, and unclassified is more frequently used. The US EPA uses the same sub-categories for nonattainment status: serious, severe, and extreme. In 1991, US EPA assigned new nonattainment designations to areas that had previously been classified as Group I, II, or III for PM₁₀ based on the likelihood that they would violate national PM₁₀ standards. All other areas are designated “unclassified.”

Ambient air quality standards, effects, typical sources, and the state and national attainment status designations pertaining to the SCAB are summarized in **Table 2.16**. The SCAB is currently designated as a nonattainment area with respect to the state and federal ozone, PM₁₀, and PM_{2.5} standards. The SCAB is also designated nonattainment for the state NO₂ standard. In addition, based on monitoring data obtained near a lead acid battery reclamation facility, Los Angeles County is currently designated nonattainment for the state and federal lead standards. With the exception of Los Angeles County, the remainder of the SCAB is designated attainment for the lead standards. The Basin is designated attainment or unclassified for the remaining State and federal standards (CARB 2011).

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Table 2.16: State & Federal Criteria Air Pollutant Standards, Effects, Sources & Attainment Status

Pollutant	Averaging Time	State ⁹ Standard	Federal ⁹ Standard	Principal Health and Atmospheric Effects	Typical Sources	Attainment Status
Ozone (O ₃) ²	1 hour 8 hours 8 hours (conformity process ³)	0.09 ppm 0.070 ppm ---	--- ⁴ 0.075 ppm ⁶ 0.08 ppm (4 th highest in 3 years)	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known toxic air contaminants. Biogenic VOC may also contribute.	Low-altitude ozone is almost entirely formed from reactive organic gases/volatile organic compounds (ROG or VOC) and nitrogen oxides (NOx) in the presence of sunlight and heat. Major sources include motor vehicles and other mobile sources, solvent evaporation, and industrial and other combustion processes.	Federal: Extreme nonattainment (8 hours) State: Extreme nonattainment (1 hour); Nonattainment (8 hours)
Carbon Monoxide (CO)	1 hour 8 hours 8 hours (Lake Tahoe)	20 ppm 9.0 ppm ¹ 6 ppm	35 ppm 9 ppm ---	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.	Federal: Attainment / Maintenance (1 hour and 8 hours) State: Attainment (1 hour and 8 hours)
Respirable Particulate Matter (PM ₁₀) ²	24 hours Annual	50 µg/m³ 20 µg/m³	150 µg/m³ --- ²	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many aerosol and solid compounds are part of PM ₁₀ .	Dust- and fume-producing industrial and agricultural operations; combustion smoke; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources (wind-blown dust, ocean spray).	Federal: Serious nonattainment State: Nonattainment
Fine Particulate Matter (PM _{2.5}) ²	24 hours Annual 24 hours (conformity process ³)	--- 12 µg/m³ ---	35 µg/m³ 15.0 µg/m³ 65 µg/m³ (4 th highest in 3 years)	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – a toxic air contaminant – is in the PM _{2.5} size range. Many aerosol and solid compounds are part of PM _{2.5} .	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical (including photochemical) reactions involving other pollutants including NOx, sulfur oxides (SOx), ammonia, and ROG.	Federal: Nonattainment State: Nonattainment

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Nitrogen Dioxide (NO ₂)	1 hour Annual	0.18 ppm 0.030 ppm	0.100 ppm ⁷ (98 th percentile over 3 years) 0.053 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain. Part of the "NOx" group of ozone precursors.	Motor vehicles and other mobile sources; refineries; industrial operations.	Federal: Attainment-Maintenance (1 hour and annual) State: Nonattainment (1 hour and annual)
Sulfur Dioxide (SO ₂)	1 hour 3 hours 24 hours Annual	0.25 ppm --- 0.04 ppm ---	0.075 ppm ⁸ (98 th percentile over 3 years) 0.5 ppm 0.14 ppm 0.030 ppm	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.	Federal: Attainment-Unclassified (1 hour) State: Attainment (1 hour and annual)
Lead (Pb) ³	Monthly Quarterly Rolling 3-month average	1.5 µg/m ³ --- ---	--- 1.5 µg/m ³ 0.15 µg/m ³	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. Aerially deposited lead from gasoline may exist in soils along major roads.	Federal: Nonattainment (3-month average and quarter) State: Nonattainment (monthly)
Sulfate	24 hours	25 µg/m ³	---	Premature mortality and respiratory effects. Contributes to acid rain. Some toxic air contaminants attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.	State Only: Attainment
Hydrogen Sulfide (H ₂ S)	1 hour	0.03 ppm	---	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea.	Industrial processes such as: refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.	State Only: Unclassified

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Visibility Reducing Particles (VRP)	8 hours	Visibility of 10 miles or more (Tahoe: 30 miles) at relative humidity less than 70%	---	Reduces visibility. Produces haze. NOTE: not related to the Regional Haze program under the Federal Clean Air Act, which is oriented primarily toward visibility issues in National Parks and other "Class I" areas.	See particulate matter above.	State Only: No information available
Vinyl Chloride ³	24 hours	0.01 ppm	---	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes	State Only: Unclassified

Based on the California ARB Air Quality Standards chart (<http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>).

Notes: ppm = parts per million; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter; ppb=parts per billion (thousand million)

- 1 Rounding to an integer value is not allowed for the State 8-hour CO standard. Violation occurs at or above 9.05 ppm. Violation of the Federal standard occurs at 9.5 ppm due to integer rounding.
- 2 Annual PM_{10} NAAQS revoked October 2006; was 50 $\mu\text{g}/\text{m}^3$. 24-hr. $\text{PM}_{2.5}$ NAAQS tightened October 2006; was 65 $\mu\text{g}/\text{m}^3$. In 9/09 U.S. EPA began reconsidering the $\text{PM}_{2.5}$ NAAQS; the 2006 action was partially vacated by a court decision.
- 3 The ARB has identified vinyl chloride and the particulate matter fraction of diesel exhaust as toxic air contaminants. Diesel exhaust particulate matter is part of PM_{10} and, in larger proportion, $\text{PM}_{2.5}$. Both the ARB and U.S. EPA have identified lead and various organic compounds that are precursors to ozone and $\text{PM}_{2.5}$ as toxic air contaminants. There are no exposure criteria for adverse health effect due to toxic air contaminants, and control requirements may apply at ambient concentrations below any criteria levels specified above for these pollutants or the general categories of pollutants to which they belong. Lead NAAQS are not required to be considered in Transportation Conformity analysis. Federal nonattainment designation for the Los Angeles County portion of the South Coast Air Basin, effective December 31, 2011.
- 4 Prior to 6/2005, the 1-hour NAAQS was 0.12 [ppm](#). The 1-hour NAAQS is still used only in 8-hour ozone early action compact areas, of which there are none in California. However, emission budgets for 1-hour ozone may still be in use in some areas where 8-hour ozone emission budgets have not been developed.
- 5 The 65 $\mu\text{g}/\text{m}^3$ $\text{PM}_{2.5}$ (24-hr) NAAQS was not revoked when the 35 $\mu\text{g}/\text{m}^3$ NAAQS was promulgated in 2006. Conformity requirements apply for all NAAQS, including revoked NAAQS, until emission budgets for the newer NAAQS are found adequate or SIP amendments for the newer NAAQS are completed.
- 6 As of 9/16/09, U.S. EPA is reconsidering the 2008 8-hour ozone NAAQS (0.075 [ppm](#)); U.S. EPA is expected to tighten the primary NAAQS to somewhere in the range of 60-70 [ppb](#) and to add a secondary NAAQS. U.S. EPA plans to finalize reconsideration and promulgate a revised standard by August 2010.
- 7 Final 1-hour NO_2 NAAQS published in the Federal Register on 2/9/2010, effective 3/9/2010. Initial nonattainment area designations should occur in 2012 with conformity requirements effective in 2013. Project-level hot spot analysis requirements, while not yet required for conformity purposes, are expected.
- 8 U.S. EPA finalized a 1-hour SO_2 standard of 75 [ppb](#) in June 2010.
- 9 State standards are "not to exceed" unless stated otherwise. Federal standards are "not to exceed more than once a year" or as noted above.

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Sensitive Receptors

One of the most important reasons for air quality standards is the protection of those members of the population who are most sensitive to the adverse health effects of air pollution, termed "sensitive receptors." The term sensitive receptors refer to specific population groups, as well as the land uses where individuals would reside for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses would include facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Residential dwellings, schools, parks, playgrounds, childcare centers, convalescent homes, and hospitals are examples of sensitive land uses.

Land uses in the immediate area of the interchange consist predominantly of commercial land uses, including business parks, light industrial, retail, and gas stations. Sensitive land uses in the vicinity of the proposed project include residential dwellings located along Agoura Road south of the interchange. Several multi-family residential properties, Agoura Park, and Agoura High School are located northwest of the interchange. A Montessori School and learning center is located approximately 500 feet northwest of the project area, near the intersection of Driver Avenue and Chesebro Road.

Environmental Consequences

Regional Conformity

The proposed project is identified as Project ID #LA0G230 and was included in the regional emissions analysis conducted by the South Coast Association of Governments (SCAG) for the conforming 2008 Regional Transportation Plan (RTP), Amendment #4, and in the Regional Transportation Improvement Program (RTIP), Amendment #08-34. SCAG adopted the 2008 RTP Amendment #4 and the corresponding conformity determinations on November 4, 2010. Federal approval of the RTP Amendment #4 conformity determination was issued on December 8, 2010. The proposed project is included in the recent 2011 Federal Transportation Improvement Program, which was adopted by SCAG on September 2, 2010. Federal approval of the 2011 FTIP was issued on December 14, 2010. As described in the RTP, RTIP, and FTIP, the proposed project includes "widening of the bridge from 2 lanes to 4 lanes, construction of sidewalks and bike lanes, modification of on/off ramps, and modification of various intersections."

The proposed project's design concept and scope have not changed significantly from what was analyzed in the RTP and RTIP. This analysis found that the plan and, therefore, the individual projects contained in the plan, are conforming projects, and will have air quality impacts consistent with those identified in the SIPs for achieving the NAAQS. The U.S. Department of Transportation determined the RTP Amendment #4 and RTIP Amendment #08-34 to conform to the SIP on May 6, 2010 (SCAG 2010). The revised proposed project was included in the recently approved 2011 FTIP, Amendment 11-06. The 2011 FTIP, Amendment 11-06 was found to be consistent with the 2008 RTP, as currently amended, and Federal approval of 2011 FTIP Amendment 11-06 was issued on May 12, 2011. Please refer to the Air Quality & Climate Change Study Report (AMBIENT Air Quality & Noise Consulting 2011) for additional information regarding regional conformity.

Project Level Conformity

The project-level localized air quality impacts associated with mobile-source CO and PM are evaluated, as follows:

Carbon Monoxide (CO) Analysis

The *Transportation Project-Level Carbon Monoxide Protocol, UCD-ITS-97-21* (CO Protocol), University of California, Davis, December 1997, provides procedures and guidelines for use by agencies to evaluate the potential local level CO impacts of a transportation project. The CO Protocol provides decision flow charts designed to assist the lead agency in evaluating requirements that specifically apply to a proposed action. These flow charts provide a screening-level assessment, which can be used to determine if further analysis of CO impacts is warranted. These flow charts were used for the analysis of CO impacts attributable to the proposed project.

As previously noted, the proposed project is located in an attainment area for federal and state CO standards, and the existing CO concentrations in the project area are substantially below the ambient air quality standards. Additionally, the proposed project would result in overall decreases in vehicle congestion and delay, would not affect the percentages of vehicles operating in cold start mode, and would not affect vehicle fleet percentages on area roadways. For these reasons, further analysis of localized mobile-source CO concentrations is not required. Please refer to the *Air Quality & Climate Change Study Report* (AMBIENT Air Quality & Noise Consulting 2011) for additional information regarding project-level conformity.

Particulate Matter Analysis

For projects deemed to be projects of air quality concern (POAQC) a quantitative PM hot spot analysis is required under the US EPA Transportation Conformity rule for Projects of Air Quality Concern (POAQC), as described in the US EPA's Final Rule of December 2010. Projects that are not POAQC do not require detailed PM hot-spot analysis.

The proposed project was submitted to the January 25, 2011 Transportation Conformity Working Group (TCWG) meeting (see **Appendix C**). The TCWG determined that the proposed project is not considered a POAQC for PM because it does not meet the definition of a POAQC as defined in the US EPA's Transportation Conformity Guidance. Therefore, a PM hot-spot analysis is not required. Please refer to the *Air Quality & Climate Change Study Report* (AMBIENT Air Quality & Noise Consulting 2011) for additional information regarding project-level conformity.

Mobile Source Air Toxics

The following discussion is based on the *FHWA Memorandum, Subject: INFORMATION: Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA*, dated September 30, 2009. The purpose of the guidance is to advise when and how to analyze MSATs in the National Environmental Policy Act (NEPA) process for highways. This guidance is interim, given that MSAT science is still evolving. As the science progresses, FHWA will update the guidance.

MSATs are a subset of the 188 air toxics defined by the FCAA. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

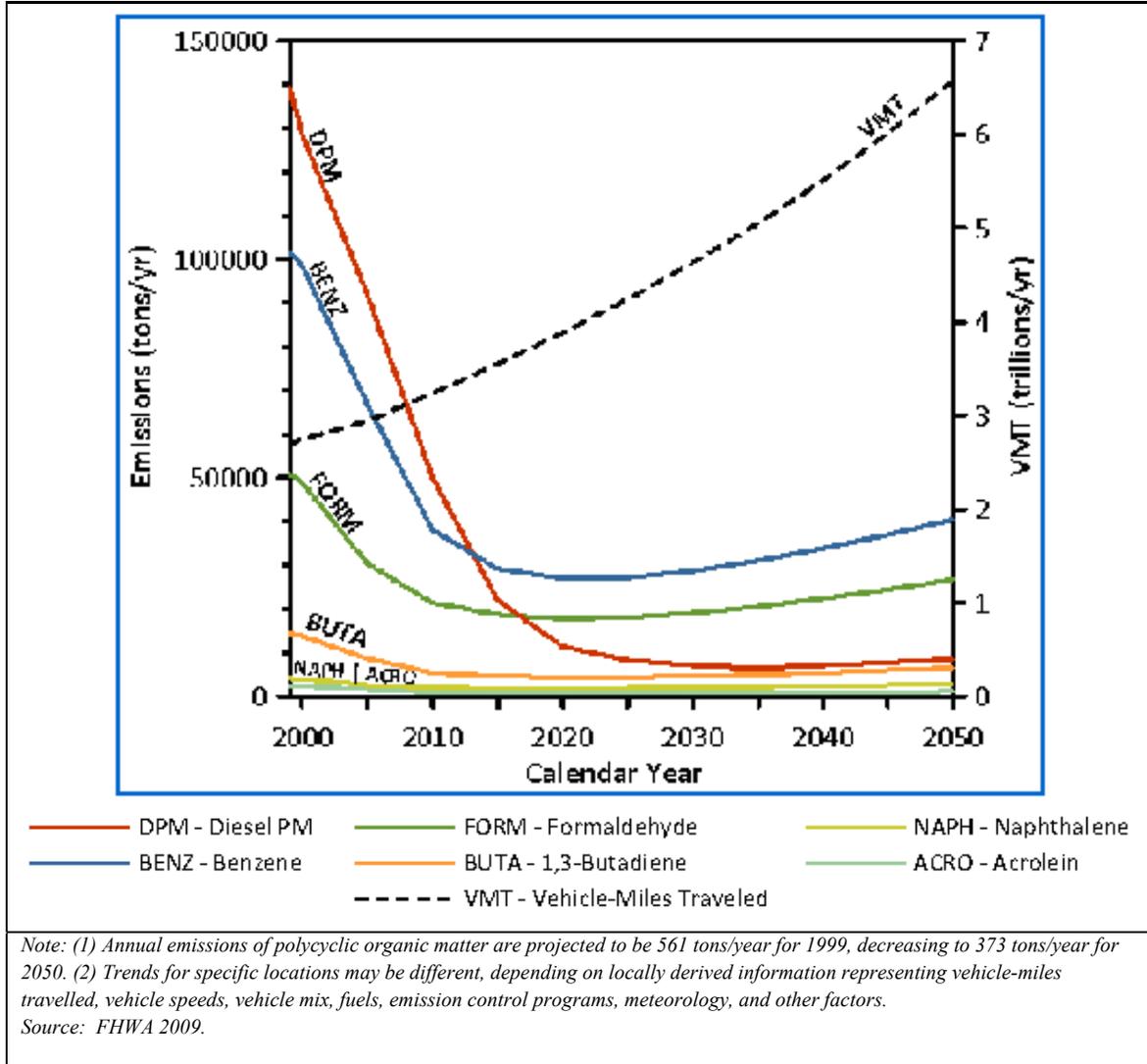
Controlling air toxic emissions became a national priority with the passage of the FCAA Amendments (FCAAA) of 1990, whereby Congress mandated that the US EPA regulate 188 air toxics, also known as hazardous air pollutants. The US EPA has assessed this expansive list in their latest rule on the Control of

HAPs from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007) and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS) (<http://www.epa.gov/ncea/iris/index.html>). In addition, the US EPA identified seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 1999 National Air Toxics Assessment (NATA) (<http://www.epa.gov/ttn/atw/nata1999/>). These are acrolein, benzene, 1,3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules (FHWA 2009).

The 2007 US EPA rule mentioned above requires controls that will dramatically decrease MSAT emissions through cleaner fuels and cleaner engines. According to an FHWA analysis using US EPA's MOBILE6.2 model, even if vehicle activity (vehicle-miles travelled, VMT) increases by 145 percent as assumed, a combined reduction of 72 percent in the total annual emission rate for the priority MSAT is projected from 1999 to 2050, as shown in **Figure 2.11** (FHWA 2009).

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**Figure 2.11: National MSAT Emission Trends 1999-2050
for Vehicles Operating on Roadways Using EPA’s Mobile 6.2 Model**



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Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The US EPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the FCAA and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The US EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects". Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Among the adverse health effects linked to MSAT compounds at high exposures are cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations or in the future as vehicle emissions substantially decrease. The FHWA, US EPA, the HEI, and others have funded and conducted research studies to try to more clearly define potential risks from MSAT emissions associated with highway projects. The FHWA will continue to monitor the developing research in this emerging field.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts - each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupported assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable. The results produced by the US EPA's MOBILE6.2 model, the California EPA's EMFAC2007 model, and the US EPA's DraftMOVES2009 model in forecasting MSAT emissions are highly inconsistent. Indications from the development of the MOVES model are that MOBILE6.2 significantly underestimates diesel particulate matter (PM) emissions and significantly overestimates benzene emissions.

Regarding air dispersion modeling, an extensive evaluation of US EPA's guideline CAL3QHC model was conducted in a National Cooperative Research Program (NCHRP) study, which documents poor model performance at ten sites across the country - three where intensive monitoring was conducted plus an additional seven with less intensive monitoring. The study indicates a bias of the CAL3QHC model to

overestimate concentrations near highly congested intersections and underestimate concentrations near uncongested intersections. The consequence of this is a tendency to overstate the air quality benefits of mitigating congestion at intersections. Such poor model performance is less difficult to manage for demonstrating compliance with NAAQS for relatively short time frames than it is for forecasting individual exposure over an entire lifetime, especially given that some information needed for estimating 70-year lifetime exposure is unavailable. It is particularly difficult to reliably forecast MSAT exposure near roadways, and to determine the portion of time that people are actually exposed at a specific location.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI. As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The US EPA and the HEI have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the US EPA, as provided by the FCAA, to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires the US EPA to determine a "safe" or "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the US Court of Appeals for the District of Columbia Circuit upheld the US EPA's approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than safe or acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Analysis of MSATs

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no improvements to the US 101/Palo Comado Canyon Road intersection would occur.

Build Alternative

As discussed earlier in this report, the purpose of the proposed project is to reduce traffic congestion along Palo Comado Canyon Road. The proposed project is not projected to result in changes in traffic volumes, or meaningful changes in vehicle speeds along roadway segments, and would result in overall reductions in vehicle delay within the project study area. The proposed project would not affect vehicle mix or vehicle miles traveled relative to the no-build alternative. Based on this information, the proposed project is identified as a Category (2) project, that is, the project would have a low potential for MSAT effects. Please refer to the Air Quality & Climate Change Study Report (AMBIENT Air Quality & Noise Consulting 2011) for additional information regarding MSATs.

Short-term Construction Emissions

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no improvements to the US 101/Palo Comado Canyon Road intersection would occur.

Build Alternative

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include carbon monoxide (CO), nitrogen oxides (NO_x), volatile organic compounds (VOCs), directly-emitted particulate matter (PM₁₀ and PM_{2.5}), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NO_x and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction typically involves clearing, cut-and-fill activities, grading, removing or improving existing roadways, building bridges, and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. These activities could temporarily generate enough PM₁₀, PM_{2.5}, and small amounts of CO, SO₂, NO_x, and VOCs to be of concern. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit mud on local streets, which could be an additional source of airborne dust after it dries. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM₁₀ emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction activities for large development projects are estimated by the US EPA to add 1.09 tonne (1.2 tons) of fugitive dust per acre of soil disturbed per month of activity. If water or other soil stabilizers are used to control dust, the emissions can be reduced by up to 50 percent. Caltrans' Standard Specifications (Section 14-9.02) pertaining to dust minimization requirements requires use of water or dust palliative compounds and will reduce potential fugitive dust emissions during construction.

In addition to dust-related PM₁₀ emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO₂, NO_x, VOCs and some soot particulate (PM₁₀ and PM_{2.5}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

SO₂ is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Off-road diesel fuel meeting Federal standards can contain 300 parts per million (ppm) or more of sulfur, whereas on-road diesel is restricted to less than 15 ppm of sulfur. However, under California law and ARB regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel (not more than 15 ppm), so SO₂-related issues due to diesel exhaust will be minimal. Some phases of construction, particularly asphalt paving, would result in short-term odors in the immediate area of each paving site(s). Such odors would be quickly dispersed below detectable thresholds as distance from the site(s) increases.

Avoidance, Minimization and/or Mitigation Measures

Construction of the proposed project is anticipated to commence in February 2013, and be completed and open for traffic in 2015. As a result, project construction would be considered temporary. Most of the construction impacts to air quality are short-term in duration and, therefore, will not result in long-term adverse conditions. Implementation of the following measures, some of which may also be required for other purposes such as storm water pollution control, will reduce any air quality impacts resulting from construction activities:

- The construction contractor shall comply with Caltrans' Standard Specifications in Section 14 (2010).
 - Section 14-9.01 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
 - Section 14-9.02 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.
- Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emission or at the right of way line depending on local regulations.
- Spread soil binder on any unpaved roads used for construction purposes, and all project construction parking areas.
- Wash off trucks as they leave the right-of-way as necessary to control fugitive dust emissions.

- Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.
- Develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.
- Locate equipment and materials storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.
- Establish Environmentally Sensitive Areas (ESAs) or their equivalent near sensitive air receptors within which construction activities involving extended idling of diesel equipment would be prohibited, to the extent feasible.
- Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.
- Cover all transported loads of soils and wet materials prior to transport, or provide adequate freeboard (space from the top of the material to the top of the truck) to minimize emission of dust (particulate matter) during transportation.
- Promptly and regularly remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease particulate matter.
- Route and schedule construction traffic to avoid peak travel times as much as possible, to reduce congestion and related air quality impacts caused by idling vehicles along local roads.
- Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area. Be aware that certain methods of mulch placement, such as straw blowing, may themselves cause dust and visible emission issues and may need to use controls such as dampened straw.

SCAQMD Rules & Regulations

As noted above, Caltrans Standard Specifications, Section 14-9, specifically requires compliance with all applicable laws and regulations related to air quality, which would include applicable SCAQMD rules and regulations. This would include compliance with SCAQMD Rules 402 and 403. SCAQMD Rule 402 requires that air pollutant emissions not be a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed project. Rule 403 requires that construction activities utilize the applicable best available control measures identified in Rule 403. The applicable control measures target various construction operations such as backfilling, clearing and grubbing, crushing, cut and fill, demolition, earth-moving activities, bulk material import and export, construction staging, stockpiles/bulk material handling, trenching, and loading. The proposed project would implement all applicable measures presented in Rule 403. The applicable measures from Table 1 of Rule 403 suggest methods such as covering stockpiles with tarps, and the application of water to stabilize materials. Rule 403 also prohibits projects from allowing track-outs to extend 25 feet or more in cumulative length from the point of origin from an active operation. All track-outs are required to be

removed at the conclusion of each workday or evening shift. Any projects with a disturbed surface area of five or more acres or with a daily import or export of 100 cubic yards or more of bulk materials must utilize at least one of the specified track-out control measures at each vehicle egress from the site to a paved public road. The specified track-out control measures consist of installation of washed gravel pads, paving project ingress/egress, wheel shakers, wheel washing systems, and any other approved control measures.

Long-term Operational Emissions

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no improvements to the US 101/Palo Comado Canyon Road intersection would occur. Levels of service would be expected to decrease to LOS F by the year 2035; traffic congestion and overall vehicle delay would not be improved and reduction in mobile-source emissions would not occur.

Build Alternative

Under the Build Alternative, improvements to local traffic circulation would occur, thus relieving traffic congestion and overall vehicle delay at roadway intersections located within the project area. Reductions in overall vehicle delay are projected to result in a slight reduction in mobile-source emissions. Please refer to the *Air Quality & Climate Change Study Report* (AMBIENT Air Quality & Noise Consulting 2011) for additional information regarding project-generated operational emissions.

Naturally Occurring Asbestos

Los Angeles County is not among the counties listed as containing or likely to contain serpentine and ultramafic rock. Therefore, the discovery of naturally occurring asbestos during project construction would be unlikely.

2.2.7 Noise

Regulatory Setting

NEPA and CEQA provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

California Environmental Quality Act

CEQA requires a strictly baseline (existing) versus build (with project) analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless such measures are not feasible.

National Environmental Policy Act and 23 CFR 772

For highway transportation projects with FHWA (and Caltrans, as assigned) involvement, the federal-Aid Highway Act of 1970 and the associated implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations contain

noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for commercial areas (72 dBA). **Table 2.17** lists the noise abatement criteria for use in the NEPA-23 CFR 772 analysis.

Table 2.17: Noise Abatement Criteria

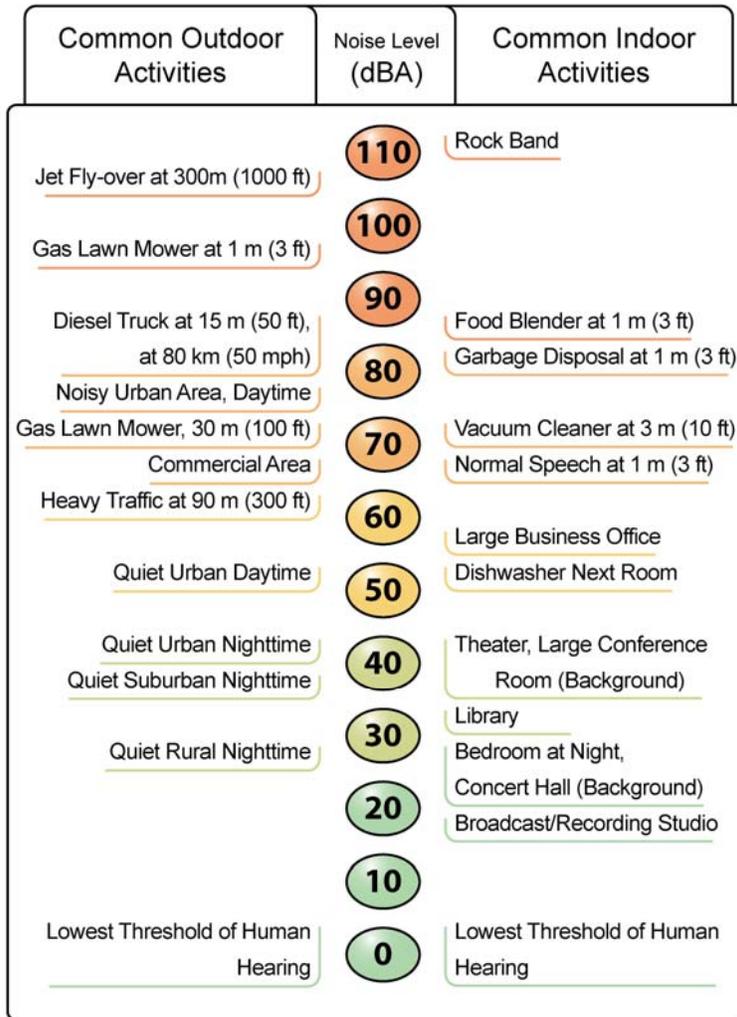
Activity Category	NAC, Hourly A-Weighted Noise Level, dBA $L_{eq}(h)$	Description of Activities
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	–	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: Caltrans 2006

Figure 2.12 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise-levels discussed in this section with common activities.

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Figure 2.12: Noise Levels of Common Activities



Source: Caltrans 2006

In accordance with Caltrans’ Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, August 2006, a noise impact occurs when the future noise level with the project results in a substantial increase in noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

The Caltrans’ *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 5 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources

and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents acceptance and the cost per benefited residence.

Affected Environment

Site reconnaissance visits were performed on January 13-14, 2010, January 18, 2010, January 28, 2010, October 13, 2010, and April 11-12, 2010 to identify noise-sensitive receptors within and adjacent to the project area and measure existing background noise levels. One long-term (LT) (24-hour) and one short-term (ST) (20-minute) measurement were conducted near the noise sensitive locations within the project vicinity. This information was incorporated into a Noise Study Report, which was completed in May 2011.

All developed land uses were evaluated; however locations of frequent human use that would benefit from a lowered noise level were the focus. Accordingly, locations with defined outdoor activity areas, such as residential backyards, were the focus of the Noise Study Report.

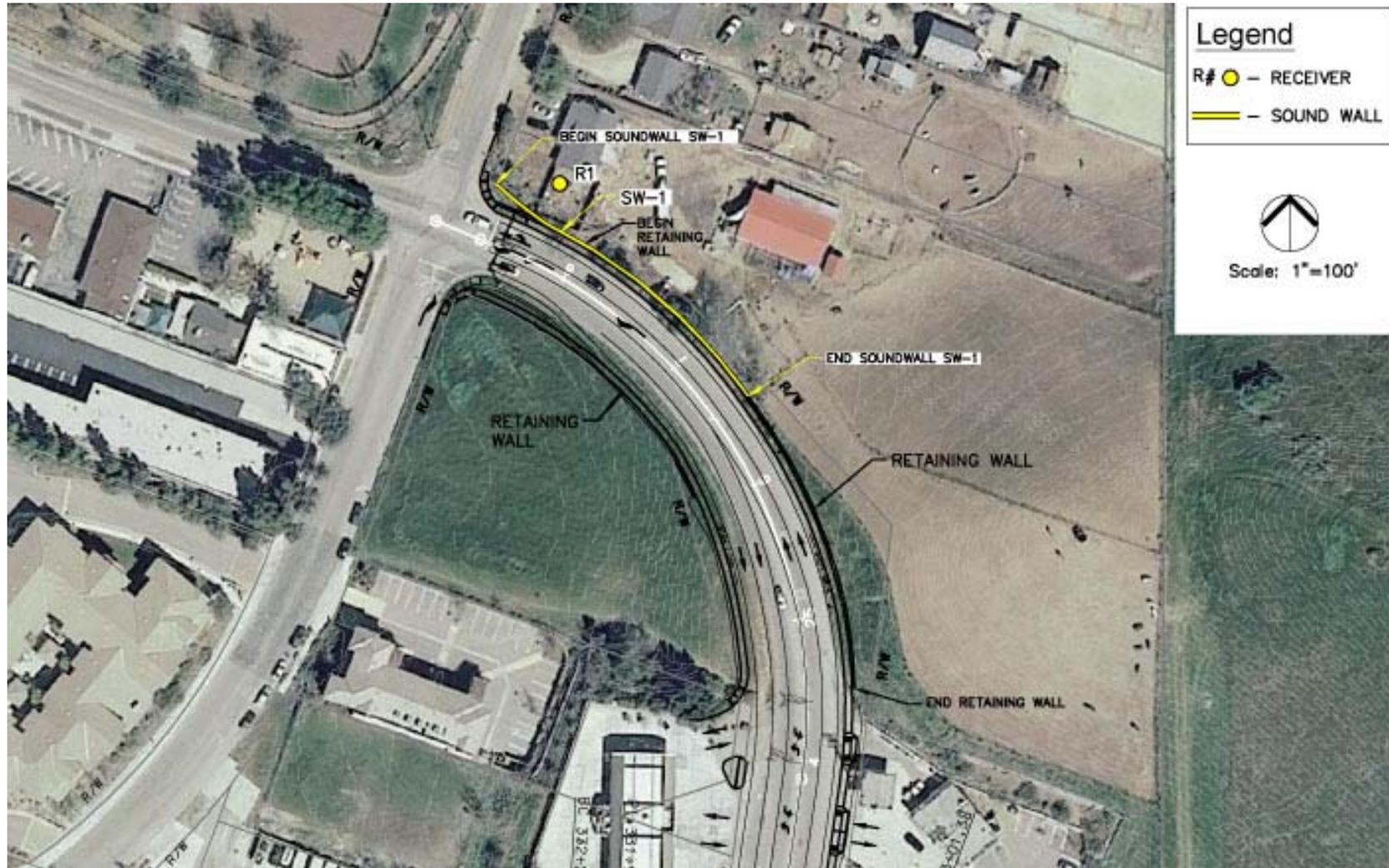
Land Use and Sensitive Locations

Existing land uses adjacent to the project site include single-family residential, office/commercial, and vacant properties. The area south of the interchange consists of commercial office buildings and vacant properties. The area adjacent to the interchange on the north includes two gas stations: one in the northeast quadrant and one in the northwest quadrant. North of the gas stations are one vacant parcel to the west and one single-family residential parcel to the east, the majority of which is unused. The primary area of outdoor use that could be affected by the proposed project is the side yard of the single-family residence located at 5306 Chesebro Road.

Beyond the limits of the project, the Old Agoura Park is adjacent to the intersection of Chesebro Road and Palo Comado Canyon Road/Driver Avenue to the northwest; a daycare facility is adjacent to this intersection to the southwest. Commercial office buildings are adjacent to the intersection of Chesebro Road and Agoura Road to the southwest; single-family residences are adjacent to this intersection to the southeast.

Per NEPA, noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level. Areas of frequent outdoor human use adjacent to the project site include the backyard and side yard of the single-family residence located at 5306 Chesebro Road (see **Figure 2.13**).

Figure 2.13: Proposed Noise Barrier Location



Source: Kimley-Horn Associates

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Existing Traffic Noise

The noise environment in the project vicinity is dominated by traffic traveling along US 101. There are no existing noise barriers within the project limits. The data compiled is depicted in **Tables 2.18** and **2.19** (short-term data), and in **Table 2.20** (noise barrier analysis).

Table 2.18: Summary of Short-Term (ST) Sound Level Measurements

Position	Address	Land Use	Date/Time	Noise Level
ST-1	5306 Chesebro Rd.	Single-Family Residential	04/12/2011 0800-0820	70dBA

Source: Kimley-Horn Associates

Table 2.19: Traffic Counts During Short-Term (ST) Sound Level Measurements

Position	Roadway	Count Duration	Autos	Medium Trucks	Heavy Trucks	Buses	Motor-cycles
ST-1	Palo Comado NB	20 min	222	7	0	0	0
	Palo Comado SB	20 min	197	16	0	0	0

Source: Kimley-Horn Associates

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Table 2.20: Analysis of Noise Barrier (dBA Leq (h))

	Position	Total Number of Benefited Receivers
	R1	
Number of Units Represented	1	
Existing Traffic Noise Level	69	
Design Year with Project Traffic Noise Level	69	
Design Year with Project minus Existing Traffic Noise Level	+0	
6-Foot Barrier		
Design Year with Project Traffic Noise Level	69	
Predicted Noise Reduction	6	
Number of Benefited Receivers	1	1
8-Foot Barrier		
Design Year with Project Traffic Noise Level	69	
Predicted Noise Reduction	7	
Number of Benefited Receivers	1	1
10-Foot Barrier		
Design Year with Project Traffic Noise Level	69	
Predicted Noise Reduction	9	
Number of Benefited Receivers	1	1
12-Foot Barrier^b		
Design Year with Project Traffic Noise Level	69	
Predicted Noise Reduction	9	
Number of Benefited Receivers	1	1
14-Foot Barrier		
Design Year with Project Traffic Noise Level	69	
Predicted Noise Reduction	10	
Number of Benefited Receivers	1	1
16-Foot Barrier		
Design Year with Project Traffic Noise Level	69	
Predicted Noise Reduction	11	
Number of Benefited Receivers	1	1

^a Traffic noise levels that approach or exceed 67 dBA Leq(h) are shown in bold.

^b 12-foot-high barrier breaks the line of sight to an 11.5-foot-high truck stack.

Source: Kimley-Horn Associates

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A summary of long-term measurements at LT1 show Leq(h) ranging from 53.4 dBA to 70.8 dBA, with an average of 64 dBA. The highest hourly Leq occurred between 6:00 p.m. and 7:00 p.m.; however, this hour included one anomalous noise event, lasting for less than one minute, that generated an Lmax over 100 dB. This event, likely an ambulance or un-muffled vehicle, artificially raised the Leq to a level higher than standard traffic patterns would cause. As such, the peak-noise-hour-period was considered to occur between 12:00 p.m. and 1:00 p.m., at 69.5 Leq(h). At 69.5, the noise level exceeds the NAC for residences, which is 67 dBA; therefore, noise abatement must be considered.

Noise Abatement

In accordance with 23 CFR 772, potential noise abatement measures include avoiding the impact; constructing noise barriers; acquiring property to serve as a buffer zone; using traffic management measures to regulate vehicle types and speeds; and acoustically insulating public-use or non-profit institutional structures. Because of the configuration and location of the project, abatement in the form of a noise barrier is the only abatement that is considered to be feasible.

Noise barriers must be evaluated based on achievable noise reduction and reasonable cost. **Table 2.21** summarizes the calculated noise reductions and reasonable allowances for various barrier noise barrier heights (between 6 and 16 feet).

Table 2.21: Preliminary Data for Reasonableness Calculation

Barrier I.D.: SW-1						
Predicted Sound Level without Barrier						
Critical Design Receiver: R1						
Design Year Noise Level, dBA Leq(h): 69						
Design Year Noise Level Minus Existing Noise Level: 0						
Design Year with Barrier	6-Foot Barrier	8-Foot Barrier	10-Foot Barrier	12-Foot Barrier	14-Foot Barrier	16-Foot Barrier
Barrier Noise Reduction (dB)	6	7	9	9	10	11
Number of Benefitted Residences	1	1	1	1	1	
New Highway or More than 50% of Residences Predate 1978 ^b	Yes	Yes	Yes	Yes	Yes	Yes
Reasonable Allowance per Benefitted Residence	\$45,000	\$45,000	\$47,000	\$47,000	\$47,000	\$47,000
Total Reasonable Allowance	\$45,000	\$45,000	\$47,000	\$47,000	\$47,000	\$47,000

Notes:

a. A NADR will be prepared that will identify noise barrier construction cost information and the noise barriers that are reasonable from a cost perspective.

b. This adjustment increases the abatement allowance by \$10,000 if the project is new highway construction or if most of the benefitted residences (more than 50%) existed before January 1, 1978.

Source: *Kimley-Horn Associates*

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain. Measurement results indicate that existing peak hour traffic noise levels are approximately 69 dBA at the single-family residence at 5306 Chesebro Road, in the northeastern quadrant of the intersection of Palo Comado Canyon Road and Chesebro Road. Therefore, existing noise levels currently exceed the Caltrans and FHWA NAC at outdoor usable areas for the noise-sensitive land use.

Build Alternative

Under the Build Alternative, the predicted peak hour sound level at 5306 Chesebro Road would remain at the existing level of approximately 69 dBA Leq(h). Existing and future traffic noise level exceeds the NAC at the outdoor usable areas of the noise-sensitive land use; therefore, a noise barrier is proposed as part of the project.

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction; construction noise would be short-term intermittent, and overshadowed by local traffic noise. Construction equipment is expected to generate noise levels ranging from 70 to 90 dB at a distance of 50 feet. With the following measures, no adverse noise impacts as a result construction are anticipated.

Avoidance, Minimization and/or Abatement Measures

Construction of the project shall comply with Section 14-8.02: Noise Control of the 2006 Caltrans Standard Specifications Amendments, which states:

- Do not exceed 86 dBA Leq(h) at 50 feet from the job site activities from 9 p.m. to 6 a.m. Use an alternative warning method instead of a sound signal unless required by safety laws.
- Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

Additionally, the project shall implement the following measures from Caltrans Special Provisions S5-310: Noise Control:

- All equipment will have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an un-muffled exhaust.
- As directed by Caltrans, the contractor will implement appropriate additional noise abatement measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.

Based on studies completed to date, Caltrans intends to incorporate noise abatement in the form of a barrier at: 5306 Cheseboro Road with an average height of 6 feet (proposed location depicted in **Figure 2.13**). Calculations based on preliminary design data indicate that the barrier will reduce noise levels by approximately 6 dBA for one residence at a cost of \$46,000. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision of the noise abatement will be made upon completion of the project design and the public involvement process.

CEQA Noise Analysis

As previously discussed, the existing noise level at 5306 Cheseboro Road is 69 dBA Leq(h) and the predicted noise level under the Build Alternative is 69 dBA Leq(h). There would be no increase between existing noise levels and the Build Alternative; therefore, under CEQA, no impact would occur as a result of the project and no mitigation is required. However, under NEPA-23 CFR 772, because the noise levels at this receptor exceeds the noise abatement criteria of 67 dBA Leq(h), noise abatement would need to be considered.

2.3 Biological Environment

A Natural Environment Study (Minimal Impact) (NES (MI)) was completed for the proposed project May 2011. The NES (MI) included results from focused botanical surveys performed by Forde Biological Consultants on May 28, 2010 and June 21, 2010. Study methods included a search of the California Natural Diversity Database (CNDDDB 2010), a request for a list of federal endangered and threatened species from the U.S. Fish and Wildlife Service (USFWS), field reconnaissance surveys (November 13 and 14, 2009), and a review of past projects in the area.

The Biological Study Area (BSA) was determined based on the limits of disturbance required for construction activities and species dispersal and distribution patterns. The field reconnaissance surveys included an evaluation of existing drainages with culverts within the BSA in order to determine jurisdictional status in relation to the Clean Water Act (CWA) and the California Fish and Game Code. The focused botanical surveys for potential listed plant species were conducted during the appropriate blooming periods for species with potential to occur in the area.

The BSA includes a relatively narrow strip of commercial and residential development along US 101, adjacent to extensive open spaces and park lands. To the north are the Simi Hills, which are part of the Santa Monica National Recreation Area (SMNRA). To the south are the Santa Monica Mountains, which encompass the SMNRA and Malibu Creek State Park. The County of Los Angeles has designated 62 Significant Ecological Areas (SEA) within its jurisdiction. Lands designated as SEAs were selected based on the presence of special-status plant and animal species and plant communities. SEA #6 (Virgenes Unit) is located south of the BSA and SEA #12 (Palo Comado Canyon Unit) is located in the Simi Hills just north of the BSA.

2.3.1 Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. The emphasis of the section is on the ecological function of the natural communities within the area. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value. Wetlands and other waters are discussed in **Section 2.3.2**.

Affected Environment

As discussed in the NES (MI), US 101 is the most obvious barrier between core reserves in the Santa Monica and Sierra Madre Mountains. Four major wildlife corridors were identified near the BSA; none were identified within the BSA. Liberty Canyon is located approximately one mile southeast of the BSA and allows contiguous passage under US 101 via the spanning bridge underpass. This allows species such as mountain lion, mile deer, badger, brush rabbit, desert woodrat, loggerhead shrike, California thrasher, western toad, California kingsnake, western whiptail, and harvester ant, as well as all Special Status Animal Species, to cross US 101.

A drainage culvert for the intermittent creek that flows through Liberty Canyon crosses the western end of the BSA; adjacent to this culvert is a trail that provides equestrian access under US 101. The concrete-lined drainage culvert structure is roughly 3 feet in diameter and allows raccoon, opossum, spotted skunk, and striped skunk to cross US 101. The equestrian trail allows for the crossing of medium sized to large wildlife species.

Las Virgenes Creek is located approximately two miles west of the BSA and offers the best connection for riparian-dependent species traveling between the Simi Hills and the Santa Monica Mountains by way of a multi-chambered concrete tunnel. Bobcat and raccoon have also been documented utilizing this passage. Crummer Canyon is the fourth wildlife corridor. It is located approximately two miles west of the BSA and consists of a concrete culvert, which allows for the crossing of medium sized to large wildlife species.

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain, and no impacts related to existing wildlife corridors would occur.

Build Alternative

The project consists of the widening of an existing road and a freeway overcrossing that is perpendicular to the US 101 freeway barrier, which poses no threat to the existing wildlife crossings. The corridors would continue to accommodate all major habitats in the area along with Special Status-Animal Species. Therefore, the Build Alternative is not likely to result in direct, indirect or cumulative impacts on any of the major wildlife corridors. One corridor associated with the intermittent creek crosses the western end of the BSA; however, grading and paving activities would occur approximately 250 feet away from the corridor. In addition, nighttime construction activities would be limited to avoid any potential impacts. Due to the distance of the wildlife crossings to construction locations, the project would not cause impacts from construction noise, vibrations, hauling and/or staging.

Avoidance, Minimization, and/or Mitigation Measures

Due to the distance of wildlife crossings to construction areas within the BSA, no impacts were identified; therefore, no mitigation measures are required.

2.3.2 Wetlands and other Waters

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the CWA is the primary law regulating wetlands and waters. The CWA regulates the discharge of dredged or fill material into waters of the United States (US), including wetlands. Waters of the US include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils subject to saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that no discharge of dredged or fill material can be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the US Army Corps of Engineers (ACOE) with oversight by the US EPA.

USACE issues two types of 404 permits: Standard and General permits. Nationwide permits, a type of General permit, are issued to authorize a variety of minor project activities with no more than minimal effects. Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of ACOE's Standard permits. For Standard permits, the ACOE's decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (U.S. EPA 40 CFR Part 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines were developed by the US EPA in conjunction with ACOE, and allow the discharge of dredged or fill material into the aquatic system (waters of the US) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that ACOE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the US, and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (E.O. 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this executive order states that a federal agency, such as FHWA, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the Department of Fish and Game (CDFG) and the RWQCB. In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission) may also be involved. Sections 1600-1607 of the Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFG before beginning construction.

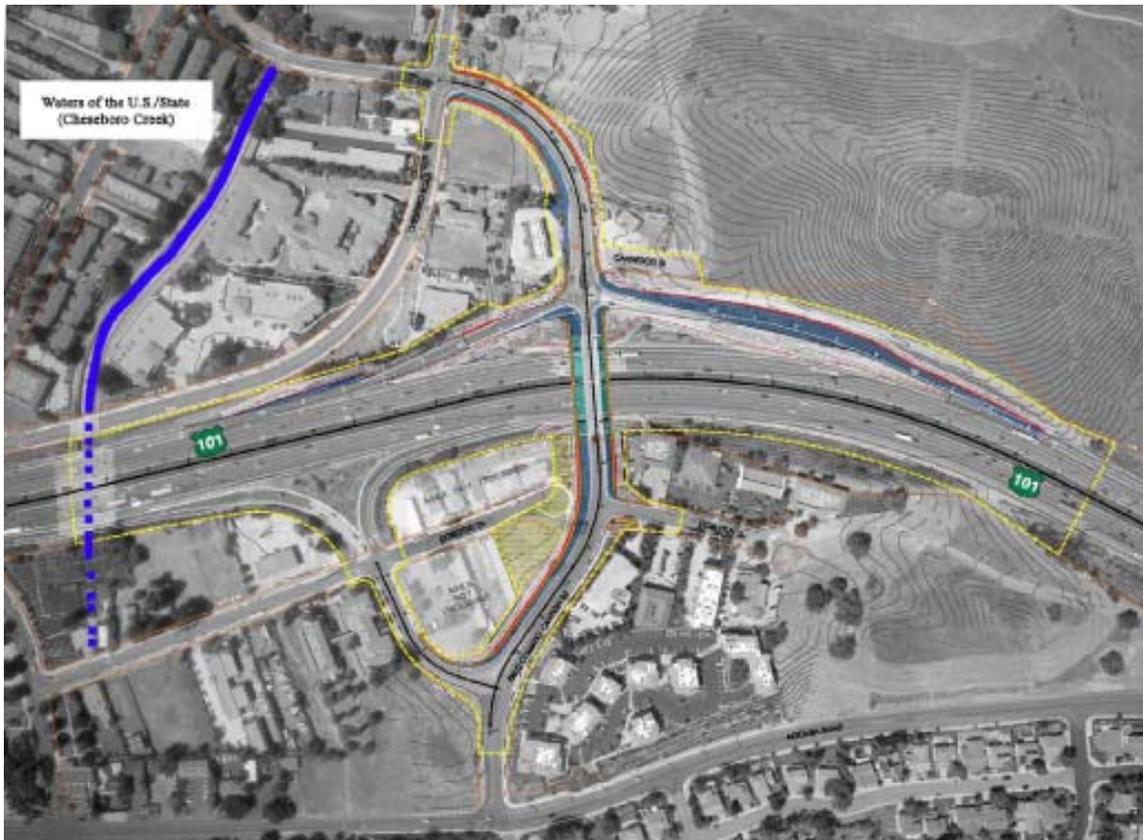
If CDFG determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFG jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the ACOE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFG.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The RWQCB also issues water quality certifications in compliance with Section 401 of the CWA. Please see the Water Quality section (**Section 2.2.1**) for additional details.

Affected Environment

A natural surface tributary to Medea Creek crosses the western end of the BSA, passing beneath Chesebro Road, US 101, and the intersection of Dorothy Drive and Lewis Road (see **Figure 2.14**). This unnamed stream appears as a “blue line” stream on the 1967 USGS topographic map, and is considered to be a water of the US and a water of the State and falls under the jurisdiction of the ACOE, RWQCB, and the CDFG. Although there is extensive riparian habitat associated with this stream upstream of the BSA, within the BSA the channel consists of a concrete lined open-box culvert. No wetlands or riparian habitat are present within the project area.

Figure 2.14: Locations of Waters of the US/Waters of the State



Source: Wood Biological Consulting

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain, and no impacts related to wetlands or other waters would occur.

Build Alternative

Though the western edge of the BSA includes portions of the unnamed stream, no construction activity would occur within or near the concrete-lined channel. In addition, standard BMPs would be

implemented during project construction that would prevent any construction debris or runoff from reaching this waterway. Following construction of the project, operation of the improved interchange would not be expected to result in any impacts to this waterway; therefore, no impacts to wetlands or other waters would occur.

Avoidance, Minimization, and/or Mitigation Measures

With the incorporation of the following standard avoidance and minimization measures, project implementation would not result in any impacts on water quality within Medea Creek; therefore, no mitigation measures are required.

- BMPs would be incorporated into construction operations to prevent the release of any contaminants (e.g., soil, silt, construction debris, raw cement, concrete, petroleum products, or any substance that could be hazardous to aquatic life, wildlife, or riparian habitat) into any creek, storm channel, or storm drain. All erosion control devices would be properly maintained and removed upon completion of construction activities.
- A spill prevention and control plan would be developed and implemented to prevent hazardous materials from entering the waterway during construction. All leaks, drips and spills of hydraulic fluid, oil, fuel, or paving material would be immediately cleaned up to prevent entry into water ways. All workers would be informed of the importance of preventing spills and of the appropriate clean up and response measures.

2.3.3 Plant Species

Regulatory Setting

The USFWS and CDFG share regulatory responsibility for the protection of special-status plant species. Special-status species are selected for protection because they are rare and/or subject to population and habitat declines. “Special status” is a general term for species that are afforded varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act FESA and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species Section in this document for detailed information regarding these species.

This section of the document discusses all the other special-status plant species, including CDFG fully protected species and species of special concern, USFWS candidate species, and California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at United States Code 16 (USC), Section 1531, et seq. See also 50 CFR Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Caltrans projects are also subject to the Native Plant Protection Act, found at California Fish and Game Code, Section 1900-1913, and CEQA, Public Resources Code, Sections 2100-21177.

Affected Environment

No species listed under FESA or CESA are considered to have any potential to occur within the BSA. A majority of the BSA is paved or developed. The majority of the disturbance associated with this project would occur within or directly adjacent to the existing roadway and/or within City and Caltrans ROW. In non-paved areas, the predominant habitat is anthropogenic (plant species introduced and/or maintained by humans), occurring in developed and landscaped areas. Non-native annual grassland is also present on disturbed roadsides and vacant lots.

Existing Plant Communities

Ornamental and screen plantings have been installed within the right of way along US 101, including oleander (*Nerium oleander*), copper tip photinia (*Photinia fraseri*), Peruvian peppertree (*Schinus molle*), toyon (*Heteromeles arbutifolia*), laurel sumac (*Malosma laurina*), Fremont cottonwood (*Populus fremontii*), Siberian elm (*Ulmus pumila*) and valley oak (*Quercus lobata*). A cluster of the highly invasive tree-of-Heaven (*Ailanthus altissima*) is also present in the right of way between US 101 and Chesebro Road.

Outside of the highway right of way, but within the BSA, a variety of street tree and shrub plantings including Peruvian peppertree, America sweet gum (*Liquidambar styraciflua*), Canary Island pine (*Pinus canariensis*), London plane tree (*Platanus acerifolia*), Aleppo pine (*Pinus halepensis*), gum trees (*Eucalyptus spp.*), European white birch (*Betula pendula*), evergreen ash (*Fraxinus uhdei*), ornamental cherry (*Prunus cerasifera*), Indian hawthorn (*Rhaphiolepis indica*), and others. Along the roadsides and vacant lots within the BSA, remnants of the native flora are also present in some areas, consisting of valley oaks, toyon, California coffeeberry (*Rhamnus californica*) and Southern California black walnut (*Juglans californica*), and red willow (*Salix laevigata*).

Several vacant lots within the BSA are disked or mowed or otherwise altered. Vegetation is characteristic of ruderal areas, comprised of native and non-native herbaceous annuals and perennials. Commonly encountered species non-native species include wild oats (*Avena fatua*), brome grasses (*Bromus spp.*), field mustard (*Hirshfeldia incana*), red-stemmed filaree (*Erodium cicutarium*), bristly ox-tongue (*Picris echioides*), bur-clover (*Medicago polymorpha*), wild lettuce (*Lactuca serriola*), among others. Native species also exist within these area, including telegraph weed (*Heterotheca grandiflora*), doveweed (*Croton setigerus*), narrow-leaf milkweed (*Asclepias fascicularis*), fiddleneck (*Amsinckia menziesii*), and common California aster (*Corethrogyne filaginifolia*), among others.

Non-native annual grassland is generally found in open areas in valleys and foothills throughout coastal and interior California (Holland 1986). It typically occurs on soils consisting of fine-textured loams or clays that are somewhat poorly drained. This vegetation type is dominated by non-native annual grasses and weedy annual and perennial forbs, primarily of Mediterranean origin, that have replaced native perennial grasslands, scrub and woodland as a result of human disturbance. Scattered native wildflowers and grasses, representing remnants of the original vegetation may also be common. On site, non-native annual grassland intergrades with coastal terrace prairie, northern coastal scrub and all of the disturbed habitats dominated by non-native species.

As described by Los Angeles County (2005), non-native annual grassland comprises the majority of the open field north of US 101 and east of the Palo Comado Canyon Road Overcrossing. Characteristic non-native annual grasses that dominate this habitat on site include wild oats, brome grasses, Italian ryegrass (*Lolium multiflorum*), and wild barley (*Hordeum spp.*). Common non-native forbs include bur-clover, wild lettuce, field mustard, red-stemmed filaree, black mustard (*Brassica nigra*), tocalote (*Centaurea melitensis*), curly dock (*Rumex crispus*), field bindweed (*Convolvulus arvensis*), horehound (*Marrubium vulgare*), and Italian thistle (*Carduus pycnocephalus*), among others. Native species also present in this plant community include narrow-leaf milkweed, fiddleneck, coast goldenbush (*Isocoma menziesii* var. *menziesii*), California poppy (*Eschscholzia californica*), creeping wildrye (*Leymus triticoides*), and giant wildrye (*Leymus condensatus*), among others.

Based on a review of special-status plant species recorded from the project region (CNDDDB 2010, CNPS 2009), the potential for occurrence of 37 special-status plant species was evaluated. Based on the results of the botanical surveys, no federally or State-listed plant species or other special-status plant species are present within the BSA and none is considered to have a high potential for occurring on site.

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no impacts related to plant species would occur.

Build Alternative

Under the Build Alternative, there would be some temporary disturbance of vegetation along the existing roadway; however, plant communities within the BSA consist primarily of anthropogenic habitats, and there are no special status species present. Therefore the project would not result in direct, indirect, or cumulative impacts on special-status plant species. All disturbed areas that would not be paved as part of the project would be re-vegetated or landscaped following construction.

Avoidance, Minimization, and/or Mitigation Measures

No adverse impacts related to plant species would result from the project; therefore, no avoidance, minimization, or mitigation measures are required.

2.3.4 Animal Species

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. USFWS, the National Oceanic and Atmospheric Administration (NOAA) Fisheries and the CDFG are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the FESA or CESA. All other special-status animal species are discussed here, including CDFG fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

- Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the Fish and Game Code
- Section 4150 and 4152 of the Fish and Game Code

Affected Environment

The BSA is urban and developed and encompasses heavily travelled surface streets, residential and commercial development, and vacant lots. Biological resources in these areas are restricted due to limited habitat availability, noise and lighting associated with human activity. Based on a review of the CNDDDB (2010), the potential for occurrence of 60 special-status animal species was evaluated. No special-status animal species were recorded within the BSA during the biological survey conducted in 2009. However, based on the presence of suitable habitat within the BSA and/or their recorded or observed presence in the project vicinity, 13 special-status species are considered to have the potential to occur within the BSA.

No species listed under FESA or CESA are considered to have potential to occur within the BSA. The occurrence of the remaining listed species is not anticipated due to a lack of suitable habitat on site, lack of likely transit corridors, and/or range limitations.

State Fully Protected Species

White-Tailed Kite

White-tailed kite (*Elanus leucurus*) is listed by the CDFG as a State fully protected bird species is protected under the MBTA and California Fish and Game Code. Generally, white-tailed kites are observed in low elevation grasslands, agricultural, wetland, oak-woodland or savannah habitats (Dunk 1995). The majority of their diet is made up of small mammals. This species nests in a wide variety of trees up to 164 feet high, and, in some cases, shrubs as little as 9.8 feet above the ground. Nests usually consist of platforms of small sticks, leaves, weed stalks, and similar materials lined with grass, hay or leaves. This species nests from February through August, with a peak in breeding occurring from late March through July.

The CNDDDB does not contain any records for the species for the Calabasas USGS 7.5-minute quadrangle or surrounding eight quadrangles; however, two white-tailed kites were observed foraging within the BSA during previous biological surveys (Los Angeles County 2005). Although there is no suitable nesting habitat for this species within the BSA, suitable nesting habitat is present nearby; therefore, there is potential for this species to occur within the BSA.

Other Special-Status Wildlife Species

Twelve non-listed special status animal species are considered to have potential for occurrence within the BSA.

Coastal Whiptail

The Coastal whiptail (*Aspidoscelis tigris stejnegeri*) is considered a special animal (CDFG 2009a). This species occurs in grasslands, scrublands and woodlands. This species has not been recorded within the Calabasas USGS 7.5 minute quadrangle, but there are multiple records for this species within the surrounding eight quadrangles (CNDDDB 2010). This species has potential to occur within the BSA.

San Diego Horned Lizard

The San Diego horned lizard (*Phrynosoma coronatum blainvillii*) is a State species of special concern. This species occurs within grasslands, scrublands and woodlands. Except for one older record of San Diego horned lizard, this species have not been recorded within the Calabasas USGS 7.5 minute quadrangle. There are multiple records of this species however within the surrounding eight quadrangles (CNDDDB 2010). This species has potential to occur within the BSA.

Southern California Rufous-Crowned Sparrow

The Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*) is a State species of special concern. The subspecies is a resident in southwest California on coastal slopes of Transverse and Peninsular Ranges from northwest Los Angeles County south into northwest Baja California (Collins 1999). The species inhabits semiarid grassy shrub lands and open woodlands on moderate to steep grassy and rocky hillsides and canyons from sea level to almost 9840 feet. The species uses shrub or tree cover that is usually short, fairly open, consisting of mixed species, and interspersed with patches of grass, rocky outcrops, or bare ground. This species prefers younger stands with more open aspect and avoids dense, continuous stands of single shrub or tree species (Collins 1999).

This species was detected within the BSA during previous biological surveys (Los Angeles County 2005). The species has also been recorded 7.3 miles northwest of the project area (CNDDDB 2010).

Burrowing Owl

The burrowing owl (*Athene cunicularia*) is listed as a State species of special concern by the CDFG and is federally designated as a Bird of Conservation Concern. This species receives additional protection under the MBTA and California Fish and Game Code. Burrowing owls range throughout the Central Valley, the inner and outer coastal regions, portions of the San Francisco Bay Area, the southern California Coast from southern California to the Mexican Border, the Imperial Valley, and in portions of the desert and high desert habitats in southeastern and northeastern California. They require habitat with open, well drained terrain; short, sparse vegetation; and underground burrows or burrow facsimiles. Throughout their range burrowing owls occupy grasslands, deserts, sagebrush scrub, agricultural areas (including pastures and untilled margins of cropland), earthen levees and berms, coastal uplands, urban vacant lots, and the margins of airports, golf courses, and roads (Haug *et al.* 1993).

Burrowing owls rely on burrows excavated by fossorial mammals or reptiles, including prairie dogs, ground squirrels, badgers, skunks, armadillos, woodchucks, foxes, coyotes, and gopher tortoises (Karalus and Eckert 1987). Where the number and availability of natural burrows is limited (for example, where burrows have been destroyed or ground squirrels eradicated), owls will occupy drainage culverts, cavities under piles of rubble, discarded pipe, and other tunnel like structures (Haug *et al.* 1993). Like other owls, burrowing owls breed once each year in an extended reproductive period, during which most adults mate monogamously. Both sexes reach sexual maturity at 1 year of age. Clutch sizes vary, and the number of eggs laid is proportionate to prey abundance. The breeding season occurs from February 1 to August 31, but normally peaks between late April and July.

The species has been observed approximately 3.8 miles northeast of the project area (CNDDDB 2010). Potential habitat is present for this species within the BSA where grasslands and disturbed roadside areas with rodent burrows are present.

California Horned Lark

The California horned lark (*Eremophila alpestris actia*) is considered a special animal (CDFG 2009a). The California horned lark prefers short, sparsely vegetated prairies, deserts, and agricultural lands for nesting and foraging. This species breeds in the Santa Monica Mountains, and has potential for occurrence within the BSA.

Loggerhead Shrike

The Loggerhead shrike (*Lanius ludovicianus*) is a State species of special concern. This species inhabits grasslands and other open habitats and feeds on a variety of invertebrate and vertebrate prey. The loggerhead shrike is a small avian predator that hunts from perches, such as taller shrubs or utility lines, and impales its prey on sharp objects such as thorns and barbed-wire fences. This species breeds in the Santa Monica Mountains, and could nest and forage within the BSA.

San Diego Black-Tailed Jackrabbit

The San Diego black-tailed jackrabbit (*Lepus californicus bennettii*) is a State species of special concern. This species utilizes grasslands, chaparral and coastal sage scrub habitats, and therefore has potential for occurrence within the study area. One black-tailed jackrabbit was observed within the BSA during the biological survey in November 2009.

San Diego Desert Woodrat

The San Diego desert woodrat (*Neotoma lepida intermedia*) is a State species of special concern. This species utilizes chaparral and coastal sage scrub habitats, and therefore has potential for occurrence within the BSA. An unidentified and presumably active woodrat midden (nest) was observed on the south side of U.S. 101 near the eastern end of the BSA during the November 2009 survey. A second midden was observed just beyond the BSA to the south. Based on the presence of suitable habitat and the detection of an unidentified woodrat midden, the potential exists for this species to be present within the project area.

Special-Status Bats

Bats designated as State species of special concern that have potential to occur within the BSA include pallid bat (*Antrozous pallidus*), western red bat (*Lasiurus blossevillii*), western mastiff bat (*Eumops perotis californicus*) and pale big-eared bat (*Corynorhinus townsendii pallescens*). Each of these species has been recorded within 8 km (5 mi) of the project study area (CNDDDB 2010). These species have potential to forage within the study area and while the presence of maternal roosting within the project area is unlikely, use of tree cavities or spaces in structures or bridges could support nocturnal roosting.

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no impacts related to animal species would occur.

Build Alternative

Under the Build Alternative, project implementation would be limited to areas on and adjacent to existing roadways. The study area supports suitable habitat for several species, as discussed above, and several species were observed onsite during biological surveys. If present, these species would be directly or indirectly impacted by construction activities. In addition, migratory birds could be impacted by construction if nesting onsite or adjacent to the project area. Avoidance and minimization measures would be implemented to avoid impacts to these species, and the project would not be expected to result in adverse impacts to these species.

Avoidance, Minimization, and/or Mitigation Measures

The following impact avoidance measures would be implemented to protect special-status species and migratory birds from being harmed during construction. Many of these measures, including pre-construction surveys, would be implemented simultaneously.

Pre-construction Training

- A biological resources awareness training would be presented to all construction personnel prior to the initiation of construction activities. The training would be provided as follows:
 - The training would be developed and provided by a qualified biologist familiar with the special-status species that may occur in the study area.
 - Training materials would be language-appropriate for construction personnel.
 - All personnel would be required to complete the training prior to conducting any work in the work area boundary, including tree trimming, demolition, vegetation clearing and grading.
 - The training would provide educational information on habitats and the natural history of the special-status species potentially occurring in the work area, a discussion of required impact avoidance measures, lines of communication and authority, and a discussion of penalties for noncompliance.

- If new construction personnel are added to the project, the contractor would ensure that new personnel receive training before they start working. As an alternative to in-person training by a biologist, subsequent training of new personnel may include watching a videotape of the initial training and/or reviewing written materials approved by the project biologist.

Burrowing Owl

- Within 30 days of the initiation of any grading or land clearing, a survey for suitable ground burrows would be performed by a qualified biologist. The survey would be conducted by a qualified biologist and would cover all open habitats (grassland or similar low vegetation) in the construction limits and within 250 feet of the construction limits, access permitting. If no suitable ground burrows are observed, grading may proceed.
- If suitable ground burrows are present, a qualified biologist would conduct a pre-construction nesting burrowing owl survey following CDFG protocol.
- Any active nests would be protected until the young have fledged and potential need for habitat compensation would be determined in consultation with the CDFG.
- Areas of bare ground or with grasses less than six inches in height may attract burrowing owls during the winter season. If construction resumes after a period of construction inactivity following clearing, a habitat evaluation to determine burrowing owl occupancy of the site would be conducted prior to ground disturbance the following season.
- All burrows containing active nests would be marked by flagging, and would be protected by a no-disturbance buffer zone of 250 feet.

White-tailed Kite and Other Raptors

- If construction activity begins during the raptor breeding season (February 1 - August 31), a pre-construction survey for nests and nesting raptors would be conducted within two weeks of the initiation of construction activities. The survey would be conducted by a qualified biologist and would cover all vegetated areas within the project impact area and within 250 feet of the construction limits, access permitting. Because construction at different sites may occur at different times, surveys would be conducted in each individual construction area according to the schedule described above. Additionally, if there are any breaks in construction activity at any site for two weeks or more, surveys would need to be conducted again in adjacent habitats to ensure that no active nests or nesting raptors have taken residence adjacent to the project area.
- If no active nests are detected during surveys, then no additional measures are required. If any nests or nesting activity is observed, appropriate protective measures would be implemented. Appropriate avoidance measures would include the following (other equally effective measures may be developed in consultation with the USFWS and/or CDFG):
 - A no-disturbance buffer would be established around occupied nests to prevent destruction of the nest and to prevent disruption of breeding and rearing behavior.

- The extent of no-disturbance buffers would be determined by a qualified wildlife biologist in consultation with the applicable resource agencies and would depend on the level of noise or disturbance, line of sight between the nest and the disturbance area, ambient levels of noise and other disturbances, and other topographic or artificial barriers.
- No-disturbance buffers would be maintained until the end of the breeding season or until a qualified wildlife biologist has determined that the young birds have fledged.

Migratory Birds

- If construction activities are scheduled to occur between February 1 and September 1, pre-construction survey for active nests would be conducted in all vegetated areas to be impacted and within 150 feet of the work areas, access permitting.
- The breeding bird survey shall be conducted by a qualified biologist no more than one week prior to the start of construction.
- If work stops at the project site for more than three consecutive days during the nesting season, a nesting bird survey would need to be conducted prior to the continuation of work.
- If no nesting or breeding behavior is observed, construction may proceed.
- If an active nest is detected, a determination would be made by a qualified biologist as to whether construction work would affect the active nest. If it is determined that construction would not affect an active nest, work may proceed.
- If it is determined that construction activities are likely to impair the successful rearing of the young, a no-disturbance buffer would be established around occupied nests to prevent destruction of the nest and to prevent disruption of breeding or rearing behavior.
- The extent of no-disturbance buffers would be determined by a qualified biologist in consultation with the applicable resource agencies and would depend on the level of noise or disturbance, line of sight between the nest and the disturbance area, ambient levels of noise and other disturbances, and other topographic or artificial barriers.
- No-disturbance buffers would be maintained until the end of the breeding season or until a qualified wildlife biologist as determined that the young birds have fledged.

Coastal Whiptail and San Diego Horned Lizard

- A pre-construction survey would be conducted in all vegetated areas that are to be impacted by the project, and within 50 feet of these work areas.
- The survey would be conducted by a qualified biologist within 48 hours of construction for coastal whiptail and San Diego horned lizard.
- If either of these species is encountered during pre-construction surveys, they would be allowed to disperse out of the construction zone.

- If dispersal is not likely to occur, the animals would be captured by a qualified biologist in possession of a valid scientific collecting permit and moved outside of the construction zone to an appropriate habitat location based on the habitat requirements for each species, and where there is suitable cover to provide shelter from predators.

San Diego Black-tailed Jackrabbit and San Diego Desert Woodrat

- Pre-construction surveys would be conducted in all vegetated areas scheduled to be graded or cleared, and within 150 feet of these work areas.
- The survey would be conducted by a qualified biologist within 30 days of the initiation of construction activities. The survey would be conducted early enough prior to site clearing to address any woodrat middens requiring removal before construction.
- If no woodrat middens or jackrabbit dens are found, no further action is required.
- If woodrat middens and/or jackrabbit dens are found and can be avoided, the biologist would direct the contractor in placing orange barrier fencing between the proposed construction area and the midden or den, allowing as much room as possible to avoid indirect disturbance to the midden or den.
- If woodrat middens cannot be protected and/or avoided, a qualified biologist would disassemble middens or, if adjacent habitat is not suitable, trap and relocate desert woodrats out of the construction area (using live-traps) prior to the start of construction. In addition, the biologists would attempt to relocate the disassembled midden to the same area where the woodrats are released. Trapping and relocation of woodrats shall be performed in consultation with CDFG.
- If any active black-tailed jackrabbit dens are identified on site and cannot be avoided, CDFG would be consulted to determine appropriate mitigation measures.

Special Status Bats

- Prior to tree removal or the demolition or alteration of any structures, a qualified biologist (familiar with identification of bats and signs of bats) would survey the trees and/or structures for evidence of bat occupation.
- The pre-construction survey would be conducted within 30 days of the removal of any large tree or snag, or demolition of or construction at any structures. If construction is postponed for more than 30 days from the date of the initial bat survey, a qualified biologist would need to repeat the pre-construction survey. The biologist would thoroughly search trees or snags that provide appropriate roosting habitat (trees with foliage or cavities, or that are hollow) for bats or evidence of bats.
- If no potential for roosting bats is found, tree removal, demolition or construction activities may proceed.
- If a tree provides potentially suitable roosting habitat but bats are not present, exclusion of bats would be conducted by sealing cavities, pruning limbs, or removing the entire tree, in consultation with the qualified biologist.

- If roosting bats or evidence of use by bats are found, the biologist would determine the species and estimate the number of bats present. The CDFG would be contacted to determine appropriate measures to remove trees and structures without impacting roosting bats. Trees and snags with cavities or loose bark that exhibit evidence of use by bats would be scheduled for humane bat exclusion and eviction, conducted during appropriate seasons and supervised by the bat biologist.
- If it is determined that an active bat maternity roost is present (typically between April and August), bat removal would be prohibited. Humane exclusion would not be permitted until after the breeding season or until after the maternity roost is no longer active, as determined by a qualified biologist.
- If the biologist determines or presumes that roosting bats are present, they may be excluded by installing one-way exclusion devices. To avoid impacts on non-volant (*i.e.*, non-flying) bats, the biologist would only conduct bat exclusion and eviction from February 15 through April 15 and from August 15 through October 30. After the bats vacate the cavities, the biologist would plug the cavities or remove the limbs. The construction contractor would only be authorized to remove trees after the bat biologist verifies that the exclusion methods have successfully prevented bats from returning, usually in seven to 10 days. After construction activities are complete, the bat biologist would remove the exclusion devices.

2.3.5 Invasive Species

Regulatory Setting

On February 3, 1999, President Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health.” FHWA guidance issued August 10, 1999 directs the use of the State’s invasive species list currently maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the NEPA analysis for a proposed project.

Affected Environment

Vacant lots within the BSA have been disked, mowed, or otherwise altered. Vegetation within these areas is characteristic of ruderal landscapes, and is composed of both native and non-native herbaceous annuals and perennials. Several plant species were found within these areas that are on the California Invasive Plant Council List of Invasive Species, including the following tree-of-Heaven, wild oats, brome grasses, field mustard, red-stemmed filaree, bristly ox tongue, and burr clover.

Environmental Consequences

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no impacts related to the spread of invasive species would occur.

Build Alternative

Under the Build Alternative, project implementation would occur within areas in and adjacent to existing roadways. Grading and other disturbance of the project area would have the potential to encourage the growth of weedy species, including invasive species; however, with the implementation of standard avoidance and minimization measures, the spread of invasive species would not be expected to occur.

Avoidance, Minimization, and/or Mitigation Measures

In compliance with the Executive Order on Invasive Species, E.O. 13112, and subsequent guidance from the FHWA, the landscaping and erosion control included in the project would not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions would be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.

2.4 Cumulative Impacts

Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project vicinity may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive types of agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

CEQA Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts, under NEPA, can be found in 40 CFR, Section 1508.7 of the CEQ Regulations.

Affected Environment

The project is located in Agoura Hills, which is in the eastern portion of the Conejo Valley, and is bordered on the north by an unincorporated area of Ventura County and on the south by an unincorporated area of Los Angeles County. The City of Agoura Hills is located immediately to the east of the cities of Thousand Oaks and Westlake Village, and immediately west of Hidden Hills.

The area immediately surrounding the project site is a mix of developed and undeveloped parcels, with land uses including transportation, residential, commercial, industrial, educational, and recreational. Both north and south of the project area are extensive regional and national park systems, including the Malibu Creek State Park and the Santa Monica Mountains Recreation Area, which are home to many wildlife species and protected from development.

Methodology

The cumulative impacts analysis for the project was developed by following the eight-step process as set forth in the Caltrans Standard Environmental Reference (SER) and the FHWA Interim Guidance: Questions and Answers Regarding the Consideration of Indirect and Cumulative Impacts in the NEPA Process (2003). The eight-step process is as follows:

- Identify resources to be analyzed
- Define the study area for each resource
- Describe the current health and historical context for each resource

- Identify direct and indirect impacts of the proposed project
- Identify other reasonably foreseeable actions that affect each resource
- Assess potential cumulative impacts
- Report results
- Assess the need for mitigation

As specified in Caltrans/FHWA guidance, if the proposed project would not result in a direct or indirect impact to a resource, it would not contribute to a cumulative impact on that resource. Therefore, this cumulative impact analysis includes resources that are substantially affected by the project and resources that are currently in poor or declining health, or at risk even if project impacts would not be substantial.

Cumulative Setting

Table 2.22 summarizes the cumulative projects considered for this analysis. Projects which are considered relevant include transportation and non-transportation projects in the vicinity of the interchange project that could contribute to cumulative effects, including projects in areas of Agoura Hills and unincorporated Los Angeles County adjacent to the project site.

In general, examples of reasonably foreseeable actions include future development for which a General Plan or Specific Plan has been adopted that designates future land uses; projects for which the applicable jurisdiction has received an application for site development (pending or approved); or infrastructure improvement projects planned by the local jurisdiction or other public agency.

Non-transportation projects include educational facilities, commercial businesses, retail developments, and industrial projects which would potentially be constructed at the same time or otherwise contribute to cumulative impacts during project construction. Projects considered for this cumulative analysis are located within approximately one mile of the interchange project.

Transportation projects include projects on or adjacent to the US 101 in the vicinity of the Palo Comado Canyon Road interchange which would be constructed or finished within approximately five years of the beginning of construction of the interchange project. **Table 2.20** is a list of cumulative projects was compiled with information in conjunction with Caltrans, the City's Planning Department, and the Los Angeles County Department of Regional planning website.

As previously discussed, within and adjacent to the project area, most of the available vacant land within the city and county is made up of scattered residential and commercial lots located between previously developed residential and commercial parcels. The remaining land is designated for open space or public uses, such as neighborhood parks, schools, and larger recreational areas (Santa Monica Mountains National recreation Area). As a result, most of the proposed or planned projects in the area are for smaller scale residential and commercial projects or renovations, rather than large-scale new developments.

Table 2.22: Cumulative Project List

Project	Location	Description	Project Status
Transportation Projects			
US 101/Adobe Reyes Road Interchange	US 101 and Adobe Reyes Road	Widening of Reyes Adobe Overcrossing, addition of bike lanes and sidewalks	Construction through June 2011
Roundabout	Kanan Road and Agoura Road	Add a roundabout at the gateway to Agoura Village	None available
Agoura Road Widening	Agoura Road between the western city limits and Cornell Road	Widen Agoura Road from two to four lanes in some areas, addition of a bike path, installation of landscaped medians, addition of sidewalks along some portions	Construction anticipated from February 2010 to February 2013
Highway Beautification	US 101 at Kanan Road Interchange	Landscaping at interchange	Included in 2008 RTIP Project List
Lindero Canyon Ramp Widening	Lindero Canyon Road from Agoura Road to Via Colinas	Ramp widening, ramp/bridge reconfiguration, construction of bike path, pavement restriping, intersection widening, signal coordination	Included in 2008 RTIP Project List
US 101/Kanan Road Interchange Improvement	US 101/Kanan Road Interchange	Add one lane to northbound off-ramp	Included in 2008 RTIP Project List
US 101 Improvement Projects	Improvements to a 45-mile span between the City of Calabasas and Padre Juan Canyon Road	Pavement rehabilitation, ramp and median improvements, addition of guardrails in some areas	Construction expected through mid-2012
Development Projects			
Commercial Projects			
Willy's Smokin' BBQ	28434 Roadside Drive	Add 273 sq. ft. of office space and kitchen storage	Approved (3/10)
Ellas Ben Hazani	5226 Palo Comado Road	1,454.7 sq. ft. gas station	Approved (3/10)
Shirvanian Family Trust	Between 28700 and 2811 Canwood Street	103,000 sq. feet industrial park with 7 buildings	Approved (3/10)
Meridian for Verizon Wireless	28545 Driver Avenue	Wireless antenna and equipment building	Approved (3/10)
BBA Properties, LLC	28371 Agoura Road	9,400 sq. ft. office building and parking	Approved (3/10)
Scheu Development Co.	Between 30200 and 30300	71,844 sq ft. commercial development	Approved (3/10)
Joseph Luithly	28818 Agoura Road	1,062 commercial (conversion)	Approved (3/10)
Danari Oak Creek LLC	5 commercial lots north of Canwood and east of Kanan	34,660 sq. ft. retail, restaurant, mixed-use; implement sign program	Approved (3/10)
27489 Agoura Road LLC	Northwest corner of Liberty Canyon Road and Agoura Rd.	30,000 sq. ft.(2 buildings)	Approved (3/10)
Whizin Market Square, LLC, Tucker Investment Group, LLC	28888-28914 Roadside Drive	Renovate existing 3500 sq. ft. plus 300 sq. ft. plus 600 sq. ft. renovation and expansion	Approved (3/10)
Danari Oak Creek LLC	28941 Canwood Street	15,000 sq. ft. grocery and restaurant	Approved (3/10)

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Ware Malcomb for Agoura Business Center West LLC	Northwest corner of Canwood Street and Darry St	21,782 sq. ft. commercial development	Approved (3/10)
Royal Street Communications, LLC	28001 Dorothy Drive	Antenna installation	Approved (3/10)
Sunbelt Enterprises	29541 and 29555 Canwood Street	25,200 sq. ft. medical and general office buildings	Approved (3/10)
Agoura Medical Partners, LLC	NW Corner of Chesebro Road and Agoura Road	40, 733 sq. ft medical building	Approved (3/10)
E.F. Moore & Co.	NEC of Agoura Road and Kanan Road	Agoura Village Mixed Use Development - 48,500 sq. ft of retail/office and 95 mf units on 18 acres	Pending (3/10)
Cornerstone	SEC of Agoura Road and Cornell Road	26,000 sq. ft. retail, 18,000 sq. ft. retail, 41,000 sq. ft. residential (35 units)	Pending (3/10)
Wildman Design, LLC	28340 Roadside Drive	21,590 sq. ft. commercial	Pending (3/10)
Agoura-Kanan , LLC/The Martin Group	4995 Kanan Road	107 residential units of (?) sq. ft. and 167,000 sq. ft. of retail/commercial space	Pending (3/10)
Agile Ventures, LLC	28870 Agoura Road	17,248 sq. ft. office condo	Pending (3/10)
Sherlie Bermann	28900 Agoura Road	24,220 sq. ft. mixed-occupancy commercial/banquet hall/office/one dwelling unit/outdoor wedding terrace and wine cellar	Pending (3/10)
Whizin Market Square, LLC, Tucker Investment Group, LLC	28888-28914 Roadside Drive	100,000 sq. ft. of existing floor area, 14,850 sq. ft. of new floor area, 5,800 sq ft. of new outdoor dining area	Pending (3/10)
Residential Projects			
Triangle Ranch	Kanan Road and Cornell Road, south of US 101	327 acres, 60 single-family units	Approved
Astoria Estates	Kanan Road south of US 101	107.19 acres, 5 single-family lots	Approved
Riopharm USA, Inc.	27650 Agoura Road	13 single family homes, three models from 2,777 sq. ft. to 3,235 sq. ft.	Approved (3/10)
Ron Waters	28031 Balkins Drive	5,096 sq. ft. single family home with 790 sq. ft. garage	Approved (3/10)
Dawson for Sharon	28243 Balkins Drive	5,678 q. ft. single family home	Approved (3/10)
Benton	Lot 18, Laura La Plant Drive	3,000 sq. ft single family home	Approved (3/10)
Adivi	6029 Fairview	6,917 sq. ft. single family home	Approved (3/10)
Von Buck	27801 Blythedale Road	4,274 sq ft. single family home with 1,272 sq. ft. garage	Approved (3/10)

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Ruben and Debra Araujo	6021 Colodny Drive	8,634 sq. ft., single family home, barn driveway, garage, motor court, pool, horse-riding ring, corral, turn-out	Approved (3/10)
Nevin Bardai	Balkins Drive	5,772 sq. ft. single family home	Approved (3/10)
Yvanova for Laura La Plant, LLC	28221 Laura La Plant Drive	1399 sq. ft. single family home, removal of oak trees	Approved (3/10)
Mike and Darren Millett	5446 Fairview Place	1,399 sq. ft. addition to single family home	Approved (3/10)
Steve and Marguerite Edwards	5952 Lapworth Drive	7,707 sq. ft. single family home, garage, studio, and barn	Approved (3/10)
Pendlebury for Barnett	6044 Chesebro Road	415 sq. ft. addition	Approved (3/10)
CJF Development Consultants for "Montage"	5310 Colodny Drive	8,068 sq. ft. for 4 residential units	Approved (3/10)
Stockton/Lamburg	6149 Palo Comado Canyon Road	4,688 sq. ft. single family home	Approved (3/10)
Kerry Agapiou	28366 Agoura Road	208 sq. ft. addition	Approved (3/10)
Thomas Brewer and Ana Cullen	4833 Canyon Way	6,533 sq. ft. single family home	Approved (3/10)
Riopharn USA	South of Agoura Road	14 units	Approved (3/10)
Paul and Marie McDonough	6300 Chesebro Road	1,296 sq. ft. barn with 432 sq. ft. overhang	Approved (3/10)
Joseph Abudalu	28303 Laura La Plant Drive	3,630 single family home	Pending (3/10)
Moty and Margo Ginsberg	5643 Colodny Drive	6,753 sq. ft. single family home	Pending (3/10)
Reza Nasr for Gerald Silver	5747 Fairview Place	4,747 sq. ft. single family home renovation	Pending (3/10)
M. Kamal & Associates, LLC	28700 Thousand Oaks Boulevard	6,850 sq ft. single family home	Pending (3/10)
Joseph & Jill Cook	5940 Chesebro Road	1,374 sq. ft. addition to an existing single family home	Pending (3/10)
Ashnoor Pirouti	28454 Renee Drive	1,534 sq. ft. single family home	Pending (3/10)
Ashnoor Pirouti	28458 Renee Drive	1,219 sq. ft. single family home	Pending (3/10)
Lucian T. Hood	5411 Colodny Drive	1,427 sq. ft. addition to existing single family home	Pending (3/10)

Source: City of Agoura Hills Second Quarter Development Summary (June 2011)

Resources Excluded from Cumulative Analysis

The proposed project involves improving the existing interchange to facilitate traffic flow and increase safety. Based on the nature of the project and the technical analysis completed for the project IS/EA, the following resources would not be substantially affected by the proposed project and therefore are excluded from the cumulative analysis.

Land Use/Growth

The project would be consistent with existing land use plans, and would not result in direct or indirect growth beyond that which is currently planned. No 4(f) resources exist within the project area, nor is it

within a 'wild and scenic river' zone; therefore, the project would not contribute to cumulative impacts to these resources, and no further analysis is required.

Farmlands/Timberlands

There are no farmlands or timberland within the project area; therefore, the project would not contribute to cumulative effects, and no further analysis is required.

Utilities/Emergency Services

Utilities/Emergency Services would only be affected temporarily during the construction period, and the project would not result in permanent impacts to utilities or emergency services. Construction impacts would be minimized through coordination with utility companies and emergency departments such as police and fire departments; therefore, the project would not contribute substantially to cumulative effects and no further analysis is required.

Visual/Aesthetics

Although the Palo Comado Overcrossing would be widened, the project would not involve any change to the existing height of the interchange and would therefore not result in substantial changes to existing views to or from the interchange. In addition, because the interchange is an existing structure, the other improvements proposed would not result in a change in visual character of the area; therefore, the project would not contribute substantially to cumulative impacts and no further analysis is required.

Community Impacts

The proposed project would improve an existing interchange, and would not be expected to result in any permanent impacts to the community or result in growth. Temporary impacts during construction would be minimized through traffic management and ongoing coordination with affected community members; therefore, the project would not contribute substantially to cumulative impacts and no further analysis is required.

Cultural Resources/Paleontology

There are no historical properties located within or directly adjacent to the project area. While there is the potential for archaeological and/or paleontological resources to exist within the project area, impacts to these resources would be minimized or avoided through monitoring and other standard measures, and impacts to these resources are not anticipated; therefore, the project would not contribute substantially to cumulative impacts and no further analysis is required.

Hydrology and Floodplain

The project is located outside of the 100- and 500-year floodplains, and following project construction existing drainage patterns would be maintained; therefore, the project would not impact existing floodplains. Temporary drainage impacts during construction would be managed through implementation of stormwater management measures required by the NPDES permits, and permanent drainage flows would be accommodated by drainage systems constructed as part of the project; therefore, the project would not contribute substantially to cumulative effects, and no further analysis is required.

Geology/Soils/Seismic/Topography

The project would be designed and constructed in a manner that provides geological and seismic stability. The project would not require substantial changes to the existing topography, and measures would be implemented during and following construction that would preserve soils onsite and prevent excessive soil erosion. Therefore, the project would not contribute substantially to cumulative effects, and no further analysis is required.

Hazardous Waste/Materials

Several areas of concern were identified in relation to hazardous materials, including ADL in soils, potential lead chromate in existing roadway paint, potential groundwater contamination from adjacent gas stations, and potential for asbestos and lead-based paint in the existing interchange structure. However, although these concerns exist, measures would be taken prior to and during construction to ensure that no release of hazardous materials would occur. Therefore, the project would not contribute substantially to cumulative effects, and no further analysis is required.

Hydrology and Water Quality

With the implementation of standard BMPS and project-level measures to avoid or reduce the amount of storm water runoff and/or polluted runoff into the drainage system, water quality impacts would be minimal, and would not contribute substantially to cumulative water quality effects, and no further analysis is required.

Energy

The use of energy for the project would primarily be related to the temporary need for construction-related fuels and worker trips. Operation of the project would involve traffic signals and overhead lighting, but this would not require large amounts of energy above that which is already being used on the existing interchange. Due to the temporary and minimal nature of energy use for the project, the project would not be considered to contribute substantially to cumulative effects, and no further analysis is required.

Invasive Species

Any replanting or erosion control implemented for the project would be conducted with seed mixtures and mulches that are in compliance with Executive Order 13112, and plants listed on the California Invasive Plant Council's (Cal-IPC) Invasive Plant Inventory with a high or moderate rating will be avoided; therefore, the project would not contribute substantially to cumulative effects, and no further analysis is required.

Environmental Consequences

The following analysis is based upon the 2008 CEQA Guidelines, Appendix G. Because CEQA environmental standards tend to be more stringent than NEPA standards, it is induced that project-level compliance with CEQA would also be consistent with NEPA standards. This section discusses the

impacts of past, present, and reasonably foreseeable future projects and how they would contribute to a cumulative effects.

This section defines the boundaries of each resource study area (RSA) and describes the existing conditions of each RSA in relation to each environmental resource considered in this cumulative analysis. Where appropriate, the historical context for understanding how the resource got to its current state is included. No cumulative impact discussion is provided for the No Build Alternative because the No Build Alternative would not result in either temporary or permanent changes to the environment that could contribute to cumulative impacts.

Traffic and Transportation/Pedestrian and Bicycle Facilities

The RSA for traffic and transportation includes transportation facilities within the project site as well as within regional transportation systems. Project planned for the facilities within the project vicinity, as well as projects throughout Los Angeles County, with the potential to impact traffic and transportation facilities, would contribute to cumulative traffic and transportation impacts.

Cumulative Impacts

During construction of the proposed project, temporary lane closures may occur. This could result in traffic congestion on local streets; however, these impacts would be temporary and a TMP would be developed for the project to reduce congestion; therefore, the project contribution to cumulative traffic impacts is considered less than cumulatively considerable.

The project includes improvements to bikeway facilities, which are identified as beneficial impacts and would facilitate movement of cyclists through the project site. Likewise, improvements to intersections located within the project site would minimize vehicle delays and improve AM and PM LOS. These improvements would result in an overall beneficial impact to the local and regional bikeway and transportation facilities; therefore, cumulative contributions would be considered less than cumulatively considerable.

Air Quality

The RSA for air quality is defined as the South Coast Air Basin (SCAB), which covers 6,745 square miles Orange County, Los Angeles County (with the exception of Antelope Valley), and non-desert portions of San Bernardino County and Riverside County. Projects that impact air quality within this air basin have the potential to contribute to cumulative air quality effects.

Cumulative Impacts

Project construction could result in a temporary increase of pollutant emission associated with construction equipment and dust; however, construction-related emissions would be minimized through standard practices to reduce emissions, and project construction is not anticipated to violate state or federal air quality standards or contribute to the existing air quality violation in the air basin. Although other construction projects could occur concurrent to the proposed project, emissions would be localized and the same standard reduction measures would be required. Operation of the proposed project would comply with all applicable air quality plans, and be expected to improve traffic circulation in the area,

which would result in improved air quality. Therefore, project contributions to cumulative air quality impacts are considered less than cumulatively considerable.

Noise and Vibration

The RSA for noise includes communities and other public spaces within the project site and in the project vicinity where sensitive noise receptors may be located. Existing sensitive noise receptors in the vicinity include single-family residences, park space, and a school. Projects that could result in either temporary or permanent increases in noise levels within these areas would contribute to cumulative noise impacts.

Cumulative Impacts

Based on existing and future anticipated traffic levels, it was determined that operational noise increases associated with the project would not result in an adverse impact. Therefore, while some other development may occur in the area, the project contribution to cumulative noise impacts is considered to be less than cumulatively considerable.

Biological Resources

The RSA for biological resources includes developed and disturbed areas, as well as open space and parklands. Several sensitive resources are expected to occur within the project vicinity. Projects within the RSA could result in either temporary or permanent cumulative impacts to biological resources within the project vicinity.

The RSA also includes four wildlife corridors which allow for safe crossing under US 101. The noise and vibration associated with construction of these projects could disrupt these corridors; nighttime construction activities could also result in temporary cumulative impacts.

Cumulative Impacts

Project construction could result in temporary or permanent impacts related to biological resources; however, construction-related impacts would be minimized through pre-construction, construction, and post-construction monitoring. Therefore, project contributions to cumulative impacts to biological resources are considered less than cumulatively considerable.

Mitigation Measures

With implementation of standard minimization measures and mitigation measures proposed in this IS/EA, project contributions to cumulative impacts would be considered less than cumulatively considerable, and no additional mitigation measures are required.

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2.5 Climate Change (CEQA)

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gases (GHGs), particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization's in 1988, has led to increased efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs related to human activity that include CO₂, methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

There are typically two terms used when discussing the impacts of climate change. "GHG Mitigation" is a term for reducing GHG emissions in order to reduce or "mitigate" the impacts of climate change. "Adaptation," refers to the effort of planning for and adapting to impacts due to climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels)¹.

Transportation sources (passenger cars, light duty trucks, other trucks, buses and motorcycles) in the state of California make up the largest source (second to electricity generation) of GHG emitting sources. Conversely, the main source of GHG emissions in the United States is electricity generation followed by transportation. The dominant GHG emitted is CO₂, mostly from fossil fuel combustion.

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improve system and operation efficiencies, 2) reduce growth of vehicle miles traveled (VMT) 3) transition to lower GHG fuels and 4) improve vehicle technologies. To be most effective, all four should be pursued collectively. The following regulatory setting section outlines state and federal efforts to comprehensively reduce GHG emissions from transportation sources.

Regulatory Setting

State

With the passage of several pieces of legislation including State Senate and Assembly Bills and Executive Orders, California launched an innovative and pro-active approach to dealing with greenhouse gas emissions and climate change at the state level.

Assembly Bill 1493 (AB 1493), Pavley. Vehicular Emissions: Greenhouse Gases (AB 1493), 2002: requires the CARB to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year. In June 2009, the US EPA Administrator granted a Clean Air Act waiver of preemption to California. This waiver allowed California to implement its own GHG emission standards for motor vehicles beginning with model year 2009. California agencies will be working with

¹ http://climatechange.transportation.org/ghg_mitigation/

Federal agencies to conduct joint rulemaking to reduce GHG emissions for passenger cars model years 2017-2025.

Executive Order S-3-05: (Signed on June 1, 2005, by Governor Arnold Schwarzenegger) the goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.

AB32 (AB 32), the Global Warming Solutions Act of 2006: AB 32 sets the same overall GHG emissions reduction goals as outlined in Executive Order S-3-05, while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the State's Climate Action Team.

Executive Order S-01-07: Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this Executive Order, the carbon intensity of California's transportation fuels is to be reduced by at least ten percent by 2020.

Senate Bill 97 (Chapter 185, 2007): Required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the State CEQA Guidelines for addressing greenhouse gas emissions. The Amendments became effective on March 18, 2010.

Federal

Although climate change and GHG reduction is a concern at the federal level; currently there are, no regulations or legislation that have been enacted specifically addressing GHG emissions reductions and climate change at the project level. Neither the US EPA nor FHWA has promulgated explicit guidance or methodology to conduct project-level greenhouse gas analysis. As stated on FHWA's climate change website (<http://www.fhwa.dot.gov/hep/climate/index.htm>), climate change considerations should be integrated throughout the transportation decision-making process—from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will facilitate decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project level decision-making. Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

The four strategies set forth by FHWA to lessen climate change impacts do correlate with efforts that the State has undertaken and is undertaking to deal with transportation and climate change; the strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and reduction in the growth of vehicle hours travelled.

Climate change and its associated effects are also being addressed through various efforts at the federal level to improve fuel economy and energy efficiency, such as the "National Clean Car Program" and Executive Order 13514- Federal Leadership in Environmental, Energy and Economic Performance.

Executive Order 13514 is focused on reducing greenhouse gases internally in federal agency missions, programs and operations, but also direct federal agencies to participate in the interagency Climate Change Adaptation Task Force, which is engaged in developing a US strategy for adaptation to climate change.

On April 2, 2007, in *Massachusetts v. EPA*, 549 U.S. 497 (2007), the Supreme Court found that greenhouse gases are air pollutants covered by the Clean Air Act and that the US EPA has the authority to regulate GHG. The Court held that the US EPA Administrator must determine whether or not emissions of greenhouse gases from new motor vehicles cause or contribute to air pollution which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision.

On December 7, 2009, the US EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The Administrator found that the current and projected concentrations of the six key well-mixed GHGs - carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆)--in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator found that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

Although these findings did not themselves impose any requirements on industry or other entities, this action was a prerequisite to finalizing the US EPA's Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles, which was published on September 15, 2009. On May 7, 2010 the final Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards was published in the Federal Register.

US EPA and the National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG regulations. These steps were outlined by President Obama in a memorandum on May 21, 2010.³

The final combined US EPA and NHTSA standards that make up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon (MPG) if the automobile industry were to meet this carbon dioxide level solely through fuel economy improvements. Together, these standards will cut GHG emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016).

² <http://www.epa.gov/climatechange/endangerment.html>

³ <http://epa.gov/otaq/climate/regulations.htm>

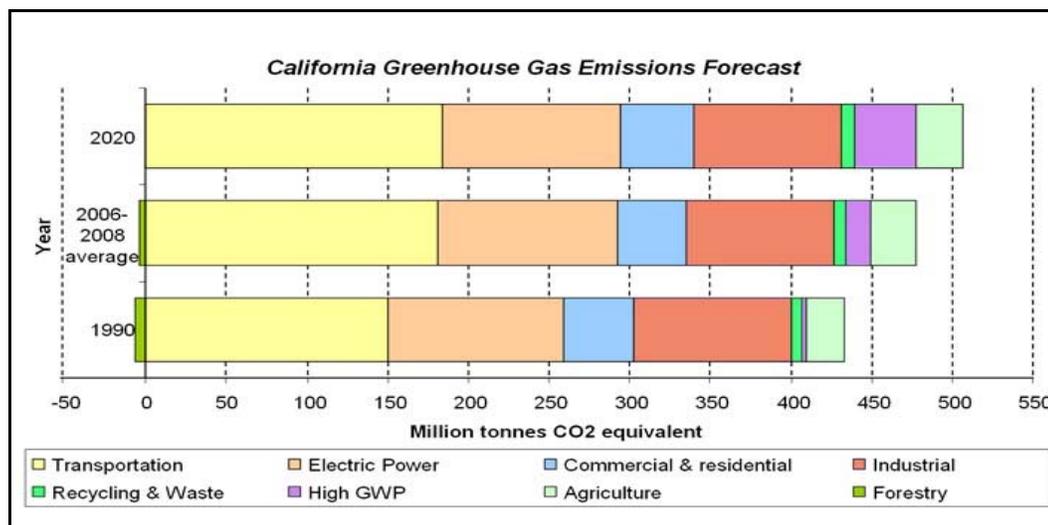
On January 24, 2011, the US EPA along with Caltrans and the State of California announced a single timeframe for proposing fuel economy and greenhouse gas standards for model years 2017-2025 cars and light-trucks. Proposing the new standards in the same timeframe (September 1, 2011) signals continued collaboration that could lead to an extension of the current National Clean Car Program.

Project Analysis

An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG.⁴ In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." See CEQA Guidelines sections 15064(h)(1) and 15130. To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

The AB 32 Scoping Plan contains the main strategies California will use to reduce GHG. As part of its supporting documentation for the Draft Scoping Plan, ARB released the GHG inventory for California (Forecast last updated: 28 October 2010). The forecast is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented (see **Figure 2.15**). The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008.

⁴ This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the SCAQMD (Chapter 6: : The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

Figure 2.15: California Greenhouse Gas Forecast

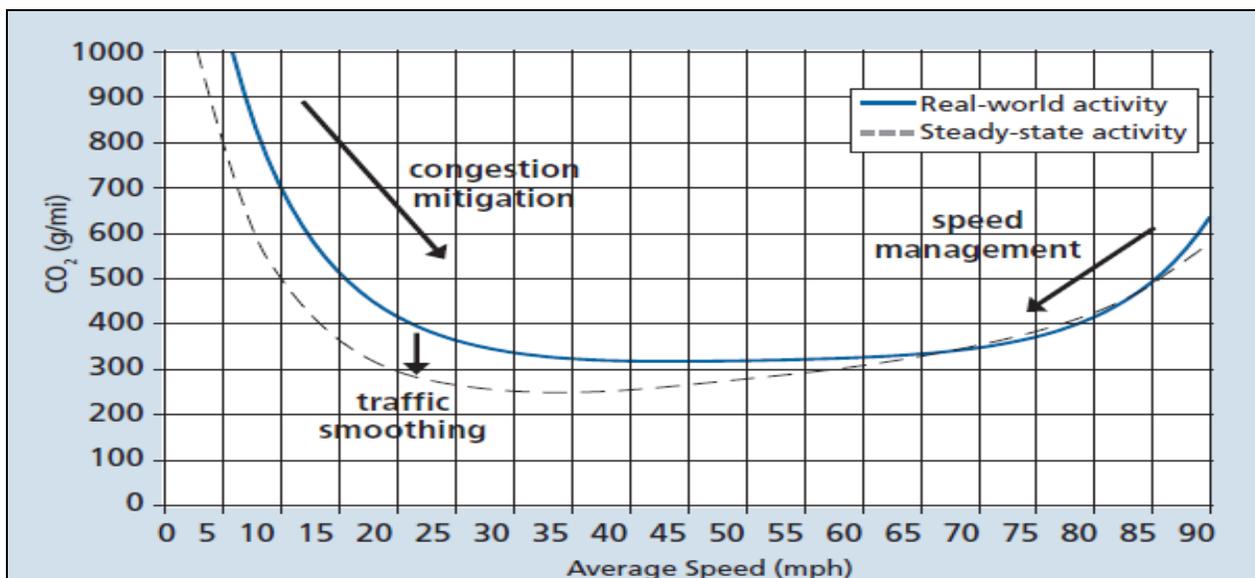
Source : <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, the Department has created and is implementing the Climate Action Program at Caltrans that was published in December 2006 (see Climate Action Program at Caltrans (December 2006)).⁵

One of the main strategies in Caltrans' Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 mph; the most severe emissions occur from 0-25 miles per hour (see **Figure 2.16**). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors GHG emissions, particularly CO₂, may be reduced.

⁵ Caltrans Climate Action Program is located at the following web address:

http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf

Figure 2.16: Possible Effect of Traffic Operation Strategies in Reducing CO₂ Emission

Source: Center for Clean Air Policy

As discussed in **Section 2.1.8** of this document, the proposed project would result in overall improvements to existing (2010) and future (2035) traffic circulation at the US 101/Palo Comado Canyon Road northbound ramps and surrounding roadway facilities.

Quantitative Analysis

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no improvements to the US 101/Palo Comado Canyon Road intersection would occur.

Build Alternative

GHG emissions for transportation projects can be divided into those produced during construction and those produced during operations. GHG emissions generated during construction and operation of the proposed project are discussed, as follows:

Long-term Operational Emissions

Long-term operational emissions associated with the proposed project would be associated with the operation of motor vehicles on area roadways and the US101 on/off ramps. Implementation of the proposed project would not result in a change in vehicle operations on the mainline of US 101. Motor vehicle operational emissions were quantified using EMFAC2007 emission factors for existing, build year (year 2015) and design year (year 2035) conditions, based on data obtained from the traffic analysis prepared for the proposed project. The modeling conducted includes running exhaust and idle emissions. Estimated annual operational mobile-source GHG emissions are summarized in **Table 2.23**.

Table 2.23: Annual Greenhouse Gas Emissions

Scenario	Greenhouse Gas Emissions (MTCO ₂ e/year)
Existing Conditions	1,462.35
Build Year 2015	
No-Build	1,664.96
Change - No-Build Alternative vs. Existing Conditions:	202.61
Build	1,662.17
Change - Build Alternative vs. Existing Conditions:	199.82
Change - Build Alternative vs. No-Build Alternative:	-2.79
Design Year 2035	
No-Build	2,752.30
Change - No-Build Alternative vs. Existing Conditions:	1,289.95
Build	2,731.65
Change - Build Alternative vs. Existing Conditions:	1,269.30
Change - Build Alternative vs. No-Build Alternative:	-20.65
<i>Based on emission factors obtained from the EMFAC2007, version 2.3 computer model and traffic data obtained from the traffic analysis prepared for this project. Includes running exhaust and idle emissions.</i>	

The proposed project would improve local circulation, thereby reducing vehicle delay and associated emissions. In comparison to existing conditions, predicted opening year 2015 GHG emissions within the project study area would increase for both the No-Build Alternative and Build Alternative by approximately 203 and 200 MTCO₂e/year, respectively. In opening year 2015 and in comparison to the No-Build Alternative, the Build Alternative would result in additional reductions of approximately 3 MTCO₂e/year. The additional reductions in GHG emissions attributable to the proposed Build Alternative would be predominantly associated with reductions in peak-hour vehicle delay at intersections.

Under design year 2035 conditions, GHG emissions within the project study area for both the No-Build Alternative and the Build Alternative are projected to increase. Under No-Build Alternative conditions GHG emissions would increase by approximately 1,290 MTCO₂e in comparison to existing conditions. In comparison to the No-Build Alternative the Build Alternative would result in mobile-source GHG reductions of approximately 21 MTCO₂e/year within the project study area. As noted above, reductions in GHG emissions attributable to the proposed project would be predominantly associated with reductions in peak-hour vehicle delay at intersections.

It is important to note, however, that the GHG emissions are only useful for a comparison between the “build” and “no-build” alternatives. Actual GHG emissions will vary depending on multiple factors, such as fuel mix (EMFAC model emission rates are only for direct engine-out CO₂ emissions not full fuel cycle; fuel cycle emission rates can vary dramatically depending on the amount of additives like ethanol and the source of the fuel components), rate of acceleration, and the aerodynamics and efficiency of the vehicles. In addition, the proposed project is not located in an area that is considered directly vulnerable to projected future sea level rise, is funded and anticipated to commence construction in 2013.

Short-term Construction Emissions

Construction GHG emissions are predominantly associated with emissions generated by motorized offroad equipment and on-road vehicles, including material transport trips and employees traveling to and from the project site. The amount of emissions generated would vary depending on multiple factors, such as the type and number of equipment required and hours of use. GHG emissions can be reduced by use of cleaner more efficient equipment and by implementing traffic management during construction phases to minimize associated vehicle delays on area roadways. The proposed project would comply with applicable State, Federal, and/or local rules and regulations developed as a result of implementing control and mitigation measures proposed as part of their respective SIPs.

Construction GHG emissions were estimated using the SMAQMD’s Road Construction Emissions Model, Version 6.3.2 (<http://www.airquality.org/ceqa/index.shtml>). While the model was developed for Sacramento conditions in terms of fleet emission factors and other modeling assumptions it is considered adequate for estimating road construction emissions by the San Joaquin Valley Air Pollution Control District under its Indirect Source Review regulations and the SCAQMD in its CEQA guidance, and is used for that purpose in this project analysis. Emissions modeling was conducted based on the estimated area of daily disturbance and overall construction duration associated with each of the major project construction phases, as provided by the project engineer. The modeling assumes that each construction phase would occur over an approximately six-month period. All other construction activity assumptions, including equipment required, hours of use, number of workers and commute distances, were based on the default parameters contained in the model. All construction activities were assumed to occur in year 2013. Short-term construction GHG emissions are summarized in **Table 2.24**. Please refer to the Air Quality & Climate Change Study Report (AMBIENT Air Quality & Noise Consulting 2011) for additional information regarding greenhouse gas emissions and climate change.

Table 2.24: Construction-Generated Greenhouse Gas Emissions

Construction Activity	Greenhouse Gas Emissions (MTCO ₂ e/year)
Overpass Widening	201
Widen Palo Comado Canyon Rd. South of US 101	182
Widen Palo Comado Canyon Rd. North of US 101	182
NB US 101 Off-ramp Improvements	185
NB US 101 On-ramp Improvements	182
Total:	932
<i>Emissions calculated using the SMAQMD's Road Construction Emissions Model (RCEM), Version 6.3.2, based on estimated area of daily disturbance and construction phasing information provided by the project engineer. All other construction activity assumptions, including equipment required, hours of use, number of workers and commute distances, were based on the default parameters contained in the model. Assumes a construction year of 2013.</i>	

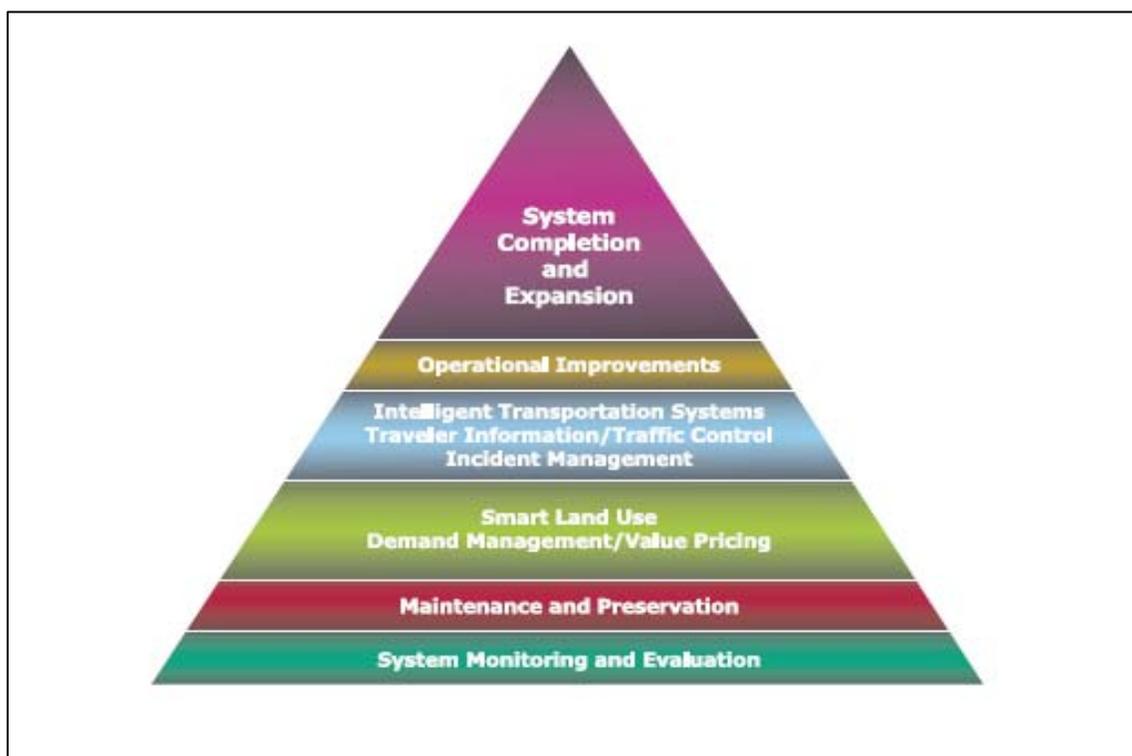
As noted above, GHG emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events. As discussed in **Section 2.2.6** of this document, construction emissions would be minimized through the implementation of Caltrans' Standard Specifications in Section 14 (2010).

CEQA Conclusion

While the proposed project will result in a slight increase in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. While it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct impact and its contribution on the cumulative scale to climate change, Caltrans is committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following sections.

AB 32 Compliance

Caltrans continues to be actively involved on the Governor's Climate Action Team as CARB works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Former Governor Arnold Schwarzenegger's Strategic Growth Plan calls for a \$222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including \$100.7 billion in transportation funding during the next decade. The Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding reduction in GHG emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that combined together are expected to reduce congestion. The Strategic Growth Plan relies on a complete systems approach to attain CO2 reduction goals: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements as depicted in **Figure 2.17**.

Figure 2.17: Mobility Pyramid

Source: California Department of Transportation

Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. Caltrans is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use planning authority. Caltrans is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; Caltrans is doing this by supporting on-going research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by US EPA and ARB. Lastly, the use of alternative fuels is also being considered; Caltrans is participating in funding for alternative fuel research at the UC Davis.

Table 2.25 summarizes Caltrans and statewide efforts that the Caltrans is implementing in order to reduce GHG emissions. More detailed information about each strategy is included in the Climate Action Program at Caltrans (December 2006).

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Table 2.25: Climate Change Strategies

Strategy	Program	Partnership		Method/Process	Estimated CO ₂ Savings (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local Governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements & Intelligent Trans. System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	.07	2.17
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, CARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated

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Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services	Fleet Replacement		0.0065
			B20	0.0045	0.45
			B100		.0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team	Energy Conservation Opportunities	0.117	.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries	2.5 % limestone cement mix	1.2	4.2
			25% fly ash cement mix	.36	3.6
			> 50% fly ash/slag mix		
Goods Movement	Office of Goods Movement	Cal EPA, CARB, BT&H, MPOs	Goods Movement Action Plan	Not Estimated	Not Estimated
Total				2.72	18.18

Source: California Department of Transportation

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The following measures will also be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

- According to Caltrans Standard Specifications, the contractor must comply with all local Air Pollution Control District's rules, ordinances, and regulations in regards to air quality restrictions. Include information regarding the local AQMD regulations regarding idling time during construction.

Adaptation Strategies

“Adaptation strategies” refer to how Caltrans and others can plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damaging roadbeds by longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the White House Council on Environmental Quality (CEQ), the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency report October 14, 2010 outlining recommendations to President Obama for how Federal Agency policies and programs can better prepare the United States to respond to the impacts of climate change. The Progress Report of the Interagency Climate Change Adaptation Task Force recommends that the Federal Government implement actions to expand and strengthen the Nation’s capacity to better understand, prepare for, and respond to climate change.

Climate change adaption must also involve the natural environment as well. Efforts are underway on a statewide-level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects.

On November 14, 2008, Governor Schwarzenegger signed Executive Order S-13-08 which directed a number of state agencies to address California’s vulnerability to sea level rise caused by climate change. This Executive Order set in motion several agencies and actions to address the concern of sea level rise.

The California Natural Resources Agency (Resources Agency) was directed to coordinate with local, regional, state and federal public and private entities to develop. *The California Climate Adaptation Strategy* (Dec 2009)⁶, which summarizes the best known science on climate change impacts to California, assesses California's vulnerability to the identified impacts, and then outlines solutions that can be implemented within and across state agencies to promote resiliency.

⁶ <http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF>

The strategy outline is in direct response to [Executive Order S-13-08](#) that specifically asked the Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. Numerous other state agencies were involved in the creation of the Adaptation Strategy document, including Environmental Protection; Business, Transportation and Housing; Health and Human Services; and the Department of Agriculture. The document is broken down into strategies for different sectors that include: Public Health; Biodiversity and Habitat; Ocean and Coastal Resources; Water Management; Agriculture; Forestry; and Transportation and Energy Infrastructure. As data continues to be developed and collected, the state's adaptation strategy will be updated to reflect current findings.

Resources Agency was also directed to request the National Academy of Science to prepare a Sea Level Rise Assessment Report by December 2010⁷ to advise how California should plan for future sea level rise. The report is to include:

- relative sea level rise projections for California, Oregon and Washington taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates;
- the range of uncertainty in selected sea level rise projections;
- a synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems;
- A discussion of future research needs regarding sea level rise.

Prior to the release of the final Sea Level Rise Assessment Report, all state agencies that are planning to construct projects in areas vulnerable to future sea level rise were directed to consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. However, all projects that have filed a Notice of Preparation, and/or are programmed for construction funding the next five years (through 2013), or are routine maintenance projects as of the date of Executive Order S-13-08 may, but are not required to, consider these planning guidelines. Sea level rise estimates should also be used in conjunction with information regarding local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data. (Executive Order S-13-08 allows some exceptions to this planning requirement.) The proposed project is scheduled to be constructed in 2013 and is therefore not required to consider these planning guidelines.

Until the final report from the National Academy of Sciences is released, interim guidance has been released by The Coastal Ocean Climate Action Team (CO-CAT) as well as Caltrans as a method to initiate action and discussion of potential risks to the states infrastructure due to projected sea level rise.

Furthermore Executive Order S-13-08 directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level affecting safety,

⁷ The Sea Level Rise Assessment report is currently due to be completed in 2012 and will include information for Oregon and Washington State as well as California.

maintenance and operational improvements of the system and economy of the state. Caltrans continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Currently, Caltrans is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change impacts, Caltrans has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, Caltrans will be able review its current design standards to determine what changes, if any, may be warranted in order to protect the transportation system from sea level rise.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is an active participant in the efforts being conducted in response to Executive Order S-13-08 and is mobilizing to be able to respond to the National Academy of Science report on Sea Level Rise Assessment which is due to be released in 2012.

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CHAPTER 3 COMMENTS AND COORDINATION

Though NEPA and CEQA regulations do not require federal scoping for projects where an Initial Study/Environmental Assessment is the appropriate document, early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation, the level of analysis required, and to identify potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including: project development team meetings, interagency coordination meetings, and public scoping meetings. This chapter summarizes the results of Caltrans' efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

Scoping

Once the project alternatives were identified, Caltrans initiated the process to solicit written comments and/or suggestions from interested parties, including public agencies, elected officials, and residents. A notice of public scoping/initiation of studies was sent via US Mail to these interested parties, which included a description of the project alternatives and an invitation to comment on the alternatives, either in writing or at the scoping meeting. Letters notifying the appropriate local, state, federal agencies and residents of the formal initiation of studies were prepared and mailed on October 5, 2010, using a list of individuals within a minimum 300-foot radius of the project.

In addition to the scoping letters, a notice of public scoping/initiation of studies was published in area newspapers. A list of the publications used to circulate the notice of public scoping/initiation of studies, along with the publication date, is included in **Table 3.1**.

Table 3.1: Public Notice of Scoping Meeting

Date	Publication
September 30, 2010	The Acorn Newspaper
September 30, 2010	Ventura County Star Newspaper

Source: GPA Environmental

A public scoping meeting was held on October 14, 2010 at Agoura Hills City Hall, 30001 Ladyface Court, Agoura Hills, CA 91301. The meeting took place from 6:00 p.m. to 8:00 p.m., where information regarding the proposed project and the environmental process was disseminated to those in attendance. Those presenting information to the public included staff members from Caltrans, the City of Agoura Hills, and the City's consultants. Individuals who attended the scoping meeting were able to view large-scale plans of the proposed alternatives and ask questions; to view a PowerPoint presentation which described the project alternatives, environmental process, and potential project schedule; and to ask additional questions and provide comments. Six (6) requests to speak were received; a summary of the verbal comments received are provided in **Table 3.2**, below.

The primary purpose of the public scoping meeting was to provide information to interested parties, and to receive feedback to ensure that all factors are considered as part of the project design and environmental process. Six (6) individuals requested to speak during the scoping meeting by submitting request cards; others spoke during the open question and comment portion of the meeting. The verbal comments are summarized in **Table 3.2**.

Table 3.2: Verbal Comments Received at Public Scoping Meeting (Summary)

Source	Comment
Speaker #1	<ul style="list-style-type: none"> - The area is rural in nature and that widening Palo Comado will increase traffic volume and traffic speed. - Money earmarked for this project should be used to build a soundwall instead. - The project will decrease home values in Old Agoura. - Correct only the safety issue at the northbound freeway exit ramp (sight distance).
Speaker #2	<ul style="list-style-type: none"> - Do not spend taxpayer money on this project; stop the project at this phase, early on.
Speaker #3 (Phil Ramuno)	<ul style="list-style-type: none"> - People live here for the rural nature of the community and want to keep it that way. - Objects to the level of environmental document. - Would like to see more than two alternatives.
Speaker #4 (Tara Farkash)	<ul style="list-style-type: none"> - There are bushes blocking sight distance at the northbound off-ramp, which should be cut. The off-ramp does not need to be widened. - South of Palo Comado (industrial/commercial area) needs to be widened. - A soundwall should be constructed at the northbound on-ramp. - Question regarding the accident data. - Widening is growth inducing. - Cannot mitigate the impacts on this kind of project. - The build alternative appears to be a “done deal.”
Speaker #5 (Jess Thomas)	<ul style="list-style-type: none"> - Concerned about the growth inducement resulting from build alternative. - The environmental document needed is an EIR. - Wants to keep the community feel as is. - There is a history of opposition to these type of projects in the area.

<p>Speaker #6 (Larry Brown)</p>	<ul style="list-style-type: none"> - The northeast quadrant (former school site) was fought against. - In favor of the no build alternative. - The build alternative will induce growth and encourage people to cut through to park and little league fields. - Build a soundwall at the northbound on-ramp instead of the build alternative. - A different configuration should be considered.
<p>Open Discussion (Comments & Questions)</p>	<ul style="list-style-type: none"> - Questions regarding who initiated this project. - Questions regarding the traffic information: LOS criteria, severity of accidents, etc. - The bridge functions well as is, except for the north turn lane. - Old Agoura is already built out.

Source: GPA Environmental

The public comment period ended on November 1, 2010. Eleven (11) written comments were received; a summary of those comments is included in **Table 3.3**.

Table 3.3: Written Comments Received During Public Comment Period (Summary)

Source	Date Received	Topic
William Bernfeld	October 4, 2010	Request for information.
Native American Heritage Commission	October 6, 2010	Native American cultural resources within the project vicinity.
Tara Farkash	October 10, 2010	Opposes build alternative.
Michael Jeanes	October 14, 2010	Opposes build alternative.
June Slayton	October 14, 2010	Opposes build alternative.
Allen Robinson	October 14, 2010	Opposes build alternative.
Santa Monica Mountains Conservancy	October 15, 2010	Wildlife crossing in project corridor.
Richard Watters	October 20, 2010	Opposes build alternative.
Old Agoura Homeowners Association	October 31, 2010	Opposes build alternative.

National Park Service	November 4, 2010	Wildlife movement and, signage in project corridor.
Santa Monica Mountains Conservancy	November 4, 2010	Amendment to previous letter.

Source: GPA Environmental

IS/EA Public Comment Period and Public Hearing

Caltrans is soliciting questions, comments, and concerns from all interested parties regarding the proposed project and its potential environmental and community impacts, as discussed in this IS/EA. All written comments received during this public comment period will be considered formal comments and will become part of the public record. To view the project mailing list, please refer to Chapter 5.

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CURRENT OWNER/RESIDENCE
BEAMS,GEORE AND ELAINE T
4935 CALLE ROBLEDA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BEAN,CAMERON AND
5257 COLODNY DR # C6
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BEATH,ANDREW F
27305 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BECKER,HOWARD AND AASE G
27555 FREETOWN LN
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
BECKERMAN,ZEV TR
27862 BLYTHEDAILE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BEDROSIAN,ARAXY TR
4065 LIBERTY CANYON RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BEHM,CHRIS
3820 UNITED RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BELANGER,DANIEL J
5257 COLODNY DR NO 1
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BELL,AMY
3904 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BELLAMY,KAREN AND
5924 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BELMOND,RICHARD D AND SYLVIE
4039 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BEN CHETRIT,LYNN
27439 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BENTON,GLEN AND NATALIE
5341 DERRY AVE J
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BERG,MICHAEL
5291 COLODNY DR NO 11
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BERGER,ROCHELLE
4119 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BERJIS,HOUSHANG CO TR ET AL
321 OAKHURST DR
BEVERLY HILLS CA 90210

CURRENT OWNER/RESIDENCE
BERKE,JONATHAN AND JUDITH
3620 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BERKMAN,JEAN P
27430 FREETOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BERMAN,BRUCE H AND CYNTHIA
27315 PROVIDENT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BERMAN,CHRISTEN
5512 DE VORE CT
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BERNFELD,WILLIAM J ET AL
10100 SANTA MONICA BLVD 7TH FL
LOS ANGELES CA 90067

CURRENT OWNER/RESIDENCE
BETANCOURT,OTTO E
28415 FOOTHILL DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
BETZ,CARL L
4121 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BHULLAR LIMITED LIABILITY CO
5221 PALO COMADO CANYON RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BIBICK,EVA AND
6259 PISCES ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BIDDISON,MICHAEL L AND
2959 ATLANTIC ST
MERCED CA 95340

CURRENT OWNER/RESIDENCE
BISHARYAN,ARMEN AND ELENA
27918 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BLAIR,MARVIN J AND JOAN C
3843 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BLAKE,JOHN TR
2804 PANAMINT CT
WESTLAKE VILLAGE CA 91362

CURRENT OWNER/RESIDENCE
BLAKER,BRIAN C AND FRANCES M
27368 PROVIDENT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BLANCO,RAYMOND A TR
27440 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BLATT,DANIEL L
5344 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BLAUFUSS,WADE K AND CATHERINE C
4024 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BLONDER,ELAINE TR
5529 DE VORE CT
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BOLDING,RONALD H AND ELIZA F
27601 ENDEAVOR ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BOLDING,RONALD H AND ELIZA F
27601 ENDEAVOR ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BORDOFSKY,NEIL O AND CAROLYN
3936 UNITED RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
BORS,AMY E TR
3959 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BOUGANIM,DANIEL AND MIRYAM
5519 LEWIS LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BOULGOURJIAN,VICKEN K AND
5655 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BOWLING,DEBORAH L AND RONALD
1055 RED CLIFFS DR C802
WASHINGTON UT 84780

CURRENT OWNER/RESIDENCE
BOYKOFF,TERRY J AND
3714 PARK COLONY CT
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BRADLEY,SCOTT
291 RIVERDALE CT APT 129
CAMARILLO CA 93012

CURRENT OWNER/RESIDENCE
BRANCH,ANTONIA M TR
4111 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BRASLAVSKY,BORIS AND FAINA
4900 CALLE MONTECILLO
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BREDDAN,MATTHEW
4049 LIBERTY CANYON RD 83
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BREGMAN,MARCY AND
3955 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BREITINGER,PETER AND BARBARA
3628 PARK COLONY CT
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BRENDER,ROY AND
27576 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BRENNER,RACHEL N
4052 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BRENT,PAUL TR
6115 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BRIDGEPORT OMNI BENEFITS
5210 LEWIS RD 14
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BRINK,BRUCE A
27405 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BRINKERHOFF,WILLIAM R
PO BOX 637
SEDALIA CO 80135

CURRENT OWNER/RESIDENCE
BROCKWAY,GARY AND
27407 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BRODSKY,DAVID AND LYNETTE
3842 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BROOKS,ROBERT E AND
855 2ND ST
POMONA CA 91766

CURRENT OWNER/RESIDENCE
BROUS,ROLLAND L AND MARIE A
27356 OAK SUMMIT RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
BROWN,BETTE M AND RUSSELL R
3815 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BROWN,DAVID A
5259 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BROWN,LARRY AND ANNE MARIE
27528 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BRUCE,LESLIE R
4972 CALLE MONTECILLO
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BRUMAGIN,JEFFREY D TR
3844 UNITED RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
BRYANT,DENNIS AND CHERYL
5509 DE VORE CT
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BUDDENBROCK,FABLE
28191 LAURA LA PLANTE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BUDGEN,LAUREN AND TROY
5241 COLODNY DR 202
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BUNCH,JEWELL D AND JEAN H
27530 RONDELL ST
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
BURDICK,EDWARD G AND PAMELA J
27817 CALLE MARGARITA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BURGDORF,JUDITH A
05269 COLODNY DR NO 11
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BURKE,CORINNE AND RICHARD
5821 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BURLINGAME,STEVEN AND PAMELA
27816 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BURNETT,DAVID AND GLENDA
27312 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BURNS,ROBERT E JR AND KARA L
4136 JUN BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BURNS,STEPHEN F
16050 VALLEY VISTA BLVD
ENCINO CA 91436

CURRENT OWNER/RESIDENCE
BURR,RONALD CO TR
6129 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BURSON,LESLIE C
28017 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BUTKUS,PHILIP
4021 LIBERTY CANYON RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BUTTKE,TIMOTHY J AND
5704 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
BUZZA,GARY R
6054 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
C D C I
1112 MONTANA AVE NO C280
SANTA MONICA CA 90403

CURRENT OWNER/RESIDENCE
C DEALVA,RUDOLPH JR AND NICHOL
4062 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CAGNON,RONALD R CO TR
5836 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CALLAHAN,DAVID AND LISA
28241 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CAMBALIK,KATHERINE G
698 RUSHING CREEK PL
THOUSAND OAKS CA 91360

CURRENT OWNER/RESIDENCE
CAMPBELL,GWEN E
5729 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CAMPION,DAVID AND QUYAN TIEN
3729 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CANNAN,RYAN D
4090 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CANNING,MELANIE C
5291 COLODNY DR NO 22
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CANTOR,MARK AND BARBARA
5705 FAIRVIEW PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
CARBONE,BENJAMIN AND DARLENE
27512 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CARDELLIO,JOSEPH T AND DAWN
6003 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CARDIEL,MARK A AND JUANA
4131 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CARGILL,ROBERT
4081 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CARISTE,ROBERT L AND BECKY L
28228 FOOTHILL DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
CARLIN,DAVID B
28264 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CARRANZA,JORGE A AND
5269 COLODNY DR A 12
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CARREY,NEIL AND KAREN K
616 23RD ST
SANTA MONICA CA 90402

CURRENT OWNER/RESIDENCE
CARROLL,GERALD CO TR
5730 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CASALY,DELANIE
27459 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CASEY,STEPHEN L AND JANET S
5560 FAIRVIEW PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
CASSADY,RICHARD J AND
5241 COLODNY DR 101
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CASSAVETES,ISABELLA
27442 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CASTILLO,HUMBERTO
6145 PALO COMADO DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CAVANAUGH SPAIN,JON P
28317 LAURA LA PLANTE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CENDEJAS,ROBERT P CO TR
4011 CALLE DEL SOL
THOUSAND OAKS CA 91360

CURRENT OWNER/RESIDENCE
CHALFIN,STEVEN AND
28156 DRIVER AVE NO 2
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CHAMPLAIN,WILLIAM A CO TR
27514 RONDELL ST 50
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
CHARNELLE,ALAN AND ANNE H
9561 VAN NUYS BLVD
PANORAMA CITY CA 91402

CURRENT OWNER/RESIDENCE
CHEN,SHIH-TUN AND
27800 CALLE MARGARITA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CHESEBRO 5012 LLC
23930 CRAFTSMAN RD
CALABASAS CA 91302

CURRENT OWNER/RESIDENCE
CHOE,UI YONG AND KUM L
5241 COLODNY DR 402
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CHOUDHRY,WAHIDUL Z AND DANIELE P
28420 WARING PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
CHRISAKIS,JEFF AND SHARON
28145 AGOURA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CHROSTOWSKI,MATTHEW AND
5794 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CHUMASH OFFICE BLDG PTNSHP
171 THOUSAND OAKS BLVD 203
THOUSAND OAKS CA 91360

CURRENT OWNER/RESIDENCE
CIESLIK HILDEGARD
5249 COLODNY DR # 5
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CINI,STEPHEN J AND
4047 JOELTON DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CIPOLLA,OTTO P JR AND ELISA
51 PRIMPTON CT
SIMI VALLEY CA 93065

CURRENT OWNER/RESIDENCE
CIPRIANO,ROBERT
6054 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CIPRIANO,WILLIAM P AND TERRI L
28400 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CITIBANK TR
3476 STATEVIEW BLVD
FORT MILL SC 29715

CURRENT OWNER/RESIDENCE
CLARK,JAMES E III AND RICKI
28242 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CLARK,KENNETH N AND
27362 PROVIDENT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CLAUNCH ROOFING INC
1063 VALLEY HIGH AVE
THOUSAND OAKS CA 91362

CURRENT OWNER/RESIDENCE
CLAUSEN,GARY M CO TR
28156 DRIVER AVE 3
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CLINE,JASON
5321 COLODNY DR NO 12
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COATES,GARRY AND
27580 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COGNATA,ROGER C AND CHRISTINE K
5548 DE VORE CT
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COHEN,BRET AND VIRGINIA
4075 LIBERTY CANYON RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COHEN,CHARLES
3933 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COHEN,MICHAEL E TR
28336 DRIVER AVE
AGOURA CA 91311

CURRENT OWNER/RESIDENCE
COLABELLA,MICHAEL AND PATRICIA
17420 TARZANA ST
ENCINO CA 91316

CURRENT OWNER/RESIDENCE
COLAROSSO,VINCENT
5520 FAIRVIEW PLACE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COLEMAN,JANET E
6139 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COLLINS,MICHAEL D AND
4044 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COLLINS,PATRICIA L AND
4055 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COLLINS,RICHARD A AND KATHRYN
5796 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COLMAN,GEORGE AND KATHLEEN
5676 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COLODNY LP
18455 BURBANK BLVD STE 308
TARZANA CA 91356

CURRENT OWNER/RESIDENCE
CONDE,EDWARD AND KEEVA
28142 DRIVER AVE 4
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CONDON,BRIAN K AND TERRI L
5656 COLODNY DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
CONDON, RONALD W AND SUSAN L
59-076 PUULA RD #A
HALEIWA HI 96712

CURRENT OWNER/RESIDENCE
CONDON, TERRI L AND
5656 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CONLAN, JOSEPH R AND LYN A
28409 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CONRAD, WEI J
3919 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CONTRERAS, FRANCISCO
1450 SANTA FE AVE # C 301
VISTA CA 92083

CURRENT OWNER/RESIDENCE
CONWAY, JENNIFER L
4078 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COOK, JOSEPH E CO TR
5940 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COOLS, LILIANE TR
425 BUCKNELL DR
SAN MATEO CA 94402

CURRENT OWNER/RESIDENCE
CORADESCHI, ANDY AND CAROLYN
4101 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CORBIERE, YVON D AND SAREE
27437 FREETOWN LN
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
CORONEL, MADINSON AND JANET
28328 FOOTHILL DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
COSAND, ALBERT E AND LISA B
6152 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COSSAR, THEINGI M TR
10861 MOORPARK ST 113
NORTH HOLLYWOOD CA 91602

CURRENT OWNER/RESIDENCE
COST, JOHN J JR AND SUZANNE T
5716 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COSTA, CARLOS M AND TERESA
4936 CALLE MONTECILLO
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COSTA, CARLOS M AND TERESA
5017 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COSTIGAN, PENNY TR
27506 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COSTIN, JOHN AND ALICIA AND
31324 VIA COLINAS NO 117
WESTLAKE VILLAGE CA 91362

CURRENT OWNER/RESIDENCE
COTTON, DUANE H
27336 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COURT, JEFFREY L AND RANDI L
28023 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COURTIAL, DOLORES A TR
3965 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
COWLEY, ANTHONY W CO TR
6110 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CRACCHIOLA, BRAD AND TAHNEE
4119 GADSHILL LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CRAIG, EDISON E AND BARBARA A
3974 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CRAIG, LISA
PO BOX 3024
LONG BEACH CA 90803

CURRENT OWNER/RESIDENCE
CRAIG, RICHARD F TR
28325 LAURA LA PLANTE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CRANER, LEE A AND LINDA A
05357 LEWIS RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
CRAWFORD, RAMONA D
5321 COLODNY DR NO 8
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CRESSLER, TYLER M TR
PO BOX 1052
THOUSAND OAKS CA 91358

CURRENT OWNER/RESIDENCE
CRISPIN, STEVE L
30423 CANWOOD ST NO 218
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CRONIN, PEGEEN
4130 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CRUM, EUGENE C AND CATHY A
4018 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CUKIER, JEFFREY M AND VIKKI H
5949 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CULLEN, ANA AND
107 ROSEHEDGE LN
OAK PARK CA 91377

CURRENT OWNER/RESIDENCE
CULP, ALLAN AND MARY
4110 JIM BOWIE RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
CULVER, STEVE M AND MARGARET
4140 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CUNNINGHAM, CYNTHIA TR
4091 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
CUSANOVICH, GERALD N AND CAROL J
5467 FAIRVIEW PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
CUTLER, HILDA A
27903 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DAILY, SEAN C
1515 MORENO DR
SIMI VALLEY CA 93063

CURRENT OWNER/RESIDENCE
DAISIE VENTURES LLC
4511 LARKWOOD AVE
WOODLAND HILLS CA 91364

CURRENT OWNER/RESIDENCE
DALGLEISH, MICHAEL A CO TR
27367 PROVIDENT RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
DALGLEISH, REYNELL
27409 COUNTRY GLEN RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
DALY, JOHN AND LAURIE D
27269 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DANDONA, JOHN R AND DEBRA A
5754 FAIRVIEW PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
DANESHRAH, MOJDEH
28232 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DANIEL, KRISTOPHER AND SARA
4067 LIBERTY CANYON RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DANIELS, JACK AND SHELLIE H
5934 CAREYBROOK DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DANIELS, LEO AND
26500 AGOURA RD
CALABASAS CA 91302

CURRENT OWNER/RESIDENCE
DANJOU, JOSEPH F
4033 LIBERTY CANYON RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DANKO, CHRISTOPHER W AND
28414 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DARLING, HERBERT E AND LOIS M
4050 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DATZ, JEANNE K
28340 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DAVIDSON, RICHARD L AND ANN F
3829 PATRICK HENRY PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
DAVIES,WILLIAM B AND GERIE K
4930 CALLE ROBLEDA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DAVIES,WILLIAM F
5061 WOODCREST DR
YORBA LINDA CA 92886

CURRENT OWNER/RESIDENCE
DAVIS,SUSAN AND
5257 COLODNY DR UNIT 3
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DAVISON,STEPHEN M CO TR
28341 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DAYHARSH,FAY S TR
5269 COLODNY DR NO 9
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DE PASQUALE,MICHAEL D CO TR
28338 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DE SIMONE,GERALD AND LAUREN
3564 PASEO DE INVIERNO
THOUSAND OAKS CA 91360

CURRENT OWNER/RESIDENCE
DEAKY,PAUL AND EVA
5615 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DEE LLC
28244 DOROTHY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DEFRANCO,NINO AND CARLEEN
5556 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DEGEATANO,DAVID AND
05291 COLODNY DR UNIT 15
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DEHKORDI,FAHIMEH
27520 FREETOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DEIMEL,JAQUELYN
27554 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DELANGE,XIOMARA
27578 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DELLOSSO,ANTHONY AND CORINNE
28345 FOOTHILL DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
DELUCA,JOHN A AND KAREN E
27305 PARK VISTA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DESHAUTELLE,BURMAN JR AND ANNA
C
04005 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DEUTER,MARY L TR
4044 YANKEE DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
DEVIETTI,JOHN F AND MEI LING M
2085 BRITTANY PARK RD
SANTA ROSA VA CA 93012

CURRENT OWNER/RESIDENCE
DIAMOND,RUSSELL AND ANDREA
5833 LAPWORTH DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DIER,SYLVIE
5249 COLODNY DR # 4
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DIETRICH,JAMES AND KATHRYN
2230 CAREFUL AVE
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
DILTS,JOHN P AND JULIA K
6165 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DINORMA,STEPHEN
4083 LIBERTY CANYON RD NO 93
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DIXON,MARK TR
6231 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DOERFLING,B TR
4045 LIBERTY CANYON RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DOMANFAM LLC
1112 MONTANA AVE NO 280C
SANTA MONICA CA 90403

CURRENT OWNER/RESIDENCE
DOMNICZ,CLAUDIA
28142 DRIVER AVE NO 5
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DORNFELD SNYDER LLC
5010 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DORNFELD,DAVID K AND STACEY R
5846 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DOROTHY DRIVE LLC
4633 156TH ST
LAWNDALE CA 90026

CURRENT OWNER/RESIDENCE
DOROTHY PROPERTIES LLC
28025 DOROTHY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DORRIS,ROBERT JR AND ELVA
5210 LEWIS RD 7
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DORRIS,ROBERT T JR AND
5210 LEWIS RD NO 7
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DOSS,WAYNE D AND SUSAN L
22 MEDEA CREEK LN
OAK PARK CA 91377

CURRENT OWNER/RESIDENCE
DOUDNA,JAMES R AND DONNA C
6211 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DOZIER,STEPHEN L
5291 COLODNY DR # 25
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DRECKMANN,LUIS A
7482 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DRIVER AVE LLC
5716 ROCK CREEK RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DUBARR,JOANNE
2412 TIFFIN RD
FREMONT OH 43420

CURRENT OWNER/RESIDENCE
DUBARR,JOANNE E
2412 TIFFIN RD
FREMONT OH 43420

CURRENT OWNER/RESIDENCE
DUCK,SYDNEY M CO TR
27311 OAK SUMMIT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DUFFANT,BRIAN A AND LAURA L
5571 LEWIS LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DUFFY,KIMBERLY CHASAN
3920 UNITED RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DUITSMAN,DOUGLAS AND RHEBA J
PO BOX 48187
LOS ANGELES CA 90048

CURRENT OWNER/RESIDENCE
DULEY,MARGARET P
3911 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DUNKER,JONATHAN C AND OLIVIA
3949 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DUNN,DIANE TR
4095 LIBERTY CANYON RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
DURAJ,KEVIN T
5320 COLODNY DR NO 2
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
EDGINGTON,COLLEEN A
5269 COLODNY DR 1
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
EDWARDS,MICHELLE M ET AL
5276 COLODNY DR # D
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
EDWARDS,STEPHENS A CO TR
718 ADMIRAL CT
OAK PARK CA 91377

CURRENT OWNER/RESIDENCE
EHR HOLDING LIMITED PARTNERSHIP
29354 WAGON RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
EHRIG,ROBERT A AND JENNY T
28226 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
EHRIG,ROBERT A AND JENNY T
4027 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ELDER,PAUL AND BARBARA
4053 LIBERTY CANYON RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ELETEL,AIDA TR
5291 COLODNY DR # 4
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ELIAS,GIORGIO S TR
4030 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ELIZALDE,VICTOR D TR
10511 ILONA AVE
LOS ANGELES CA 90064

CURRENT OWNER/RESIDENCE
ELKINS,MARK J
5438 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ELLINGWOOD,JOHN J AND YVETTE
6210 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ELLIOTT,BEATRICE D TR
3771 REKLAW DR
STUDIO CITY CA 91604

CURRENT OWNER/RESIDENCE
ELLIOTT,CHERYL A
27504 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ELLIOTT,JOHN M
3767 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ELY,SUZANNE
2311 4TH ST #308
SANTA MONICA CA 90405

CURRENT OWNER/RESIDENCE
ELZINGA,KRISTIE
1702 EMERALD ISLE WAY
OXNARD CA 93035

CURRENT OWNER/RESIDENCE
EMPIRE INVESTMENT PROPERTIES INC
70 LAKE AVE 650
PASADENA CA 91101

CURRENT OWNER/RESIDENCE
ENSTROM,MICHAEL AND GLORIA
5257 COLODNY DR NO 11
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
ERASMUS PARTNERS INC
5489 LAS VIRGENES RD
CALABASAS CA 91302

CURRENT OWNER/RESIDENCE
ERGAS,HEDVA
5490 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ERMAN,YURY AND FLORA
4933 CALLE ROBLEDA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ESCARON,PIERRE AND MARIANNE
27525 FREETOWN LN
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
ESCHELBACH, SUSAN
4043 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ESKRIDGE,E STANFORD II AND
6112 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ESKRIDGE,EARL CO TR
28405 TULARE LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ESTRADA,ARTHUR N AND RAQUEL
27924 VIA AMISTOSA
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
EVANGELISTI,ROBYN
5269 COLODNY DR # 2
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
EVANS,JOHN AND VENETYA
4901 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
EVANS,WILLIAM J CO
146 ALVARADO ST
OJAI CA 93023

CURRENT OWNER/RESIDENCE
EWING,ROGER AND CHRISTINE
5559 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FAGUNDES,EDWARD A AND EMILIA B
6075 RUSTLING OAKS DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FAIRALL,JAMES
5321 COLODNY DR 1
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FALK,LUDA
3972 TARRYTOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FANG,KE
201 JUNIPERO SERRA DR NO D
SAN GABRIEL CA 91776

CURRENT OWNER/RESIDENCE
FANG,KE
201 JUNIPERO SERRA DR NO D
SAN GABRIEL CA 91776

CURRENT OWNER/RESIDENCE
FANTOZZI,ANTHONY F CO TR
79 MALIBU COLONY RD
MALIBU CA 90265

CURRENT OWNER/RESIDENCE
FARKASH,DANIEL C AND TARA
28442 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FARKASH,DANIEL G AND TARA M
28442 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FARRIS,JAMES P,II AND JUDIE R
28315 FOOTHILL DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
FAWN,GINGER L
4134 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FAYYAD,HASSAN AND BRIGITTE
4124 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FEDERAL NATIONAL MORTGAGE
190 QUEEN ANNE AVE STE 400
SEATTLE WA 98109

CURRENT OWNER/RESIDENCE
FEDERMAN,ALON AND ANAT
28314 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FEEHAN,TIMOTHY J AND KAREN L
28221 BALKINS DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FEFAMILY INC
6740 TAMPA AVE
RESEDA CA 91335

CURRENT OWNER/RESIDENCE
FEINSTEIN,JILL TR
3721 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FELIX, EDWARD G
6118 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FENTON,ROBERT
28003 VIA AMISTOSA
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
FERBER,SHERRY L
27422 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FEREYDOONIAN,KIANOOSH
4104 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FERGESEN,MARK CO TR
28006 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FERNANDEZ,HERMELO E CO TR
27317 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FERRIER,J WILLIAM
4025 YANKEE DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
FERRIS,VALERIE Y
3916 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FIALA,JEREMY D AND
5275 COLODNY DR NO 22
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FILSINGER,PETER AND
27351 PARK VISTA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FINCH,KASSIE
18143 CANTARA ST
RESEDA CA 91335

CURRENT OWNER/RESIDENCE
FINDERS,MATTHEW AND TERILYN
5515 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FIRESTONE,M A AND
PO BOX 76
WOODLAND HILLS CA 91365

CURRENT OWNER/RESIDENCE
FITZGERALD,PIERRETTE I
27280 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FLORCZAK,RICHARD AND HEIDI
5314 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FLORES,JOSEPH D
5349 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FLOWERS,PAUL D TR
4072 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FLOWERS,PAUL D TR
4072 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FONTANA,FRANK AND DEBORAH A
27833 VIA AMISTOSA
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
FORD,ROBERT C AND CAREN
6425 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FOREMAN,JOHN A AND TAMI N
27345 PROVIDENT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FOSTER,DENNIS A AND NOGI M
986 WAVERLY HEIGHTS DR
THOUSAND OAKS CA 91360

CURRENT OWNER/RESIDENCE
FOSTER,WILLIAM C AND CAROL A
5601 FOOTHILL DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
FRANCISCO,JOANNE
28152 DRIVER AVE # 2
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FRANCO,ARTHUR F AND LOUISE A
5108 BURR OAK DR
LAS VEGAS NV 89130

CURRENT OWNER/RESIDENCE
FRANKE,JOSEPH A AND SARA W
3848 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FRANKEL,MICHAEL A AND CHRISTINE
4039 LIBERTY CANYON RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FRANSEN,DANIEL AND SHARON
4102 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FREEDMAN,DAVID AND SARITA
28407 RENEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FREGOSO,PETER L JR
5310 LEWIS RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
FRENCH,TERI L
4029 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FRIED,SHELDON J AND MAUREEN
19134 ROMAR ST
NORTHRIDGE CA 91324

CURRENT OWNER/RESIDENCE
FRIEDMAN,DAVID L AND ALLYSEN
27444 COUNTRY GLEN RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
FRIEND,TAMARA R
6350 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FRUMKIN,LEO AND SHERRY
19329 PALOMAR PL
TARZANA CA 91356

CURRENT OWNER/RESIDENCE
FUJII,IRENE K
27311 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FURGALA,ROBERT J
5322 COLODNY DR NO 3
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FURMAN,SHARON L
4133 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
FURNARI,STEPHEN AND KAREN
3809 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GABLEDON FAMILY LIMITED PTNSHP
28404 ROADSIDE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GADDEY,DORLINE TR
3855 UNITED RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GAINES,RICHARD B AND MARY L
6070 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GAJIC,PHIL
4130 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GALLEGOS,CARLOS CO TR
5560 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GALLINOT,GARY F AND DEBRA J
6014 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GAMEZ,PAUL A AND RENEE M
4047 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GARCES,RAMON R AND NADIA
27411 FREETOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GARCIA,ERNESTO S AND CORAZON C
3503 PERLITA AVE
LOS ANGELES CA 90039

CURRENT OWNER/RESIDENCE
GARCIA,JAMES AND GREGORIA
3857 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GARRISON,JAMES AND JANE M
3918 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GASSIB,THOMAS TR
4008 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GATTO,LOUISE M AND KATHERINE
6146 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GAUTEREAUX,DONALD L AND SUSAN B
27364 OAK SUMMIT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GEIGER,MARK
5537 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GELGOOD,JANICE G TR
27416 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GENCHI,JOSEPH D CO TR
2228 CAREFUL AVE
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
GEORGE,MARILYN TR
27344 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GERBER,GARY F
27423 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GERSHON,LORRY F AND LINDA M
3947 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GHAVAMI,AMIR A AND SHAHLA
1797 ROYAL SAINT GEORGE DR
WESTLAKE VILLAGE CA 91362

CURRENT OWNER/RESIDENCE
GHIDARI,SHAHRYAR AND ROYA K
PO BOX 1825
AGOURA HILLS CA 91376

CURRENT OWNER/RESIDENCE
GILLIGAN,TIMOTHY P
5241 COLODNY DR NO 204
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GINSBURG,MARGALIT
22047 MARTINEZ ST
WOODLAND HILLS CA 91364

CURRENT OWNER/RESIDENCE
GITYFOROZE,SAIED
27505 ENDEAVOR ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GLADWIN,JOHN AND WENDY
6125 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GLASER,PAUL M AND TRACY B
11939 WEDDINGTON ST NO 106
VALLEY VILLAGE CA 91607

CURRENT OWNER/RESIDENCE
GLASSER,KAREN L
3906 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GLAZER,JERE AND MICHELLE P
28245 BALKINS DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GLENN,CHARISSE
6063 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GLYNN,WILLIAM H AND RUTH K
5555 LEWIS LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GODBILLE,LARA D AND
28324 DRIVER AVE
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
GOLD,DANIEL C AND NANCY
5562 LEWIS LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GOLDBERG,ALAN M AND MARY M
1359 MELIA ST
CAMARILLO CA 93010

CURRENT OWNER/RESIDENCE
GOLDBERG,STEVE AND CHERYL
5935 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GOLDS,RYAN D AND RACHEL M
5210 LEWIS RD # 5
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GOLDSMITH,MARC A CO TR
3828 UNITED RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GOLDSTEIN,FRANK R CO TR
5748 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GOLDSTEIN,JOSHUA J CO TR
27339 PARK VISTA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GOLENBERG,GREGG A AND LESLIE
5927 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GOMEZ,MELISSA J TR
5645 MEDEABROOK PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GOOD,LARRY G
28142 DRIVER AVE NO 3
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
GOODROW PROPERTIES LLC
PO BOX 805
AGOURA HILLS CA 91376

CURRENT OWNER/RESIDENCE
GOODWIN,MARIE E
620 BRECKENRIDGE PL
SIMI VALLEY CA 93065

CURRENT OWNER/RESIDENCE
GOODWIN,NATALIE
4082 YANKEE DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
GORDON,JOAN TR
3605 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GORDON,RALPH AND FLORA O
30002 QUAIL RUN DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GOREN,IRENE
3812 UNITED RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GORGI,NEGIN AND
4077 YANKEE DR # 137
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
GOULD,PETER M CO TR
6321 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GOWING,RICHARD N
4044 JOELTON DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GRABLI,YAHUDA
28423 WARING PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GRAHAM,DARYL T
4030 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GRAHAM,DINO P AND JANET L
5322 COLODNY DR UNIT 4
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GRAN,BRYAN J AND STACY A
6001 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GRANT,ROBERT A AND LYLA M
3601 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GRASEY PROPERTIES LLC
6463 SURFSIDE DR
MALIBU CA 90265

CURRENT OWNER/RESIDENCE
GRASSHOFF,LYNN H CO TR
28990 OAK CREEK LN NO 1613
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GRAUL,DAVE AND SANDY
5661 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GRAY,DON
4004 JOELTON DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GRAYSON,DENNIS P
5263 COLODNY DR NO 11
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GREENE,DIANA R TR
5731 FAIRVIEW PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
GRIFFIN PARKSIDE COMMUNITY ASSN
24004 VENTURA BLVD
CALABASAS CA 91302

CURRENT OWNER/RESIDENCE
GRIFFIN,DUANE R AND PAMELA J
5316 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GRIFFITH,CARY E AND JUDITH J
5554 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GRIFFITHS,ROY AND SYLVIA
4121 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GRIMALDI,EUGENE
4073 LIBERTY CANYON RD # 92
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GRISHKO,YURIY AND
5291 COLODNY DR # 27
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
GRIX,LAWRENCE D AND SALLY A
3940 UNITED RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GROSSMAN,JAY S AND BRIAR F
11980 SAN VICENTE BLVD #507
LOS ANGELES CA 90049

CURRENT OWNER/RESIDENCE
GRUDT,GREGORY AND LINDSEY
4073 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GUAY,CAROLINE J AND
27526 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GUERRERO,FIDEL B AND ESTHER B
5447 FAIRVIEW PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
GUINTO,PLAINES V
4115 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GUNN,SUSAN J
PO BOX 6
AGOURA HILLS CA 91376

CURRENT OWNER/RESIDENCE
GUTHRIE,IRA S AND GUADALUPE M
28306 LAURA LA PLANTE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
GUTIERREZ,REYNALDO AND LINDA
27371 OAK SUMMIT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HAARHOFF,CHRISTOPHER & KERI
6033 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HADDOX,DARAN W AND MARLA J
3321 KIMBER DR NO C
NEWBURY PARK CA 91320

CURRENT OWNER/RESIDENCE
HADLOW,JOHN H
27380 OAK SUMMIT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HAGERMAN,JOHN C JR AND DEBORAH
A
2010 VISTA ALCEDO
CAMARILLO CA 93012

CURRENT OWNER/RESIDENCE
HAIM,FRED AND RANDI
27270 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HAKENSON,ROBERT R AND MARGARET
E
4019 DEFENDER DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
HAKIAN,JOSH AND PENNY
3737 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HALLANGER,GERALD W CO TR
27420 FREETOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HALLER,MICHAEL AND YASUE I
5924 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HALPRIN,DAN H AND TARA J
6223 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HALSTEAD,BRADLEY AND JEANNIE L
28403 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HAMBURG,ROBERT G
1 CATHY TER
ENGLEWOOD CLIFFS NJ 76320

CURRENT OWNER/RESIDENCE
HAMILTON,KEVIN AND CLAUDIA
6144 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HAMULIC,AIDA
204 FLITTNER CIR
THOUSAND OAKS CA 91360

CURRENT OWNER/RESIDENCE
HANCOX,JESSE M AND JILL R
5275 COLODNY DR 11
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HANFT,KENNETH E
3823 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HANSEN,ERIK AND LISA
4025 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HANTON,STEVEN N CO TR
27452 COUNTRY GLEN RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
HARGES,KENNETH J AND LORELEI
28047 DOROTHY DR STE 300
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HARITON,LAWRENCE F AND SHERI
6003 CALEDONIA CT
OAK PARK CA 91377

CURRENT OWNER/RESIDENCE
HARKINS,JOSEPH M AND JENNIFER
5241 COLODNY DR 103
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HARMAN,JULEE F
28008 BALKINS DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HARRISON,J A AND
6615 PACIFIC COAST HWY 260
LONG BEACH CA 90803

CURRENT OWNER/RESIDENCE
HART,BRIAN P AND LINDA
4032 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HARTER,CRAIG L CO TR
28370 AGOURA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HARTMAN,ELISABETH
PO BOX 218
AGOURA HILLS CA 91376

CURRENT OWNER/RESIDENCE
HARWICK,B TERENCE
PO BOX 330
AGOURA HILLS CA 91376

CURRENT OWNER/RESIDENCE
HARWICK,MARK S AND
4092 YANKEE DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
HASKELL,ROBERT AND TARRA
6150 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HAUCA,GREGORY AND
05303 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HAUPT,ERIC R AND DIANE R
05402 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HAUPT,ERIC R AND DIANE R
5402 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HAYBLISS PROPERTIES LLC
28001 DOROTHY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HAYS,THOMAS G AND
27290 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HAZANY,ELIAS B CO TR
201 CANON DR
BEVERLY HILLS CA 90212

CURRENT OWNER/RESIDENCE
HAZANY,ELIAS BEN CO TR
201 CANON DR
BEVERLY HILLS CA 90211

CURRENT OWNER/RESIDENCE
HAZARD,MICHAEL AND JANNA
3839 UNITED RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HEBERT,BYNETTE L
PO BOX 4797
THOUSAND OAKS CA 91359

CURRENT OWNER/RESIDENCE
HEFLIN,TIMOTHY T AND CAROL D
5626 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HEINBERG,CRAIG AND DIANE
5909 CHESEBRO RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
HEINBERG,SYLVESTER AND BETTY
5909 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HEKMATJAH,FARID TR
3947 TARRYTOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HELLMAN,ROBERT T
5231 COLODNY DR NO 9
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HEMMINGS,BRAD R
28016 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HENDERSON,ALLEGRIA
5910 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HENDERSON,ROGER D AND ARLETTE
27540 FREETOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HENDRICKS,CHRISTOPHER J AND
4033 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HENTZ, MARIE TR
5 HUBBARD WAY
COTO DE CAZA CA 92679

CURRENT OWNER/RESIDENCE
HERLING,ELLYN H
4023 JOELTON DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
HERMAN,GEORGE D AND CAROL D
5533 LEWIS LN
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
HERMAN,KIA
5291 COLODNY DR UNIT 7
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
HERNANDEZ,RICHARD L AND JOAN
6060 CHESEBRO RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
HEUSSER,WILLIAM JR AND DARLENE M
3966 PATRICK HENRY PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
HICKOK,KATHLEEN M
5257 COLODNY DR NO 4
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
HILLCREST TOWNHOME APTS LLC
PO BOX 2160
STATELINE NV 89449

CURRENT OWNER/RESIDENCE
HILLEL,SHLOMO AND
164 DEL MAR BLVD
PASADENA CA 91105

CURRENT OWNER/RESIDENCE
HIRSH,JEFFREY J
6230 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HITNER,ROBERT T TR
04069 LIBERTY CANYON RD # 87
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HOLLAND,MARY A CO TR
3796 COLEMAN AVE
SAN DIEGO CA 92154

CURRENT OWNER/RESIDENCE
HOLLAND,VIRGIL D
6810 LOGAN AVE
VISALIA CA 93291

CURRENT OWNER/RESIDENCE
HOLMES,SCOTT A AND GINA M
4240 LOST HILLS RD 1903
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HONG,YIFEI AND
5275 COLODNY DR # 9
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HOOD,RUSTY A AND BRIDGETT E
27441 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HORECZKY,OLIVER AND KATHLEEN
6171 FAIRVIEW PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
HORTON,THOMAS D AND SHEILA J
5742 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HORWITZ,MARIO AND LAURA R
28438 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HOWARD,JEFFREY L
3955 UNITED RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
HOWARD,RICHARD G AND GAY E
5805 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HSIAO,BRUCE AND
3834 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HUANG,CATHERINE R
26806 LIVE OAK CT
CALABASAS HLS CA 91301

CURRENT OWNER/RESIDENCE
HUBBARD,MARVIN AND KAREN
4026 JOELTON DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
HUFFMAN,RAYMOND L AND KIMBERLY
D
4400 DEERHAVEN CT
WESTLAKE VILLAGE CA 91362

CURRENT OWNER/RESIDENCE
HUG,GERALD O
27352 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HULL,RICHARD S AND NINA M
28453 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HUNT,MATTHEW L
5322 COLODNY DR UNIT 8
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
HUTCHINSON,TIM AND KATHY
28320 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
IAMBURG,MARIELA TR
1420 PEERLESS PL APT 316
LOS ANGELES CA 90035

CURRENT OWNER/RESIDENCE
IMHOF,KARL AND MAXIMILIANE
28335 FOOTHILL DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
INDYMAC VENTURE LLC
888 WALNUT ST 5TH FL
PASADENA CA 91101

CURRENT OWNER/RESIDENCE
INGBER,MARC AND SUSAN
3932 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
INOUYE,FRED
5241 COLODNY DR 201
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
INVEST WEST LLC
PO BOX 9025
CALABASAS CA 91372

CURRENT OWNER/RESIDENCE
IRVING,ROBERT E AND PATRICE C
28250 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ISCA LLC
5210 LEWIS RD 10
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
IVELAND,DAVID AND NANCY
27906 BLYTHEDALE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JABERI,MANSOUR
28510 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JACKSON,RICHARD W AND GAIL E
4018 JOELTON DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
JACOB,STEVEN AND ADRIENNE
30018 TRAIL CREEK DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JACOBS,STUART AND SUSAN
3613 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JACOBY,JEFFREY AND ADELE
27432 RONDELL ST
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
JADEJA,MINAL
4076 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JALALI,FARAHNAZ TR
4104 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JEANES,MICHAEL W
5241 COLODNY DR 106
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JEFFERY,DEREK AND JANE
28212 FOOTHILL DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
JENKINS,JAY A
5291 COLODNY DR NO 16
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JENNINGS,GEORGE AND SHEILA
1498 FLINTON CT
WESTLAKE VILLAGE CA 91361

CURRENT OWNER/RESIDENCE
JENNINGS,JEFFREY L AND CONNIE J
05547 LEWIS LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JENNY JEREMY AND MARIKO
PO BOX 158
MALIBU CA 90265

CURRENT OWNER/RESIDENCE
JERMYN,JAMES AND JENNIFER
3801 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JO,HANWOOK
28300 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JOHNSON,THOMAS F AND DALE S
4023 JIM BOWIE RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
JOHNSON-BRADLEY,CHERYL
28034 BALKINS DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JONES,DIANA L
4009 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JONES,GABRIEL AND CHARLENE
27938 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JONES,JOHN A
28142 DRIVER AVE NO 2
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JONES,KENNETH AND
5249 COLODNY DR 11
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JONES,LAURA A
5241 COLODNY DR 104
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JORDAN,MICHAEL W
28410 WARING PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JUAREZ,VICTOR M AND GUISELA O
5291 COLODNY DR NO 21
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
JUNG,NORMAN Q AND
28421 TULARE LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
K AND E BASKAKEREN 1ST FAMILY
4034 JOELTON DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KACKER,MANU D AND MINI K
28040 DOROTHY DR #103
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KAELIN,GEORGE R AND RAQUEL
287 PEBBLE BEACH DR
NEWBURY PARK CA 91320

CURRENT OWNER/RESIDENCE
KAMRATH,CHRISTA TR
4009 LIBERTY CANYON RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
KAMRATH,MICHAEL G AND ANAMARIA
4040 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KANE,M SHANNON
4017 JOELTON DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KANE,SAM AND SIMONE
5611 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KANG,KYUNG J
5551 DE VORE CT
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KAPCZYNSKI,KARA M
1663 HARLINGTON RD
SMYRNA GA 30082

CURRENT OWNER/RESIDENCE
KAPLAN,WILLIAM B TR
28028 BALKINS DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KARPF,PAUL
5275 COLODNY DR # 7
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KASSAN,ANDREW
4056 YANKEE DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
KASSEL,JONATHAN D AND
3627 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KASTENBERG,ASTRID M
27556 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KATZIR,NOAM AND AMALIA
28415 WARING PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KAUFMAN,RICHARD AND LOUISE
28231 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KAYE,MICHAEL AND
PO BOX 75
AGOURA HILLS CA 91376

CURRENT OWNER/RESIDENCE
KAZMIRSKI,ROBERT AND BARBARA
28042 BALKINS DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KEARNS,MICHAEL B AND GWENDOLYN
W
5740 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KEENAN,MARY C
5374 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KEENER,ART
5305 LEWIS RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
KELLER,ANA M
4901 CALLE MONTECILLO
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KELLER,ROBERT
6136 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KELLER,ROBERT
4901 CALLE MONTECILLO
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KELLY,JOHN B AND ELIZABETH T
27306 PARK VISTA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KENNAN,WAYNE A AND
28241 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KERSEY,DAVID M
28406 LEWIS PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KEY,RICHARD R
5275 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KHAN,HASIB AND SAMIYA
5831 SAINT LAUREL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KHAVAEV,ALEXEI
27467 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KIAN,MIKE
4139 VICASA DR
CALABASAS CA 91302

CURRENT OWNER/RESIDENCE
KILE,GREGORY L AND MARIA L
3851 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KILLOUGH,LAWRENCE P AND
5801 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KIM,CHI Y AND
5555 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KIM,SANG H AND SONHUI P
9161 COTTONWOOD CT
TUCSON AZ 85749

CURRENT OWNER/RESIDENCE
KIMBER,TIMOTHY E
28337 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KING,KAYE
5111 AMBROSE AVE
LOS ANGELES CA 90027

CURRENT OWNER/RESIDENCE
KIRA,SHARRON M TR
6135 FAIRVIEW PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
KIRSCHNER,YARIV CO TR
3958 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KISSLING,ROBERT JR AND JOANNE
28402 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KISTLER,AARON AND
27437 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KLEIN,GARY J AND KATHRYN D
8120 KENYON AVE
WESTCHESTER CA 90045

CURRENT OWNER/RESIDENCE
KLEIN,LINDA L
27807 CALLE MARGARITA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KLEMP,KALEY W AND NATHANIEL J
04040 JOELTON DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KLEYMENOV,SERGEY AND LILIA AND
27807 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KNAUSS,LAURA A
23852 PACIFIC COAST HWY # 25
MALIBU CA 90265

CURRENT OWNER/RESIDENCE
KOHLER,JOHN L
4022 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KOLVE,PATRICK A AND ELIZABETH
28250 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KOMARENKO,ALEXANDER A
28518 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KOPEL,JESSICA
5249 COLODNY DR NO 6
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KOSTRAB,ANTOINETTE AND
3982 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KOVAC,MICHAEL AND
1212 OCEAN PARK BLVD # 8
SANTA MONICA CA 90405

CURRENT OWNER/RESIDENCE
KOVACS,MIKE AND ROZA
5648 SLICERS CIR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KOWALICK,VINCENT
5257 COLODNY DR NO C2
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KOWALSKI,ROBERT E AND DAWN C
5523 FOOTHILL DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
KOZASKI,ZIV CO TR
28255 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KRAMER,BARRY AND JENNIFER
27439 FREETOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KRAMER,LAYNE
5322 COLODNY DR NO 2
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
KRUPPA,CARL A TR
27335 OAK SUMMIT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KUKHTA,MARINA
5321 COLODNY DR # 11
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KURZWEIL,RUTH L
5720 TOTH PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KUSUMA,ALFONSUS AND
5275 COLODNY DR NO 14
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KUTZIN,PAUL S AND LINDA S
04131 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KUWATA,MILES M AND
6021 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KUZNETSKY,MATTHEW AND
27442 RONDELL ST NO 6
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
KWAN,JOSEPH P
3736 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
L A CO FLOOD CONTROL DIST
500 TEMPLE ST RM 754
LOS ANGELES CA 90012

CURRENT OWNER/RESIDENCE
LA FRANCE,PAULA M TR
5712 FAIRVIEW PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
LA GRASSA,RONALD N
28302 LAURA LA PLANTE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LA ROCQUE,MICHAEL J AND LYNN R
5943 FAIRVIEW PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
LACKMEYER,CHRISTOPHER AND
3975 UNITED RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LACOMBE,JACQUELINE
28220 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LAGERQUIST,RONALD F CO TR
92 LLOYD CT
NEWBURY PARK CA 91320

CURRENT OWNER/RESIDENCE
LAINE,DENNIS AND NICOLETTE
28318 BALKINS DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LAMACCHIA,JOHN B CO TR
28719 PISCES ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LAMBERT,MELISSA
4083 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LAMPERT,GREGORY M TR
5911 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LANCASTER,ALEXANDER AND
JENNIFER
PO BOX 4973
WESTLAKE VILLAGE CA 91359

CURRENT OWNER/RESIDENCE
LANDIS,BARBARA J
4110 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LONDON,MARJORIE L TR
6401 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LANDRY,EDWARD A TR
5401 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LANDY,DAVID AND KAREN
6000 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LAO,SAKARA S
27470 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LAPINE,HANS D AND SABINE B
28217 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LARSEN,STEVE AND SHIRLEY A
5416 LEWIS RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
LARSON,JAMES E AND CINDY A
1405 MARINE WAY
OXNARD CA 93035

CURRENT OWNER/RESIDENCE
LAS VIRGENES MUN WATER DIST
4232 LAS VIRGENES RD
CALABASAS CA 91302

CURRENT OWNER/RESIDENCE
LASPINA,LANCE AND LAURIE S
4089 LIBERTY CANYON RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LATTA,MURIEL J
4024 YANKEE DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
LAURA LA PLANTE LLC
18850 VENTURA BLVD #130
TARZANA CA 91356

CURRENT OWNER/RESIDENCE
LAWRENCE THOMAS FAMILY LIMITED
6390 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LAWRENCE,PETER
4107 YANKEE DR NO 129
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LAWRENCE,RONALD AND DIANE
27839 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LAWSON,RICHARD AND JULIE
3941 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LAY,GARRY C AND
27383 PROVIDENT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LAZARIS,SPIRDON A AND
27803 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LECLAIR,GARY AND LINDA
4039 JOELTON DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LEE,CHARLES C AND CARMINA E
4004 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LEE,DARRELL D III AND JEANNINE Z
5275 COLODNY DR # 2
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LEE,STEVE K AND MONICA Y
5541 DE VORE CT
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LEGGETT,MARK CO TR
5939 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LEHMAN,CHARLES W
PO BOX 9164
CANOGA PARK CA 91309

CURRENT OWNER/RESIDENCE
LEONARD,KENNETH J AND BARBARA B
5835 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LEONARD,LARRY A
PO BOX 971
RENO NV 89504

CURRENT OWNER/RESIDENCE
LEPISTO,GARRETT
4109 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LEROSE,NICHOLAS D AND KARA W
5619 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LESTAK,BARBARA J
5610 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LEVESQUE,JULIE M AND DAMIEN M
5725 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LEVIN,JON J
5947 LAPWORTH DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LEVINE,DARRYL AND MINDY
5540 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LEVINE,FREDRIC J AND LISA
6139 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LEVINE,FREDRIC J AND LISA
28024 DOROTHY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LEVINE,FREDRIC J AND LISA
6139 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LEVINE,TAMARA
27478 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LEVITT,ROBIN L TR
920 YNEZ AVE
REDONDO BEACH CA 90277

CURRENT OWNER/RESIDENCE
LEVY,MOSHE AND EMILIA G
28348 ROADSIDE DR STE 205
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LEWIS,ERIC W AND MARY K
6144 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LIEBERMAN,ARNOLD PHILLIP CO TR
28035 DOROTHY DR NO 100
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LIFSHITZ,VARDA AND
27828 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LINDER,LLOYD F AND CARRIE A
3730 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LIPPIATT,THOMAS F CO TR
4130 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LITVAK,DUSTIN T
5275 COLODNY DR # 15
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LITWINCZYK,MARK
3976 TARRYTOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LIU,NAMDAR CO TR
5504 EASTERLY RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LOCKMANN,CHARLES F AND AMY S
28232 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LOLLI LLC
92 1224 OLANI ST APT 1
KAPOLEI HI 96707

CURRENT OWNER/RESIDENCE
LONG,BRIGITTE
5241 COLODNY DR 303
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LOO,JOSEPH
28152 DRIVER AVE NO 3
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
LORIN,LAWRENCE S AND RONNA
4061 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LOS ANGELES COUNTY FLOOD
CONTROL
PO BOX 1460
ALHAMBRA CA 91802

CURRENT OWNER/RESIDENCE
LOSONCI,SUSAN TR
5291 COLODNY DR # 24
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LOUIS,JEAN CLAUDE AND
28363 BALKINS DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LOULIAS,MIKE
28156 DRIVER AVE NO 4
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LOWELL,SUSAN K TR
27330 PROVIDENT RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
LOWERY,JAMES K AND KATHLEEN A
5703 TOTH PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
LOWN,PETER M
5249 COLODNY DR NO 12
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LUBETKIN,DANIEL L AND
27582 RONDELL ST # 26
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LUBIN,FRED AND JUDITH
4013 LIBERTY CANYON RD NO 79
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LUCAS,MARIA CO TR
06522 SALE AVE
WEST HILLS CA 91307

CURRENT OWNER/RESIDENCE
LUDIAN,ADAM
07217 BANDOLERO WAY
BAKERSFIELD CA 93308

CURRENT OWNER/RESIDENCE
LUX,DANIEL S AND ANDREA E
5699 KANAN RD NO 235
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LYNCH,JOHN AND THORDORA
4031 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
LYNCH,PATRICK M AND VICTORIA L
28450 TULARE LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MAASOUMI,MINOO
3823 UNITED RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MABERY,RICHARD A AND KARIN G
5340 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MAC,DALJIT S TR
4152 VALLEY SPRING DR
WESTLAKE VILLAGE CA 91362

CURRENT OWNER/RESIDENCE
MACALUSO,ANGELINE E TR
PO BOX 1675
AGOURA HILLS CA 91376

CURRENT OWNER/RESIDENCE
MACEDO,FRANK J JR AND KIMBERLY A
4015 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MACGREGOR,DAVID L AND
3944 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MACKEY,JEFFREY C AND LACEY R
632 SWEETZER AVE APT 4
LOS ANGELES CA 90048

CURRENT OWNER/RESIDENCE
MADAN,SHOBHANA
PO BOX 24066
LOS ANGELES CA 90024

CURRENT OWNER/RESIDENCE
MAGE INVESTMENTS LLC
28348 ROADSIDE DR STE 205
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MAGNONE,LEROY J AND KATHLEEN L
28409 WARING PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
MAHGEREFTEH,MASSOUD AND FARIBA
27917 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MAHLER,ERIC J
28437 LEWIS PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MAHTERIAN ROBERT D AND SUZANNE J
28351 AGOURA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MAJOR,MATT R
3106 LONDON LN
OXNARD CA 93036

CURRENT OWNER/RESIDENCE
MALLORY,CAROLYN R TR
00651 VIA VIS
NEWBURY PARK CA 91320

CURRENT OWNER/RESIDENCE
MALTESE,DANIEL E AND JOAN
6021 LAPWORTH DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MAMAN,ELLI AND RHONDA H
5800 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MANFREDONIA,ADAM J AND LORI A
28435 TULARE LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MANIO,MARIANITA M
4023 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MANN,STEPHEN P
27340 PARK VISTA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MANOOGIAN,MICHELLE
27510 RONDELL ST NO 52
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MANOS,JOHN C
5630 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MANSOURI,MEHDI
10633 EASTBORNE AVE APT 202
LOS ANGELES CA 90024

CURRENT OWNER/RESIDENCE
MARCHESSAULT,LAURA
28355 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MARCHIS,ADRIAN AND MARY
27419 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MARENGHI,GERARD E
3126 OAKCREST DR
LOS ANGELES CA 90068

CURRENT OWNER/RESIDENCE
MARGOLIN,WILLIAM
28382 AGOURA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MARKELL,JOSHUA S CO TR
28237 LAURA LA PLANTE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MARKS,MITCHELL D AND COLETTE M
27412 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MAROTTO,ELIZABETH
27425 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MARRIOTT,KAREN L
28221 BALKINS DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MARSH,MIRIAM M
27414 RONDELL ST
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
MARSHALL,DIONNE
5257 COLODNY DR NO C9
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MARSHALL,MOLLY
5566 LEWIS LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MARTIN,MARTHA S
3732 PARK COLONY CT
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MARTINEZ WHEELER,LILLIAN TR
11711 COUNTRY ESTATES
APISON TN 37302

CURRENT OWNER/RESIDENCE
MARTINEZ,LUPE TR
5136 RAPPOLLA CT
PLEASANTON CA 94588

CURRENT OWNER/RESIDENCE
MASJEDI,FARID AND ELIZABETH
3715 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MASON,WILLIAM II AND KAREN T
3624 PARK COLONY CT
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MASSAIS,IBRAHIM AND KAMRA
4916 CALLE MONTECILLO
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MASTELLER,RICHARD AND JOAN
3852 UNITED RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
MATHER,CLINTON III AND LESLIE C
27435 FREETOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MAUZEY,BILL E III AND OLIVIA S
808 SUN GROVE DR
CAMARILLO CA 93010

CURRENT OWNER/RESIDENCE
MAYFIELD,JAMES S AND
28347 BALKINS DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MAYFIELD,RAYMOND S AND VELMA J
27320 COUNTRY GLEN RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
MAZER,ROMAINE J TR
27508 RONDELL ST 56
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
MC DANIEL,DAVID AND LINDA J
4010 DEFENDER DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
MCCANN,AUBREY
5342 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MCCARRON,PATRICIA
5249 COLODNY DR # 2
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MCCARTHY,DENNIS J AND
4114 GADSHILL LN
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
MCCLINTICK,MARGARET AND
27810 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MCCLLOUD,ALTON AND RUTH
27814 CALLE MARGARITA
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
MCCUNE,WALTER L TR
240 NATURESCAPE RD
GRANTS PASS OR 97527

CURRENT OWNER/RESIDENCE
MCDONALD,JOHN
28229 AGOURA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MCDONALD,JOHN TR
4058 YANKEE DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
MCDONNELL,CHARLYN L TR
28552 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MCDONOUGH,PAUL AND MARIE
1880 CENTURY PARK E #1405
LOS ANGELES CA 90067

CURRENT OWNER/RESIDENCE
MCGARVA,MONICA J AND DAVID J
4051 LIBERTY CANYON RD 64
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MCGEE,THOMAS L
27532 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MCGUIRE FAMILY LLC
21150 VENTURA BLVD
WOODLAND HILLS CA 91364

CURRENT OWNER/RESIDENCE
MCGUIRE FAMILY LLC
24961 THE OLD RD
STEVENSON RANCH CA 91381

CURRENT OWNER/RESIDENCE
MCINTYRE,CHRISTINA
210 TWIN LAKES DR
DOUBLE OAK TX 75077

CURRENT OWNER/RESIDENCE
MCKEE,DORNA TR
4038 DEFENDER DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
MCLAREN,CRAIG A AND SUSAN E
27354 PROVIDENT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MCNAMARA,JOHN J AND
28327 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MCNAMEE,MICHAEL T AND
5275 COLODNY DR 4
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MCRORY,MICHAEL AND NIKKI
5732 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MEDAGLIA,JOSEPH F AND CARLYN
4118 GADSHILL LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MEDVENE,LINDA J AND
5857 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MEEHAN,BRETT AND MICHELLE
5435 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MEHRJERDI,JAMAL M
14706 EARLSWOOD DR
HOUSTON TX 77083

CURRENT OWNER/RESIDENCE
MEJIA,RICARDO AND KIM
607 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MEKHIEL,NAGI AND
28413 RENEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MELOGRANO,PAUL F
4035 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MELVIN,CHARLES S
5346 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MENAHEM,SEAN B TR
5000 PARKWAY CALABASAS STE 106
CALABASAS CA 91302

CURRENT OWNER/RESIDENCE
MENDILLO,CATERINA CO TR
9716 178TH PL NE UNIT 104
REDMOND WA 98052

CURRENT OWNER/RESIDENCE
MERCER,ROSE
5275 COLODNY DR # 10
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MERRIETT,STEVEN L AND LILLIAN P
27373 PROVIDENT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MERRILL,JOHN J AND PATRICIA J
PO BOX 19
AGOURA HILLS CA 91376

CURRENT OWNER/RESIDENCE
METAL BLADE RECORDS INC
2828 COCHRAN ST PMB 302
SIMI VALLEY CA 93065

CURRENT OWNER/RESIDENCE
METAL BLADE RECORDS INC
5210 LEWIS RD UNIT 1
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
METAL BLADE RECORDS INC
2828 COCHRAN ST PMB 302
SIMI VALLEY CA 93065

CURRENT OWNER/RESIDENCE
METAL BLADE RECORDS INC
5210 LEWIS RD UNIT 1
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
METROW,LYNN
28005 BALKINS DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MEYER,DANIEL A AND NADJA
6037 LAPWORTH DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MEYER,PHIL AND CINE
5726 TOTH PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MEYERING,RYAN AND ALICE
5241 COLODNY DR 105
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MEYERSON,ROBERT CO TR
28038 DOROTHY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MEYLER,NICK J
27501 ENDEAVOR ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MICHELS,F ROWE AND LISA
5936 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MICHITSCH,ROBERT F AND ELSA
6012 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MIHALIC,RENATA AND
6040 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MILLER,KELLY M
27564 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MILLER,NICOLAS AND
4046 DEFENDER DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
MILLER,RICHARD J
27466 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MILLER,WENDY S
27460 COUNTRY GLEN RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
MILLETT,MICHAEL P AND VELIA
6034 WINNETKA AVE
WOODLAND HLS CA 91367

CURRENT OWNER/RESIDENCE
MILLETT,MICHAEL P JR AND
5446 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MILLS,JOHN F CO TR
27383 OAK SUMMIT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MILTON,ODY AND CHRISTINE
27941 VIA AMISTOSA
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
MINEO,JOSEPH S AND CAROLYN
959 RANCHO RD
THOUSAND OAKS CA 91362

CURRENT OWNER/RESIDENCE
MINOO,PARVIZ AND LINDA
3619 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MITCHELL,CARY L AND SHARON S
2037 BROOKFIELD DR
THOUSAND OAKS CA 91362

CURRENT OWNER/RESIDENCE
MITCHELL,MICKEY S AND JILL
27401 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MITCHELL,MONICA
22365 HAYWORTH CT
CORONA CA 92883

CURRENT OWNER/RESIDENCE
MITCHELL,STEVEN A AND ARMITAH
6100 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MOCALIS,PHILIP W TR
2241 RAVENNA ST
SIMI VALLEY CA 93065

CURRENT OWNER/RESIDENCE
MOGAN,THOMAS P AND SUSAN A
28250 LAURA LA PLANTE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MOLINA,RALPH AND BARBARA
14250 EL MONTE RD
ATASCADERO CA 93422

CURRENT OWNER/RESIDENCE
MONAGAS,LISSETTE
5291 COLODNY DR NO 23
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
MONTIVERO,BARBARA R TR
4059 LIBERTY CANYON RD # 57
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MOORE,CHRISTIAN M AND
5276 COLODNY DR # A
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MOORE,DAVID W CO TR
2308 MARKHAM AVE
THOUSAND OAKS CA 91360

CURRENT OWNER/RESIDENCE
MOORE,ERIK S
28445 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MOORMAN,DAVID AND KRISTY
5528 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MORALEX LLC
658 LA CORONA CT
OAK PARK CA 91377

CURRENT OWNER/RESIDENCE
MORGAN RANDY
10681 COURT AVE
STANTON CA 90680

CURRENT OWNER/RESIDENCE
MORISHITA,SHINGO
5269 COLODNY DR NO 7
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MORRIS,JESSICA
4097 LIBERTY CANYON RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MORRIS,W DEE AND JUDI
27806 CALLE MARGARITA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MORRIS,WAYNE E AND CHRISTINE
27391 PROVIDENT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MORRISON,VEVA D
3661 FRESNO RD
LE GRAND CA 95333

CURRENT OWNER/RESIDENCE
MORROW,MARY
5275 COLODNY DR NO 19
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MORTEZAIE,ALI AND
275 EUCLID AVE
LONG BEACH CA 90803

CURRENT OWNER/RESIDENCE
MOST,DONALD AND MORGAN
28451 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MOTAMEDI,FARNAZ C TR
358 COTTAGES CT
CAMARILLO CA 93012

CURRENT OWNER/RESIDENCE
MOTTA,DAN J AND
28320 LAURA LA PLANTE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MOUNTAINS RECREATION AND
5810 RAMIREZ CANYON RD
MALIBU CA 90265

CURRENT OWNER/RESIDENCE
MOUNTAINS RECREATION AND
570 AVENUE 26 STE 100
LOS ANGELES CA 90065

CURRENT OWNER/RESIDENCE
MOUNTAINS RECREATION AND
5810 RAMIREZ CANYON RD
MALIBU CA 90265

CURRENT OWNER/RESIDENCE
MUELLER,FREDERICK III AND
4123 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MUFFOLETTO,PETER S AND DEBORAH
A
1372 KINGSBORO CT
WESTLAKE VILLAGE CA 91362

CURRENT OWNER/RESIDENCE
MUFFOLETTO,PETER S AND DEBORAH
A
1372 KINGSBORO CT
WESTLAKE VILLAGE CA 91362

CURRENT OWNER/RESIDENCE
MULLINS,JERRY W
27572 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MUNOZ,MICHELLE
3722 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MURKEY,KEVIN M AND JENNIFER
27504 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MURNANE,WILLIAM AND AUDRIENNE
28414 TULARE LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
MURPHY,JOHN G AND KIMBERLY A
27319 OAK SUMMIT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NACHMAN,MICHELLE
5291 COLODNY DR UNIT 5
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NADEL,MARK AND ROBERTA
280 WESTLAKE BLVD NO 110
WESTLAKE VILLAGE CA 91362

CURRENT OWNER/RESIDENCE
NAGATA,JOHN AND KATHLEEN
5764 FAIRVIEW PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
NAIMAN,SONYA R
4074 YANKEE DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
NANCE,THOMAS R DECD EST OF
27301 PARK VISTA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NANDA,NITIN AND
5000 VAN NUYS # 202
SHERMAN OAKS CA 91403

CURRENT OWNER/RESIDENCE
NARAY,CHARLES F TR
4122 GADSHILL LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NASTARIN,DAVID AND MICHELE
27327 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NATH,PREM S
1818 AVENIDA DE LAS FLORES
THOUSAND OAKS CA 91362

CURRENT OWNER/RESIDENCE
NAVARRO,GUILLERMO J AND IRENE M
5912 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NEGRIN,LARRY AND VICTORIA
27505 FREETOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NELSON,C TRACI AND BRADLEY
3920 TARRYTOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NELSON,MEGAN A
05320 COLODNY DR NO 6
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NENABER,RICHARD R AND
27448 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NERNBERG,A JOSEPH AND KAREN
27536 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NESTOR,BRIAN J AND LYDIA O
5537 FAIRVIEW PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
NEWELL,LISA
4063 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NEWKIRK,NICHOLAS
27560 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NG,CHUN W
5276 COLODNY DR # C
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NICHOLS,CHERYL
27426 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NICHOLS,DANIEL A
PO BOX 324
AGOURA HILLS CA 91376

CURRENT OWNER/RESIDENCE
NICHOLS,DONNELL L
3643 TWIN LAKE RDG
WESTLAKE VILLAGE CA 91361

CURRENT OWNER/RESIDENCE
NIMS,NANCY A
5321 COLODNY DR # 10
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NIMS,WALTER D AND SUSAN L
28430 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NOLIND,ELEANOR L
27403 COUNTRY GLEN RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
NOURI,FARIBORZ AND ELIDA
4725 AZUCENA RD
WOODLAND HILLS CA 91364

CURRENT OWNER/RESIDENCE
NOUZILLE,JEANLUC AND CYRENA
6085 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NOVAK,STEVE V AND SVATAVA J
5737 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NUDELL,PAULA F
6140 CHESEBRO RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
NUNEZ,GLADYS A
4112 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
NUSSBAUM,ROY
28142 DRIVER AVE NO 1
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
O BRYANT,STEVEN G CO TR
5511 FAIRVIEW PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
O CONNELL,JAMES AND CHRISTI
27909 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
O NEIL,EDMOND T
PO BOX 17385
TUCSON AZ 85731

CURRENT OWNER/RESIDENCE
OGLE,STEVEN M
4047 LIBERTY CANYON RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
OHANNESSIAN,LAURA
27800 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
OHM,CRAIG R AND
28156 DRIVER AVE 6
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
OJEDA,HERNAN AND SALLY
3815 UNITED RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
OKSNER,LANCE G TR
4002 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
OLIVA,ARMANDO L
PO BOX 941
WOODLAND HILLS CA 91365

CURRENT OWNER/RESIDENCE
OLMSCHIED,JERRY AND PATRICIA
6161 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
OLNEY,ROSS D
5611 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
OLSON,JOHN AND VARVARA
27346 PROVIDENT RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
OMARA,DANIEL J AND DONNA L
27372 OAK SUMMIT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
OPPENHEIM,TIFFANI
05257 COLODNY DR 7
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ORDONA,JESSICA
04071 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ORINGER,YIZHAK AND SHOSHANA
27553 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ORPHAN,WILLIAM AND VICTORIA
06227 MELBA AVE
WOODLAND HILLS CA 91367

CURRENT OWNER/RESIDENCE
ORTIZ,MICHAEL A
PO BOX 6051
THOUSAND OAKS CA 91359

CURRENT OWNER/RESIDENCE
OSBRINK,CYNTHIA D TR
4120 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
OSHIRO,STEVEN W
28354 LAURA LA PLANTE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
OU,SZU CHENG AND MIN C
27410 FREETOWN LN
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
OUWERSLOOT,JOOST
4099 LIBERTY CANYON RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
OZAR,MICHAEL D AND BETA M
28020 BALKINS DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
OZDY,ANDREW AND DORE C
28253 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
OZDY,ANDREW AND DORE C
28282 DOROTHY DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
P LIBERTY LLC
2534 SIERRA CREEK RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PACIFIC BELL
100 STONEMAN AVE RM 130
ALHAMBRA CA 91801

CURRENT OWNER/RESIDENCE
PALAMO GROUP PARTNERSHIP
28219 AGOURA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PALATIN,AMIR CO TR
3724 PARK COLONY CT
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PALISMO,STEPHEN AND KIM
5291 COLODNY DR UNIT 17
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PALO COMADO ESTATES
HOMEOWNERS
5155 CLARETON DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PALO COMADO LLC
5000 PARKWAY CALABASAS RD 106
CALABASAS CA 91302

CURRENT OWNER/RESIDENCE
PALOMARES,ELI AND MARIA E
27422 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PAOLONE,DESIDERIO AND SANDRA
3814 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PAOLONE,DESIDERIO AND SANDRA
PO BOX 2367
AGOURA HILLS CA 91376

CURRENT OWNER/RESIDENCE
PAPANICOLAOU,MICHAEL N
28346 BALKINS DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PARIS,ELAINE M TR
4065 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PARK,DENNIS I
5847 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PARKS, COLLEEN
27440 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PARRINGTON, HOWARD J AND PAT
95108 HITHER HILLS WY
FERNANDINA BEACH FL 32034

CURRENT OWNER/RESIDENCE
PARRONE, GREGORY J AND TERRI L
4836 CANYON WAY
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PARVINJAH, MASOUD
17256 BARNESTON CT
GRANADA HILLS CA 91344

CURRENT OWNER/RESIDENCE
PASHA, TINA TR
27408 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PASTERNAK, ABRAHAM
27454 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PASTORA, ANITA
27462 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PAULUCCI, JOSEPH A CO TR
5757 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PAULY, GUENTER E AND DORIS M
5524 EASTERLY RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PAVLEY, ANDREW AND FRANCES
4050 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PAVON, IRA AND DIANE
4037 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PAYAN, POUYA AND
PO BOX 25736
LOS ANGELES CA 90025

CURRENT OWNER/RESIDENCE
PAZIRANDEH, ELISA
4128 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PEARCE, CRAIG AND VICKIE A
6155 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PEARSON PHILLIP AND PHYLLIS
4949 CALLE ROBLEDA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PEDERSEN, REIDUN
5322 COLODNY DR NO 6
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PEEPLER, VIRENIA
28310 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PEIKOFF, LORI L
27558 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PENNINGTON, JASON AND
4085 LIBERTY CANYON RD 94
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PERATIS, THEODORE
3950 TARRYTOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PERRY, JOHN L
6105 LAPWORTH DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
PETERS, GERALD AND
5338 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PETTERSEN, MICHAEL AND DAWN
27802 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PHAM, TERRANCE T
5352 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PHELAN, HOLLY
4124 YANKEE DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
PHELAN, HOLLY M
4124 YANKEE DR # 104
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PHILLIPS, DAVID J AND BARBARA E
5743 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PHILLIPS,TIMOTHY AND JOANNE
28342 LAURA LA PLANTE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PIERSON,JAMES AND MARIANNE
4011 JOELTON DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PIMENTA,CAMERON J AND
5321 COLODNY DR 14
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PINE,CHARLES A AND MARCIA B
6022 COLODNY DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
PINEDA,BERTHA AND
4093 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PIROUTI,ASHOOR
12390 CHANDLER BLVD H
VALLEY VILLAGE CA 91607

CURRENT OWNER/RESIDENCE
PIROUTI,ASHOOR
12390 CHANDLER BLVD H
VALLEY VILLAGE CA 91607

CURRENT OWNER/RESIDENCE
PLATZER,MERIL S
28404 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PLAZA INTERNATIONAL
21777 VENTURA BLVD STE 252
WOODLAND HLS CA 91364

CURRENT OWNER/RESIDENCE
POLIDI,DANNY
27444 RONDELL ST UNIT 7
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
POLKINGHORN,BRADLEY S AND
5699 KANAN RD # 408
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
POLLOCK,LARRY
4567 RAYBURN ST
WESTLAKE VILLAGE CA 91362

CURRENT OWNER/RESIDENCE
POLYAKOV,LEONARD AND KAREN B
27275 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
POMROY,CLINTON AND HAYLIE
5348 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PONSIGLIONE,ALEXANDER J AND
4937 CALLE ROBLEDA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PONTIOUS,MELVIN AND DOROTHY
4641 TOEPFER RD
MIDDLETON WI 53562

CURRENT OWNER/RESIDENCE
POPE,MICHAEL AND GINA
3604 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
POSELLA,NINO
PO BOX 246
MALIBU CA 90265

CURRENT OWNER/RESIDENCE
POSTORINO,JIM
4079 LIBERTY CANYON RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PRATICO,ROBERT AND ROSEMARIE
27515 FREETOWN LN
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
PRAVATA,CHARLES J
5321 COLODNY DR # 2
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PRESANT,ERIK J AND LAYLA S
340 GRIFFITH PARK DR
BURBANK CA 91506

CURRENT OWNER/RESIDENCE
PRINCE,CRAIG A
28431 LEWIS PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
PRISKORN,CRAIG AND DANA
28313 LAURA LA PLANTE DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
PROFFITT,CAROL A TR
31563 LINDERO CANYON RD NO 8
WESTLAKE VLG CA 91361

CURRENT OWNER/RESIDENCE
PROSSER,CHRISTINA M
3828 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PROST,JASON W AND KRISTINA W
27426 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PURKISS,JOSHUA W AND
5269 COLODNY DR #8
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
PUSZTAI,MARGIT TR
12375 DORAN PL
NORTH HOLLYWOOD CA 91605

CURRENT OWNER/RESIDENCE
PYE,ANNE TR
27523 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
R Y WICALL TRUCKING INC
28339 AGOURA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RAABE,JAMES C AND CONNIE
6236 ACADIA AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RAANAN,MEIR
27458 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RAHM,DEBORAH A
28464 RENEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RAJABNEJAD,MAHNOOSH
3927 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RALSTON,RANDALL AND LYDIA
28316 LAURA LA PLANTE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RAMUNO,PHILIP J AND JACQUELINE Z
6025 CHESEBRO RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
RAPHALIAN,JASON AND KIM E
6120 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RARIDON,HOLLY A
27480 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RAVO,DAVID
6128 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RAY,MICHAEL AND DEBORAH F
4941 CALLE ROBLEDA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
READY,TIMOTHY S AND SHERI E
5567 SPRING HILL CT
WESTLAKE VILLAGE CA 91362

CURRENT OWNER/RESIDENCE
REAM,LAWRENCE G AND SANDRA R
4926 CALLE MONTECILLO
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
REARDON,CRAIG AND
5622 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RECZEK,PIOTR AND DANUTA
28152 DRIVER AVE 1
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
REEVES,MARY
3907 UNITED RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
REILLY,MARK R AND
27421 FREETOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
REOS,CALEB
5275 COLODNY DR 21
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RESEN,ELIZABETH
27520 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RESNIK,ROBERT AND SHERREL D
4115 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RETTINGER,DAVID ET AL
1739 FEDERAL AVE UNIT 105
LOS ANGELES CA 90025

CURRENT OWNER/RESIDENCE
REYNOLDS,AARON AND
4022 JOELTON DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RICH,GARETH AND LINDA
5626 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RICHARD,PATRICK A AND
4060 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RICHARDS,GARY R
28414 WARING PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RICHARDSON,RALPH N AND YVONNE P
23716 STRATHERN ST
WEST HILLS CA 91304

CURRENT OWNER/RESIDENCE
RICHLING,JOHN C AND VICKI L
3836 UNITED RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RIGGS,ROBIN C AND NINA A
6615 OAK SPRINGS DR
OAK PARK CA 91377

CURRENT OWNER/RESIDENCE
RIMER,SEYMOUR AND JAN
27326 OAK SUMMIT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RING,BRIAN AND MARIANNE
27317 PARK VISTA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RIOPHARM U S A INC
PO BOX 48187
LOS ANGELES CA 90048

CURRENT OWNER/RESIDENCE
RISHOFF,LOUISE C TR
29639 STRAWBERRY HILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RISHOFF,STEPHEN L AND KATHRYN
5411 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RITCHEY,JAMES P AND KAREN Y
28328 DRIVER AVE
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
RIVERA,LACIE AND
28152 DRIVER AVE 6
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RIZOR,JOEL AND NANCY
05709 FAIRVIEW PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
RIZOR,JOEL AND NANCY
05709 FAIRVIEW PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
ROADSIDE VIEW LLC
23901 CALABASAS RD 2018
CALABASAS CA 91302

CURRENT OWNER/RESIDENCE
ROBBINS,PAMELA R TR
27446 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROBBINS,TERESA L
5263 COLODNY DR NO B 6
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROBERTS,DIANE J TR
3974 TARRYTOWN LN # 32
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
ROBERTS,IAN M AND NORA K
5548 EASTERLY RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROBERTS,KATHLEEN V
4019 LIBERTY CANYON RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
ROBERTSON,JAMES AND LINDA
1030 REDONDO RD
TEMPLETON CA 93465

CURRENT OWNER/RESIDENCE
ROBINSON,ALLEN
5425 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROBINSON,MARK AND VERONICA L
27802 CALLE MARGARITA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RODGERS,MICHAEL G AND
PO BOX 46609
LOS ANGELES CA 90046

CURRENT OWNER/RESIDENCE
RODRIGUEZ,ALICIA
4043 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RODRIGUEZ,LOUIE AND ROSALINE
5356 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RODRIGUEZ,ROBERT A CO TR
27555 ENDEAVOR ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROESLER,DAVID AND DENICE
6007 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROGERS,HOLLY
27458 COUNTRY GLEN RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
ROGERS,KYLE AND
5257 COLODNY DR 5
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROGLAND,KATHLEEN D
3975 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROHN,EDWARD AND AURORA
18425 BURBANK BLVD 404
TARZANA CA 91356

CURRENT OWNER/RESIDENCE
ROIT,LEO
10501 WILSHIRE BLVD NO 1709
LOS ANGELES CA 90024

CURRENT OWNER/RESIDENCE
ROJAS,JULIO C AND EDILDA
5426 LEWIS RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
ROLSTON,DIANE
3969 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RONDELL CONDOMINIUM OWNERS
ASSN
10621 BLOOMFIELD ST
LOS ALAMITOS CA 90720

CURRENT OWNER/RESIDENCE
ROSA,PATRICK AND ELLEN
27452 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROSE,STUART M AND CAROLYNE M
5214 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROSE,STUART M AND CAROLYNE
2206 CEDAR RIDGE CT
OXNARD CA 93036

CURRENT OWNER/RESIDENCE
ROSECRANS,GENE AND
6454 SMOKE TREE AVE
OAK PARK CA 91377

CURRENT OWNER/RESIDENCE
ROSEN,ARLENE Z TR
27562 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROSEN,ROBERT AND ELBHLIN M
5322 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROSENBLUM,LEILA P
4039 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROSER,DONALD J AND NATALIE
28537 FOUNTAIN PLACE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROSINKRANZ,RAGNAR G AND HILARY C
5536 EASTERLY RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROSS,JASON AND ANDREA M
28420 LEWIS PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
ROSSON,LEONARD C AND MARTHA R
5738 COLODNY DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
ROSSON,MARTHA TR
5738 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROSSROZZEN,MARIAN J
4942 CALLE ROBLEDA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROTH,LISA G
5322 COLODNY DR 7
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROTH,PETER M AND LISA ANN
6148 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROWBOTHAM,KAREN L CO TR
27434 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROWE,PAMELA J
27411 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROWLAND,DONNA R TR
5914 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ROYAL,JAMES M AND CAROL C
27949 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RUBELL,JEREMY A
15042 DRAKE LN
HUNTINGTN BCH CA 92647

CURRENT OWNER/RESIDENCE
RUBEY,JOHN A AND DONNA M
5541 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RUCKER,STEPHEN D AND ROBIN L
6277 FRONDOSA DR
MALIBU CA 90265

CURRENT OWNER/RESIDENCE
RUDYAN,AMIR S AND MELINDA
28051 BALKINS DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RUELAS,FRANCISCO AND FABIOLA M
5321 COLODNY DR APT 4
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RUFFALO,CLAUDE A
21000 WAVEVIEW DR
TOPANGA CA 90290

CURRENT OWNER/RESIDENCE
RUSH,ABRAHAM S
28332 LAURA LA PLANTE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RUSSELL,GLENN P AND LAURA J
5440 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
RUST,R L CO TR
5358 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SACK,ROBERT I AND SHERYL
6123 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SACKS,THELMA E TR
10590 WILSHIRE BLVD NO 702
LOS ANGELES CA 90024

CURRENT OWNER/RESIDENCE
SAFIYAR LAVASSANI,FAHIMEH AND
27535 FREETOWN LN
AGURA CA 91301

CURRENT OWNER/RESIDENCE
SAGHIZADEH,SOLEIMAN
5291 COLODNY DR NO 9
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
SAILORS,GARY K AND ANNE G
28244 DRIVER AVE
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
SAKS,RICHARD G AND
3728 PARK COLONY CT
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SALAR,SEPEHRDAD
27471 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SALDIVAR,RAMON
27522 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SALERNO,DIANE
661 SKYVIEW TER RD
VENTURA CA 93003

CURRENT OWNER/RESIDENCE
SALISBURY,MICHAEL AND PATRICIA
PO BOX 1672
AGOURA HILLS CA 91376

CURRENT OWNER/RESIDENCE
SALLE,WILLIAM F AND NANCY A
3612 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SAMIEI,SAEED AND
3849 UNITED RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SAMRA,OFER
5249 COLODNY DR #10
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SAMUELS,JEFFREY P
5723 TOTH PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SANDOVAL,JOHN A
5241 COLODNY DR 304
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SANG KYU SHIN
4004 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SANNER,ADA R TR
28428 TULARE LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SANTA MONICA MOUNTAINS
900 R ST STE 5000
SACRAMENTO CA 95811

CURRENT OWNER/RESIDENCE
SANTI,ERIC R AND KRISTY L AND
6042 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SARFARAZ,AHMAD AND
4964 CALLE MONTECILLO
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SARID,YARON AND NOAH
3632 PARK COLONY CT
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SARKARY,XERXES AND JERILYN
3714 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SAUCEDO,MICHAEL AND
15300 VENTURA BLVD STE 315
SHERMAN OAKS CA 91403

CURRENT OWNER/RESIDENCE
SAUSSER,MARK
3905 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SAWA,ANNA
4106 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SCAGLIONE,ALFRED AND JOANNE
10645 WILSHIRE BLVD STE 301
LOS ANGELES CA 90024

CURRENT OWNER/RESIDENCE
SCAP IVP LLC
3655 NOBEL DR STE 330
SAN DIEGO CA 92122

CURRENT OWNER/RESIDENCE
SCHAMP,JOHN H AND SHARYL D
27301 PROVIDENT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SCHIFFMAN,DAVID
28461 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SCHLEPPENBACH,MAX AND CYLENE
5760 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SCHMIDT,ALAN C AND MARILYN S
6028 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SCHMIDT,GUENTER AND IDALECE
1994 FERNDAL PL
THOUSAND OAKS CA 91360

CURRENT OWNER/RESIDENCE
SCHNEIDER,ALESSANDRO AND
PAMELA
5918 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SCHNEIDER,JEFFREY L AND SUSAN C
3820 PATRICK HENRY PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
SCHNEIDER,SHELDON E AND LISA
6018 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SCHNEIDER,STANLEY B TR
10351 SANTA MONICA BLVD 300
LOS ANGELES CA 90025

CURRENT OWNER/RESIDENCE
SCHNITMAN,MARC
5321 COLODNY DR # 3
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SCHOUWE,ANJANETTE AND
28156 DRIVER AVE NO 5
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SCHULTHEIS,WAYNE M TR
4117 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SCHUMANN,MARC AND LORRAINE
6030 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SCHWAKE,PAUL AND DEBRA
6441 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SCHWARTZ,DONALD AND WILMA B
27034 HELMOND DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
SCHWARTZ,KAILEE TR
4015 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SCHWARTZ,ROBERT E ANDLORI B
6040 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SCOTT,KENNETH R AND LANA B
5320 COLODNY DR # 7
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SCOTT,PARVIN TR
4108 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SCRIVANO,PAUL AND JULIANN
27550 FREETOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SECK,TERRY L AND NANCY K
6135 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SEN,MILLICENT
15301 VALLEY VISTA BLVD 211
SHERMAN OAKS CA 91403

CURRENT OWNER/RESIDENCE
SERGEY,YESAYAN
6061 DETROIT ST
CENTENNIAL CO 80121

CURRENT OWNER/RESIDENCE
SHAD,KAMIAR S AND CANDELARIA
28408 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SHAFAI,KAMBIZ AND
28009 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SHAKTAH,AMJAD J AND YASMINE
4922 CALLE ROBLEDA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SHALEEN,COURTNEY
27923 VIA AMISTOSA
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
SHAPOURI,SUSAN D TR
6022 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SHARIFF,MOHAMMAD E
PO BOX 922
AGOURA HILLS CA 91376

CURRENT OWNER/RESIDENCE
SHARON,ORIT
28220 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SHARON,ORIT
28220 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SHATTUCK,LOUISA W
4041 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SHAW,JANET CNSRV
2341 FREY AVE
VENICE CA 90291

CURRENT OWNER/RESIDENCE
SHEA ESTATES DEVELOPMENT CORP
1489 THOUSAND OAKS BLVD E
THOUSAND OAKS CA 91362

CURRENT OWNER/RESIDENCE
SHEPP,JASON R AND
1708 SOUTHRIDGE DR
PETALUMA CA 94954

CURRENT OWNER/RESIDENCE
SHERMAN,PAULA
2340 SEPULVEDA BLVD
LOS ANGELES CA 90064

CURRENT OWNER/RESIDENCE
SHIFMAN,ALAN
5539 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SHIM,LEEBO
5241 COLODNY DR 203
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SHIRVANI,AN,GULBENK AND LINDA
27545 FREETOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SHORE,IRA S TR
6268 NORMANDY TERRACE
OAK PARK CA 91377

CURRENT OWNER/RESIDENCE
SHRAGER,LEON CO TR
615 ESPLANADE # 212
REDONDO BEACH CA 90277

CURRENT OWNER/RESIDENCE
SHUKEN,JONATHAN
22030 VELICATA ST
WOODLAND HILLS CA 91364

CURRENT OWNER/RESIDENCE
SHULTZ,GREGORY
5275 COLODNY DR # 1
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SHUMAN,ZACHARY G AND TAMRE L
6145 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SIAOTONG,ROY M AND
4141 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SIBONI,AVI AND LISA
6067 CALMFIELD AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SIEGEL,STEVEN H CO TR
3806 UNITED RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SILVER,GERALD N
5747 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SILVER,GERALD N
5747 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SIMEONE,RICHARD AND JANET
1467 REYNOLDS CT
THOUSAND OAKS CA 91362

CURRENT OWNER/RESIDENCE
SIMON,DAVID B AND ROBIN J
27311 PARK VISTA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SIMON,JEFFREY J AND SHARON D
6100 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SIMONS,JAMES S AND CATHY M
3134 SERENA AVE
CARPINTERIA CA 93013

CURRENT OWNER/RESIDENCE
SIMPSON,DARREN AND JOHANNE M
4914 CALLE ROBLEDA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SIPMAN,ROBERT H AND MARUCA
4043 JOELTON DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
SIROSSI,HOUSHANG AND GOLROKH
3835 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SISINO,GEORGE
5291 COLODNY DR NO 1
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SISSO,SHARON AND YAIR
5415 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SKENE,JACK A AND ROXANNE R
27975 WINDING WAY
MALIBU CA 90265

CURRENT OWNER/RESIDENCE
SKERTICH,LOUIS G AND CAROLYN
28304 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SKINNER,LESLIE
5321 COLODNY DR # 13
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SLAYTON,JUNE TR
5536 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SLEZAK,MARCELLA
6849 RIVERSIDE DR
BERWYN IL 60402

CURRENT OWNER/RESIDENCE
SMALARZ,ANTHONY A TR
3940 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SMITH,BARBARA J TR
28152 DRIVER AVE UNIT 4
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SMITH,DAVID V
5719 LAKE LINDERO DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
SMITH,DEBORAH L
5291 COLODNY DR NO 2
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SMITH,RICHARD AND CYNTHIA
5427 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SNOW,PATRICK W AND TOYA L
5291 COLODNY DR # 26
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SOBCZYK,JENNIFER L AND DAVID S
5276 COLODNY DR # B
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SOLIS,ERICKA D
4064 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SOMA,RICHARD T
28022 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SORENSEN,JANA L
4069 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SOUDER,EDMUND L III
27932 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SPARRMAN,JON
3941 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SPAULDING,WILLIAM B AND DENISE F
28353 FOOTHILL DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
SPECTOR,ROBERT N AND BROOK E
5291 COLODNY DR UNIT 14
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SPECTRA FINANCIAL INC
268 LINCOLN AVE # 15A
CORONA CA 92882

CURRENT OWNER/RESIDENCE
SPENCER,BARRY M AND RAMAH
27929 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SPETH,DONALD J TR
28222 AGOURA RD STE 201
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SPRADLING,MARY A
1634 HIGHWAY 135
BOONVILLE MO 65233

CURRENT OWNER/RESIDENCE
SQUIRES,JOHN P AND MARY T
4032 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STALEY,EDWIN J III AND
28447 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STALEY,PETE AND KERI
27828 CALLE MARGARITA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STAM,RALPH J AND JEANNE A
4104 GADSHILL LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STAMOVLASIS,GEORGE
4301 PICO BLVD
LOS ANGELES CA 90019

CURRENT OWNER/RESIDENCE
STANGER,TERRY E AND
5437 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STATE OF CALIF MTNS RECREATION
5810 RAMIREZ CANYON RD
MALIBU CA 90265

CURRENT OWNER/RESIDENCE
STEIN,CRAIG
27502 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STEINZEIG,PETER AND HILARIE
27564 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STEPHENS,T J AND SHEENA
3856 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STERLING,KATHLEEN B TR
27530 FREETOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STEVENS,RANDALL G
27520 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STEVENSON,CHRIS AND LISA
5263 COLODNY DR # 10
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STEWART,CAROL A
4035 LIBERTY CANYON RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STEWART,PAMELA E AND WILLIAM K
4927 CALLE ROBLEDA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STITT,KEVIN R AND KAREN S
28037 BALKINS DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STOBIE,ANTONELLA
5263 COLODNY DR NO 3
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STOCKTON,COURTNEY AND ALLYSON
27570 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STOFFEL,ANTHONY P AND CARLA J
4107 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STONE,CHRISTOPHER AND ARMINEH
28401 LEWIS PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STONE,FRED AND NORMA R
5911 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
STRATTON,ERIC AND SHIRLEY
PO BOX 893
AGOURA HILLS CA 91376

CURRENT OWNER/RESIDENCE
STRICKLAND,JAMES R
PO BOX 266
AGOURA HILLS CA 91376

CURRENT OWNER/RESIDENCE
STROHM,FREDERIQUE
8016 FLORAL AVE # 2F
SKOKIE IL 60077

CURRENT OWNER/RESIDENCE
STUART,WILLIAM J
6921 SEA BASS CIR
NAVARRE FL 32566

CURRENT OWNER/RESIDENCE
STUTZ,HOWARD P AND SHARON
28364 BALKINS DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
SULLIVAN,RICHARD AND IRENE
04115 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SUMPTER,LESLIE AND SUSETTE
05533 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SUNSET REAL ESTATE INVESTMENTS
16182 PACIFIC COAST HWY
HUNTINGTN BCH CA 92649

CURRENT OWNER/RESIDENCE
SUTTON,STEPHEN J AND SHARON N
27353 PARK VISTA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SVOBODA,DALIBOR D AND SANDRA M
3983 JIM BOWIE RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
SWEENEY,CAROLYN B
5320 COLODNY DR # 5
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SWENSON,JANE O AND CARL O
6116 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SWIFT,THOMAS E
28310 LAURA LA PLANTE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
SYMONDS,ROBERT G TR
6004 CHESEBRO RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
SZASZ,STEPHEN
7210 JORDAN AVE NO 2C
CANOGA PARK CA 91303

CURRENT OWNER/RESIDENCE
TABRIZI,ALI H M AND
6903 CORBIN AVE
WINNETKA CA 91306

CURRENT OWNER/RESIDENCE
TADA,KEN AND JONI
22465 CAIRNLOCH ST
CALABASAS CA 91302

CURRENT OWNER/RESIDENCE
TAFT,WILLA E AND
27474 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TAMBURRI,THOMAS R AND TINA G
28256 DRIVER AVE
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
TANIHARA,GREG
5261 LEWIS RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
TARBET,KRIS D AND
5309 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TARKE,RAY AND STEPHANIE
27440 FREETOWN LN
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
TAYLOR,DONALD F AND JOAN I
27337 PROVIDENT RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
TAYLOR,ROBERT P JR
5291 COLODNY DR # 10
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TELEP,BARTHOLOMEW D CO TR
4014 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TENERELLI,ROCCO AND DONNA
5617 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TERESI,JOSEPH
28210 DOROTHY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TETZLAFF,DAVID W AND KIMBERLY C
4084 YANKEE DR # 92
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
THILLE,NICHOLAS E CO TR
28426 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
THOMAS,JESS B AND ADRIENNE A
6064 CHESEBRO RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
THOMAS,LAWRENCE AND GINA
6390 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
THOMAS,SHAUNA AND
6441 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
THOMPSON,ROBERT D TR
27320 PROVIDENT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
THOMPSON,TERESA J TR
5322 COLODNY DR # 1
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
THOR,CAMERON H AND ALICE C
5920 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
THORNBURY,DAVID AND JULIE
28231 DRIVER AVE
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
THRIFTY OIL CO
13116 IMPERIAL HWY
SANTA FE SPGS CA 90670

CURRENT OWNER/RESIDENCE
TIEDEMAN,MARK A AND ANGELA G
27404 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TIERK,ERIC CO TR
28410 LEWIS PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TIERNEY,PATRICK J
5322 COLODNY DR NO 9
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TILLMAN,TIMOTHY L
5269 COLODNY DR NO 3
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TISHER,CYNTHIA
4131 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TISHERMAN,ADRIANA
5275 COLODNY DR NO 20
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TOMASIELLO,LAURA
PO BOX 360
AGOURA HILLS CA 91376

CURRENT OWNER/RESIDENCE
TOMPETRINI,KEN CO TR
50 RUBIO RD
SANTA BARBARA CA 93103

CURRENT OWNER/RESIDENCE
TOPCHIAN,SERGEI AND KOZETA
27335 PARK VISTA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TOPLISS,ROSE M
4085 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TOSCANO,ANDREW
4029 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TOSTON,LAURA
5306 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TRES AMIGOS TNT LLC
5936 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TRIEU,VUONG N AND FALGUNI B
4003 JIM BOWIE RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TRIPLE M PROPERTIES LLC
5236 COLODNY DR STE 202
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TRIPLE M PROPERTIES LLC
1623 UPPER RANCH RD
WESTLAKE VLG CA 91362

CURRENT OWNER/RESIDENCE
TRIPLETT,MARY L TR
29910 RAINBOW CREST DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
TROCINO,MICHAEL AND CAROLYN
5524 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TRUMBEAUX,GALE TR
5610 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TUCKER,JOAN L TR
27584 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TURIN,ALEXANDRA
5275 COLODNY DR NO 8
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TURLEY,TODD M AND LINDIE
6144 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TURNER,BRANT F AND LAURIE R
6001 LAPWORTH DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TURNER,YVONNE C
4086 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
TYLER,DAVID A ROBIN I
799 CHESTNUT ST
THOUSAND OAKS CA 91320

CURRENT OWNER/RESIDENCE
ULLOA MONTOYA,EVA C AND
4132 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
UMANN,GREGORY S AND HOLLY
5257 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
UMEKUBO,TIM M AND MARY C
4053 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
UMHEY,JONATHAN C AND CAMILLE
5354 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
UNICK,GERALD K
27957 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
US BANK NATIONAL ASSOCIATION TR
3476 STATEVIEW BLVD
FORT MILL SC 29715

CURRENT OWNER/RESIDENCE
UYEUNTEN,DEBI H
27443 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
VALDIVIA,REGINA
5515 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
VALESKO,RICHARD G AND
5934 COLODNY DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
VAN BUREN,JOANNE C
4105 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
VAN TAMELEN,DIRK R CO
1831 SMOKEY RIDGE AVE
WESTLAKE VILLAGE CA 91362

CURRENT OWNER/RESIDENCE
VANDYKE,SHANE
27800 BLYTHEDAILE RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
VANNELLI,JOSEPH A AND DIANE
28205 AGOURA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
VARLEY,JAMES C AND JUDITH H
27303 OAK SUMMIT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
VARSHA,RONEN AND
5370 LEWIS RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
VAUGHN PERLING,JOSEPH AND
4908 CALLE ROBLEDA
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
VELASQUEZ,JOSEPH D AND
4000 YANKEE DR
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
VICIOSO,JANICE L TR
28142 DRIVER AVE # 6
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
VIGIL,LORETTA
2325 HOWARD AVE
SAN CARLOS CA 94070

CURRENT OWNER/RESIDENCE
VIGNOLLE,CAMILLE AND
5754 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
VLASSIS,JOHN AND NANCY
3906 UNITED RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
VOGEL,GLENN M
5275 COLODNY DR # 16
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
VOGEL,JOHN W
5263 COLODNY DR UNIT 7
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
VOLPE,LUCIO
2391 ROSE LN
SANTA ROSA VALLEY CA 93012

CURRENT OWNER/RESIDENCE
VOZNAYA,NATALIYA AND
4057 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WA REALA ESTATE LLC
824 WILSHIRE BLVD STE 300
LOS ANGELES CA 90017

CURRENT OWNER/RESIDENCE
WACHS,ROBERT E AND ANDREA L
6108 CHESEBRO RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WADE,JASON AND BRAEDEN
10100 SANTA MONICA BLVD STE 1300
LOS ANGELES CA 90067

CURRENT OWNER/RESIDENCE
WAGNER,MARSHA L TR
27534 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WAHLER,HUGH E
27387 OAK SUMMIT RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WALSH,LISA
27801 CALLE MARGARITA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WALTER,GIL AND NATALIE
28265 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WALTER,JUDITH E TR
27524 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WALTON,JESSE A AND CHRISTINA A
4775 PACIFIC COAST HWY
LONG BEACH CA 90804

CURRENT OWNER/RESIDENCE
WAMPLER,CHARLES AND BARBARA
28420 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WANDZURA,STEPHEN M AND SHIRLEY
27441 FREETOWN LN
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
WANG,ANDY C AND LINDA K
10551 REMMET AVE
CHATSWORTH CA 91311

CURRENT OWNER/RESIDENCE
WARD,HAILEY R
27435 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WATANABE,KENJI CO TR
3924 PATRICCK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WATERS,RON AND DANIELLE
28025 BALKINS DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WATKINS,L JOYCE
05291 COLODNY DR NO 19
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WATTERS,RICHARD L AND JOY C
28245 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WEAVER,KEITH AND FAWN
5636 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WEIL,JUDITH A TR
27415 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WEINER,LEONARD S
21038 BLYTHE ST
CANOGA PARK CA 91304

CURRENT OWNER/RESIDENCE
WEITZ,BARBARA
3930 TARRYTOWN LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WEJBE,GEORGE AND LORI
4045 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WEKSLER,MAXINE
28156 DRIVER AVE NO 1
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WELKIN TRADING LTD
1055 CORPORATE CENTER DR NO 420
MONTEREY PARK CA 91754

CURRENT OWNER/RESIDENCE
WENTRUP,CHARLES L AND ANGELA M
4116 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WERTENBRUCH,ANTONY AND
SHERRILL
28428 WARING PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
WEST,WAYNE R AND ANNA M
93 LOCUST AVE
OAK PARK CA 91377

CURRENT OWNER/RESIDENCE
WESTPHAL,KENNETH J AND LINDA F
4048 PATRICK HENRY PL
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
WHITE TWINSTACK CORP
10520 SESSLER ST
SOUTH GATE CA 90280

CURRENT OWNER/RESIDENCE
WHITNEY,DARYL K AND
31538 HIPSHOT DR
CASTAIC CA 91384

CURRENT OWNER/RESIDENCE
WICAL,RICHARD AND LUANNE
28339 AGOURA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WICALL,RICHARD AND LUANNE
28427 DRIVER AVE
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WICKMAN,BERNARD R TR
2225 MELFORD CT
THOUSAND OAKS CA 91361

CURRENT OWNER/RESIDENCE
WIER,ANN B AND
5566 FAIRVIEW PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WIKSTROM,MATTIAS
5249 COLODNY DR NO 7
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WILK,JEFFREY AND MARY E
5241 COLODNY DR 405
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WILLIAMS,CAROL K
28350 AGOURA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WILLIAMS,CAROL K
28350 AGOURA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WILLIAMS,LUDMILA L
4101 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WILLIAMS,RICHARD R AND MARLENE D
5534 DE VORE CT
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WILLIAMS,SHAWN
5275 COLODNY DR # 18
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WILLIAMS,SHAWN
27448 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WILSON,DIANE M
5249 COLODNY DR NO 9
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WILSON,LAURA
4135 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WILSON,MARY
28376 AGOURA RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WILSON,RAINN D CO TR
1990 BUNDY DR STE 200
LOS ANGELES CA 90025

CURRENT OWNER/RESIDENCE
WIMMER,RICHARD
27550 COUNTRY GLEN RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
WINSHTEIN,EITAN AND ZIPORA
4902 CALLE ROBLEDA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WINTERS,RICHARD AND JANET R
04114 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WISE,DAVID AND
28376 LAURA LA PLANTE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WITTENBERG,JOHN T
5291 COLODNY DR # 13
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WOLF,MELVIN AND FRANCES J
3275 THOUSAND OAKS BLVD STE 200B
WESTLAKE VILLAGE CA 91362

CURRENT OWNER/RESIDENCE
WOODS,ROBERT G
4002 DEFENDER DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WOOLLEY,CHERYL K
27821 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WRIGHT,KEVIN AND CARRIE
5257 COLODNY DR C8
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
WYMAN,STEVEN M AND
5257 COLODNY DR # 10
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
YACOVONE,JOAN E AND THOMAS
27328 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
YANNI,SAMIR S AND DIANA K
4906 CALLE MONTECILLO
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
YANTEK,GREGORY E AND
3963 UNITED RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
YBANEZ,FRANCISCO J
5505 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
YNIGUEZ,JESUS AND CANDELARIA
5334 LEWIS RD
AGOURA CA 91301

CURRENT OWNER/RESIDENCE
YOSHINO,PAUL AND HANNA AND
27827 VIA AMISTOSA
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
YOUNESIAN,ROBERT
4059 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
YOUNGBLOOD,JENNY
28400 TULARE LN
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
YU,KAP S AND YOUN B
27306 COUNTRY GLEN RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ZAGO,DENISE
28445 FOOTHILL DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ZAKI,SAVIR V AND THERESE S
3960 UNITED RD
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ZAMANI,REZA
4033 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ZAMANIZAMAN,MOHAMAD A
17049 VENTURA BLVD
ENCINO CA 91316

CURRENT OWNER/RESIDENCE
ZENTNER,ERIC A
4137 YANKEE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ZETO,JOSEPH M
5241 COLODNY DR 403
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ZGRABLICH,FRANK
93 FLINTLOCK LN
BELL CANYON CA 91307

CURRENT OWNER/RESIDENCE
ZIRLIN,DONALD AND ERYNN
27406 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ZISMAN,DAVID A TR
3635 PATRICK HENRY PL
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ZLATKOV,VLADIMIR R AND NINA
28331 LAURA LA PLANTE DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ZOLDAN,YEHUDA AND RONIT
6114 COLODNY DR
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ZURNAMER,JACOB AND JOAN D
27552 RONDELL ST
AGOURA HILLS CA 91301

CURRENT OWNER/RESIDENCE
ZWERNER,JASON P
5241 COLODNY DR 302
AGOURA HILLS CA 91301

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APPENDIX A CEQA CHECKLIST

Environmental Factors Potentially Affected

Supporting documentation of all CEQA checklist determinations is provided in Chapter 2 of this Initial Study/Environmental Assessment. Documentation of “No Impact” determinations is provided at the beginning of Chapter 2. Discussion of all impacts and avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapter 2.

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EVALUATION OF ENVIRONMENTAL IMPACTS:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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I. AESTHETICS: Would the project:

a) Have a substantial adverse effect on a scenic vista

The proposed project features would not obstruct views of or from surrounding mountains and hillsides, nor would it obstruct access.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway

The proposed project features would not damage scenic resources because it is located within an existing transportation corridor. No historic buildings are located within the project area.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

The proposed project would include the installation of a noise barrier (soundwall), which would include context-sensitive design so as not to degrade existing visual character. Minimization measures outlined in Section 2.1.9 of this IS/EA would reduce any impacts to “less than significant.”

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The proposed project would not introduce any new lighting or glare.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The proposed project would not convert any farmland to a non-agricultural use.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There are no lands with agricultural zoning/Williamson Act contract designations within or adjacent to the project site.

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"/>
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There are no lands with forest land or timberland designations within or adjacent to the project site.

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"/>
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There are no lands with forest land or timberland designations within or adjacent to the project site.

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"/>
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There are no lands with farmland or forest land designations within or adjacent to the project site.

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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"/>
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The proposed project is included in the regional emissions analysis conducted by SCAG for the conforming 2008 RTP, Amendment #4 and the RTIP, Amendment #08-34; therefore, this project would not conflict with or obstruct the implementation of any of the existing plans.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Short-term impacts to air quality are expected during construction due to types of work performed and construction equipment used. Temporary air quality impacts are considered less than significant with the mitigation proposed in Section 2.2.5 of this IS/EA. A comprehensive analysis of potential air pollutants has concluded that the proposed project would have a positive effect on the ambient air quality in the project vicinity.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Operation of the proposed project would comply with all applicable air quality plans, and be expected to improve traffic circulation in the area, which would result in improved air quality. Therefore, project contributions to cumulative air quality impacts are considered less than cumulatively considerable.

d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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During construction adjacent communities will be exposed to pollutants from grading and construction equipment. Construction air quality pollutants would dissipate rapidly. Mitigation measures identified in the Section 2.2.5 of this IS/EA would reduce the impacts to “less than significant”.

e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Construction equipment exhaust may create temporary intermittent odors to nearby communities; however, odors are expected to dissipate rapidly.

IV. BIOLOGICAL RESOURCES: 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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Several special-status species could be present within the project site. The project could result in impacts to these species; however, with the incorporation of mitigation measures listed in the Section 2.3.4 of this IS/EA, impacts would be reduced to “less than significant”.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No sensitive natural communities or riparian habitats were located within the project site.

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"/>
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No wetlands are present within the project site.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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One wildlife corridor was identified within the BSA; however, it is not located within an area that is subject to construction activity. The corridor is located approximately 250 feet away from any areas that will be graded or otherwise disturbed. Additionally, nighttime construction would be limited in order to avoid impacts to the wildlife corridor. For these reasons, impacts related to wildlife corridors are considered less than significant.

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"/>
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The proposed project, including construction activities, would comply with the local policies and ordinances protecting biological resources throughout the project limits.

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"/>
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No adopted Habitat Conservation Plans or Natural Community Conservation Plans are located within the project site.

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The Historical Property Survey Report prepared for the proposed project showed no historical resources located within the project APE eligible for the National California or local registers.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The Historical Property Survey Report prepared for the proposed project showed no archeological resources located within the project APE.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The paleontological resources records review identified areas within the project vicinity where invertebrate fossil localities have been discovered; however, it is unlikely that they would be present within the project site due to heavy disturbances associated with the existing transportation facility. A paleontological monitor would oversee all excavations deeper than 5 feet below surface grade.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Should any cultural resources or human remains be encountered during construction, all work in the area of the discovery would stop until a qualified archaeological monitor evaluates the nature and significance of the find.

VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Ground shaking and ground rupture have the potential to occur within the proposed project site. The project structures would be built to current design standards to withstand ground shaking/ground rupture. "Less than significant" impacts are anticipated with the proposed project.

iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project is predominately on level ground and will not require major grading activities that would cut into hillsides. The proposed project would also stay within the roadway prism and not increase or decrease the potential for landslides.

b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The existing drainage system would be used to accommodate the new project features. The project would not result in substantial soil erosion or loss of topsoil.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Please see response to 5iv.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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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"/>
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The proposed project is not located in an expansive soils area.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project does not affect any existing or proposed septic tanks or wastewater disposal systems.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Contaminants may be present in the soil, groundwater, and existing roadway structures within the project site; however, with implementation of the avoidance and minimization measures provided in Section 2.2.4, impacts would be reduced to "less than significant."

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Please see response to 6a.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Please see response to 6a.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Per the ISA completed for the proposed project, two properties adjacent to the project site are identified as "REC" sites per ASTM; however, none are located within the project site.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project is not located within an airport land use plan and is not within 2 miles of a public or private airport.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Please see response 6e.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not impair the implantation or physically interfere with an adopted emergency response plan or emergency evacuation plans. The proposed project will help facilitate traffic through the project area.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project consists of upgrading an existing roadway facility. The project would not expose people or structures to a significant risk of wildland fires.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?

The proposed project would follow the Department NPDS and SWPPP requirements. The proposed project would not violate any water quality standards. Project impacts are considered to be less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Groundwater underlying the project site is of poor quality and is not currently used for the potable water system; however, it is used to augment supplies for the recycled water system. Grading activities associated with the proposed project are not expected to interfere substantially with groundwater.

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?

The proposed project would tie into existing drainage facilities along the project corridor. The project would not require any substantial changes to the existing drainage facility or offsite drainage pattern. Project impacts are considered to be less than significant.

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?

The proposed project would result in an increase of paved surface of 1.33 acres. Though the project would result in increased runoff flows, the increase would be minimal and project impacts are considered to be less than significant.

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?

The proposed project would result in increased runoff flows; however, increases are considered minimal and the existing hydrology would not be substantially altered. Implementation of BMPs proposed in Section 2.2.1 would reduce impacts of stormwater runoff within the project limits. Project impacts are considered to be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The proposed project would follow Caltrans NPDS and SWPPP requirements and utilize BMPs to reduce impacts of the stormwater runoff; therefore, water quality would not be substantially degraded and project impacts would be considered less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not located within a 100-year flood zone.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not located within a 100-year flood zone; therefore, there would be no placement of structures within a flood zone.

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"/>
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The project site is not located within a flood zone, nor is it situated near water bodies that are subject to dam or levee failures; therefore, there the project is considered to have no impact.

j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Please see response to 7i.

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"/>
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The proposed project would enhance accessibility to established communities by increasing the capacity of existing facilities.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not conflict with any applicable land use plans, policies or regulations of an agency with jurisdiction over the project; therefore, the project is considered to have no impact.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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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"/>
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The proposed project would not conflict with any applicable habitat conservation plans or natural community conservation plans; therefore, the project is considered to have 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"/>
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The proposed project would not result in the loss of availability of known mineral resources. No impacts are anticipated.

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"/>
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The proposed project would not result in the loss of availability of known locally-important mineral resources. No impacts are anticipated.

XII. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Existing conditions within the project site currently exceed noise level standards. The proposed project would not increase noise levels within the project site; however, a soundwall is proposed to reduce existing noise impacts to "less than significant."

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Construction activities could result in temporary elevated groundborne noise levels; however, incorporation of the measures outlined in Section 2.2.6 of this IS/EA would reduce impacts to "less than significant."

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 checked="" type="checkbox"/>	<input type="checkbox"/>
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Please see response to 10a. The project is located within an existing transportation corridor with levels already exceeding noise level standards. Therefore, impacts related to the proposed project are considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Please see response to 10b (noise resulting from construction activities).

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"/>
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The proposed project is not located within two miles of a public airstrip; no impacts are anticipated.

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"/>
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Please see response to 10e.

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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The proposed project would serve to accommodate existing and anticipated traffic levels resulting from planned and proposed development within and adjacent to the project. The existing transportation facility currently provides access to areas that are currently developed or designated for specific land uses; therefore, the project is considered to have no impact on growth.

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"/>
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No houses will be displaced by the proposed project. No impacts are anticipated.

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"/>
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No people would be displaced due to the proposed project. No impacts are anticipated.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Fire protection?

The proposed project would not increase the demand or create new demand on fire protection services. No impacts are anticipated.

Police protection?

The proposed project would not increase the demand or create new demand on police protection services. No impacts are anticipated.

Schools?

The proposed project would not increase the demand or create new demand on school services. No impacts are anticipated.

Parks?

The proposed project would not increase the demand or create new demand on parks services. No impacts are anticipated.

Other public facilities?

The proposed project would not increase the demand or create new demand on other public facilities services. No impacts are anticipated.

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?

The proposed project would not increase the demand or create new demand on regional parks services. No impacts are anticipated.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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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"/>
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The proposed project does not include the use or expansion of recreational facilities. No impacts are anticipated.

XVI. TRANSPORTATION/TRAFFIC: 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"/>
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The proposed project would improve circulation for existing (2010) and anticipated future (2035) traffic conditions within the project limits, including the US 101 interchange facilities, local roadways, and non-motorized travel per the applicable plans and ordinances. No impacts are anticipated.

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"/>
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The proposed project is included in regional plans; it would improve the LOS within the project limits, thus creating a positive impact on regional transportation. Therefore, no impacts are anticipated.

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"/>
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No public or private airports are located within the project vicinity. No impacts are anticipated.

d) Substantially increase hazards due 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"/>
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The proposed project would address existing non-standard features, such as poor line-of-sight, the absence of bicycle facilities, and limited pedestrian access. Additionally, the proposed project would improve on- and off-ramps and lane configurations within the project site. Therefore, no impacts are anticipated.

e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Temporary impacts to emergency services could result during construction activities; however, a traffic management plan would be in place to reduce any delays; therefore, impacts are considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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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"/>
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The proposed project would not conflict with adopted policies, plans or programs supporting alternative transportation, nor would it decrease the performance or safety of these facilities. No impacts are anticipated.

XVII. 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"/>
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The proposed project is located within an existing transportation corridor and would not require a wastewater facility. No impacts are anticipated.

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"/>
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The proposed project is located within an existing transportation corridor and would not require a wastewater facility. No impacts are anticipated.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project would result in a minor increase in surface drainage; existing drainage facilities would be used because there is capacity to handle the increase. The proposed project would include the addition of vegetated swales. Project impacts are considered less than significant.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not required increased water supply. No project impacts are anticipated.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not require the services of a wastewater treatment plant. No impacts are anticipated.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The proposed project would require the use of a local landfill to dispose of demolition materials. The use of local landfills would be temporary; it is Caltrans policy to recycle materials whenever possible. Project impacts would be considered less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

The proposed project would be in compliance with federal, state and local statutes and regulations related to solid waste. No impacts are anticipated.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?

As stated in the Biological Resources Section of this IS/EA, the project does have the potential to impact animal communities; however, with incorporation of the avoidance, minimization, and mitigation measures, impacts would be reduced to less than significant. As stated in the Cultural Resource Section of this IS/EA the project would not have the potential to eliminate important examples of the major periods of California history or prehistory. Project impacts to Biological resources would be reduced to less than significant with incorporation of the mitigation measures.

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)?

Please refer to the Cumulative Impacts Section of this IS/EA for a full analysis regarding cumulative impacts. The cumulative impact analysis found that the project would have a positive cumulative impact in the areas of traffic, air quality, and noise. No cumulative impacts requiring mitigation was discovered; therefore, the project is considered to have no impact.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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As outlined in the Hazardous Materials Section of this IS/EA, grading activities, demolition, and excavation would occur within an area where contaminants may be present in the soil, groundwater, and existing structures. Avoidance, minimization, and mitigation measures have been incorporated to ensure there would be no adverse effects on human beings, either directly or indirectly. Therefore, impacts are considered to be less than significant with the incorporation of the measures outlined in Section 2.2.4 of this IS/EA.

APPENDIX B Title VI Policy Statement

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**APPENDIX C Transportation Conformity Working Group
Determination**

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PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# <i>(required)</i> LA0G230				
TCWG Consideration Date January 25, 2011				
<p>Project Description <i>(clearly describe project)</i> The California Department of Transportation (Caltrans) and The City of Agoura Hills (City), propose to construct improvements at the US 101/Palo Comado Canyon Road interchange (PM 33.0/34.4), in Los Angeles County within in the City of Agoura Hills. The Build Alternative would include widening the entire length of Palo Comado Canyon Road, between Driver Avenue to the north and Chesebro Road to the south; from two to four lanes. Within these limits, the Palo Comado Canyon Road Overcrossing would be widened from one lane in each direction to provide two lanes in each direction, along with a dedicated left-hand turn lane, for a total of five striped lanes. A Class II bike lane and sidewalks would be provided on both sides of the overcrossing.</p> <p>The Build Alternative would maintain the existing layout of the interchange ramps; however, the northbound on- and off-ramps would be slightly re-configured, with an additional lane being provided on the northbound off-ramp at the Palo Comado Canyon Road intersection. The intersection of the northbound ramps and Palo Comado Road would be signalized; the remaining intersections would remain un-signalized. Proposed improvements would not change the number of lanes on any freeway on or off ramps, nor affect any portion of the freeway mainline. Project construction is anticipated to begin in February 2013, and be completed and open for traffic in 2015. The project design/horizon year is 2035.</p> <p>The project location is depicted in Figure 1. Figure 2 outlines the existing facilities. The proposed improvements are depicted in Figure 3. Nearby land uses are depicted in Figure 4.</p>				
<p>Type of Project <i>(use Table 1 on instruction sheet)</i> Reconfigure Existing Interchange</p>				
County Los Angeles	<p>Narrative Location/Route & Postmiles City of Agoura Hills – US 101/Palo Comado Canyon Road interchange (PM 33.0/34.4) Caltrans Projects – EA# 257200</p>			
<p>Lead Agency: Caltrans</p>				
Contact Person Andrew Yoon, PE	Phone# 213-897-6117	Fax# 213-897-1634	Email andrew_yoon@dot.ca.gov	
<p>Hot Spot Pollutant of Concern <i>(Check one or both)</i> PM2.5 x PM10 x</p>				
<p>Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i></p>				
Categorical Exclusion (NEPA)	x EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
<p>Scheduled Date of Federal Action: 2011</p>				
<p>NEPA Delegation – Project Type <i>(check appropriate box)</i></p>				
Exempt	Section 6004 – Categorical Exemption	x	Section 6005 – Non-Categorical Exemption	
<p>Current Programming Dates <i>(as appropriate)</i></p>				
	PE/Environmental	ENG	ROW	CON
Start	July 2009	August 2011	December 2011	Feb 2013
End	August 2011	August 2012	September 2012	Dec 2014

Version 4.0

August 1, 2007

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Purpose:

- Reduce existing and forecasted traffic congestion within the project limits;
- Improve circulation at the US 101/Palo Comado Canyon Road interchange and adjacent roadway network;
- Improve safety at the US 101/Palo Comado Canyon Road interchange; and
- Accommodate pedestrian and bicycle traffic along Palo Comado Canyon Road.

Need:

Palo Comado Canyon Road has seen significant increase in traffic levels due to the increased development in the area. The recent General Plan Update (2010) has identified Palo Comado Canyon Road and the intersections in the vicinity of US 101 freeway as deficient under existing as well as future forecast conditions.

Currently, the distance, between the existing Canwood Street intersection and the US 101 northbound ramps intersection on Palo Comado Canyon Road is approximately 100 feet (centerline to centerline). This configuration presents a nonstandard access control distance beyond the northbound off-ramp termini, and it does not have the capacity to handle the forecasted increase in traffic demand. Furthermore, the planned developments around Chesebro Road, Palo Comado Canyon Road, and Canwood Streets west of Palo Comado Canyon Road will substantially increase traffic volumes on the local roadway network, as well as the US 101 interchange. Roadway improvements are needed to keep traffic operation Level of Service (LOS) on the roadways and intersections within an acceptable range.

The need for this project is as follows:

- Planned development of the vacant lands adjacent to the interchange will increase traffic volumes around the area, and improvements to the interchange and the roadway network are needed to accommodate additional traffic demands and relieve congestion.
- The existing access road, Canwood Street, has an intersection approximately 100 feet (centerline to centerline) from the existing northbound on-ramp intersection at the Palo Comado Canyon Road interchange. Improvements are needed to provide better access control and traffic circulation.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Existing Land Use

The area surrounding the project site consists of a mix of residential, commercial, and school properties. The neighborhood along Agoura Road south of the interchange is mostly residential with single family homes, while the properties in the immediate area of the interchange are mostly commercial, including business parks, light industrial, retail, and gas stations. Gas stations exist in the north east and northwest quadrants of the interchange adjacent to the northbound ramps. Most of the remaining areas in the northeast quadrant of the interchange are vacant land, except for an equestrian community located near the interchange of Palo Comado Canyon Road and Driver Avenue. Several multi-family residential properties, Agoura Park, and Agoura High School are located northwest of the interchange. Existing land uses are depicted in Figure 4.

Future Land Use

The area has scattered vacant lots zoned commercial and residential, which are also planned for future development.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Summary of Intersection Level of Service
Opening Year 2015 Conditions

Segment	Baseline		Project	
	AM	PM	AM	PM
Driver at Chesebro	F	E	F	E
Palo Comado Rd at US 101 WB Ramps	F	F	A	A
Dorothy Dr at US 101 EB Ramps	C	B	C	B
Palo Comado Rd at Chesebro	C	C	C	C
Agoura at Chesebro	A	B	A	B

Refer to Figure 2 for intersection locations.

Source: Kimley-Horn and Associates, Inc. October 2010.

Summary of Roadway, Mainline & On/Off-Ramp Level of Service
Opening Year 2015 Conditions

Segment	Baseline		Project	
	AM	PM	AM	PM
Palo Comado Canyon Road	F	F	C	C
	NB	SB	NB	SB
US 101 Mainline	D	D	D	D
US 101 NB ON-RAMP: LOS D		D		D
US 101 NB OFF-RAMP: LOS D		D		D
US 101 SB ON-RAMP: LOS D		D		D
US 101 SB OFF-RAMP: LOS D		D		D

Source: Kimley-Horn and Associates, Inc. October 2010.

Average Daily Trips (Year 2015):

Palo Comado Canyon Road: 11,400 ADT

US101, West of Palo Comado Canyon Road: 177,800 ADT

US101, East of Palo Comado Canyon Road: 183,000 ADT

Percent and Number of Average Daily Truck Trips (Year 2015):

Palo Comado Canyon Road: 2%, 228

US101, West of Palo Comado Canyon Road: 4%, 7,112 Truck ADT

US101, East of Palo Comado Canyon Road: 4%, 7,320 Truck ADT

Note: ADTs for the Build and No-Build Alternatives remain the same.
No improvement is proposed on the mainline US 101.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

**Summary of Intersection Level of Service
Opening Year 2035 Conditions**

Segment	Baseline		Project	
	AM	PM	AM	PM
Driver at Chesebro	F	F	F	F
Palo Comado Rd at US 101 WB Ramps	F	F	A	B
Dorothy Dr at US 101 EB Ramps	E	D	E	D
Palo Comado Rd at Chesebro	F	E	F	E
Agoura at Chesebro	B	D	B	D

Refer to Figure 2 for intersection locations.

Source: Kimley-Horn and Associates, Inc. October 2010.

**Summary of Roadway, Mainline & On/Off-Ramp Level of Service
Opening Year 2015 Conditions**

Segment	Baseline		Project	
	AM	PM	AM	PM
Palo Comado Canyon Road	F	F	C	C
	NB	SB	NB	SB
US 101 Mainline	D	D	D	D
US 101 NB ON-RAMP: LOS D	D		D	
US 101 NB OFF-RAMP: LOS D	D		D	
US 101 SB ON-RAMP: LOS D	D		D	
US 101 SB OFF-RAMP: LOS D	D		D	

Source: Kimley-Horn and Associates, Inc. October 2010.

Average Daily Trips (Year 2035):

Palo Comado Canyon Road: 14,820 ADT

US101, West of Palo Comado Canyon Road: 206,500 ADT

US101, East of Palo Comado Canyon Road: 212,500 ADT

Percent and Number of Average Daily Truck Trips (Year 2035):

Palo Comado Canyon Road: 2%, 297 Truck ADT

US101, West of Palo Comado Canyon Road: 4%, 8,260 Truck ADT

US101, East of Palo Comado Canyon Road: 4%, 8,500 Truck ADT

Note: ADTs for the Build and No-Build Alternatives remain the same.
No improvement is proposed on the mainline US 101.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Palo Comado Canyon Road (Build/No Build): 11,400 ADT, 2% Truck, 228 Truck ADT

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Palo Comado Canyon Road (Build/No Build): 14,820 ADT, 2% Truck, 297 Truck ADT

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

The proposed project is an interchange improvement/modification intended to better manage existing traffic flow and enhance safety. Based on the traffic analysis prepared for this project and as indicated above, neither mainline nor cross-street ADT is anticipated to change with implementation of the proposed project. In addition, implementation of the proposed project is anticipated to result in improvements to levels of services on Palo Comado Road and at the intersection of Palo Comado Rd and US 101 WB Ramps. Project improvements would not provide new, nor enhanced access to any parcels along Palo Comado Rd, or any other roadway facility. As such, no traffic redistribution effects are anticipated to occur as a result of proposed project improvements.

Comments/Explanation/Details (*attach additional sheets as necessary*)

The proposed project will not alter local traffic patterns, nor will it affect diesel trucks traffic volumes on area roadways. In addition, the proposed improvements would not be a traffic generator project and would not redirect traffic flow in the project area. Although the improvements are being proposed to increase capacity for the purpose of accommodating future growth, the traffic study indicates that the proposed project would not result in a change in build vs. no build traffic volumes on area roadways, including the US 101 mainline and off/on-ramps. In addition, as noted above, ADT truck volumes on US 101 for opening year 2015 and horizon year 2035 are not projected to exceed the FHWA and EPA's POAQC criteria of 10,000 diesel truck ADT (diesel truck traffic of 8% or more for roadways with 125,000 ADT or more).

Based on the information provided above, the proposed project is not expected to introduce a significant amount of diesel truck traffic, would not generate additional diesel truck traffic above levels anticipated without implementation of the project, and is in compliance with the SIP/RTIP. Therefore, the project qualifies for a finding of "Not POAQC" based on the definition contained in 40 CFR 93.123(b)(1).

References

City of Agoura Hills. March 2010. *General Plan 2035 Final EIR. Volume I-Part II.*

Federal Highway Administration and U.S. Environmental Protection Agency. 2006. *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas.* Washington, D.C.

Kimley-Horn and Associates, Inc. October 2010. *US 101/Palo Comado Canyon Road PA/ED, Draft Traffic Impact Analysis.*

Parsons Transportation Group, Inc. February 23, 2009. *Project Study Report to Request for Conceptual Approval and Programming for Capital Cost.*

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PROGRAMS & PROJECTS

Compass Blueprint

Clean Cities

Environment

Air Quality

Energy

Environmental Impact Reports

Environmental Justice

Intergovernmental Review

Solid & Hazardous Waste Management

Water

Housing

Local Profiles

Overall Work Program

Regional Comprehensive Plan

Federal Transportation Improvement Program

Regional Transportation Plan

SB 375 Regional Implementation Process

State of the Region

Strategic Plan

Transportation

REGIONAL COUNCIL

Districts & Representatives

Executive Officers

Governing Structure

LEGISLATION

State & Federal Programs

Find Your Representative

DATA SERVICES

Demographics, Trends & Statistics

TCWG Project-Level PM Hot Spot Analysis Project Lists

Review of PM Hot Spot Interagency Review Forms

January 2011	Determination
LA0G230	Not a POAQC - Hot Spot analysis not required
ORA001105	Not a POAQC - Hot Spot analysis not required
ORA030605	POAQC - Requires Qualitative Hot Spot Analysis
SBD_20040210 SBD_20040210_Figure 1-1 SBD_20040210_Figure 1-2 SBD_20040210_Figure 1-3 (Part1) SBD_20040210_Figure 1-3 (Part2) SBD_20040210_Figure 1-3 (Part3)	Not a POAQC - Hot Spot analysis not required

Source: Southern California Association of Governments. Transportation Conformity Working Group Project-Level PM Hot Spot Analysis Project Lists. Website url: <http://www.scag.ca.gov/tcwg/projectlist/january11.htm>

APPENDIX D Environmental Commitments Record

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Palo Comado Canyon Road Interchange Project
EA #257200
07-LA-US 101 PM 33.0/34.4

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/ Monitoring Phase	SSP# / NSSP#	Commitment Measure	Completed Signature Page	Remarks
BIOLOGY								
1-1	Wetlands and Other Waters - BMPs	Contractor	Once per month	Construction		BMPs would be incorporated into construction operations to prevent the release of any contaminants (e.g., soil, silt, construction debris, raw cement, concrete, petroleum products, or any substance that could be hazardous to aquatic life, wildlife, or riparian habitat) into any creek, storm channel, or storm drain. All erosion control devices would be properly maintained and removed upon completion of construction activities.		
1-2	Wetlands and Other Waters - Spill Prevention	City of Agoura Hills/ Contractor	Once per month	Prior to Construction & Construction		A spill prevention and control plan would be developed and implemented to prevent hazardous materials from entering the waterway during construction. All leaks, drips and spills of hydraulic fluid, oil, fuel, or paving material would be immediately cleaned up to prevent entry into water ways. All workers would be informed of the importance of preventing spills and of the appropriate clean up and response measures.		
1-3	Pre-construction Training	Biologist	n/a	Prior to Construction		A biological resources awareness training would be presented to all construction personnel prior to the initiation of construction activities. The training would be provided as follows: <ul style="list-style-type: none"> • The training would be developed and provided by a qualified biologist familiar with the special-status species that may occur in the study area. • Training materials would be language-appropriate for construction personnel. • All personnel would be required to complete the training prior to conducting any work in the work area boundary, including tree trimming, demolition, vegetation clearing and grading. 		

				<ul style="list-style-type: none"> • The training would provide educational information on habitats and the natural history of the special-status species potentially occurring in the work area, a discussion of required impact avoidance measures, lines of communication and authority, and a discussion of penalties for noncompliance. • If new construction personnel are added to the project, the contractor would ensure that new personnel receive training before they start working. As an alternative to in-person training by a biologist, subsequent training of new personnel may include watching a videotape of the initial training and/or reviewing written materials approved by the project biologist. 		
1-4	Burrowing Owl Monitoring	Biologist	Within 30 days of initiation of grading	Grading	Within 30 days of the initiation of any grading or land clearing, a survey for suitable ground burrows would be performed by a qualified biologist. The survey would be conducted by a qualified biologist and would cover all open habitats (grassland or similar low vegetation) in the construction limits and within 250 feet of the construction limits, access permitting. If no suitable ground burrows are observed, grading may proceed.	
1-5	Burrowing Owl - Suitable Habitat & Provisions if Discovered	Biologist	Prior to construction	Prior to Construction	If suitable ground burrows are present, a qualified biologist would conduct a pre-construction nesting burrowing owl survey following CDFG protocol. Any active nests would be protected until the young have fledged and potential need for habitat compensation would be determined in consultation with the CDFG.	
1-6	Burrowing Owl - Construction Inactivity	Biologist	Prior to ground disturbance following construction inactivity	Construction	Areas of bare ground or with grasses less than six inches in height may attract burrowing owls during the winter season. If construction resumes after a period of construction inactivity following clearing, a habitat evaluation to determine burrowing owl occupancy of the site would be conducted prior to ground disturbance the following season.	
1-7	Burrowing Owl - Provisions if Discovered	Biologist	n/a	Prior to and During Construction	All burrows containing active nests would be marked by flagging, and would be protected by a no-disturbance buffer zone of 250 feet.	

1-8	White-tailed Kite and Other Raptors - Monitoring	Biologist	February 1 - August 31	Prior to and During Construction	If construction activity begins during the raptor breeding season (February 1 - August 31), a pre-construction survey for nests and nesting raptors would be conducted within two weeks of the initiation of construction activities. The survey would be conducted by a qualified biologist and would cover all vegetated areas within the project impact area and within 250 feet of the construction limits, access permitting. Because construction at different sites may occur at different times, surveys would be conducted in each individual construction area according to the schedule described above.		
1-9	White-tailed Kite and Other Raptors - Construction Inactivity	Biologist	Prior to construction activity following construction inactivity	Construction	If there are any breaks in construction activity at any site for two weeks or more, surveys would need to be conducted again in adjacent habitats to ensure that no active nests or nesting raptors have taken residence adjacent to the project area.		
1-10	White-tailed Kite and Other Raptors - Provisions if Discovered	Biologist	Various, based on presence of raptors	Prior to and During Construction	<p>If no active nests are detected during surveys, then no additional measures are required. If any nests or nesting activity is observed, appropriate protective measures would be implemented. Appropriate avoidance measures would include the following (other equally effective measures may be developed in consultation with the USFWS and/or CDFG):</p> <ul style="list-style-type: none"> • A no-disturbance buffer would be established around occupied nests to prevent destruction of the nest and to prevent disruption of breeding and rearing behavior. • The extent of no-disturbance buffers would be determined by a qualified wildlife biologist in consultation with the applicable resource agencies and would depend on the level of noise or disturbance, line of sight between the nest and the disturbance area, ambient levels of noise and other disturbances, and other topographic or artificial barriers. • No-disturbance buffers would be maintained until the end of the breeding season or until a qualified wildlife biologist has determined that the young birds have fledged. 		
1-11	Migratory Birds - Monitoring	Biologist	February 1 - September 1	One Week Prior to Construction	If construction activities are scheduled to occur between February 1 and September 1, pre-construction survey for active nests would be conducted in all vegetated areas to be impacted and within 150 feet of the work areas, access permitting. The breeding bird survey shall be conducted by a qualified biologist no more than one week prior to the start of construction.		

1-12	Migratory Birds - Construction Inactivity	Biologist	Prior to construction activity following construction inactivity	Construction		If work stops at the project site for more than three consecutive days during the nesting season, a nesting bird survey would need to be conducted prior to the continuation of work. If no nesting or breeding behavior is observed, construction may proceed.		
1-13	Migratory Birds - Provisions if Discovered	Biologist	Various, based on presence of migratory birds	Prior to and During Construction		<ul style="list-style-type: none"> • If an active nest is detected, a determination would be made by a qualified biologist as to whether construction work would affect the active nest. If it is determined that construction would not affect an active nest, work may proceed. • If it is determined that construction activities are likely to impair the successful rearing of the young, a no-disturbance buffer would be established around occupied nests to prevent destruction of the nest and to prevent disruption of breeding or rearing behavior. • The extent of no-disturbance buffers would be determined by a qualified biologist in consultation with the applicable resource agencies and would depend on the level of noise or disturbance, line of sight between the nest and the disturbance area, ambient levels of noise and other disturbances, and other topographic or artificial barriers. • No-disturbance buffers would be maintained until the end of the breeding season or until a qualified wildlife biologist as determined that the young birds have fledged. 		
1-14	Coastal Whiptail and San Diego Horned Lizard - Monitoring	Biologist	48 hours prior to construction	Prior to Construction		A pre-construction survey would be conducted in all vegetated areas that are to be impacted by the project, and within 50 feet of these work areas. The survey would be conducted by a qualified biologist within 48 hours of construction for coastal whiptail and San Diego horned lizard.		
1-15	Coastal Whiptail and San Diego Horned Lizard - Provisions if Discovered	Biologist	Various, based on species type	Prior to and During Construction		If either of these species is encountered during pre-construction surveys, they would be allowed to disperse out of the construction zone. If dispersal is not likely to occur, the animals would be captured by a qualified biologist in possession of a valid scientific collecting permit and moved outside of the construction zone to an appropriate habitat location based on the habitat requirements for each species, and where there is suitable cover to provide shelter from predators.		

1-16	San Diego Black-tailed Jackrabbit and San Diego Desert Woodrat - Monitoring	Biologist	30 days prior to construction	Prior to Construction	Pre-construction surveys would be conducted in all vegetated areas scheduled to be graded or cleared, and within 150 feet of these work areas. The survey would be conducted by a qualified biologist within 30 days of the initiation of construction activities. The survey would be conducted early enough prior to site clearing to address any woodrat middens requiring removal before construction. If no woodrat middens or jackrabbit dens are found, no further action is required.		
1-17	San Diego Black-tailed Jackrabbit and San Diego Desert Woodrat - Provisions if Discovered	Biologist	Various, based on presence of species	Prior to and During Construction	<ul style="list-style-type: none"> • If woodrat middens and/or jackrabbit dens are found and can be avoided, the biologist would direct the contractor in placing orange barrier fencing between the proposed construction area and the midden or den, allowing as much room as possible to avoid indirect disturbance to the midden or den. • If woodrat middens cannot be protected and/or avoided, a qualified biologist would disassemble middens or, if adjacent habitat is not suitable, trap and relocate desert woodrats out of the construction area (using live-traps) prior to the start of construction. In addition, the biologists would attempt to relocate the disassembled midden to the same area where the woodrats are released. Trapping and relocation of woodrats shall be performed in consultation with CDFG. • If any active black-tailed jackrabbit dens are identified on site and cannot be avoided, CDFG would be consulted to determine appropriate mitigation measures. 		
1-18	Special Status Bats - Monitoring	Biologist	30 days prior to tree/snag removal	Prior to and During Construction	Prior to tree removal or the demolition or alteration of any structures, a qualified biologist (familiar with identification of bats and signs of bats) would survey the trees and/or structures for evidence of bat occupation. The pre-construction survey would be conducted within 30 days of the removal of any large tree or snag, or demolition of or construction at any structures.		
1-19	Special Status Bats - Construction Inactivity	Biologist	Prior to construction activity following construction inactivity	Construction	If construction is postponed for more than 30 days from the date of the initial bat survey, a qualified biologist would need to repeat the pre-construction survey. The biologist would thoroughly search trees or snags that provide appropriate roosting habitat (trees with foliage or cavities, or that are hollow) for bats or evidence of bats. If no potential for roosting bats is found, tree removal, demolition or construction activities may proceed.		

1-20	Special Status Bats - Suitable Habitat and Provisions if Discovered	Biologist	Various, based on presence of bats	Prior to and During Construction	<ul style="list-style-type: none"> • If a tree provides potentially suitable roosting habitat but bats are not present, exclusion of bats would be conducted by sealing cavities, pruning limbs, or removing the entire tree, in consultation with the qualified biologist. • If roosting bats or evidence of use by bats are found, the biologist would determine the species and estimate the number of bats present. The CDFG would be contacted to determine appropriate measures to remove trees and structures without impacting roosting bats. Trees and snags with cavities or loose bark that exhibit evidence of use by bats would be scheduled for humane bat exclusion and eviction, conducted during appropriate seasons and supervised by the bat biologist. • If it is determined that an active bat maternity roost is present (typically between April and August), bat removal would be prohibited. Humane exclusion would not be permitted until after the breeding season or until after the maternity roost is no longer active, as determined by a qualified biologist. • If the biologist determines or presumes that roosting bats are present, they may be excluded by installing one-way exclusion devices. To avoid impacts on non-volant (<i>i.e.</i>, non-flying) bats, the biologist would only conduct bat exclusion and eviction from February 15 through April 15 and from August 15 through October 30. After the bats vacate the cavities, the biologist would plug the cavities or remove the limbs. The construction contractor would only be authorized to remove trees after the bat biologist verifies that the exclusion methods have successfully prevented bats from returning, usually in seven to 10 days. After construction activities are complete, the bat biologist would remove the exclusion devices. 		
1-21	Invasive Species - Planting Types	City of Agoura Hills	n/a	Project Design	In compliance with the Executive Order on Invasive Species, E.O. 13112, and subsequent guidance from the FHWA, the landscaping and erosion control included in the project would not use species listed as noxious weeds.		
1-22	Invasive Species - Provisions if Discovered	Biologist	Various, based on presence of invasive species	Construction	In areas of particular sensitivity, extra precautions would be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.		

VISUAL/LANDSCAPE							
2-1	Landscape	Contractor	One visit following construction	Construction		Landscaping that is removed as a result of the noise barrier construction shall be replaced.	
2-2	Contour Grading	Contractor	n/a	Project Design/ Grading		Grading activity would be performed in a manner that minimizes disturbance to the natural landscape and terrain by such design techniques as locating development in the least sloping areas of the site.	
CULTURAL RESOURCES							
3-1	Environmentally Sensitive Areas for Archaeological Resources	Archaeologist	Daily during all grading activities	Grading/ Construction		The project area would be monitored during all ground disturbances. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist assesses the nature and significance of the find.	
3-2	Unearth Human Remains/Cultural Materials Provisions	Archaeologist/ Contractor	Various, based on presence of remains	Grading/ Construction		If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains would contact the Caltrans District 7 Environmental Branch so that they may work with the MLD on the respectful treatment and disposition of the remains.	
PALEONTOLOGY							
4-1	Paelontology - Monitoring	Paleontologist	Daily during excavation deeper than 5 feet below surface grade	Grading		Areas of deep excavation (deeper than 5 feet below surface grade) would be monitored by a qualified principal paleontologist (M.S. or PhD in paleontology or geology familiar with paleontological procedures and techniques) for any vertebrate fossils.	
4-2	Paleontology - Provisions if Discovered	Paleontologist	Various, based on presence of resources	Construction		If fossils are discovered, the paleontologist (or paleontological monitor) would recover them. Construction work in these areas would be halted or diverted to allow recovery of fossil remains in a timely manner. Fossil remains collected during monitoring would be cleaned, repaired, sorted, and catalogued. Prepared fossils, along with copies of all pertinent field notes, photographs, and maps, would be deposited in a scientific institution with paleontological collections.	

COMMUNITY/SOCIAL IMPACTS							
5-1	Parks and Recreation	Contractor	n/a	Construction		A Traffic Management Plan (TMP) would be developed to maintain access to the Santa Monica Mountains National Recreation Area.	
5-2	Context Sensitive Design for Sensitive Community Resources	City of Agoura Hills	n/a	Design		The project would incorporate context sensitive solutions, particularly within the Old Agoura neighborhood, in order to protect the semi-rural character of the community.	
	Noise and Vibration (see Noise Attenuation)						
NOISE ATTENUATION							
6-1	Sound Barriers	City of Agoura Hills	n/a	Design		The project will incorporate noise abatement in the form of a barrier at: 5306 Cheseboro Road with an average height of 6 feet. Calculations based on preliminary design data indicate that the barrier will reduce noise levels by approximately 6 dBA for one residence at a cost of \$46,000. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision of the noise abatement will be made upon completion of the project design and the public involvement process.	
6-2	Standard Specifications	Contractor	Once per month	Construction		Construction of the project shall comply with Section 14-8.02: Noise Control of the 2006 Caltrans Standard Specifications Amendments, which states: <ul style="list-style-type: none"> • Do not exceed 86 dBA Leq(h) at 50 feet from the job site activities from 9 p.m. to 6 a.m. Use an alternative warning method instead of a sound signal unless required by safety laws. • Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler. 	
6-3	Special Provisions	Contractor	Once per month	Construction		The project shall implement the following measures from Caltrans Special Provisions S5-310: Noise Control: <ul style="list-style-type: none"> • All equipment will have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an un-muffled exhaust. • As directed by Caltrans, the contractor will implement appropriate additional noise abatement measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources. 	

AIR QUALITY

7-1	Dust Control and other Best Management Practices	Contractor	Once per month	Construction	<p>The construction contractor shall comply with Caltrans' Standard Specifications in Section 14 (2010).</p> <ul style="list-style-type: none"> • Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emission or at the right of way line depending on local regulations. • Spread soil binder on any unpaved roads used for construction purposes, and all project construction parking areas. • Wash off trucks as they leave the right-of-way as necessary to control fugitive dust emissions. • Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment as provided in California Code of Regulations Title 17, Section 93114. • Develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts to existing communities. • Locate equipment and materials storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly. • Establish Environmentally Sensitive Areas (ESAs) or their equivalent near sensitive air receptors within which construction activities involving extended idling of diesel equipment would be prohibited, to the extent feasible. • Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic. • Cover all transported loads of soils and wet materials prior to transport, or provide adequate freeboard (space from the top of the material to the top of the truck) to minimize emission of dust (particulate matter) during transportation. • Promptly and regularly remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease particulate matter. • Route and schedule construction traffic to avoid peak travel times as much as possible, to reduce congestion and related air quality impacts caused by idling vehicles along local roads. 		
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					<ul style="list-style-type: none"> • Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area. Be aware that certain methods of mulch placement, such as straw blowing, may themselves cause dust and visible emission issues and may need to use controls such as dampened straw. 		
HAZARDOUS MATERIALS INVESTIGATION/TREATMENT							
8-1	Soil and Groundwater Sampling	Hazardous Materials Specialist	n/a	Prior to Construction		Prior to disposal of drilled soil and groundwater from the piling areas, sampling and analysis of the subject soil and groundwater would be conducted to determine the level of contamination to identify proper handling and disposal methods.	
8-2	Pole-top Transformer Sampling	Hazardous Materials Specialist	n/a	Prior to Construction		Prior to construction, sampling and analysis of the liquids in the pole-top transformers would be conducted to determine if PCBs are present in the pole-top transformer fluid and to determine proper disposal methods if the transformers are to be relocated.	
8-3	Joint Compound Sampling	Hazardous Materials Specialist	n/a	Prior to Construction		Prior to construction, sampling and analysis of the joint compound in the Palo Comado Canyon Road overcrossing would be conducted to determine whether or not ACM is present in the joint compound and to determine proper disposal methods if ACM is found.	
8-4	Paint Striping Sampling	Hazardous Materials Specialist	n/a	Prior to Construction		Prior to construction, sampling and analysis of the paint striping on the roadways would be conducted to determine whether the lead-based paint is present in the lane striping paint and to determine proper disposal methods if lead is found.	
8-5	Surface Soil (shoulders) Sampling	Hazardous Materials Specialist	n/a	Prior to Construction		Prior to construction, sampling and analysis of surface soils from unpaved areas along the US 101/Palo Comado Canyon Road intersection that are subject to excavation would be conducted to determine the level of total soluble lead to allow proper excavated soil management, including onsite placement or offsite disposal.	
8-6	Sampling of Soils from Landscaped Areas	Hazardous Materials Specialist	n/a	Prior to Construction		Prior to construction, sampling and analysis of soils from landscaped areas along the US 101/Palo Comado Canyon Road intersection that are subject to excavation would be conducted to determine the level of pesticides/herbicides contamination to identify a proper handling method.	
WATER QUALITY REQUIREMENTS							
9-1	Stormwater Pollution Prevention Plan (SWPPP)	Contractor	Once per month	Construction		A SWPPP would be prepared and implemented for the project.	

<p>9-2 Construction BMPs</p>	<p>Contractor</p>	<p>Once per month</p>	<p>Construction</p>	<ul style="list-style-type: none"> • Scheduling: A schedule would be developed that includes sequencing of construction activities with the implementation of construction site BMPs. • Preservation of Existing Vegetation: Areas that would not be disturbed as part of construction activities would be clearly marked on plans and protected in the field with fencing prior to clearing and grubbing. Access limitations would also be shown on the plans and described in the Special Provisions. • Hydroseeding: Disturbed soil would be hydroseeded to protect soils from erosion by raindrop impact or wind. The selection of plant materials to be included in the seed mixture would be based on the length of time temporary stabilization is required. • Soil Binders: Soil binders (or soil stabilizers) would be applied to disturbed soil to protect from erosion by raindrop impact or wind. • Earth Dikes/Drainage Swales and Ditches: Top, toe, and mid-slope diversion ditches, berms, dikes, and swales would be used to intercept runoff and direct it away from critical slopes without allowing it to reach the roadway. • Outlet Protection/Velocity Dissipation Devices: Outlet protection/velocity dissipation devices of rock, riprap, or similar materials would be placed at pipe outlets to reduce flow velocity and the energy of exiting stormwater flows and to prevent scour. • Silt Fencing: Silt fences would be placed below the toe of exposed and erodible slopes, down slope of exposed soil areas, around temporary stockpiles, and along streams and channels to intercept and slow the flow of sediment-laden sheet flow runoff. • Fiber Rolls: Fiber rolls would be placed on the face of slopes at regular intervals and/or at the toe of slopes to intercept runoff, reduce its flow velocity, release the runoff as sheet flow, and provide some removal of sediment from the runoff. • Gravel Bag Berm: Gravel bag berms would be installed across slopes to intercept runoff, reduce runoff velocity, release runoff as sheet flow, and provide some sediment removal. 		
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- Street Sweeping and Vacuuming: Street sweeping and vacuuming would be implemented anywhere sediment is tracked from the project site onto paved roads to prevent the sediment from entering a storm drain or watercourse.
- Sandbag Barriers: Sand bag barriers would be used to intercept and slow the flow of sediment-laden sheet flow runoff.
- Storm Drain Inlet Protection: Storm drain inlet protection would be administered where necessary to reduce sediment from stormwater runoff discharging from the construction site prior to entering the storm drainage system.
- Stabilized Construction Entrance/Exit: A crushed aggregate layer would be installed over geotextile fabric (or steel plates with ribs) at all construction entrance/exit points to limit the migration of sediment from the construction site.
- Entrance/Outlet Tire Wash: Tire wash areas would be installed at stabilized construction access points to remove sediment from tires and undercarriages, preventing the migration of sediment onto adjacent roadways.
- Water Conservation Practices: Water conservation practices, including preventing water leaks, avoidance of vehicle washing on site, sweeping in lieu of hosing areas, and applying water for dust control and to minimize runoff, would be implemented during construction.
- Paving and Grinding Operations: Paving and grinding operations would be implemented in a manner that would minimize pollution of stormwater runoff during paving operations, including new paving and preparation of existing paved surfaces for overlay.
- Illicit Connection/Illegal Discharge Detection and Reporting: Procedures and practices would be implemented so that construction contractors would have the ability to recognize illicit connections or illegally dumped or discharged materials on a construction site and be required to report incidents to the Resident Engineer (RE).

- **Material Delivery and Storage:** Procedures and practices would be implemented for the proper handling and storage of materials, including secondary containment, spill prevention and control, product labeling, quantity reduction, proper storage, material covering, training, and inventory control.
- **Material Use:** Procedures and practices would be implemented for use of construction material in a manner that minimizes or eliminates the discharge of these materials to the storm drain system or watercourses, including proper waste disposal, product labeling, proper cleaning techniques, recycling materials, reducing quantities and application rates, spill prevention and control, training, and reduction of exposure to stormwater.
- **Stockpile Management:** Procedures and practices would be implemented to eliminate pollution of stormwater from stockpiles of soil and paving materials, including locating stockpiles away from drainages, providing perimeter sediment barriers, and wind erosion control measures.
- **Spill Prevention and Control:** Procedures and practices would be implemented to prevent and control spills in a manner that minimizes or prevents the discharge of spilled material to storm drain systems or watercourses.
- **Solid Waste Management:** Procedures and practices would be implemented to minimize or eliminate the discharge of pollutants to storm drain systems or watercourses as a result of the creation, stockpiling, or removal of construction site wastes.
- **Hazardous Waste Management:** Procedures and practices would be implemented to minimize or eliminate the discharge of pollutants from construction site hazardous waste to the storm drain system or watercourses.
- **Contaminated Soil Management:** Procedures and practices would be implemented to minimize or eliminate the discharge of pollutants to the storm drain system or watercourses from contaminated soil.
- **Concrete Waste Management:** Procedures and practices would be implemented to minimize or eliminate the discharge of concrete waste materials to the storm drain system or to watercourses.
- **Sanitary/Septic Waste Management:** Procedures and practices would be implemented to minimize or eliminate the discharge of construction site toilet facilities to the storm drain system or watercourse.

					<ul style="list-style-type: none"> • Liquid Waste Management: Procedures would be implemented to prevent pollutants related to non-hazardous liquid wastes from entering storm drains or receiving waters. 		
9-3	Permanent Treatment BMPs	City of Agoura Hills/ Contractor	One visit following construction	Construction	Biofiltration Swales (Bioswales): Incremental discharge increases would be controlled through the incorporation of bioswales into the project.		