Item 5 Exhibit J

*City of Calabasas*

# Rondell Oasis Hotel Project

*Final*

# Initial Study - Mitigated Negative Declaration

rincon

January 2016

Environmental Scientists Planners Engineers

# Rondell Oasis Hotel Project

## *Final*
## Initial Study – Mitigated Negative Declaration

*Prepared by:*

**City of Calabasas**
100 Civic Center Way
Calabasas, California 91302
Michael Klein, Planner
(818) 224-1710

*Prepared with the assistance of:*

**Rincon Consultants, Inc.**
180 North Ashwood Avenue
Ventura, California 93003

*January 2016*

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# INITIAL STUDY

1. **Project Title:**
   Rondell Oasis Hotel Project
2. **Lead Agency Name and Address:**
   City of Calabasas
   100 Civic Center Way
   Calabasas, CA 91302

3. **Contact Person and Phone Number:**
   Michael Klein, Planner
   (818) 224-1710

4. **Project Location:**
   The project site is located at 26300 Rondell Street in the City of Calabasas along the Ventura Freeway (101 Freeway) corridor. The project site is on the east side of Rondell Street, east of Las Virgenes Road and adjacent to the Ventura Freeway southbound on-ramp. Figure 1 shows the regional location and Figure 2 shows the project site location. The project site is located within the Ventura Freeway and Las Virgenes Scenic Corridor and within the boundaries of the Las Virgenes Gateway Master Plan.

5. **Project Sponsor's Name and Address**
   Rondell Oasis, LLC
   P.O. Box 6528
   Malibu, CA 90264

6. **General Plan Designation:**
   Business - Retail (B-R)

7. **Zoning:**
   Commercial Retail (CR)

8. **Description of Project:**
   The project site is currently vacant, but was previously graded. The proposed project involves a 4-story hotel with up to 127-rooms, a pool and surface parking on an approximately 4.13-acre property (APN 2069-031-014 and 2069-031-015; see Figure 3 for Site Plan). The hotel would include a lounge area, exercise room, food service, and outdoor pool on the first floor for use by guests of the hotel. The hotel would have a building footprint, including the designated trash area, of approximately 20,410 square feet (sf) and a gross floor area of 72,954 square feet. A porte cochere would be provided at the main entry to the hotel for guests. Additionally, a fire access road would be provided on the south side of the hotel. The proposed hotel would be designed to achieve a LEED silver rating through use of water and energy efficient appliances, landscaping with native and drought-tolerant plants, construction waste management, building life-cycle impact reduction, and a pedestrian- and bicycle-friendly environment.

As part of the development of the site, Rondell Street would be vacated by the City, adding an area of approximately 0.87 acres to the project site. As shown on Figure 3 (Site Plan), Rondell Street would be paved beyond the current terminus along the project frontage and terminate at the north end of the project site. Vehicular access to the new hotel would be from Rondell Street off of Las Virgenes Road. A portion of the project parking would be provided by new perpendicular parking along the vacated portion of Rondell Street. Additional parking would be provided by a surface lot with two access ways off of Rondell Street up a hill to grade level with the hotel. A total of 151 parking spaces are proposed with seven spaces for bicycle parking.

The proposed project would provide access through the project site to the existing trailhead of ~~the Calabasas Historic Trail, also known as~~ the Juan Bautista de Anza National Historic Trail, or "Anza Trail," which is located approximately 160 feet east of the project site. The proposed project would also dedicate five parking spaces to trailhead parking and include improvements to the trailhead access, such as trash and recycle receptacles and dog waste pick-up sign, bags, and container.

As shown in Figure 3, a debris impact/deflection wall would replace the existing wall, and would be located behind the proposed hotel. The purpose of the debris wall is to deflect debris away from the hotel and toward an underground debris basin. An Oak Tree Permit is required for the construction of the deflection walls within the protected zone of three oak trees (see Appendix A). Site grading would involve 19,680 cubic yards (CY) of cut and 5,860 CY of fill, with a net export of 13,820 CY (see Figure 4, Grading and Drainage Plan). Photos of the project site are shown in Figures 5a through 5e. Existing oaks and other trees to remain are shown in Figure 6, Site Planting Plan. The proposed project would include a covered debris detention basin designed to detain 7 cubic feet per second (cfs) for a 50-year storm event, which would be the difference between pre- and post-project flows (see Figure 4, Grading and Drainage Plan, and Figure 7, Drainage Details).

Table 1 on the following page summarizes the characteristics of the proposed project.

The project requires a Conditional Use Permit (CUP) to allow for the hotel use in the Commercial-Retail zone and a Development Plan Permit (Calabasas Municipal Code Section 17.62.070) to allow a 50-foot tall structure in the Commercial Retail zone. In addition, the applicant is requesting that the City vacate the portion of Rondell Street that abuts the western property line, an approximately 0.87 acre area.

**9. Required Permits:**
The following permits are required for the proposed development:

Conditional Use Permit
Site Plan Review
Development Plan Permit
Scenic Corridor Permit
Street Vacation
Lot Line Adjustment
Oak Tree Permit

**10. Surrounding Land Uses and Setting:**

The project site is located on the east side of Rondell Street east of Las Virgenes Road. The site is bordered by open space to the east, vacant land to the North, Rondell Street to the west, vacant land to the southeast, and a gas station to the south. Commercial development is located west of the project site across Las Virgenes Road and includes gas stations, a post office, fast food restaurants, and a grocery store. Photos of the project site are shown in Figures 5a through 5e.

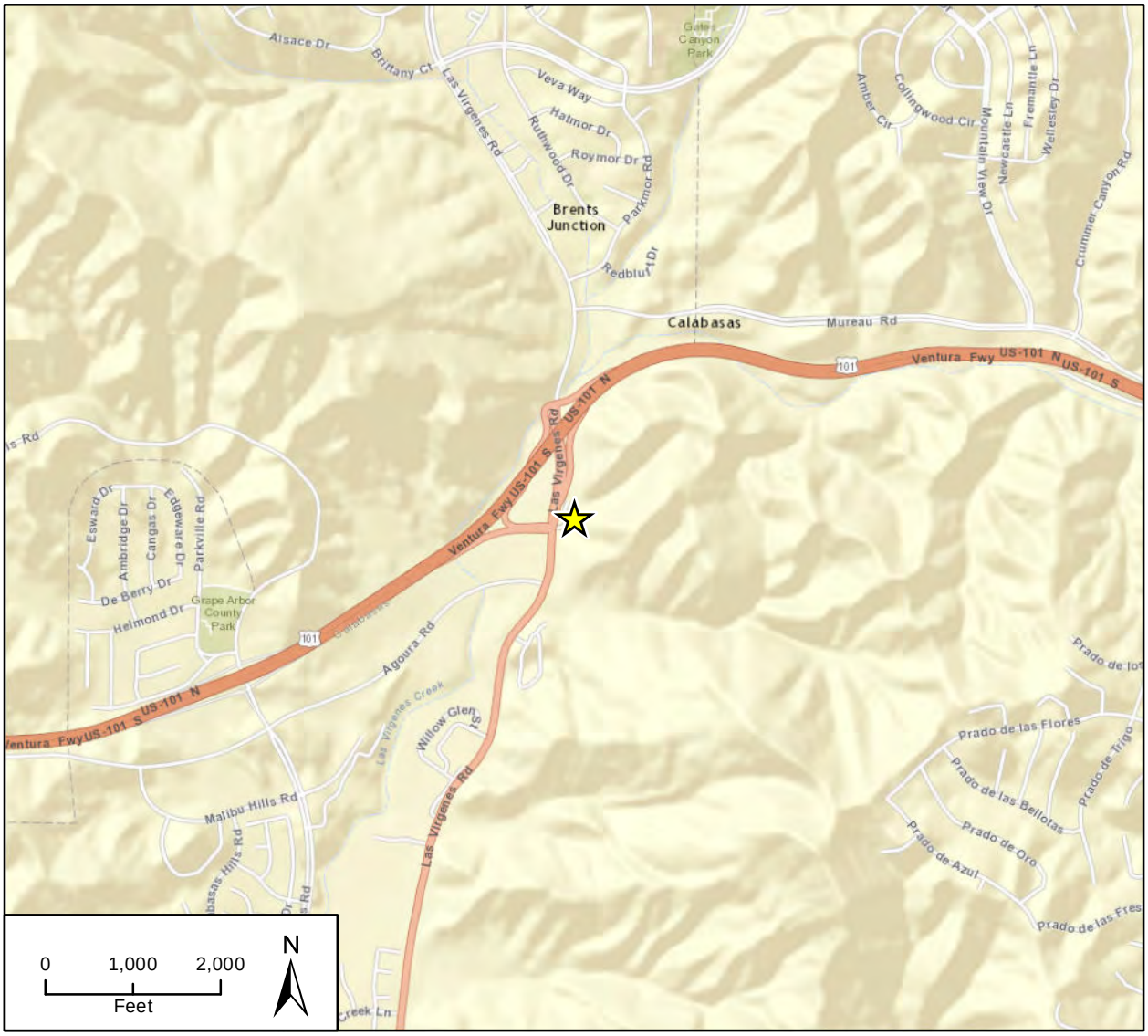
**11. Other Public Agencies Whose Approval is Required:**

The City of Calabasas is the lead agency with responsibility for approving the proposed project.

**Table 1**
**Proposed Project Characteristics**

| | |
|---|---|
| Parcels | 2069-031-014 and 2069-031-015 |
| Project Site Size | |
| *Existing lot area* | ~ 180,146 sf (4.13 acres) |
| *Rondell Street addition* | ~ 38,053 sf (0.87 acres) |
| *Gross lot size* | ~ 218,199 sf (5 acres) |
| *Utility Easement Area* | ~ 14,152 sf (0.32 acres) |
| *Net lot size* | ~ 204,047 sf (4.68 acres) |
| Hotel Area | |
| *Total Rooms* | 127 (9 ADA Accessible) |
| *Total Building Area* | 72,954 sf |
| *Floor Area Ratio (FAR)* | 0.3575 (72,954 sf/204,047 sf) |
| Parking | |
| *Regular* | 135 stalls |
| *Handicap* | 5 stalls |
| *Dedicated Trailhead* | 5 stalls |
| *Dedicated Transit* | 6 stalls |
| *Total Parking* | 151 stalls |
| *Bicycle Parking* | 7 spaces |
| Building Height | 4 stories above grade<br>50 feet above grade to top of parapet plus 10 feet to top of stairs |
| Pervious Surface Calculation | |
| *Building Footprint & Trash Area* | 20,410 sf (9% of gross lot size) |
| *Landscape Area* | 26,771 sf (12%) |
| *Pervious Paving* | 19,161 sf (9%) |
| *Impervious Paving* | 73,592 sf (34%) |
| *Undeveloped Area* | 78,265 sf (36%) |

*Notes: sf = square feet*




*Imagery provided by National Geographic Society, ESRI and its licensors © 2015.*

Project Location

Regional Location

Figure 1

*Imagery provided by Google and its licensors © 2015.*

Project Location

Figure 2

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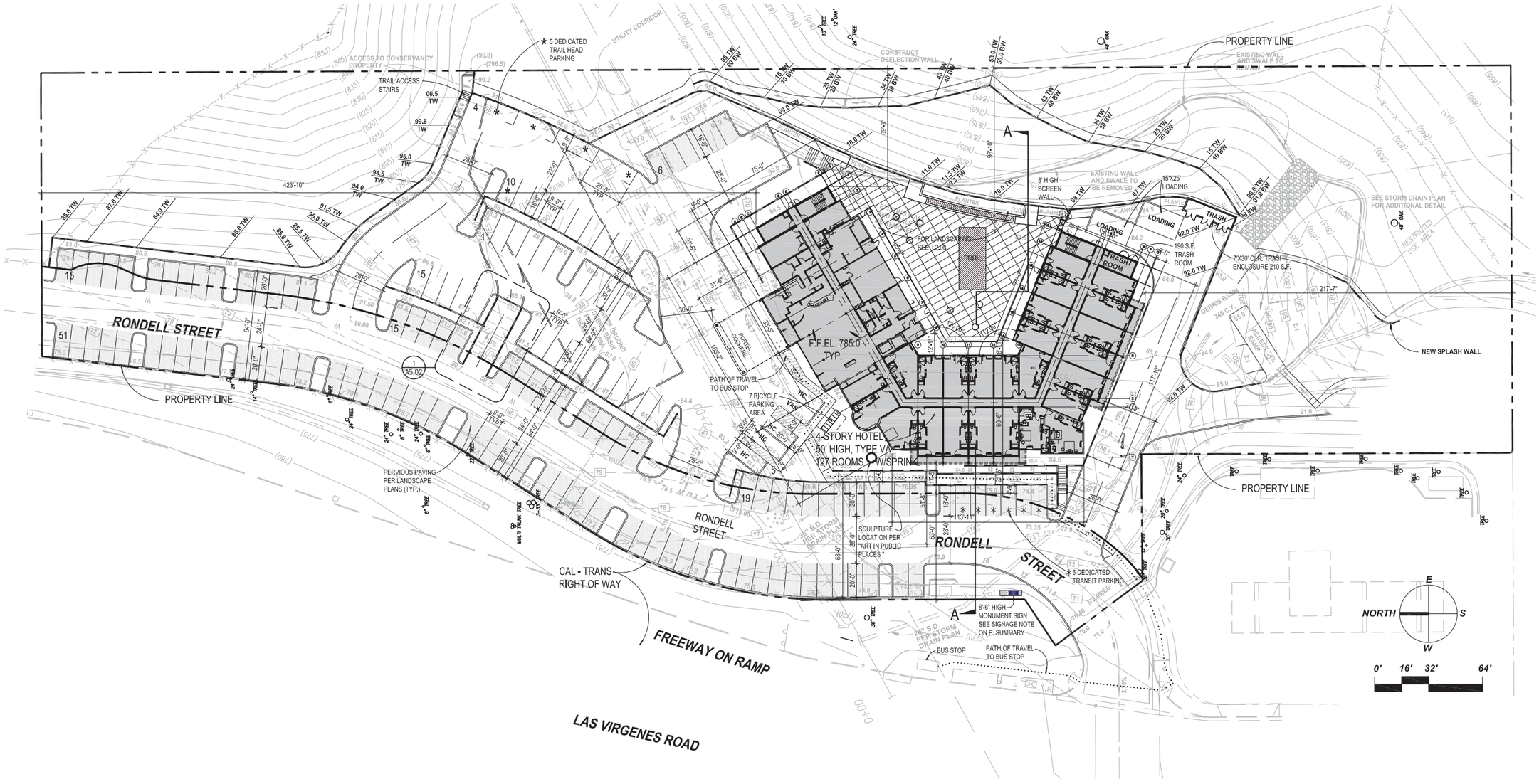


Site Plan

*Source: Nadel Residential & Commercial, Inc., May 21, 2015.*

Figure 3

CONSTRUCTION NOTES

1. CONSTRUCT UNDERGROUND SEDIMENT BASIN (1/X)
2. CONSTRUCT VENTILATION SHAFT (7/X)
3. CONSTRUCT V-DITCH AND DEFLECTION WALL (6/X)
4. CONSTRUCT SPLASH WALL (5/X)
5. CONSTRUCT CONCRETE V-DITCH (3/X)
6. REMOVE EXISTING WALL AND/OR SWALE
7. CONSTRUCT 12" WIDE CURB PASS-THROUGH
8. CONSTRUCT 6' CHAIN LINK FENCE PER SPPWC STANDARD PLAN 600-3. PROVIDE 2'x2' OPENING AT SWALE CROSSINGS
9. CONSTRUCT CONCRETE HEADWALL
10. GROUTED ROCK SLOPE PROTECTION (RSP), BACKING NO. 1, NOMINAL WEIGHT 25LB.
11. CONSTRUCT 6' WIDE CROSS GUTTER PER SPPWC STANDARD PLAN 122-2 W/ 6' TRANSITION TO/FROM CONCRETE V-DITCH

LOW IMPACT DESIGN VAULTS

| VAULT ID | DIMENSIONS (FT) | ELEV VAULT FLOOR | ELEV INLET INV | ELEV OUTLET INV | OUTLET PIPE SIZE |
|---|---|---|---|---|---|
| 1C | 51.0L X 18.0W X 8.0H | 62.0 | 67.0 | 67.5 | 18" |
| 1D | 27.0L X 15.0W X 8.0H | 62.0 | 66.5 | 67.0 | 12" |
| 3C | 28.0L X 12.0W X 7.0 H | 68.0 | 72.5 | 73.0 | 12" |
| | | | | | |

Grading and Drainage Plan

*Source: Nadel Residential & Commercial, Inc., May 21, 2015.*

Figure 4

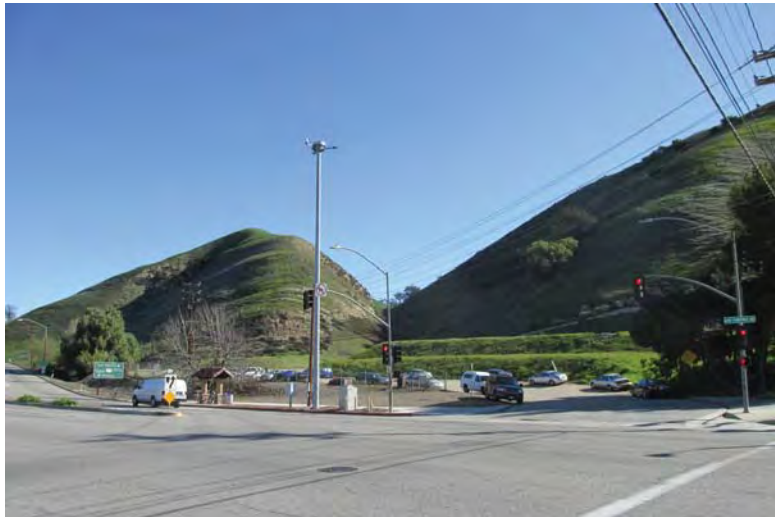

**Photo 1:** Looking northeast at the project site from across Las Virgenes Road. Vehicles are parked on Rondell Street (dirt lot).

**Photo 2:** Looking east at the project site and adjacent gas station from across Las Virgenes Road.

**Photo 3:** Looking southeast at gas station adjacent to the project site from across Las Virgenes Road.

**Photo 4:** Looking south on Las Virgenes Road at surrounding commercial uses. Shea Colony residences visible in distance.

Site Photos

Figure 5a

**Photo 5:** Looking north on Las Virgenes Road at surrounding commercial uses and 101 Freeway on-ramps.

**Photo 6:** From approximate location of proposed hotel, looking southwest across Rondell Street (dirt lot) at intersection of Las Virgenes Road and 101 Freeway ramps.

**Photo 7:** From approximate location of proposed hotel, looking west across Rondell Street (dirt lot) at surrounding commercial uses on Las Virgenes Road.

**Photo 8:** From approximate location of proposed hotel, looking northwest across Rondell Street (dirt lot) at surrounding commercial uses on Las Virgenes Road.

Site Photos

Figure 5b

**Photo 9:** From approximate location of proposed hotel, looking north along Rondell Street (dirt lot) and at soutbound on-ramp to 101 Freeway.

**Photo 10:** From approximate location of proposed hotel, looking north northeast within project site.

**Photo 11:** From approximate location of proposed hotel, looking northeast within project site. Proposed building footprints would be located on existing graded pads, shown in photo.

**Photo 12:** From approximate location of proposed hotel, looking east within project site. Proposed project would replace existing retention wall shown with a wall located uphill. Existing oak trees shown would remain.

Site Photos

Figure 5c

**Photo 13:** From approximate location of proposed hotel, looking southeast within project site. Swale shown on right to remain.

**Photo 14:** From approximate location of proposed hotel, looking south within project site.

**Photo 15:** From approximate location of proposed hotel, looking southwest within project site. Rondell Street (dirt lot) and Las Virgenes Road intersection on right.

**Photo 16:** Trail access to the Anza Trail, located 140 feet east of the project site.

Site Photos

Figure 5d

**Photo 17:** Looking southwest from approximately 180 feet into Juan Bautista de Anza Historic Trail at project site. Proposed hotel and parking would be in view.

**Photo 18:** Looking southwest from approximately 550 feet into Juan Bautista de Anza Historic Trail at project site. Proposed hotel and parking would be in view.

**Photo 19:** Looking southwest from approximately 900 feet into Juan Bautista de Anza Historic Trail at project site. Top of proposed hotel would begin to be visible.

**Photo 20:** Looking east from entrance to project site at intersection of Rondell Street (dirt lot) and Las Virgenes Road.

Site Photos

Figure 5e

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## PARKING LOT SHADE CALCULATION

| SYMBOL | BOTANICAL NAME/COMMON NAME | QUANTITY @ FULL SHADE/SQ. FT. | QUANTITY @ ½ SHADE/SQ. FT. | TOTAL (SQ. FT.) |
|---|---|---|---|---|
| STREET FRONTAGE AND PARKING LOT PLANTING | | | | |
| | Platanus racemosa/ California Sycamore | 17 @ 1,963 | - | 33,371 |
| | Quercus agrifolia/ Coast Live Oak | - | 8 @ 1,925 | 15,400 |
| | Rhus lancea/ African Sumac | 6 @ 962 | | 5,772 |
| | Fraxinus velutina/ Velvet Ash | 5 @ 380 | 3 @ 190 | 2,470 |
| | Olea europea/ Fruitless Olive | 5 @ 962 | | 4,810 |
| | | | TOTAL TREE SHADE | 61,823 |
| | | | TOTAL SURFACE AREA | 69,233 |
| | | | SHADE AREA REQUIRED | 34,616 |
| | | | SHADE AREA PROVIDED BY PORTE CORCHERE | 720 |
| | | | TOTAL SHADE PROVIDED | 62,543 |
| | | | PERCENT SHADE= | 90% |

## PARKING LOT PERVIOUS SURFACE CALCULATIONS

| | |
|---|---|
| TOTAL PARKING LOT AREA | 90,539 SF |
| TOTAL PERVIOUS AREA AT PARKING, INCLUDING LANDSCAPE | 37, 788 SF |
| PERCENT PERVIOUS= | 41.7% |

1. street frontage planting in caltrans right-of-way
2. site entry drive
3. parking lot planting
4. hotel entry planting
5. pool court
6. relocated trailhead access
7. existing chaparral to remain
8. salvia river
9. debris basin below
10. utility easement
11. existing trees to remain
12. existing oak to remain
13. permeable pavers
14. trash & recycling receptacles
15. dog waste pick-up sign, bags, and container
16. directional signage for trailhead parking
17. trailhead monument sign

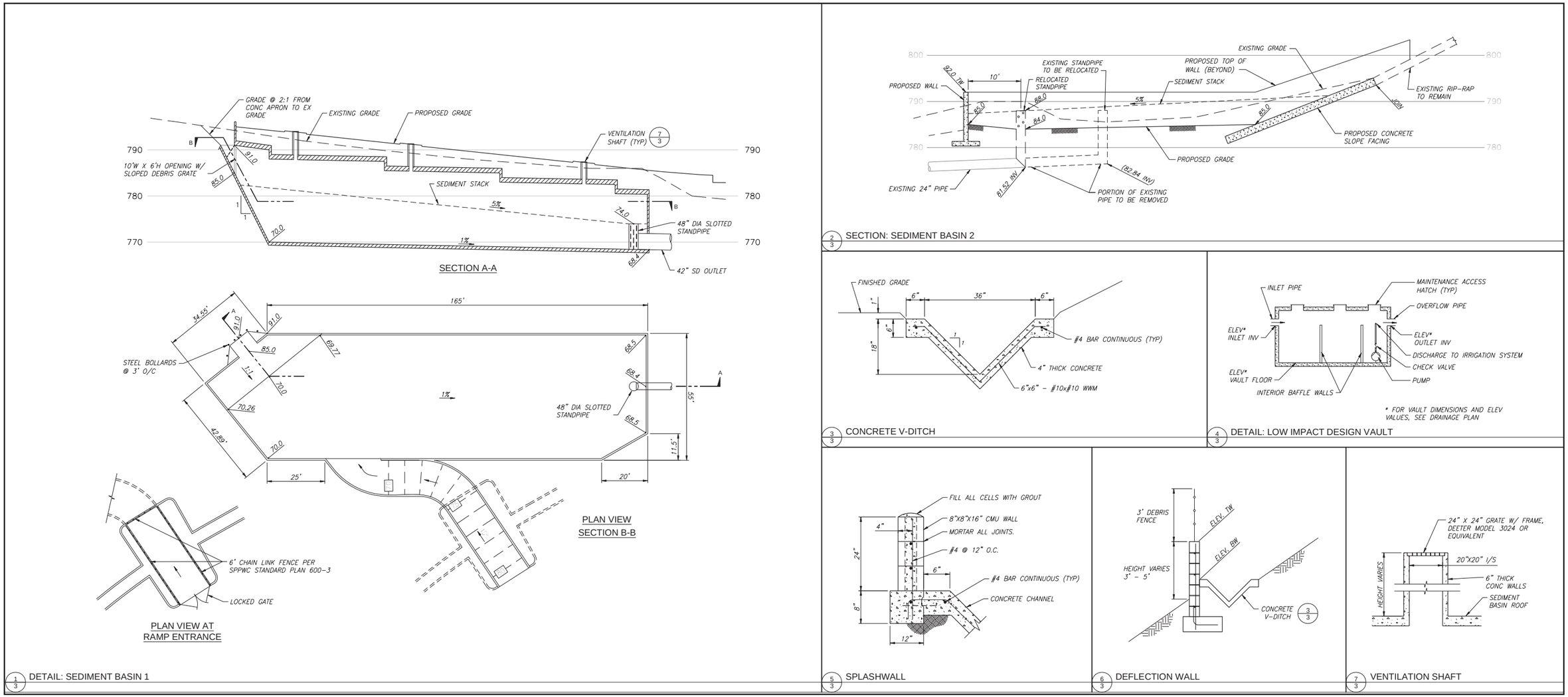
## IRRIGATION SYSTEMS SHALL BE DESIGNED AND INSTALLED AS FOLLOWS:

1. EQUIPMENT.
   - 1.1. ANTI-DRAIN VALVES. INTEGRAL, UNDER THE HEAD, OR IN-LINE ANTI-DRAIN VALVES SHALL BE INSTALLED AS NEEDED TO PREVENT LOW HEAD DRAINAGE.
   - 1.2. AUTOMATIC CONTROL VALVES. DIFFERENT HYDROZONES SHALL BE IRRIGATED BY SEPARATE VALVES.
   - 1.3. CONTROLLERS. AUTOMATIC CONTROL SYSTEMS SHALL BE REQUIRED FOR ALL IRRIGATION SYSTEMS AND MUST BE ABLE TO ACCOMMODATE ALL ASPECTS OF THE DESIGN. AUTOMATIC CONTROLLERS SHALL BE DIGITAL, HAVE MULTIPLE PROGRAMS, MULTIPLE CYCLES (START-TIMES), AND HAVE SENSOR INPUT CAPABILITIES.
   - 1.4. RAIN SENSOR DEVICES. RAIN SENSING OVERRIDE DEVICES SHALL BE REQUIRED WHERE APPROPRIATE ON ALL IRRIGATION SYSTEMS.
   - 1.5. SOIL MOISTURE SENSORS. SOIL MOISTURE SENSING DEVICES SHALL BE CONSIDERED WHERE APPROPRIATE, SUCH AS TURF AREAS.
   - 1.6. SPRINKLER HEADS. SPRINKLER HEADS SHALL BE SELECTED FOR PROPER AREA COVERAGE, APPLICATION RATE, OPERATING PRESSURE AND ADJUSTMENT CAPABILITY. SPRINKLERS SHALL HAVE MATCHED PRECIPITATION AND APPLICATION RATES WITHIN EACH CONTROL VALVE CIRCUIT.
   - 1.7. WATER METERS. SEPARATE LANDSCAPE WATER METERS OR SUB-METERS SHALL BE INSTALLED FOR ALL PROJECTS WITH LANDSCAPE AND NON-LANDSCAPE AREAS. LANDSCAPE SUB-METERS, IF USED, SHALL BE PURCHASED, INSTALLED AND MAINTAINED BY THE OWNER.
2. RUNOFF AND OVERSPRAY. ALL IRRIGATION SYSTEMS SHALL BE DESIGNED TO AVOID RUNOFF, LOW HEAD DRAINAGE, OVERSPRAY OR OTHER SIMILAR CONDITIONS WHERE WATER FLOWS OR DRIFTS ONTO ADJACENT PROPERTY, NON-IRRIGATED AREAS, PEDESTRIAN WALKWAYS, ROADWAYS OR STRUCTURES.
3. System Performance—Turf Areas. Irrigation systems for turf areas must achieve a minimum distribution uniformity of:
   - 3.1. Seventy-five (75) percent for areas of one acre or more of contiguous area;
   - 3.2. Sixty-five (65) percent for areas less than one acre but greater than five thousand (5,000) square feet of contiguous area; and,
   - 3.3. Fifty-five (55) percent for areas less than five thousand (5,000) square feet of contiguous area.
4. Water Efficient Systems. Irrigation systems shall be designed to reduce overall water consumption, including irrigation water consumption. The following methods should be utilized in designing water efficient irrigation systems.
   - 4.1. Group plants with similar water requirements, and to match these plant groupings with precipitation heads and emitters.
   - 4.2. Use drip irrigation for trees, shrub beds and areas of groundcover to eliminate evaporation losses.
   - 4.3. Choose low-volume, low-angle sprinklers for lawn areas.
   - 4.4. Select heads that fit the size and shape of the areas to be watered. Program automatic controllers for night irrigation to reduce water losses due to evaporation and wind drift.
   - 4.5. Select controllers with adjustable watering schedules and moisture sensors to account for seasonal variations, and calibrate them during installation.
   - 4.6. Place three to five inches of mulch on planting beds each spring to minimize evaporation.
   - 4.7. Install sub-grade drip irrigation systems to converse water.

Site Planting Plan

*Source: Nadel Residential & Commercial, Inc., May 21, 2015.*

Figure 6




Drainage Details

*Source: Nadel Residential & Commercial, Inc., May 21, 2015.*

Figure 7

# ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

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

# DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

| | |
|---|---|
| Signature | 1/21/16<br>Date |
| Michael Klein<br>Printed Name | Planner<br>Title |

# ENVIRONMENTAL CHECKLIST

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

*a) Would the project have a substantial adverse effect on a scenic vista?*

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

*c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

As shown on the City's Land Use Map and Zoning Map, the project site is located within a locally designated Ventura Freeway Scenic Corridor and the Las Virgenes Gateway. The project site is located approximately 350 feet southeast of the 101 Freeway, which is not officially designated as a state scenic highway; however, it is identified as eligible for designation as a state scenic highway (Caltrans, 2014). The 101 Freeway is also a locally designated scenic highway in the City's 2030 General Plan. The site is also visible from Las Virgenes Road, which the 2030 General Plan identifies as a Scenic Corridor. No City-designated significant ridgelines are located on the project site. However, Figure III-4 of the City's 2030 General Plan shows a significant ridgeline east of the project site. As a result, the proposed hotel would be located between Las Virgenes Road and the significant ridgeline.

As shown in Figures 5a through 5e, the project site is currently vacant, but was previously graded. The component of the project site that is Rondell Street is a dirt lot adjacent to Las Virgenes Road that is used for parking. As shown in Figures 5a and 5b, commercial land uses are located to the south and west, the 101 Freeway is located to the north, and open space is immediately east of the project site.

The proposed project would be most prominently visible from vehicles traveling along the 101 Freeway and Las Virgenes Road. The project site would not be visible from the eastern portions of Agoura Road, which conveys traffic and/or pedestrians directly onto the Las Virgenes Road

Scenic Corridor. The visual character of the portion of the site immediately facing Las Virgenes Road would be directly influenced by the proposed hotel and the proposed conversion of Rondell Street to parking and landscaping since these facilities would be oriented toward Las Virgenes Road. The existing Las Virgenes Road elevation ranges from approximately 770 feet above mean sea level (amsl) along the project frontage near the proposed hotel location, to 790 feet amsl near the northern parking area. The proposed building pad elevation for the hotel is approximately 785 feet amsl (see Figure 3, Site Plan). Some parking would be located at the same elevation as the hotel, while the remainder would be below the hotel on Rondell Street. Figures 8a and 8b show photo simulations of the hotel from across and along Las Virgenes Road.

Ornamental and native landscaping would be used throughout the project area and generally would be concentrated around the perimeter of the hotel and parking areas and along the project's Las Virgenes Road frontage. As a result, the proposed landscaping would screen portions of the development area from the view corridors.

The proposed hotel would be visible from the 101 Freeway. However, the proposed project would be largely concentrated on an existing graded pad and would not alter the site's natural topography. The proposed hotel would be partially obscured by the existing urban development present between the 101 Freeway and Las Virgenes Road. Nadel Residential and Commercial, Inc. prepared a Sight Line Study for the proposed project (see Appendix B). As shown in Figures 9a through 9e, the Sight Line Study demonstrates that the proposed project would not block views of the significant ridgeline east of the project site from the 101 Freeway or from Las Virgenes Road. The proposed on-site grading and development would extend as high as 845 feet amsl, while the significant ridgeline located east of the subject site is approximately 1,200 feet amsl. Additionally, because the hotel is setback from Las Virgenes Road by approximately 140 feet, views from Las Virgenes Road to the significant ridgeline would not be obscured.

Foreground views of the project site are primarily available from Las Virgenes Road along the project's frontage. These foreground views of the project site would be altered as part of project development. Figures 8a, 8b, 9a and 9b show the extent to which the proposed structure, roadway improvements, and ornamental landscaping would dominate the foreground view along the project's Las Virgenes Road frontage. Although this change may be considered adverse by some viewers, it is considered less than significant because the proposed project maintains views of the designated ridgelines above the project site. Moreover, the project is designed to conform to the City of Calabasas 2030 General Plan, which specifically envisioned a mixture of business and retail uses constructed within the project site (Figure IX-2 of the Calabasas 2030 General Plan). The proposed project would concentrate site development within the southern portions of the property adjacent to the gas station. The project's development intensity would be comparable to that of adjacent commercial development located south of the project site and west of Las Virgenes Road, although the project would be four stories and surrounding development is generally one to three stories. Furthermore, as shown on Figures 6, 8a and 8b, the proposed project would expand the areas of Las Virgenes Road dedicated to streetscape landscaping improvements. The proposed improvements would include enhanced entry landscaping and the planting of large specimen trees along the project's Las Virgenes Road frontage and throughout the interior portions of the development area. This is consistent with the objectives and policies contained with the Community Design Element of Calabasas 2030 General Plan, the Las Virgenes Gateway Master Plan, and Las Virgenes Road Corridor Design Plan.

Commercial gas stations and other commercial retail uses are located directly south and west of the project site. A mixture of single-family and multi-family and commercial developments are also located southwest of the project site. The gas station and commercial retail areas generally include one to three story buildings with varying architectural/aesthetic qualities. The proposed project would include construction of a commercial hotel in close proximity to these uses. The project's proposed Monterey, Spanish, and Santa Barbara styled architecture would meet or exceed the level of quality found in the nearby commercial retail uses (see Figures 8a, 8b, 10a, and 10b). In addition, 1.3 acres of the eastern and northern portions of the project site, which include the site's natural hillsides, would remain undeveloped. This would create an open space buffer around the proposed project and would also help to preserve the visual character and available scenic views of the surrounding public open space lands, most of which are owned by the Mountains Recreation and Conservation Authority. This is consistent with the goals and policies established by the City of Calabasas 2030 General Plan Open Space Element, Community Design Element, and the Scenic Corridor Development Guidelines.

The project would minimize potential impacts to visual character and quality by locating architecturally compatible structures adjacent to existing commercial development, using native and non-invasive ornamental landscape plant materials to blend building forms, and by not altering the site's natural topography. Although the proposed project would alter the visual quality and character of the site, it would not substantially degrade the area and has been designed in conformance with the overall West Village development concept described in the 2030 General Plan Community Design Element. In addition, the project site does not include historic buildings or rock outcroppings and the proposed project would not remove any existing trees present on the project site; therefore, the project would not substantially damage scenic resources within an eligible state scenic highway. As a result, the proposed project's visual impacts would be less than significant. The impacts of the proposed project on views from the ~~Juan Bautista de Anza Historic~~ Anza Trail are described in detail in Section V, *Cultural Resources.*

Estimated buildout of vacant lands in Calabasas would continue to incrementally change the visual character of Calabasas by adding a total of 306 residential dwellings (includes single and multi-family building types) and approximately 484,767 square feet of commercial development over the General Plan planning period (City of Calabasas, 2008b and 2013). However, only the Paxton Calabasas project and the proposed Canyon Oaks project, both of which are south of the project site, would be developed along the east side of Las Virgenes Road, thereby having the potential to alter views from within the Las Virgenes Road and U.S. 101 Scenic Corridors (City of Calabasas, website, "Projects, Plans & Reports in the City of Calabasas"). The visual impacts of the proposed project, the Paxton Calabasas project, the Canyon Oaks project, and other planned development projects were anticipated by City of Calabasas 2030 General Plan and the General Plan EIR. The Paxton Calabasas project, the Canyon Oaks project, and the proposed project are generally consistent with the intent of the 2030 General Plan, which is to focus development along the east side of Las Virgenes Road while preserving the views of the significant ridgelines to the east. In addition, the parcels east of the project site are designated Open Space – Resource Protection (OS-RP), preventing future development adjacent to the project site from extending further up slope. This would prevent further cumulative changes to the visual character of this portion of the Las Virgenes Road corridor.

***LESS THAN SIGNIFICANT IMPACT***

**Looking east from intersection of U.S. 101 Southbound Off-Ramp and Las Virgenes Road**

Note:
This graphic is from the applicant's June 2015 submittal. The exterior color of the hotel has since been updated, please see Figure 8b for an updated depiction of the exterior color.

*Source: Nadel Residential & Commercial, Inc., June 2015.*

Project Photosimulations

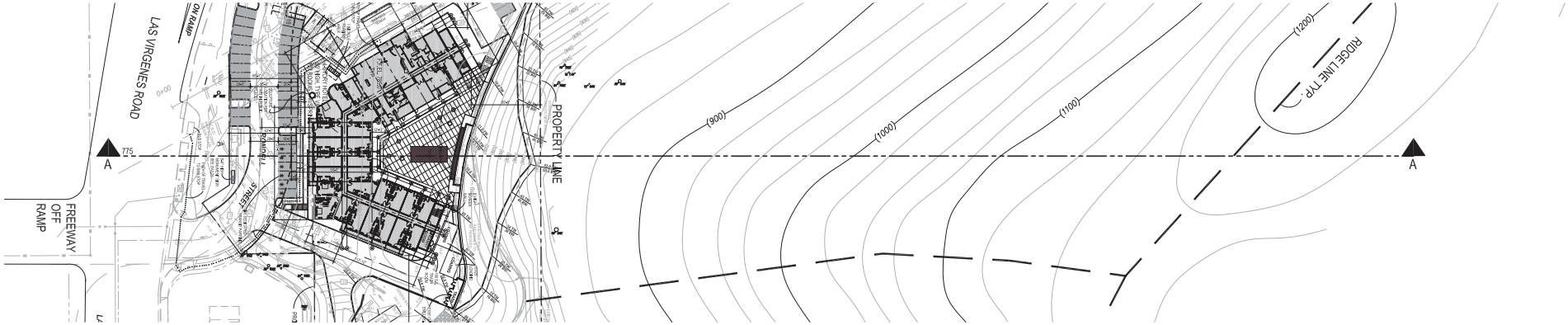
Figure 8a

**Looking southeast from across Las Virgenes Road**

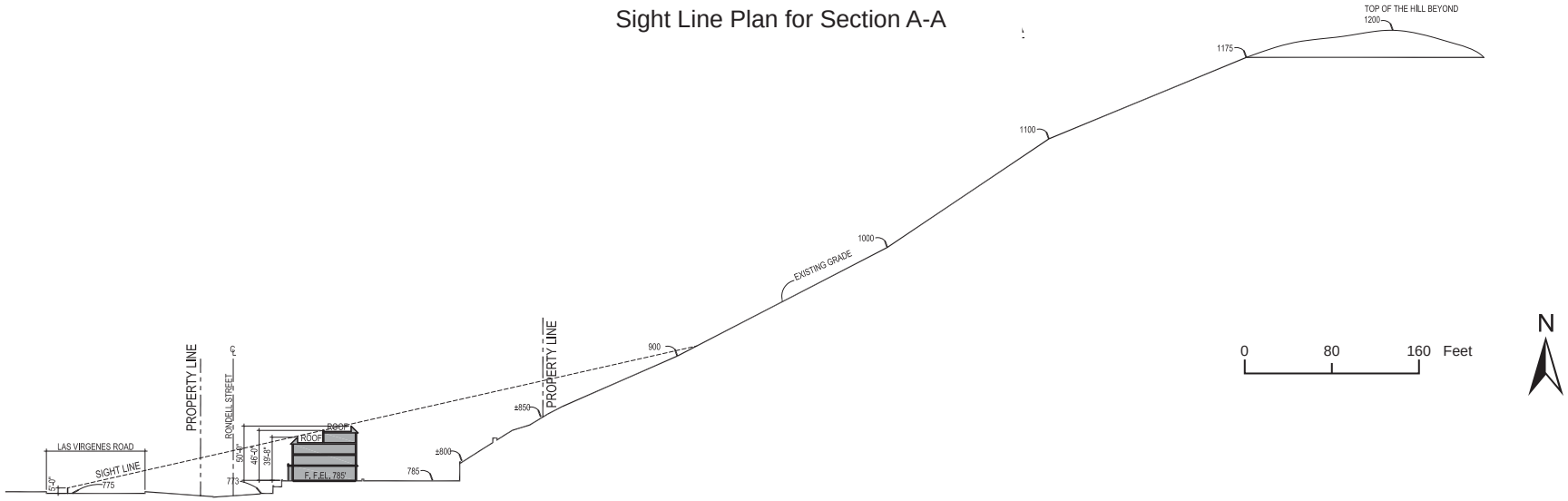
*Source: Nadel Residential & Commercial, Inc., January 2016.*

Project Photosimulations

Figure 8b




Sight Line Plan for Section A-A

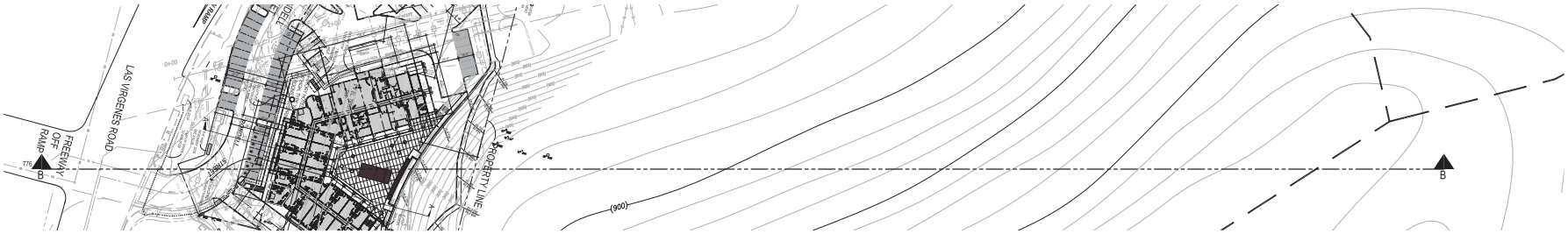



Section A-A

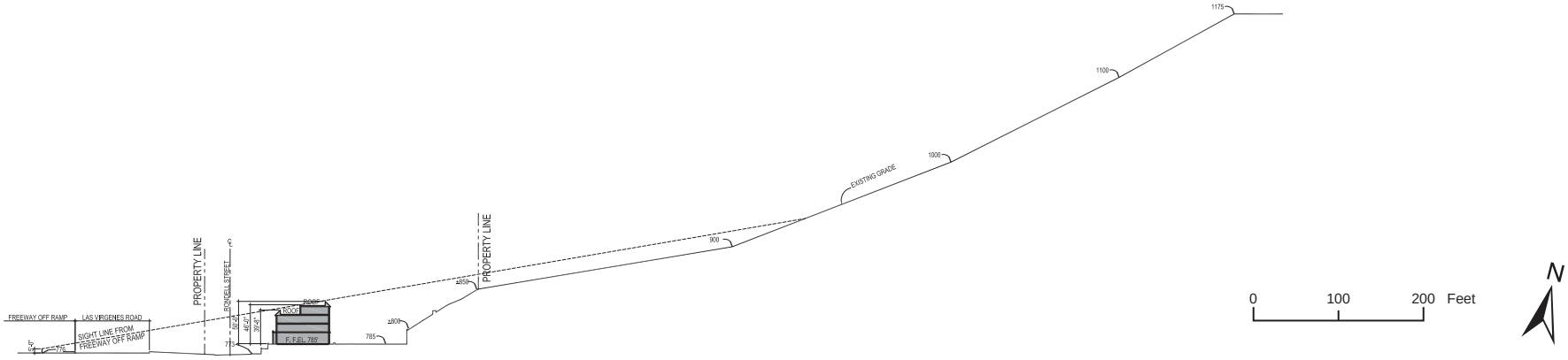
Source: Nadel Residential & Commercial, Inc., May 21, 2015

Sight Line Plan For Section A-A

Figure 9a




Sight Line Plan for Section B-B

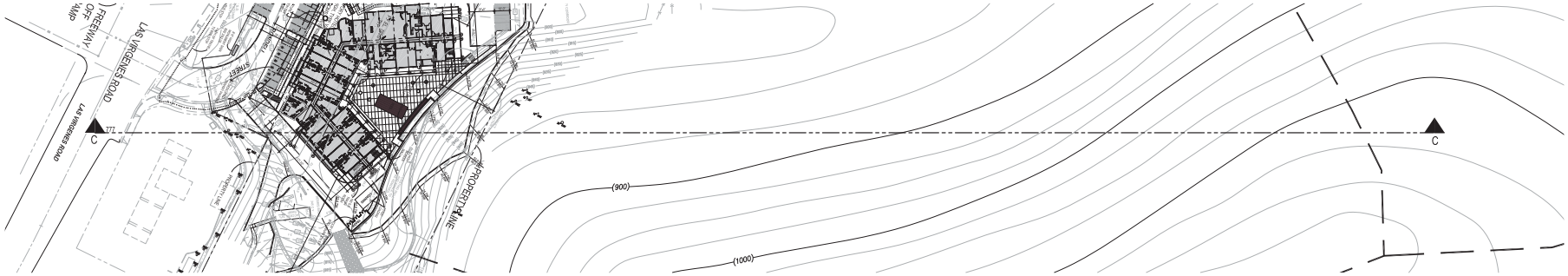



Section B-B

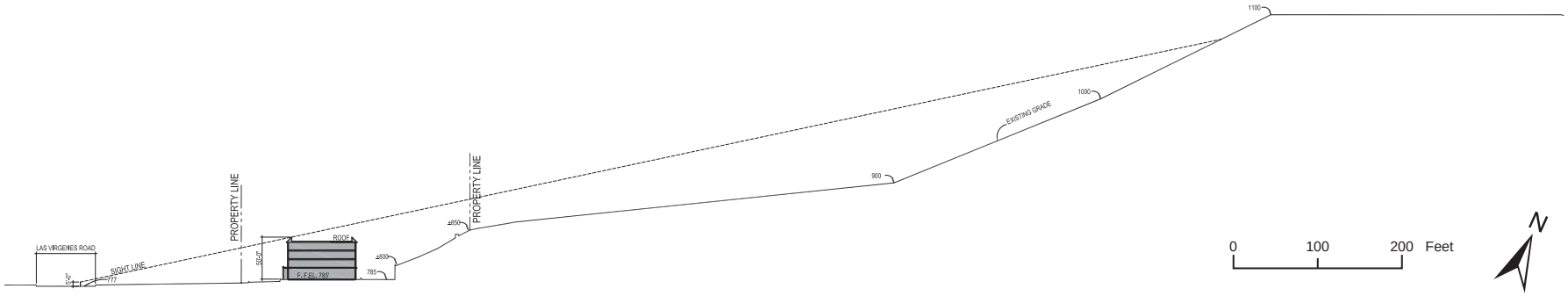
Source: Nadel Residential & Commercial, Inc., May 21, 2015

Sight Line Plan For Section B-B

Figure 9b




Sight Line Plan for Section C-C

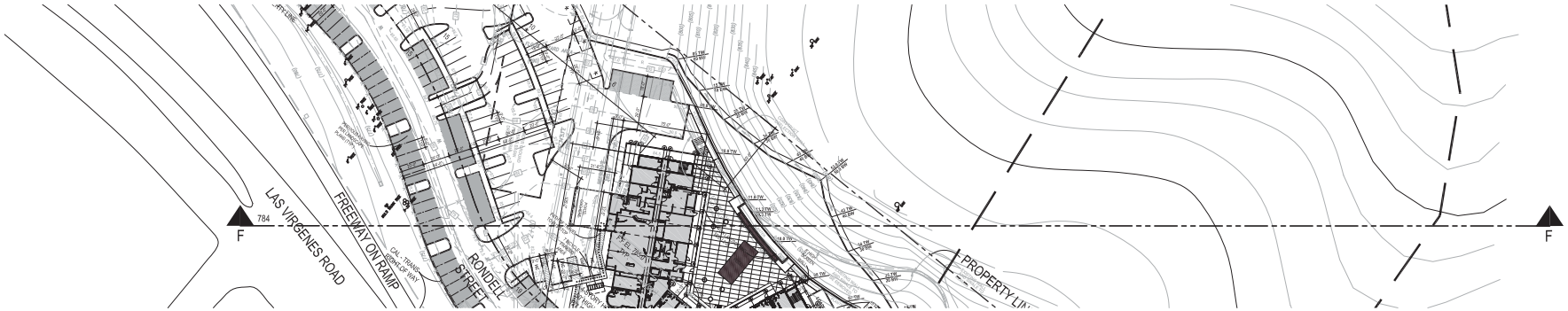



Section C-C

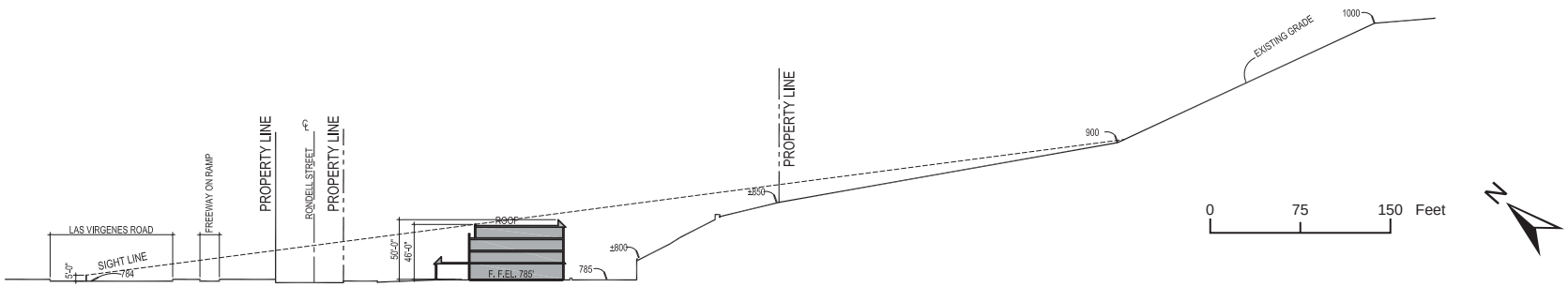
Source: Nadel Residential & Commercial, Inc., May 21, 2015

Sight Line Plan For Section C-C

Figure 9c




Sight Line Plan for Section F-F

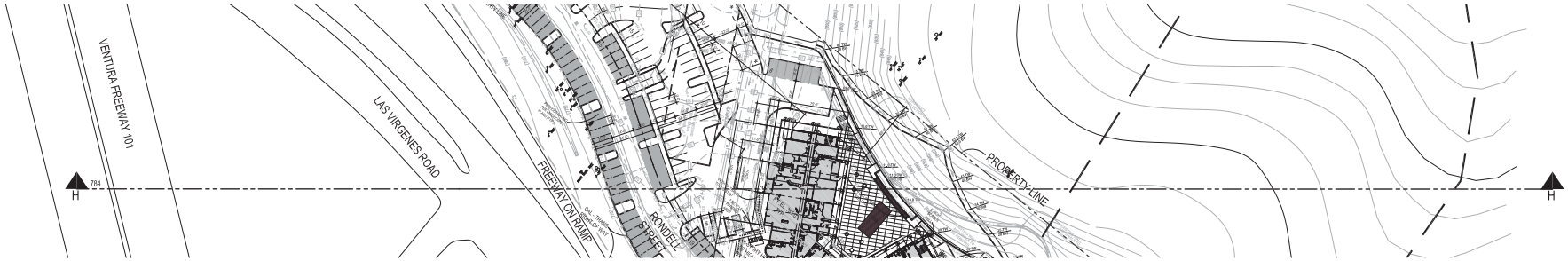



Section F-F

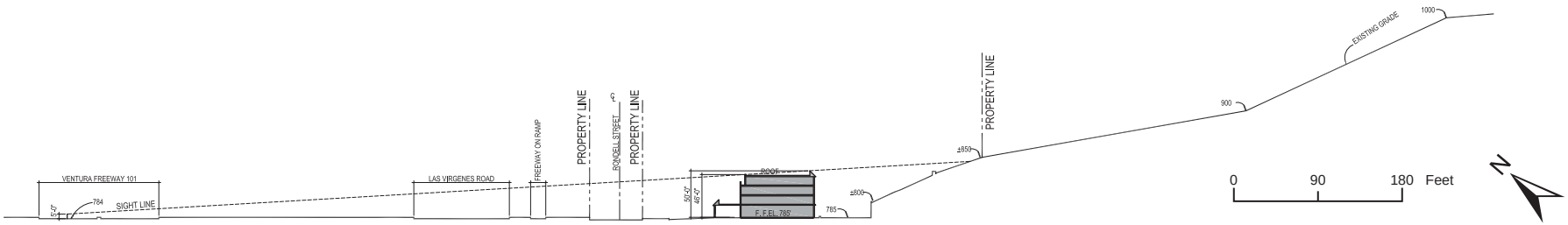
Source: Nadel Residential & Commercial, Inc., May 21, 2015

Sight Line Plan For Section F-F

Figure 9d




Sight Line Plan for Section H-H




Section H-H

Source: Nadel Residential & Commercial, Inc., May 21, 2015

Sight Line Plan For Section H-H

Figure 9e

Northwest Elevation
Scale: 1" = 25'

Note:
This graphic is from the applicant's April 2015 submittal. The exterior color of the hotel has since been updated, please see Figure 8b for an updated depiction of the exterior color.

Project Elevations

*Source: Nadel Residential & Commercial, Inc., April 9, 2015.*

Figure 10a

East Elevation
Scale: 1" = 25'

South Elevation
Scale: 1" = 25'

Project Elevations

*Source: Nadel Residential & Commercial, Inc., April 9, 2015.*

Figure 10b

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

The proposed new building would be a new light source from interior and exterior illumination. Potential light sources would include parking lot lighting, building mounted lighting, pathway lighting and roadway lighting. These light sources could create both an increase in ambient light levels and new sources of glare, which is created by direct or reflected visual exposure to the light source.

The proposed hotel and parking areas would be located adjacent to Las Virgenes Road in an area already developed with existing commercial land uses; therefore, it would not substantially increase the levels of light and glare beyond those already experienced in the area. The nearest residences are at the Shea Colony, approximately 800 feet south of the project site and light spillover from the proposed project would not adversely affect these residences.

Furthermore, the City's Land Use and Development Code regulates lighting via Section 17.27 of the CMC, also referred to as the "Dark Skies Ordinance." The City requires that "all exterior lights and illuminated signs be designed, located, installed and directed in such a manner as to prevent objectionable light at (and glare across) the property lines and glare at any location on or off the property" (City of Calabasas, Development Code Section 17.27.020.f). This is generally accomplished through the use of shielding and directional lighting methods and through the use of low level pedestrian and perimeter landscape lighting. The City's condition of approval system requires the applicant for any project to submit evidence that the proposed work would comply with the code (City of Calabasas, Development Code Section 17.27.040).

As shown in Figure 11, Site Photometrics, light from the proposed project would not exceed 0.1 footcandles on the eastern and southern site boundaries. Light levels on the southeastern site boundary adjacent to the gas station would range from less than 0.1 to 5.2 footcandles, on the northern boundary with the 101 Freeway light levels range from less than 0.1 to 3.5 footcandles, and on the western boundary with the Las Virgenes Road frontage light levels range from less than 0.1 to 6.0 footcandles. The review process would limit the light and glare effects on adjacent uses and would protect the character of the City of Calabasas from inappropriate levels of night lighting. Pursuant to this ordinance, architectural and lighting plans would be reviewed prior to the issuance of building permits to ensure that all proposed light fixtures would not substantially impact neighboring properties. Lighting impacts would therefore be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

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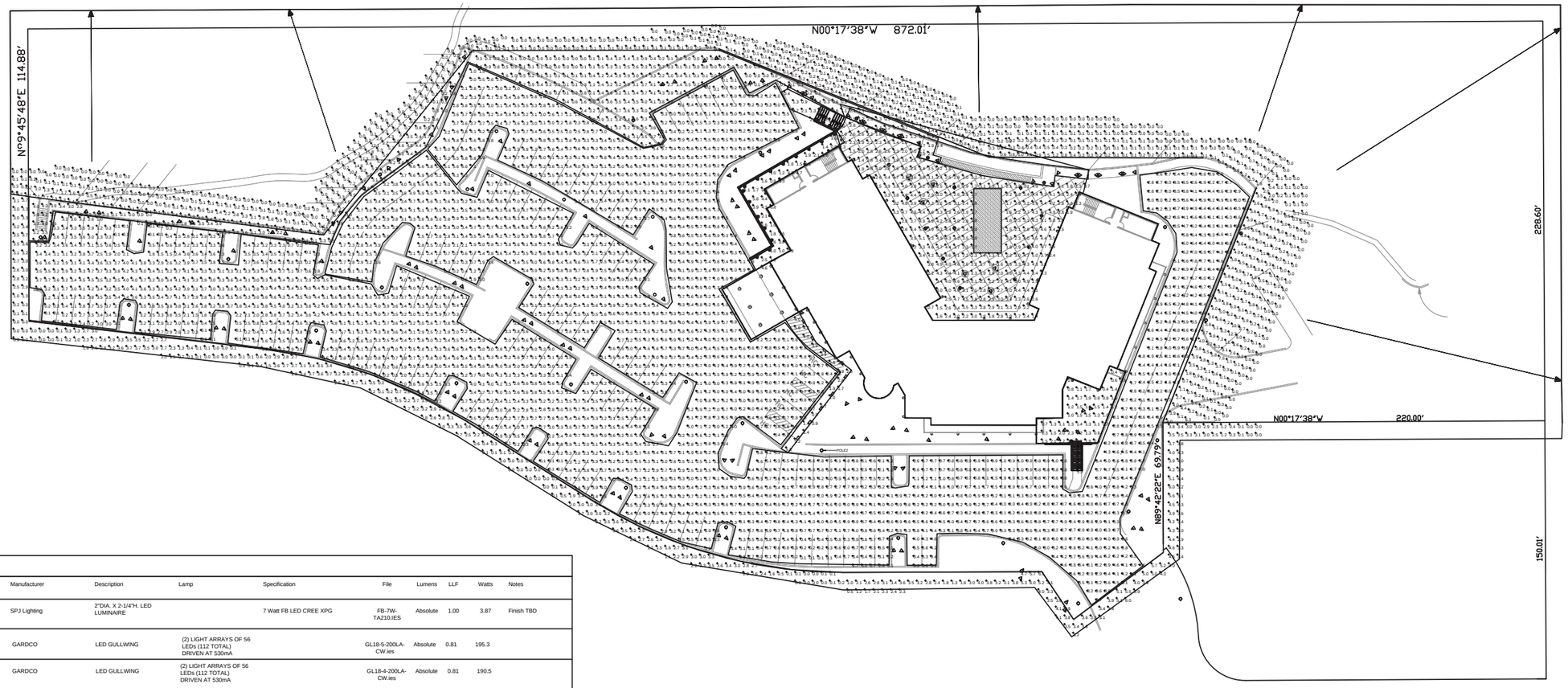



| LUMINAIRE SCHEDULE | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Symbol | Label | Qty | Catalog Number | Manufacturer | Description | Lamp | Specification | File | Lumens | LLF | Watts | Notes |
| | TR-LT | 127 | FB-7W-TA210 | SPJ Lighting | 2"DIA. X 2-1/4"H. LED LUMINAIRE | | 7 Watt FB LED CREE XPG | FB-7W-TA210.IES | Absolute | 1.00 | 3.87 | Finish TBD |
| | POLE1 | 29 | GL18-5-200LA-CW | GARDCO | LED GULLWING | (2) LIGHT ARRAYS OF 56 LEDs (112 TOTAL) DRIVEN AT 530mA | | GL18-5-200LA-CW.ies | Absolute | 0.81 | 195.3 | |
| | POLE2 | 1 | GL18-4-200LA-CW | GARDCO | LED GULLWING | (2) LIGHT ARRAYS OF 56 LEDs (112 TOTAL) DRIVEN AT 530mA | | GL18-4-200LA-CW.ies | Absolute | 0.81 | 190.5 | |
| | PATH | 9 | SS-LED-e23-A-24-DEGREES; PS-LED-e23-A-24-DEGREES; BS-LED-e23-A-24-DEGREES | BK Lighting | CAST METAL WALL MOUNTING HOUSING, ONE ADJUSTABLE OPTICAL ASSEMBLY | THREE 2.5-WATT WHITE LIGHT EMITTING DIODES (LEDS) EACH WITH CLEAR HEMISPHERICAL INTEGRAL PLASTIC LENS, LEDS AIMED 24-DEGREES BELOW THE HORIZON. | PS-LED-E22-A8-BZP-B-PP-T | PS-LED-e23-A-24°.IES | Absolute | 1.00 | 7.9 | Path Star |
| | STEP | 23 | SS-LED-e23-A-24-DEGREES; PS-LED-e23-A-24-DEGREES; BS-LED-e23-A-24-DEGREES | SPJ Lighting | CAST METAL WALL MOUNTING HOUSING, ONE ADJUSTABLE OPTICAL ASSEMBLY | THREE 2.5-WATT WHITE LIGHT EMITTING DIODES (LEDS) EACH WITH CLEAR HEMISPHERICAL INTEGRAL PLASTIC LENS, LEDS AIMED 24-DEGREES BELOW THE HORIZON. | SPJ18-03-MBR-2W-125-2700K | PS-LED-e23-A-24°.IES | Absolute | 1.00 | 7.9 | Finish TBD |
| | POLE3 | 8 | LCS-2341 | TEKA Illumination | CYLINDRICAL DIFFUSE BRASS COLORED METAL POST TOP FITTER | ONE 150-WATT CLEAR T-6 METAL HALIDE, VERTICAL BASE-DOWN POSITION. | | ITL50905.IES | 3000 | 1.00 | 13 | |
| | WALL | 38 | WBLEDR18Y (ROUND WALL MOUNT) / BLEDR18Y (42" ROUND BOLLARD) | | EXTRUDED BROWN PAINTED CYLINDRICAL METAL LOWER HOUSING WITH FABRICATED BROWN PAINTED METAL MOUNTING ARM | THREE WHITE MULTI-CHIP LIGHT EMITTING DIODES (LEDS) EACH CONTAINING LEDS ARRANGED IN AN ARRAY OF 3 LINEAR ROWS. TILTED 19-DEGREES FROM VERTICAL BASE-UP POSITION. | | it78062.ies | Absolute | 1.00 | 21.9 | |
| | A | 6 | DOM8 LED 1500L 35K | | 8" LENSED LED DOWNLIGHT WITH INDIRECT INTERNAL DOME SHIELDING LED FROM VIEW | 36-WATT LED | | DOM8_LED_1500L_35K.ies | Absolute | 1.00 | 35.8 | |

*ALL PARKING POLE LIGHTS ARE TO BE "POLE1" UNLESS OTHERWISE NOTED.

| Statistics | | | | | | | |
|---|---|---|---|---|---|---|---|
| Description | Symbol | Avg | Max | Min | Max/Min | Avg/Min | Avg/Max |
| COURTYARD | + | 3.1 fc | 5.5 fc | 0.7 fc | 7.9:1 | 4.4:1 | 0.6:1 |
| GATHERING | + | 1.3 fc | 2.7 fc | 0.0 fc | N/A | N/A | 0.5:1 |
| Outside of Parking Area | + | 1.7 fc | 5.2 fc | 0.0 fc | N/A | N/A | 0.3:1 |
| Outside Proprerty Line | + | 2.4 fc | 6.1 fc | 0.0 fc | N/A | N/A | 0.4:1 |
| Parking | + | 3.3 fc | 8.2 fc | 0.1 fc | 82.0:1 | 33.0:1 | 0.4:1 |
| WALKWAY/STAIRS | + | 1.9 fc | 5.8 fc | 0.0 fc | N/A | N/A | 0.3:1 |

N

0 35 70 Feet

Site Photometrics

*Source: Nadel Residential & Commercial, Inc., May 21, 2015.*

Figure 11

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **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 forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ■ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ■ |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | ☐ | ☐ | ☐ | ■ |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ■ |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | ☐ | ☐ | ☐ | ■ |

*a) Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

*b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

*c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

*d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

*e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?*

Neither the project site nor surrounding areas contain any agricultural resources, farmland, forest land, or timberland. Consequently, the proposed project would have no effect on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Division of Land Resource Protection, 2014). Calabasas does not include land zoned for agricultural or forest land, nor are any lands within the City under a Williamson Act contract. The proposed project would have no impact upon agricultural or forest resources.

***NO IMPACT***

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **III. AIR QUALITY** | | | | |
| -- Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ■ | ☐ |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | ☐ | ☐ | ■ | ☐ |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | ☐ | ☐ | ■ | ☐ |
| d) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ■ | ☐ |
| e) Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | ■ | ☐ |

The project site is within the South Coast Air Basin (the Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the Basin is classified as being in "attainment" or "nonattainment." The health effects associated with criteria pollutants upon which attainment of state and federal air quality standards is measured are described in Table 2.

**Table 2**
**Health Effects Associated with Criteria Pollutants**

| Pollutant | Adverse Effects |
|---|---|
| Ozone | (1) Short-term exposures: pulmonary function decrements and localized lung edema in humans and animals and risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage. |
| Carbon monoxide (CO) | (1) Aggravation of angina pectoris and other aspects of coronary heart disease; (2) decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (3) impairment of central nervous system functions; and (4) possible increased risk to fetuses. |
| Nitrogen dioxide ($NO_2$) | (1) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (2) risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (3) contribution to atmospheric discoloration. |
| Sulfur dioxide ($SO_2$) | (1) Bronchoconstriction accompanied by symptoms that may include wheezing, shortness of breath, and chest tightness during exercise or physical activity in persons with asthma. |
| Suspended particulate matter ($PM_{10}$) | (1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma).[a] |
| Suspended particulate matter ($PM_{2.5}$) | (1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.[a] |

*Source: U.S. Environmental Protection Agency, What are the Six Common Air Pollutants? website http://www.epa.gov/oaqps001/urbanair/, accessed March 10, 2015.*

[a]*More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: Office of Environmental Health Hazard Assessment, Particulate Matter Health Effects and Standard Recommendations, www.oehha.ca.gov/air/toxic_contaminants/PM10notice.html#may, May 9, 2002; and EPA, Air Quality Criteria for Particulate Matter, October 2004.*

The South Coast Air Basin (Basin), in which the project site is located, is a non-attainment area for the federal standards for ozone, $PM_{2.5}$, and lead, and the state standards for ozone, $PM_{10}$, $PM_{2.5}$, $NO_2$ and lead. This non-attainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate air pollutants, and the number, type, and density of emission sources within the Basin.

Because the Basin currently exceeds several state and federal ambient air quality standards, the SCAQMD is required to implement strategies to reduce pollutant levels to recognized acceptable standards. To accomplish this requirement, the SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards.

The SCAQMD recommends the use of quantitative thresholds to determine the significance of temporary construction-related pollutant emissions and project operations. These thresholds are shown in Table 3.

**Table 3**
**SCAQMD Air Quality Significance Thresholds**

| Pollutant | Mass Daily Thresholds | |
|---|---|---|
| | Operation Thresholds | Construction Thresholds |
| $NO_X$ | 55 lbs/day | 100 lbs/day |
| ROG[1] | 55 lbs/day | 75 lbs/day |
| $PM_{10}$ | 150 lbs/day | 150 lbs/day |
| $PM_{2.5}$ | 55 lbs/day | 55 lbs/day |
| $SO_X$ | 150 lbs/day | 150 lbs/day |
| CO | 550 lbs/day | 550 lbs/day |
| Lead | 3 lbs/day | 3 lbs/day |

*Source: SCAQMD, http://www.aqmd.gov/ceqa/handbook/signthres.pdf, March 2011.*

*[1] Reactive Organic Gases (ROG) are formed during combustion and evaporation of organic solvents. ROG are also referred to as Volatile Organic Compounds (VOC).*

The SCAQMD has also developed Localized Significance Thresholds (LSTs). LSTs were devised in response to concerns regarding the exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for $NO_X$, CO, $PM_{10}$ and $PM_{2.5}$. LSTs are not applicable to mobile sources such as cars on a roadway (SCAQMD, revised July 2008). As such, LSTs for operational emissions do not apply to onsite development since the majority of emissions would be generated by cars on roadways.

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The proposed project involves an approximately 5-acre construction area. The project site is located in Source Receptor Area 6 (SRA-6, West San Fernando Valley). LSTs for construction on a 5-acre site in SRA-6 are shown in Table 4. LSTs are provided for receptors at a distance of approximately 660 and 1,640 feet from the project site boundary. The nearest residences are at the Shea Colony approximately 800 feet south of the project site. According to the SCAQMD, the use of LSTs is voluntary, to be implemented at the discretion of local agencies.

**Table 4**
**SCAQMD LSTs for Construction**

| Pollutant | Allowable emissions from a 5-acre site in SRA-6 by receptor distances | |
|---|---|---|
| | 660 feet | 1,640 feet |
| Gradual conversion of $NO_X$ to $NO_2$ | 250 | 313 |
| CO | 3,871 | 9,271 |
| $PM_{10}$ | 84 | 181 |
| $PM_{2.5}$ | 26 | 96 |

*Source: SCAQMD, website http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2, October 2009.*

*a) Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. A project may be inconsistent with the AQMP if it would generate population, housing or employment growth exceeding the forecasts used in the development of the AQMP. The 2012 AQMP was developed using Southern California Association of Governments' (SCAG) population forecasts. SCAG produces projections of regional population, which form the basis for growth projection in SCAG's 2012 Regional Transportation Plan-Sustainable Communities Strategy (RTP-SCS). SCAG's growth forecast projects a population of 24,400 for Calabasas in 2035, an increase of 457 from the estimated 2013 population of 23,943 (California Department of Finance, 2014).

As discussed in Section XIII, *Population and Housing*, the proposed project would not directly increase the population because it does not include residential uses, but may indirectly increase the population by 62 residents, if all new employees relocated to the area. The current City population is approximately 23,943, according to the most recent (2014) California Department of Finance estimate. Therefore, although most employees are expected to be drawn from the local workforce, the proposed project could result in a citywide population of approximately 24,005 persons, if all the employees moved into the City from elsewhere. The level of population growth associated with the proposed project falls within the population growth for Calabasas anticipated in SCAG's long-term population forecasts. Therefore, the project would not conflict with the population forecasts contained in the 2012 AQMP and the proposed project's impacts would be less than significant.

The South Coast Air Basin is a non-attainment area for the federal standards for ozone, $PM_{2.5}$ and lead and the state standards for ozone, $PM_{10}$, $PM_{2.5}$, $NO_2$ and lead. Any growth within the Los Angeles metropolitan area would contribute to existing exceedances of ambient air quality standards when taken as a whole with existing development. SCAQMD's project-specific and cumulative significance thresholds are the same (SCAQMD, August 2003). Projects that exceed the

project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable (SCAQMD, August 2003). Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant (SCAQMD, August 2003). As discussed under "Construction Emissions" and "Long-Term Emissions," the proposed project would result in an increase in temporary and long-term daily operation emissions; however, emissions would not exceed the SCAQMD thresholds. The project site is adjacent to the proposed Canyon Oaks project and construction of both projects could overlap. However, because the proposed project would not generate emissions that exceed the SCAQMD's construction, LST, and operational thresholds and the project is consistent with the AQMP, the project's contribution to cumulative air quality impacts would not be cumulatively considerable.

***LESS THAN SIGNIFICANT IMPACT***

*b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

*c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

*d) Would the project expose sensitive receptors to substantial pollutant concentrations?*

Emissions generated by the proposed project would include temporary construction emissions and long-term operational emissions. Emissions are quantified below and compared to SCAQMD significance thresholds, described in more detail above.

Construction Emissions

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust ($PM_{10}$ and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles, in addition to reactive organic gases (ROG) that would be released during the drying phase upon application of architectural coatings.

Emissions associated with the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2.

Grading, excavation, hauling, and site preparation would involve the largest use of heavy equipment and generation of fugitive dust. For the purposes of modeling, it was assumed that construction of the proposed project would comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the Basin. Therefore, the following conditions would be required to reduce fugitive dust in compliance with SCAQMD Rule 403 and were included in CalEEMod for the site preparation and grading phases of construction.

1. ***Minimization of Disturbance.*** *Construction contractors shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive dust generation.*

2. ***Soil Treatment.*** *Construction contractors shall treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall occur as necessary, and at least twice daily, preferably in the late morning and after work is completed for the day.*

3. ***Soil Stabilization.*** *Construction contractors shall monitor all graded and/or excavated inactive areas of the construction site daily for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be periodically treated with environmentally safe dust suppressants to prevent excessive fugitive dust.*

4. ***No Grading During High Winds.*** *Construction contractors shall stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).*

5. ***Street Sweeping.*** *Construction contractors shall sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.*

It was also assumed that construction of the proposed project would comply with SCAQMD Rule 1113 regarding the use of low-volatile organic compound (VOC) architectural coatings and that construction equipment used would comply with current U.S. Environmental Protection Agency (EPA) and California Air Resources Board (ARB) Tier 3 standards for off-road diesel engines. Construction was estimated to occur over approximately 13 months between April 2016 and May 2017. Complete CalEEMod results and assumptions can be viewed in Appendix C. Table 5 summarizes the estimated maximum daily emissions of pollutants during construction assuming implementation of the above conditions in compliance with SCAQMD regulations. The SCAQMD or LST thresholds would not be exceeded. Therefore, temporary air quality impacts associated with project construction would be less than significant.

**Table 5**
**Estimated Construction Maximum Daily Air Pollutant Emissions**

| | Maximum Daily Emissions (lbs/day) | | | | |
|---|---|---|---|---|---|
| | **ROG** | **$NO_x$** | **CO** | **$PM_{10}$** | **$PM_{2.5}$** |
| 2016 Maximum Daily Emissions (On-site and Off-site)[a] | 11.5 | 39.4 | 49.6 | 13.4 | 8.0 |
| 2017 Maximum Daily Emissions (On-site and Off-site)[a] | 12.2 | 28.8 | 43.5 | 2.7 | 1.9 |
| SCAQMD Thresholds | *75* | *100* | *550* | *150* | *55* |
| Threshold Exceeded? | **No** | **No** | **No** | **No** | **No** |
| 2016 Maximum Daily Emissions (On-site Only)[b] | 10.4 | 19.5 | 23.4 | 9.1 | 5.4 |
| 2017 Maximum Daily Emissions (On-site Only)[c] | 10.4 | 14.2 | 17.8 | 0.9 | 0.9 |
| Local Significance Thresholds (LSTs) at 660 feet[c] | *N/A* | *250* | *3,871* | *84* | *26* |
| Threshold Exceeded? | **n/a** | **No** | **No** | **No** | **No** |

*Source: Calculations were made in CalEEMod.*

*[a] See Table 2.1 "Overall Construction-Mitigated" of winter emissions CalEEMod worksheets in Appendix C. Maximum Daily Emissions include both on-site and off-site emissions.*

*[b] See Tables under 3.0 Construction Detail in CalEEMod worksheets in Appendix C.*

*[c] LST's only include on-site emissions. LSTs for a 5-acre site in SRA-6, see Table 4*

Long-Term Emissions

Long-term emissions associated with project operation, as shown in Table 6, would include emissions from vehicle trips (mobile sources), natural gas and electricity use (energy sources), and landscape maintenance equipment, consumer products and architectural coating associated with onsite development (area sources).

Emissions during operation of the proposed project would not exceed SCAQMD thresholds for any criteria pollutant. Therefore, air quality impacts associated with project operation would be less than significant.

**Table 6**
**Estimated Project Operational Emissions**

| Sources | Estimated Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | ROG | $NO_X$ | CO | $PM_{10}$ | $PM_{2.5}$ | $SO_X$ |
| Area | 3.1 | <0.01 | 0.03 | <0.01 | <0.01 | <0.01 |
| Energy | 0.1 | 0.5 | 0.4 | 0.04 | 0.04 | <0.01 |
| Mobile | 3.2 | 7.8 | 31.1 | 5.4 | 1.5 | 0.08 |
| **Total Emissions (lbs/day)** | **6.3** | **8.3** | **31.5** | **5.4** | **1.5** | **0.08** |
| *SCAQMD Thresholds* | *55* | *55* | *550* | *150* | *55* | *150* |
| **Threshold Exceeded?** | **No** | **No** | **No** | **No** | **No** | **No** |

*Source: Calculations were made in CalEEMod. See Table 2.2 "Unmitigated Operational" in CalEEMod winter emissions worksheets in Appendix C.*

*Note: numbers may not add up due to rounding.*

***LESS THAN SIGNIFICANT IMPACT***

*e) Would the project create objectionable odors affecting a substantial number of people?*

The proposed project would involve construction of a hotel. This use is not included on Figure 5-5, *Land Uses Associated with Odor Complaints*, of the 1993 SCAQMD CEQA Air Quality Handbook. Diesel exhaust may be noticeable during some construction activities. However, the proposed project would not generate objectionable odors affecting a substantial number of people and construction would be temporary in nature; therefore, impacts would be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **IV. BIOLOGICAL RESOURCES** | | | | |
| -- Would the project: | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | ☐ | ■ | ☐ | ☐ |

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

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

A reconnaissance level biological survey was performed by a Rincon Consultants Biologist on March 6, 2015. Table 7 below shows plant and wildlife species observed on the project site at the time of the survey. None of the species observed are identified as candidate, sensitive, or special status species in local or regional plans, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The biological resources observed on-site are typical of those found on properties with a disturbance history. Examples of known disturbances on this property include fire, development, and grading. The project site is dominated by ruderal vegetation, but also contains sage scrub and oak savannah habitat types as well as a variety of trees, some of which have been planted. Common ruderal vegetation observed includes fiddleneck, black mustard, redstem filaree, cheeseweed, white horehound, Bermuda buttercup,

milk thistle, and yellow sweetclover. Common sage scrub vegetation observed includes coyote brush, California sagebrush, field bindweed, buckwheat, sawtooth goldenbush, lupine, phacelia, purple sage, and blue elderberry. Common oak savannah vegetation observed includes valley oak, coast live oak, and a variety of grass species (*Bromus* sp.).

**Table 7**
**Plant and Wildlife Species Observed**

| Scientific Name | Common Name | Native | Family |
|---|---|---|---|
| ***Plant Species*** | | | |
| *Artemisia californica* | California sagebrush | Yes | Asteraceae |
| *Amsinckia sp.* | Fiddleneck | Yes | Boraginaceae |
| *Baccharis pilularis* | Coyote brush | Yes | Asteraceae |
| *Brassica nigra* | Black mustard | No | Brassicaceae |
| *Bromus sp.* | Variety of grass species | Yes/No | Poaceae |
| *Convolvulus arvensis* | Field bindweed | No | Convolvulaceae |
| *Dichelostemma capitatum ssp. capitatum* | Blue dicks | Yes | Themidaceae |
| *Eriogonum sp.* | Buckwheat | Yes | Polygonaceae |
| *Erodium borty* | Broadleaf filaree | No | Geraniaceae |
| *Erodium cicutarium* | Redstem filaree | No | Geraniaceae |
| *Eschscholzia califnornica* | California poppy | Yes | Papaveraceae |
| *Hazardia sp.* | Goldenbush sp. | Yes | Asteraceae |
| *Juglans californica var. californica* | Southern Calif. black walnut | Yes | Juglandaceae |
| *Lupinus sp.* | Lupine | Yes | Fabaceae |
| *Malva parviflora* | Cheeseweed | No | Malvaceae |
| *Marrubium vulgare* | White horehound | No | Lamiaceae |
| *Medicago polymorpha* | Common burclover | No | Fabaceae |
| *Melilotus indicus* | Annual yellow sweetclover | No | Fabaceae |
| *Oxalis pes-caprae* | Bermuda buttercup | No | Oxalidaceae |
| *Pentagramma triangularis ssp. triangularis* | Goldenback fern | Yes | Pteridaceae |
| *Phacelia distans* | Phacelia | Yes | Boraginaceae |
| *Pinus sp.* | Pine sp. | No | Pinaceae |
| *Quercus agrifolia var. agrifolia* | Coast live oak | Yes | Fagaceae |
| *Quercus lobata* | Valley Oak | Yes | Fagaceae |
| *Rhus integrifolia* | Lemonade berry | Yes | Anacardiaceae |
| *Salix lasiolepis var. lasiolepis* | Arroyo willow | Yes | Salicaceae |
| *Salvia leucophylla* | Purple sage | Yes | Lamiaceae |
| *Sambucus mexicana* | Blue elderberry | Yes | Caprifoliaceae |
| *Schinus terebenthifolius* | Brazilian pepper tree | No | Anacardiaceae |
| *Silybum marianum* | Milk thistle | No | Astercaceae |
| ***Wildlife Species*** | | | |
| **Reptiles** | | | |
| *Sceloporus occidentalis* | Western fence lizard | Yes | |
| **Birds** | | | |
| *Haemorhous mexicanus* | House finch | Yes | |
| *Laris occidentalis* | Western gull | Yes | |
| *Psaltriparus minimus* | Bushtit | Yes | |
| *Corvus brachyrhynchos* | American crow | Yes | |
| *Chamaea fasciata* | Wrentit | Yes | |
| **Mammals** | | | |
| *Spermophilus beecheyi* | California ground squirrel | Yes | |
| *Sylvilagus bachmani* | Brush rabbit | Yes | |

A target list of special-status plant and animal species that could potentially occur within the vicinity of the project site was developed based on a search of CDFW's California Natural Diversity Database (CNDDB) records occurring within a 5-mile radius of the project site on March 13, 2015. Fourteen special-status plant and 18 animal species are known to occur within the vicinity of the project site. However, no Federally- or State-listed or any other special-status plant or animal species have been observed on-site and none are known to occur or have occurred on-site. In addition, the USFWS' Critical Habitat Portal (available at http://criticalhabitat.fws.gov/crithab/) also provides online service for information regarding threatened and endangered species final Critical Habitat designation across the U.S. According to the CNDDB and the Critical Habitat Portal, three critical habitats are mapped within a five-mile radius of the project site for the following species: Braunton's milk vetch, Lyon's pentachaeta, and California red-legged frog. No critical habitat is mapped within the project site.

Species listed under the federal Endangered Species Act or California Special Concern Species were not observed on the project site and are not expected to occur as the project site is located in a generally developed area and has been previously graded and disturbed. No Federally-designated critical habitat for listed wildlife species is mapped within the project site, and no critical habitat would be affected by the project. Therefore, the proposed project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local or regional plans or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS).

The larger trees and shrubs within the project site provide potentially suitable nesting habitat for a variety of bird species that are afforded protection under the federal Migratory Bird Treaty Act (MBTA – 16 United State Code Section 703-711) and California Fish and Game Code (CFGC) Section 3503. The proposed project has the potential to impact migratory and other bird species if construction activities occur during the nesting season, which is typically February 1 through August 31. Construction-related disturbance may result in nest abandonment or premature fledging of the young. The proposed project could result in potentially significant impacts unless sufficient mitigation is incorporated. Therefore, Mitigation Measure BIO-1 would be required to reduce any potential impacts to migratory and resident nesting bird species to a less than significant level.

**BIO-1** **Nesting Birds.** If vegetation clearing or other soil disturbance is to be initiated during the bird breeding season (February 1 through August 31), pre-construction/grading surveys shall be conducted by a qualified biologist. Surveys shall be conducted no more than one to two weeks prior to the initiation of clearance/construction work. If any active *non-raptor* bird nests are found, a suitable buffer area (varying from 250-300 feet), depending on the particular species found, shall be established from the nest, and that area shall be avoided until the nest becomes inactive (vacated). If any active *raptor* bird nests are found, a suitable buffer area of typically 250-500 feet from the nest shall be established, and that area shall be avoided until the nest becomes inactive (vacated). The limits of construction to avoid a nest shall be established in the field with flagging and stakes

or construction fencing. Construction personnel shall be instructed on the sensitivity of the area by a qualified biologist hired by the project proponent and endorsed by the City of Calabasas. Encroachment into buffers around active nests must be conducted at the discretion of a qualified biologist. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and federal laws pertaining to the protection of nesting birds. Prior to the completion of construction, the applicant shall submit the above referenced documentation to the Community Development Director.

**Implementation of mitigation measure BIO-1 would reduce potential impacts to sensitive or listed nesting bird species to a less than significant level.**

***POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED***

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

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

As discussed above, the biological resources observed on-site are typical of those found on properties with a disturbance history. Riparian habitat and other sensitive natural communities are not present on the project site. The project site contains both valley oak and coast live oak trees. The City of Calabasas Oak Tree Ordinance sets forth the policy of the City to require the preservation of all healthy oak trees unless reasonable and conforming use of the property justifies the removal, cutting, pruning, and/or encroachment into the Protected Zone of an oak tree. The City's Oak Tree Protection and Preservation Policy and guidelines were established to recognize oak trees as significant and valuable aesthetic and ecological resources. The Oak Tree Ordinance requires completion of an Oak Tree Report by an International Society of Arboriculture (ISA) Certified arborist for projects involving impacts to oak trees. An Oak Tree Report (see Appendix A) was prepared by L. Newman Design Group, Inc. and peer-reviewed by a certified arborist with Rincon Consultants. Nine oak trees are present on or near the project site boundaries. Five trees are *Quercus agrifolia* (coast live oak) and four trees are *Quercus lobata* (valley oak). No oak trees would be removed due to the project and no above-ground (branch) pruning is anticipated; however, the project would encroach into the protected zone of three oak trees and root pruning is anticipated. Therefore, the project would require an Oak Tree Permit per the Calabasas Municipal Code, which includes the submittal of an oak tree report prepared in accordance with the City's Oak Tree Preservation and Protection Guidelines. The project would be required to adhere to the measures outlined in the Oak Tree Report's Oak Tree Preservation Program in order to obtain an Oak Tree Permit. Measures include, but are not limited to, fencing along the protected zones of oak trees, hand trenching within the zones, root pruning in compliance with ISA pruning standards, and monitoring by a certified arborist of any work within the protected zones (see Appendix A). Therefore, impacts would be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

*c) Would the project 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?*

No riparian habitats were observed on the project site. A retaining wall runs along the east side of the project site at the foot of the hill and may serve as a water channel. This retaining wall runs north to south and at the southern end turns into a water channel v-ditch before connecting with a concrete spillway. A total of four additional drainage v-ditch channels are located at the southern end of the project site. An additional concrete drainage channel runs along the east side of the Mobil gas station property and empties out on the southwest corner of the project site. However, no riparian habitat is associated with these channels, as all are concrete lined. As discussed in Section X, *Hydrology and Water Quality*, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared for the proposed project. The SWPPP would specify Best Management Practices (BMPs) to be implemented by the contractor during construction to minimize stormwater runoff to the concrete channel and downstream impacts to water quality. In addition, the proposed project would be required to comply with the water quality requirements of the current Los Angeles County Municipal Separate Storm Sewer System (MS4) permit, which requires that the amount of runoff from the site must be the same before and after construction of a project, and the Los Angeles County Low Impact Development (LID) Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52), which requires all infiltration water quality devices to be sized using the 0.75 inch storm or the 85$^{th}$ percentile storm, whichever is greater. Compliance with the MS4 permit and LID requirements would reduce on-site erosion from vegetated areas. Additionally, the project site is not located on or in the vicinity of a federally protected wetland (FWS wetlands Mapper, 2014). Therefore, the proposed project would have a less than significant impact.

***LESS THAN SIGNIFICANT IMPACT***

*d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Wildlife movement can be limited by roads, railroads, dams, canals, urban development, and agriculture. Fragmentation of large habitat areas into small, isolated segments has been shown to generally reduce biological diversity, eliminate disturbance-sensitive species, restrict genetic flow between populations of organisms, and may eventually lead to the loss of local floral or faunal assemblages. Wildlife corridors and habitat linkages are landscape elements that reduce the potential loss in local and regional biological diversity. City of Calabasas 2030 General Plan Conservation Element policies were created to ensure that new developments maintain the biotic habitat value of riparian areas, habitat linkages, and other special-status biological habitats. Policy IV-2 in the Conservation Element notes that loss of habitat linkages is unacceptable. Land uses that retain connectivity between moderate-sized patches of similar-value habitats across an entire parcel, and outward beyond the boundaries, provide better habitat linkage than do designs that set aside larger, but non-contiguous, areas of habitat.

The project site is adjacent to the regionally mapped Santa Monica – Sierra Madre Connection and portions of the project site that are outside of the project's development footprint are identified as Los Angeles County Significant Ecological Areas (SEAs) (California Fish and Wildlife BIOS database, website accessed March 13, 2015; City of Calabasas 2030 General Plan Conservation Element, 2008; County of Los Angeles, GIS-NET3). The project site is located within the western portion the City of Calabasas mapped Wildlife Linkage and Corridor, as defined in the City of Calabasas 2030 General Plan Conservation Element. The 2030 General Plan envisions the site as a Business-Retail land use and the 2030 General Plan FEIR found that development under the 2030 General Plan would have less than significant impacts to wildlife movement corridors (Impact BIO-4) with implementation of Conservation Element Policies IV-2, which requires new development to maintain the biotic habitat value of habitat linkages and does not allow loss of habitat linkages.

The total width of the mapped corridor at the five-acre project site is approximately one mile (City of Calabasas 2030 General Plan Conservation Element, 2008). The proposed project would develop approximately 3.7 acres of the site. Development would be concentrated on previously disturbed areas of the project site near the frontage on Las Virgenes Road and the southern portion of the project site adjacent to the gas station. The 1.3 acres in the eastern and northern portions of the project site, which include the site's natural hillsides, would remain undeveloped. The permanently developed area of the project site would be approximately 300 feet wide at the widest point. The project's 300 foot-wide permanently developed footprint would constrict the City's mapped 1.0-mile–wide corridor by approximately 6%. As required in Calabasas Municipal Code Section 17.20.100(H) (Fences, Walls and Hedges; Fencing for Wildlife Movement), fencing on the project site must be wildlife friendly. Fencing must be designed to be easily bypassed by all species of wildlife found within the Santa Monica Mountains. Wildlife friendly fencing would provide permeability through and over fencing for access to adjacent habitats and to retain connectivity of the habitats on-site with the habitats off-site.

In addition, the proposed project would introduce lighting and glare. New sources of lighting and glare are required to comply with City standards (Section 17.27.030 of the Calabasas Municipal Code). Because the project is within the City's Wildlife Linkage and Corridor Area, it must incorporate lighting design features that limit roadway lighting from on-site sources to 0.6 fc on pavement, and sidewalk and bikeway lighting to 0.2 fc on pavement. Compliance with City standards for fencing and lighting in wildlife corridors would reduce impacts from project operation to wildlife movement and connectivity. Nonetheless, the mitigation listed below is necessary to reduce impacts to wildlife linkages and corridors to a less than significant level.

Planned or pending projects in the vicinity of the project site may also impact the western portion of the City of Calabasas Wildlife Linkage and Corridor, such as the Canyon Oaks project located south of the project site. The Canyon Oaks project is approximately 77 acres in size and would be located immediately south of the project site. Cumulatively, the Rondell Oasis Hotel project and the Canyon Oaks project may adversely affect the City of Calabasas Wildlife Linkage and Corridor; however, the proposed project would reduce the 1.0-mile-wide corridor by approximately 6% and its contribution to the cumulative impact to wildlife corridors in the area would not be cumulatively considerable.

***POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED***

**Mitigation Measure**

The following mitigation measures would reduce impacts to wildlife linkages and corridors to a less than significant level.

> **BIO-2 Sound Restrictions.** Sound amplification equipment shall be shielded from open space areas to reduce effects on wildlife movement. Sound levels shall not exceed an equivalent noise level (Leq) of 65 dBA as measured at the edge of the project site.

Implementation of measure BIO-2 would reduce project impacts to wildlife corridors to a less than significant level.

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

No adopted habitat conservation plans or natural community conservation plans apply in Calabasas (2030 General Plan FEIR, 2008). No impact would occur.

***NO IMPACT***

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **V. CULTURAL RESOURCES** | | | | |
| -- Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | ☐ | ☐ | ■ | ☐ |
| b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5? | ☐ | ☐ | ■ | ☐ |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☐ | ■ | ☐ |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☐ | ■ | ☐ |
| e) Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074? | ☐ | ☐ | ■ | ☐ |

*a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

*b) Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?*

*c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

*d) Would the project disturb any human remains, including those interred outside of formal cemeteries?*

*e) Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?*

The project site is currently vacant and is not identified as a cultural resource sensitivity area in the General Plan Cultural Resources Element (2008). The project site was also previously graded. A Phase I Cultural Resources Investigation was prepared by McKenna et al. in November 2013 and a Cultural Resources Review was conducted by Historical Environmental Archaeological Research Team (HEART) in April 2011 for the Canyon Oaks property, south of the project site and east of the Agoura Road and Las Virgenes Road intersection. Both studies report no evidence of prehistoric or historic cultural resources, including archaeological, paleontological or other cultural resources on the Canyon Oaks site, which is adjacent to the project site.

There is no evidence that archaeological, paleontological, or tribal cultural resources, or human remains are present onsite. In the unlikely event that such resources are unearthed during construction, applicable regulatory requirements pertaining to the handling and treatment of such resources would be followed. If archaeological, paleontological, or tribal cultural resources are identified, as defined by Sections 2103.2 and 21074 of the Public Resources Code, the site would be required to be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code as appropriate. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. Due to the previous grading of the project site, existing standard monitoring during construction in conformance with current discipline standards, and the findings of recent cultural resource investigations on adjacent properties, impacts of the proposed project on archaeological, paleontological, tribal cultural, and historical resources would be less than significant.

Trailhead access to the ~~Calabasas Historic Trail, also known as the Juan Bautista de Anza Historic Trail,~~Anza Trail is located 140 feet east of the project site (see Photo 16 in Figure 5d). The trail stretches for 1.4 miles from the east end of Calabasas Road west to Las Virgenes Road, roughly parallel to current Highway 101. This trail would eventually become part of El Camino Real, the road connecting the California Missions. The trail is eligible for historic designation as a historic landscape (City of Calabasas, 2012). Between 1774 and 1776, Juan Bautista de Anza led two overland expeditions from Sonora, Mexico to Alta California. The segment of the Anza Trail that passes through Calabasas has been identified as part of the original route and is part of the Juan Bautista de Anza National Historic Trail, which was designated by Congress in 1990.

The Anza ~~National Historic~~ Trail, including the Calabasas segment, was recognized again by the White House in 2000 as one of 16 Millennium Trails.

Parking for the existing trailhead access, approximately 140 feet east of the project site, is located off of Las Virgenes Road on Rondell Street, which is currently a dirt lot used for parking by many non-trail users. Currently, there is no legal access to the trail because users have to cross private property to reach the trail head. As a result, the proposed project would create trailhead access, dedicate five parking spaces to trailhead parking, and include improvements to the trailhead access, such as trash and recycle receptacles and dog waste pick-up sign, bags, and container. All the improvements would be located on the project site and would enhance the trail, without altering the trail or the landscape around the trail.

Due to the topography, the project site would be visible for approximately 900 feet of the 1.4 mile trail, or approximately 12% of the trail (see photos 17 through 19 in Figure 5e). For the majority of the 900 feet, the proposed hotel would not be visible, but the parking area and trailhead access would be visible. As shown in photos from the trail in Figure 5e, the proposed project would alter the southwestern view from the trail, which includes the dirt lot used for parking (Rondell Street), the previously graded pads of the project site, overhead utility lines, the 101 Freeway, and commercial uses across Las Virgenes Road. The proposed project may increase the developed nature of the view from the trail and increase use of the trail. However, because the view from the trail already includes commercial and residential development similar to the proposed project, this change would not create a detrimental impact to the trail's eligibility for historic designation as a historic landscape.

***LESS THAN SIGNIFICANT IMPACT***

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **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: | | | | |
| 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? | ☐ | ☐ | ■ | ☐ |
| ii) Strong seismic ground shaking? | ☐ | ☐ | ■ | ☐ |
| iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ■ | ☐ |

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **VI. GEOLOGY AND SOILS** | | | | |
| -- Would the project: | | | | |
| iv) Landslides? | ☐ | ☐ | ■ | ☐ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ■ | ☐ |
| c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | ☐ | ☐ | ■ | ☐ |
| d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property? | ☐ | ☐ | ■ | ☐ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | ☐ | ☐ | ☐ | ■ |

*a.i) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

*a.ii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

*a.iii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*

*a.iv) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

No faults traverse the project site and no active faults have been mapped within Calabasas; however, the City lies within a seismically active region that is prone to occasional earthquakes. According to the Southern California Earthquake Data Center Map (SCEDC), there are nine active faults and four potentially active faults within 25 miles of the City. Like much of California, the project site is subject to groundshaking from seismic activity emanating from a number of faults in the region. In addition, portions of the project site are potentially susceptible to liquefaction and earthquake-induced landslides (2030 General Plan Seismic Hazard Zones Map, 2014). The California Building Code (CBC) and the City of Calabasas Development Code

control building design and construction. Calabasas, along with all of Southern California and the Central Coast, is within Seismic Zone 4, the area of greatest risk and subject to the strictest building standards. New development would conform to the CBC (as amended at the time of permit approval) as required by law, and preparation of a final City-approved geotechnical study and remediation plan would be required prior to project approval. According to GeoSoils Consultants, Inc.~~ and Willdan Engineering~~, the proposed project would be safe from the hazards of landslide, settlement, or slippage and would not adversely affect the stability of the adjacent properties nor be adversely affected by adjacent properties (~~Willdan Engineering and~~ GeoSoils Consultants, Inc., 2014 and 2015~~5~~). In addition, Willdan Geotechnical's March 23, 2015 review of GeoSoils Consultant's geotechnical study states that the report is approved for planning level study and that the project is considered to be feasible for proposed development from geotechnical viewpoint provided more detail investigation and analysis is provided for future submittals. Compliance with applicable standards during construction of the proposed project would reduce the potential impact to less than significant and no mitigation would be required.

***LESS THAN SIGNIFICANT IMPACT***

*b) Would the project result in substantial soil erosion or the loss of topsoil?*

Loose soils create conditions that can lead to erosion. The potential for erosion generally increases after soil has been disturbed by clearing and grading. As discussed in Section IV, *Air Quality*, dust control measures would be implemented during construction as required by the SCAQMD Rule 403 to minimize fugitive dust emissions. Measures to minimize fugitive dust emissions may include watering exposed surfaces and covering soil stockpiles. These measures are also effective for reducing soil erosion.

The California State Water Board adopted the most recent Construction General Permit (2009-0009-DWQ) on September 2, 2009. This permit became effective on July 1, 2010 and applies to construction sites greater than one acre in size. As required by the Construction General Permit, a SWPPP would be prepared for the proposed project. The SWPPP would specify BMPs to be implemented by the contractor during construction to minimize soil erosion, stormwater runoff and downstream impacts to water quality.

As described in Section IV, *Biological Resources*, the proposed project would be required to comply with the water quality requirements of the current MS4 permit, which requires that the amount of runoff from the site must be the same before and after construction of a project, and LID requirements, which require all infiltration water quality devices to be sized using the 0.75-inch storm or the 85$^{th}$ percentile storm, whichever is greater. Compliance with the MS4 permit and LID requirements would reduce on-site erosion from vegetated areas. As such, construction and operational impacts associated with sedimentation and erosion would be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

*c) Would the project be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence is caused by a variety of activities, which include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction. Ground subsidence and associated fissuring have occurred in different places in Los Angeles County, due to falling and rising groundwater tables. As discussed above, portions of the project site are also potentially susceptible to liquefaction and earthquake-induced landslides (2030 General Plan Seismic Hazard Zones Map, 2014). According to GeoSoils Consultants, Inc. and Willdan Engineering, the proposed project would be safe from the hazards of landslide, settlement, or slippage and would not adversely affect the stability of the adjacent properties nor be adversely affected by adjacent properties (Willdan Engineering and GeoSoils Consultants, Inc., 2015). Because the proposed project would be required to adhere to applicable CBC standards ensuring building safety, no significant subsidence-related impacts would result from the construction or operation of the proposed on-site uses. Therefore, impacts would be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

*d) Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?*

On-site soils consist of a Linne-Los Osos-Haploxerepts association, which are well drained and subject to expansion; thus, foundation and structural design would be required to incorporate measures prescribed in the CBC to address these design considerations and minimize related project impacts. Structural design measures would address depth, thickness and reinforcement requirements for concrete footings and the ground floor building slab. With implementation of standard design measures required in the CBC to address expansive soils, impacts would be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

*e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The project would connect to the City's sewer system and would not require the use of septic tanks. Therefore, no impact would result and further analysis of this issue is not warranted.

***NO IMPACT***

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

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

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

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHGs). GHGs contribute to the "greenhouse effect," which is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) may be adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, and as a result may be contributing to an average increase in the Earth's temperature.

GHGs occur naturally and from human activities. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices. GHGs produced by human activities include carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxide ($N_2O$), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride ($SF_6$). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over by 36%, 148%, and 18% respectively, primarily due to human activity. Emissions of GHGs may affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way in which the Earth absorbs gases from the atmosphere. Potential impacts of global climate change in California may include loss of snow

pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CEC, March 2009).

California's major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the "California Global Warming Solutions Act of 2006," signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15% reduction below 2005 emission levels; the same requirement as under S-3-05), and requires ARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires ARB to adopt regulations to require reporting and verification of statewide GHG emissions.

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

Senate Bill (SB) 375, signed in August 2008, enhances the state's ability to reach AB 32 goals by directing ARB to develop regional GHG emission reduction targets to be achieved from vehicles for 2020 and 2035. In addition, SB 375 directs each of the state's 18 major Metropolitan Planning Organizations (MPO) to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On September 23, 2010, ARB adopted final regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035.

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The 2008 SCAQMD threshold considers emissions of over 10,000 metric tons of carbon dioxide equivalent ($CO_2E$) per year from industrial development projects to be significant (SCAQMD, 2009). However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. In the latest guidance provided by the SCAQMD's GHG CEQA Significance Threshold Working Group in September 2010, SCAQMD has considered a tiered approach to determine the significance of residential and commercial projects. The draft-tiered approach is outlined in the meeting minutes, dated September 29, 2010.

> **Tier 1 -** If the project is exempt from further environmental analysis under existing statutory or categorical exemptions, there is a presumption of less than significant impacts with respect to climate change. If not, then the Tier 2 threshold should be considered.
>
> **Tier 2 -** Consists of determining whether or not the project is consistent with a GHG reduction plan that may be part of a local general plan, for example. The concept embodied in this tier is equivalent to the existing concept of consistency in CEQA Guidelines section 15064(h)(3), 15125(d) or 15152(a). Under this Tier, if the proposed

project is consistent with the qualifying local GHG reduction plan, it is not significant for GHG emissions. If there is not an adopted plan, then a Tier 3 approach would be appropriate.

**Tier 3** - Establishes a screening significance threshold level to determine significance. The Working Group has provided a recommendation of 3,000 tons of $CO_2e$ per year for commercial projects.

The City of Calabasas has not adopted a Climate Action Plan. Because the City has not adopted any GHG emissions thresholds, the proposed project is evaluated based on the SCAQMD's recommended Tier 3 screen level threshold of 3,000 metric tons $CO_2e$ per year (SCAQMD, "Proposed Tier 3 Quantitative Thresholds – Option 1", September 2010).

The GHG analysis has been conducted using the methodologies recommended by the California Air Pollution Control Officers Association [CAPCOA] (January 2008) *CEQA and Climate Change* white paper. The analysis focuses on $CO_2$, $N_2O$, and $CH_4$ as these are the GHG emissions that onsite development would generate in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and $SF_6$, were also considered for the analysis. However, the quantity of fluorinated gases would not be significant since fluorinated gases are primarily associated with industrial processes. Calculations were based on the methodologies discussed in the CAPCOA white paper (January 2008) and included the use of the California Climate Action Registry General Reporting Protocol (January 2009).
Emissions associated with the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2. Complete CalEEMod results and assumptions can be viewed in Appendix C.

Construction Emissions

Based on CalEEMod results, construction activity for the project would generate an estimated 740 metric tons of $CO_2e$ (as shown in Table 8). Amortized over a 30-year period (the assumed life of the project), construction of the proposed project would generate about 25 metric tons of $CO_2e$ per year.

**Table 8**
**Estimated Construction**
**Emissions of Greenhouse Gases**

| | **Emissions (metric tons CDE)** |
|---|---|
| Total Emissions | 740 metric tons |
| Amortized over 30 years | 25 metric tons per year |

*See Appendix C for CalEEMod Results.*

Operational Indirect and Stationary Direct Emissions

Operational emissions include area source, energy use, solid waste, water use, and transportation emissions. Table 9 combines the construction, operational and mobile GHG emissions associated with the proposed project. For the proposed project, the combined annual GHG emissions would total approximately 1,420 metric tons of $CO_2e$. The total amount of GHG emissions would be lower than the threshold of 3,000 metric tons of $CO_2e$ per year. In addition,

the proposed hotel would be designed to achieve a LEED silver rating through use of water and energy efficient appliances, landscaping with native and drought-tolerant plants, construction waste management, building life-cycle impact reduction, and a pedestrian- and bicycle-friendly environment in order to further reduce GHG emissions.

**Table 9**
**Combined Annual Emissions of Greenhouse Gases**

| Emission Source | Annual Emissions CDE |
|---|---|
| Construction | 25 metric tons |
| Operational<br>*Area*<br>*Energy*<br>*Solid Waste*<br>*Water* | <br><1 metric tons<br>291 metric tons<br>32 metric tons<br>17 metric tons |
| Mobile<br>*$CO_2$ and $CH_4$*<br>*$N_2O$* | <br>1,003 metric tons<br>52 metric tons |
| **Total Emissions from the Proposed Project** | **1,420 metric tons** |
| *SCAQMD Proposed Tier 3 Threshold* | *3,000 metric tons* |
| **Threshold exceeded?** | **No** |

*Sources: See Appendix C for calculations and for GHG emission factor assumptions.*

Senate Bill 375, signed in August 2008, requires the inclusion of sustainable communities' strategies in regional transportation plans for the purpose of reducing GHG emissions. In April 2012, SCAG adopted the 2012-2035 RTP/SCS. SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development and promoting alternative modes of transportation. A goal of the SCS is to "promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements and efficient transportation infrastructure." The proposed hotel project would not conflict with any of these goals as it would allow for development of a commercially-designated site located along a major transportation corridor.

The proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs and would be consistent with the objectives of the RTP/SCS, AB 32, SB 97, and SB 375.

***LESS THAN SIGNIFICANT IMPACT***

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **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? | ☐ | ☐ | ■ | ☐ |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ■ | ☐ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school? | ☐ | ☐ | ■ | ☐ |
| d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ■ | ☐ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ■ |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ■ |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ■ |
| h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | ☐ | ☐ | ■ | ☐ |

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

*b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The proposed hotel would not involve the routine transport, use or disposal of hazardous substances, other than minor amounts used for maintenance and landscaping. Minor amounts of potentially hazardous materials such as fuels, lubricants, and solvents could be used during construction of the project. However, the transport, use, and storage of hazardous materials during construction would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Adherence to these requirements would reduce impacts to a less than significant level.

***LESS THAN SIGNIFICANT IMPACT***

*c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?*

The nearest existing schools are Lupin Hill Elementary School, located approximately one mile north of the project site, Muse private school located 0.5 miles south of the project site, and A.E. Wright Middle School, located approximately 0.9 miles south of the project site. The proposed hotel would not generate hazardous emissions and the project site is not located within ¼ mile of an existing or proposed school. Therefore, the project would not emit hazardous emissions or handle hazardous materials within one quarter mile of a school.

***LESS THAN SIGNIFICANT IMPACT***

*d) Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The following databases compiled pursuant to Government Code Section 65962.5 were checked (February 27, 2015) for known hazardous materials contamination at the project site:

- *Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database*
- *Geotracker search for leaking underground storage tanks (LUSTs)*
- *Cortese list of Hazardous Waste and Substances Sites*
- *Department of Toxic Substances Control's Site Mitigation and Brownfields Database*

The project site does not appear on any of the above lists, but five LUST sites are within 1,000 feet of the project site. Two of the LUST sites are closed and one site is eligible for closure, indicating the sites are no longer hazards. The two remaining sites are both approximately 200 feet west of the project site and undergoing remediation for potential gasoline contamination.

Due to the distance between the LUSTs and the project site and their ongoing remediation, impacts related to hazardous material sites would be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

*e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

*f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

There are no public or private airports on or adjacent to the project site. The nearest airport is Van Nuys Airport, located approximately 12 miles northeast of the project site. No impact related to airport hazards would occur.

***NO IMPACT***

*g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The project would conform to the site planning and project design standards contained in Calabasas Municipal Code Section 17.20.080, which requires that discretionary projects provide points of ingress and egress that include emergency access for police and fire vehicles as required by the Los Angeles County Consolidated Fire Districts (LACFD) and the city of Calabasas, and would ensure that emergency response access is maintained.

***NO IMPACT***

*h) Would the project 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?*

The entire City of Calabasas, including the project site, is located within the Los Angeles County Consolidated Fire District's Very High Fire Hazard Severity Zone. This zone includes wildland fire hazard areas defined as watershed lands that contain native growth and vegetation (City Municipal Code, Section 17.20.130). The proposed project would adhere to standard requirements set forth by the City Municipal Code and the California Building Code (CBC) with City of Calabasas amendments, including driveway width requirements, the creation and maintenance of wildfire buffers, and sprinkler and alarm requirements. Impacts related to wildland fire would be less than significant with mandatory compliance with applicable building standards and regulations.

***LESS THAN SIGNIFICANT IMPACT***

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **IX. HYDROLOGY AND WATER QUALITY** | | | | |
| -- Would the project: | | | | |
| a) Violate any water quality standards or waste discharge requirements? | ☐ | ☐ | ■ | ☐ |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | ☐ | ☐ | ☐ | ■ |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | ☐ | ☐ | ■ | ☐ |
| d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | ☐ | ☐ | ■ | ☐ |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | ☐ | ☐ | ■ | ☐ |
| f) Otherwise substantially degrade water quality? | ☐ | ☐ | ■ | ☐ |
| 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? | ☐ | ☐ | ■ | ☐ |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | ☐ | ☐ | ■ | ☐ |

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **IX. HYDROLOGY AND WATER QUALITY** | | | | |
| -- Would the project: | | | | |
| 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? | ☐ | ☐ | ■ | ☐ |
| j) Result in inundation by seiche, tsunami, or mudflow? | ☐ | ☐ | ☐ | ■ |

*a) Would the project violate any water quality standards or waste discharge requirements?*

*e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

*f) Would the project otherwise substantially degrade water quality?*

The project site is within the region covered by the Los Angeles County Municipal Storm Water NPDES Permit No. CAS004001 issued by the Los Angeles Regional Water Quality Control Board (LARWQCB). This permit governs non-point source discharges associated with storm water runoff. Regulations under the federal Clean Water Act require compliance with the NPDES storm water permit for projects disturbing more than one acre during construction. Per State regulations, the applicant would be required to file a Notice of Intent with the LARWQCB and prepare a SWPPP. The SWPPP would require the use of BMPs (such as gravel bags, silt fences, hay bales, check dams, hydro seed, mulch, and soil binders) during construction, which would prevent excessive storm water runoff pollution. The project developer would also be required to comply with the MS4 permit, which requires the integration of post-construction BMPs into the site's overall drainage system and would further reduce the potential for pollutants to enter the storm drain system. In addition, the Los Angeles County Flood Control District (LACFCD) does not permit any increase in receiving water peak flows as a result of the project development. The project would be required to comply with the Los Angeles County Areawide MS4 permit, which requires that the amount of runoff from the site must be the same before and after construction of a project.

Spindler Engineering prepared a Hydrology Study for the proposed project in August 2014 (revised January 2015; see Appendix D). As shown in Figure 4, the proposed project would include a debris detention basin in the northern area of the project site that would be designed to detain 7 cubic feet per second (cfs) for a 50-year storm event, which would be the difference between pre- and post-project flows (see drainage details on Figure 7). In order to comply with the MS4 permit, the proposed project would include a rain water harvesting tank or ground water recharge tank that would capture first flush stormwater from impervious surfaces and reduce the amount of runoff and pollution that reaches the storm drain system. Because the

project would be required to include site drainage systems according to standards and provisions set forth by the City of Calabasas and County of Los Angeles, impacts related to water quality would be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

*c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

*d) Would the project substantially alter the existing drainage pattern of the site or area, including 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 not alter any watershed boundaries, impact a stream course or increase the quantity of water, erosion, or siltation in a stream or river. The project site currently drains through concrete drainages to storm drain inlets on Las Virgenes Road. The proposed project would include a drainage basin to capture the difference between pre- and post-project flows; therefore, the proposed project would not alter the drainage pattern on the site. Thus, while the project would add impervious surface to the site, it would not substantially affect runoff volumes or patterns on the site. In addition, as discussed above, LACFCD does not permit any increase in receiving water peak flows as a result of project development, and the project would be required to comply with this restriction. As such, the proposed project would not alter drainage patterns in a manner that would cause flooding, erosion, or siltation. Impacts would be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

*b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or 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)?*

The Las Virgenes Municipal Water District would provide water to the project site and relies on imported water for its supplies. Therefore, the proposed project would not affect groundwater supplies or recharge. No impact would occur with respect to groundwater.

***NO IMPACT***

*g) Would the project 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?*

*h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

*i) Would the project 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?*

The project site is located in Flood Zone X, an area of minimal flood hazard (FEMA Map No. 06037C1264G, revised January 6, 2016). ~~The project site is located in Flood Zone D, an area in which flood hazards are undetermined, but possible (FEMA Map No. 06037C1264F).~~ The project site is not located within a known 100-year flood hazard zone (City of Calabasas 2030 General Plan, 2008). In addition, according to the 2030 General Plan FEIR (2008), the City of Calabasas is not in the dam inundation area for any major stream or river in the region. According to the Hydrology Study prepared for the proposed project, the project site includes two natural watershed tributaries that drain in a general westerly direction to an existing inlet near the northbound on-ramp to the 101 Freeway off Las Virgenes Road (see Appendix D). As described above, the proposed project would include an underground debris detention basin that would capture the difference between pre- and post-project stormwater flows and improve the existing network of concrete drainages (see Figure 4, Grading and Drainage Plan, and Figure 7, Drainage Details). Therefore, impacts with respect to flooding would be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

*j) Would the project result in inundation by seiche, tsunami, or mudflow?*

The project site is not subject to risks related to seiche, tsunami or mudflows (2030 General Plan FEIR, 2008).

***NO IMPACT***

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

*a) Would the project physically divide an established community?*

Development of the proposed project would not involve a road or other facility that would physically divide an established community. The project involves commercial development that is consistent with the 2030 General Plan land use designations for the site.

***NO IMPACT***

*b) Would the project 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?*

The project site is currently designated Business-Retail (B-R) in the 2030 General Plan and zoned Commercial Retail (CR). The project site is located within the Las Virgenes Gateway Master Plan area. The B-R designation accommodates general shopping and commercial services with a basic land intensity or floor area ratio (FAR) of less than or equal to 0.2 and a maximum FAR of 0.4. Hotels are considered a commercial use and are permitted in the CR Zone with a CUP (City of Calabasas Municipal Code Section 17.11.010.f). In addition, the CR zone has a maximum allowable FAR of 0.40 for all buildings, a 78%maximum for site area coverage, and a 35-foot height limit, although additional height may be authorized by Development Plan (City of Calabasas Municipal Code Section 17.14.020). The proposed project would include a hotel that covers 10% of the net area of the project site with an FAR of 0.3575, while 48% of the net area of the project site would be undeveloped or landscaped. Because the proposed project would be four stories in height and would exceed 35 feet and include retaining walls exceeding 6 feet in height, it would require a Development Plan Permit (City of Calabasas Municipal Code Section 17.62.070). Assuming approval of a Development Plan Permit and CUP, no impact related to inconsistency with City plans and policies would occur.

***NO IMPACT***

*c) Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?*

The proposed project would not conflict with any habitat conservation plan or natural community conservation plan as the project site is not subject to such plans.

***NO IMPACT***

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **XI. MINERAL RESOURCES**<br>-- 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? | ☐ | ☐ | ☐ | ■ |

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

*a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

*b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

The proposed project would not entail construction of structures or facilities for the purposes of extraction or exploration of mineral resources and the project would not result in the loss of availability of a mineral resource of local, regional, or statewide importance (2030 General Plan FEIR, 2008). No impact would occur with respect to mineral resources and further analysis of this issue is not warranted.

***NO IMPACT***

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **XII. NOISE** | | | | |
| -- Would the project result in: | | | | |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | ■ | ☐ |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ■ | ☐ |
| c) A substantial permanent increase in ambient noise levels above levels existing without the project? | ☐ | ☐ | ■ | ☐ |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing | ☐ | ☐ | ■ | ☐ |

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **XII. NOISE** | | | | |
| -- Would the project result in: | | | | |
| without the project? | | | | |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ■ |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise? | ☐ | ☐ | ☐ | ■ |

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

Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's physical intensity is doubled, the sound level increases by 3 dBA, regardless of the initial sound level. For example, 60 dBA plus 60 dBA equals 63 dBA. Where ambient noise levels are high in comparison to a new noise source, the change in noise level would be less than 3 dBA. For example, 70 dBA ambient noise levels are combined with a 60 dBA noise source the resulting noise level equals 70.4 dBA. Based on the logarithmic scale, a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. For acoustically absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), ground attenuation of about 1.5 dBA per doubling of distance normally occurs. A large object or barrier in the path between a noise source and a receiver can

substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dBA of noise reduction.

On March 6, 2015, Rincon Consultants, Inc. performed three 15-minute weekday noise measurements at the project site using an ANSI Type II integrating sound level meter. The noise monitoring results are summarized in Table 10.

**Table 10**
**Measured Noise Levels**

| # | Measurement Location | Approximate Distance from Centerline of Las Virgenes Road | Leq[15] (dBA)[1] |
|---|---|---|---|
| 1 | On Rondell Street, near on-ramp to northbound 101 Freeway | 90 feet | 69.2 |
| 2 | On project site, near the approximate location of the hotel's westernmost rooms | 160 feet | 64.6 |
| 3 | On project site, near the approximate location of the proposed pool | 300 feet | 59.5 |

*Source: Rincon Consultants, Inc. Recorded during field visit using ANSI Type II Integrating sound level meter. See Appendix E for noise measurement results.*

*[1] The equivalent noise level (Leq) is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). For this measurement the Leq was over a 15-minute period (Leq[15]).*

The equivalent noise level (Leq) measured at the project site over 15-minute periods (Leq[15]) ranged from 59.5 dBA near the approximate location of the pool to 69.2 on Rondell Street near the western boundary of the project site. The primary sources of roadway noise near the project site are automobiles traveling on Las Virgenes Road immediately west and the 101 Freeway north of the project site.

The City mapped CNEL noise exposure contours using the Federal Highway Traffic Noise Prediction Model for existing major noise sources, including freeways and primary arterial highways. Contour designations were formulated for conditions at the time the Noise Element was drafted. According to the contour map, the northern portion of the project site is located in the 70 dBA contour of the 101 Freeway, while the remainder of the project site falls within the existing 65 dBA contour of the freeway. The western portion of the project site is also located in the existing 70 dBA contour of Las Virgenes Road.

The City identifies the State Office of Noise Control land use compatibility guidelines as the standards for development within the City (2030 General Plan, 2008). Figure 12 shows the

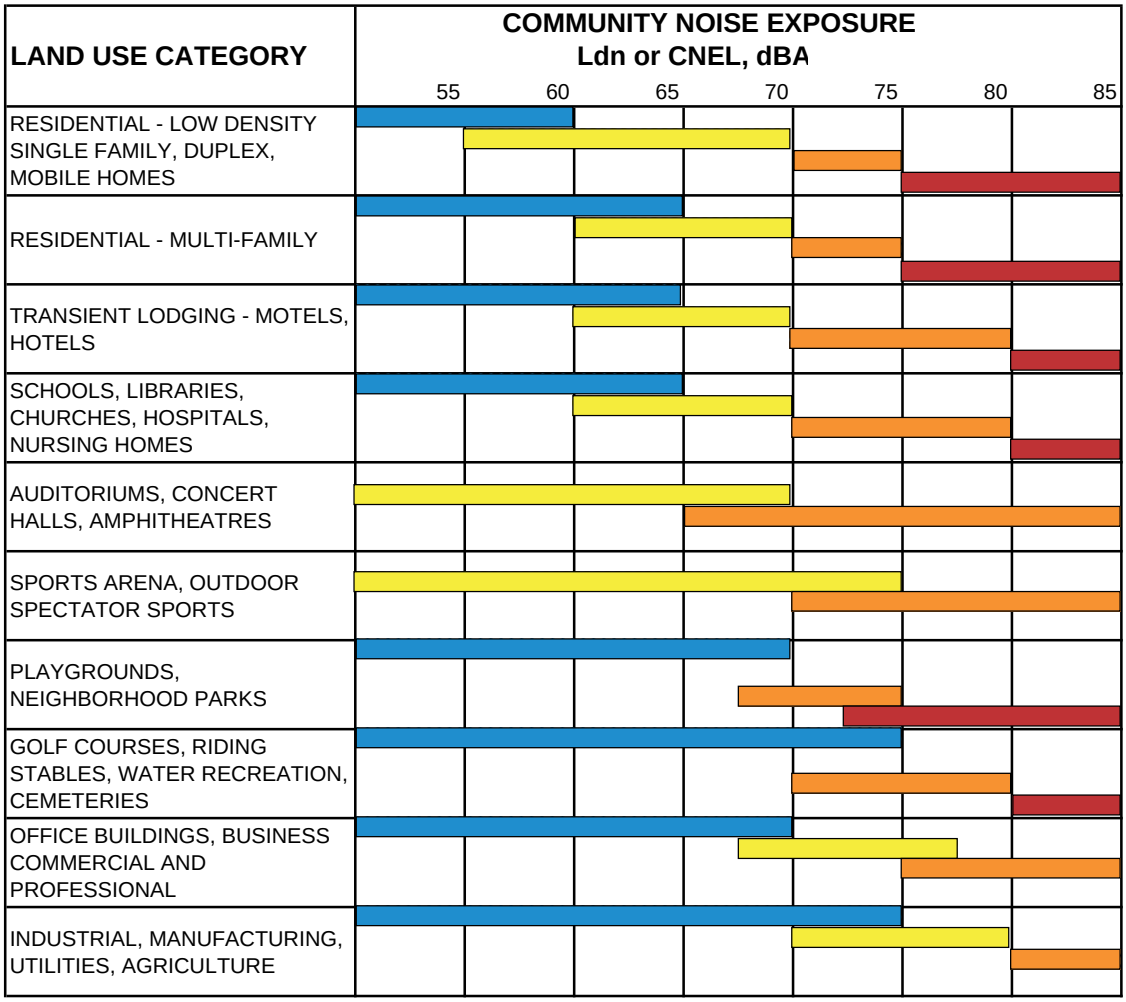
ranges of noise exposure, for various land uses that are considered acceptable, conditionally acceptable, or unacceptable under the State Office of Noise Control guidelines and as adopted by the City of Calabasas General Plan Noise Element. An acceptable noise environment is one in which development may be permitted without requiring specific noise studies or specific noise-reducing features. A conditionally acceptable noise environment is one is which development should be permitted only after noise mitigation has been designed as part of the project, to reduce noise exposure to acceptable levels. In unacceptable noise environments, development generally should not be undertaken. For hotels, the normally acceptable range is up to 65 dBA, the conditionally acceptable range is from 60 to 70 dBA, and the normally unacceptable range is from 70 to 80 dBA. Noise levels measured on the project site range from conditionally acceptable on the portions of the site nearest to Rondell Street and the 101 Freeway and normally acceptable near the location of the hotel (see Table 10 above).

The City of Calabasas has adopted a noise ordinance (Ordinance No. 2010-265) that establishes ambient noise standards for all properties within various noise zones, using the hourly equivalent sound level, or Leq. This ordinance sets an exterior noise standard of 60-65 dBA between 7:00 A.M. and 10:00 P.M., depending on the residential zone, and 50 dBA between 10:00 P.M. and 7:00 A.M. for all residential zones (City of Calabasas Municipal Code, Section 17.20.160 D). Interior noise levels for all residential uses are 45 dBA between 7:00 A.M. and 10:00 P.M. and 40 dBA from 10:00 P.M. to 7:00 A.M. (City of Calabasas Municipal Code, Section 17.20.160 E). Commercial and special purpose zones have an exterior noise level standard of 65 dBA from 7:00 A.M. to 10:00 P.M. and 60 dBA from 10:00 P.M. to 7:00 A.M., with the exception that active recreational areas have a noise level standard of 70 dBA from 7:00 A.M. to 10:00 P.M (City of Calabasas Municipal Code, Section 17.20.160 D).

The City's noise ordinance also exempts noise associated with construction activities between the hours of 7:00 A.M. and 6:00 P.M. during weekdays and 8:00 A.M. and 5:00 P.M. on Saturdays (City of Calabasas Municipal Code, Section 17.20.160 C).

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S. The City has not adopted any thresholds or regulations addressing vibration.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people (Federal Transit Administration, May 2006). The vibration thresholds established by the Federal Transit Administration (FTA) are 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools). The threshold for the proposed project is 72 VdB for residences and hotels during hours when people normally sleep, as these are the only sensitive receptors in the vicinity of the project site. In terms of ground-borne vibration impacts on structures, the FTA states that ground-borne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings.




NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

*Guidelines for the Preparation and Content of Noise Elements of the General Plan, California Office of Planning and Research, 2003.*

Land Use Compatibility for Community Noise Environments

Figure 12

*a) Would the project result in 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?*

*c) Would the project result in a substantial permanent increase in ambient noise levels above levels existing without the project?*

*d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

The entire project site is exposed to noise from the 101 Freeway, Las Virgenes Road, and the adjacent Mobil gas station and automatic car wash. According to the Noise Element of the City of Calabasas' General Plan (2008), the northern portion and the western edge of the project site is located in the 70 dBA noise contour of the 101 Freeway and Las Virgenes Road, while the remainder of the project site falls within the 65 dBA contour. Noise measurements taken onsite indicate that noise along the Las Virgenes Road frontage is approximately 69.2 dBA (see Table 10). Noise decreases to approximately 64.6 dBA near 160 feet from the centerline of Las Virgenes Road and 160 feet from the Mobil car wash and further decreases to 59.5 dBA near 300 feet from the Las Virgenes Road centerline and 160 feet from the carwash.

The proposed project's hotel use is within the 65 dBA noise contour for the 101 Freeway. A noise level exposure of 65 dBA would fall within the "normally acceptable" and "conditionally acceptable" ranges for hotel land uses. Moreover, as indicated in Table 10, two noise measurements taken at the location of the proposed hotel (location 2) and pool (location 3) were approximately 64.6 dBA and 59.5 dBA, which is lower than the Freeway 101 noise contour for this location. Additionally, the exterior noise in the proposed courtyard and pool area of the project would not exceed the exterior noise level standard of 65 dBA from 7:00 AM. to 10:00 PM and 60 dBA from 10:00 PM. to 7:00 AM because the proposed hotel building would shield the area and further attenuate roadway noise from the 101 Freeway and Las Virgenes Road (City of Calabasas Municipal Code, Section 17.20.160 D). Therefore, noise generated along the 101 Freeway and Las Virgenes Road would not significantly affect the hotel use on the project site.

<u>Construction Noise</u>

Noise levels from construction of the proposed project would result from construction of the structure and traffic noise from construction vehicles. Nearby noise-sensitive land uses, such as residences 800 feet south of the project site, would be exposed to temporary construction noise during development of the proposed project. Noise impacts are a function of the type of activity being undertaken and the distance to the receptor location. Construction activity is expected to occur over a period of approximately 13 months. Table 11 shows the typical noise levels at construction sites.

**Table 11**
**Typical Noise Levels at Construction Sites**

| Equipment Onsite | Typical Level (dBA) 25 Feet from the Source | Typical Level (dBA) 100 Feet from the Source | Typical Level (dBA) 800 Feet from the Source |
|---|---|---|---|
| Air Compressor | 87 | 75 | 57 |
| Backhoe | 86 | 74 | 56 |
| Concrete Mixer | 91 | 79 | 61 |
| Crane, mobile | 89 | 77 | 59 |
| Dozer | 91 | 79 | 61 |
| Jack Hammer | 94 | 82 | 64 |
| Paver | 95 | 83 | 65 |
| Saw | 82 | 70 | 52 |
| Truck | 94 | 82 | 64 |

*Noise levels assume a noise attenuation rate of 6dBA per doubling of distance.*
*Source: Federal Transit Administration (FTA), May 2006*

Typical noise levels from individual pieces of construction equipment range from about 52 to 65 dBA at a distance of 800 feet. Such levels, which would occur intermittently during the 13-month construction period, would be similar to ambient sound levels in the area of the residences. However, as discussed above, pursuant to City of Calabasas Municipal Code Section 17.20.160 C, noise associated with construction activities is only allowed between the hours of 7:00 AM and 6:00 PM during weekdays and 8:00 AM and 5:00 PM on Saturdays. Therefore, construction would not occur during recognized sleep hours for residences.

Operational Noise

Operation of the proposed hotel would generate noise typically associated with commercial uses, such as rooftop ventilation and heating systems, delivery trucks, trash hauling, parking lot noise, and on-site circulation of motor vehicles. Noise levels generated by commercial development would not disturb the residents located approximately 800 feet south of the project site. The distance from the proposed hotel to off-site sensitive receptors and the presence of intervening structures and roadways would attenuate operational noise associated with commercial uses. Typical noise sources associated with parking lots include tire squeal, doors slamming, car alarms, horns, and engine start-ups. Noise from typical parking lot activities such as car alarms can reach up to 66 dBA at 50 feet; door slams up to 72 dBA at 50 feet; vehicle tire squeals up to 72 dBA at 50 feet; and vehicle start-ups up to 73 dBA at 50 feet. Noise levels within the parking area would fluctuate with the amount of automobile and human activity. More generally, noise levels would be highest during the day, when the largest number of employees and visitors would enter and exit the parking lot. The maximum source of noise from the parking area, vehicle start-ups, would be 73 dBA at 50 feet, attenuating over 800 feet to approximately 49 dBA at the nearest residences. Therefore, operational noise generated from commercial uses would not expose off-site sensitive receptors to noise levels above the exterior noise level standards.

As discussed under Section IV, *Biological Resources*, the project site is located within the western portion the City of Calabasas mapped Wildlife Linkage and Corridor, as defined in the City of Calabasas 2030 General Plan Conservation Element. The proposed project may expose the wildlife corridor to operational noise from the hotel. Walls along the eastern and southern boundaries of the project's developed area (see Figure 3, Site Plan) would reduce noise levels on adjacent natural areas from operation of the hotel and parking lot. Additionally, implementation of Mitigation Measure BIO-2 would require sound amplification equipment to be shielded and would reduce impacts to biological resources to a less than significant level.

According to the project traffic analysis (Appendix F), the proposed project would generate an estimated 1,038 new average daily trips (ADT), 67 new AM peak hour, and 76 new PM peak hour trips along study area roadway segments. Project-generated traffic would incrementally increase noise levels along these roadway segments. The increase in noise along these roadway segments was calculated using the maximum of A.M. and P.M. peak hour trips from the traffic analysis and noise generation rates from the TNM lookup tables (see Appendix E).

Table 12 compares pre- and post-project noise levels along project area roadway segments. As shown in Table 12, the greatest increase in project-generated traffic noise would be a 0.1 dBA increase along the Las Virgenes Road north of Agoura Road segment and the Agoura Road west of Las Virgenes Road segment. The greatest increase in cumulative plus project-generated traffic noise would be a 0.4 dBA increase at the Agoura Road west of Las Virgenes Road segment. As discussed above, a 3 dBA change in community noise levels is noticeable, while 1 to 2 dBA changes generally are not perceived. Therefore, an increase of 0.1 or 0.4 dBA would not result in an audible change in ambient noise at sensitive receptor locations along area roadways. Furthermore, an increase of 0.1 or 0.4 dBA would not exceed the 1 dBA threshold established by the FTA for roadways with an existing noise exposure of 65-70 dBA. As such, the proposed project would not result in a substantial permanent increase in ambient noise levels in the project site vicinity and impacts would be less than significant.

**Table 12**
**Comparison of Pre-Project and Post-Project Traffic Noise On Project Area Roadways**

| Roadway | Projected Noise Level[a] (dBA CNEL) | | | Change In Noise Level (dBA) | | Significant? |
|---|---|---|---|---|---|---|
| | Existing (1) | Existing + Project (2) | Cumulative + Project (3) | Due to Project Traffic (2-1) | Due to Cumulative Traffic Growth (3-1) | |
| Las Virgenes Road north of Agoura Road | 68.8 | 68.9 | 69.1 | 0.1 | 0.3 | No |
| Las Virgenes Road south of Agoura Road | 68.2 | 68.2 | 68.5 | <0.1 | 0.3 | No |
| Agoura Road west of Las Virgenes Road | 67.7 | 67.8 | 68.1 | 0.1 | 0.4 | No |

*Notes: TNM Look-Up Tables, see Appendix E.*

*[a] Estimate of noise generated by traffic approximately 50 feet from the centerline of the roadway. Refer to Appendix E for TNM data sheets. Noise levels presented do not account for attenuation provided by existing topography, barriers or future barriers; therefore, actual noise levels at sensitive receptor locations influenced by study area roadways may in many cases be lower than presented herein.*

***LESS THAN SIGNIFICANT IMPACT***

*b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Operation of the proposed hotel would not perceptibly increase groundborne vibration or groundborne noise on the project site above existing conditions. Construction of the proposed project could potentially increase groundborne vibration on the project site, but construction effects would be temporary. The nearest sensitive receptors are residences at the Shea Colony approximately 800 feet south of the project site. Based on the information presented in Table 13, during construction, these residences would be exposed to maximum vibration levels of approximately 55 VdB because vibration, like noise, attenuates over distance.

**Table 13**
**Vibration Source Levels for Construction Equipment**

| Equipment | Approximate VdB | | | | | |
|---|---|---|---|---|---|---|
| | 25 Feet | 50 Feet | 60 Feet | 75 Feet | 100 Feet | 800 Feet |
| Loaded Trucks | 86 | 80 | 78 | 76 | 74 | 55 |
| Jackhammer | 79 | 73 | 71 | 69 | 67 | 48 |
| Small Bulldozer | 58 | 52 | 50 | 48 | 46 | 27 |

*Source: Federal Railroad Administration, 1998*

As discussed above, 100 VdB is the general threshold where minor damage can occur in fragile buildings. Because vibration levels would not reach 100 VdB, structural damage would not be

expected to occur as a result of construction activities. The vibration levels at residences to the south would not exceed the groundborne velocity threshold level of 72 VdB established by the Federal Transit Administration for residences and buildings where people normally sleep. In addition, as discussed above, the City of Calabasas only exempts noise associated with construction activities between the hours of 7:00 AM and 6:00 PM during weekdays and 8:00 AM and 5:00 PM on Saturdays from its Noise Ordinance restrictions (City of Calabasas Municipal Code, Section 17.20.160 C). Construction would not occur during recognized sleep hours for residences. As such, vibration effects from proposed project construction would be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

*e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

*f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?*

The airport nearest to the project site is Van Nuys Airport, located approximately 12 miles northeast of the site. The project would not be subject to excessive noise levels associated with airport operations.

***NO IMPACT***

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

*a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

SCAG produces forecasts of regional population, which form the basis for growth projection in SCAG's 2012 RTP-SCS. SCAG's growth forecast projects a population of 24,400 for Calabasas in 2035, an increase of 457 from the estimated 2013 population of 23,943 (California Department of Finance, 2014). As discussed in Section 4.10 of the 2030 General Plan FEIR (2008), given that Calabasas is primarily built out and the General Plan includes numerous policies and objectives aimed at limiting further growth, no exceedance of SCAG population forecasts for the City is anticipated.

The proposed project would involve development of the project site in general accordance with the uses prescribed in the 2030 General Plan. The development of a four-story hotel with up to 127-rooms and a gross floor area of approximately 72,954 sf could cause an indirect increase in the City's population. SCAG's Employee Density Study (2001) states that, in Los Angeles County, hotels generate approximately one employee per 1,179 sf. Based on this factor, the project would generate an estimated 62 employees. The current City population is approximately 23,943, according to the most recent (2014) California Department of Finance estimate. Therefore, although most employees are expected to be drawn from the local workforce, the proposed project could result in a citywide population of approximately 24,005 persons if all the employees moved into the City from elsewhere. Therefore, development of the proposed project would not add population beyond that anticipated in the 2030 General Plan projection, which is consistent with SCAG's 2030 growth forecast (2030 General Plan FEIR, 2008). Impacts related to population growth would be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

*b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

*c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

The proposed project would not involve the demolition of any residential units. Thus, the project would not displace housing units or people, or necessitate the construction of replacement housing. No impact related to the displacement of people and housing would occur.

***NO IMPACT***

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

*a (i) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?*

The LACFD provides fire protection services to the project site. The nearest fire station is Station #125, located at 5215 Las Virgenes Road, in Calabasas. The site is approximately one half mile (driving distance) from the fire station, with access via Las Virgenes Road.

The proposed project would incrementally increase demand for fire protection service. However, the proposed project would be required to pay standard development impact mitigation fees (L. Bagwell, pers. comm., March 2015). In addition, the applicant would be required to comply with the Fire Code and LACFD standards, including specific construction specifications, access design, location of fire hydrants, and other design requirements. Because the project site is within the current service area for Station #125, it would not require the construction of new or expanded fire protection facilities. Impacts related to fire services would be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

*a (ii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?*

The Los Angeles County Sheriff's Department (LASD) provides police protection service in Calabasas and to the project site. The nearest LASD station is the Malibu/Lost Hills Sheriff's Station located at 27050 Agoura Road in the City of Agoura, approximately 1.5 miles west of the project site. The Station's service area is approximately 178 square miles, which includes the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, and Westlake Village, as well as the surrounding communities of Chatsworth Lake Manor, Malibu Lake, Topanga, and West Hills (P. Davoren, pers. comm., June 11, 2015). The estimated resident population of the service area is 90,000. The Station is staffed by 107 sworn deputies and 78 civilian employees and staffing is expected to remain unchanged for the foreseeable future (P. Davoren, pers. comm., June 11, 2015). There are currently 40 patrol vehicles, 6 motorcycles, and 60 other law enforcement vehicles assigned to the Station. The Station is also supported by other Department assets, including helicopters, fixed-wing aircraft, emergency operations equipment, search and rescue equipment, and mounted patrol.

The Station's current service ratio is one deputy per 833 residents (P. Davoren, pers. comm., June 11, 2015). On average, the Station's response times throughout its service area is zero to ten minutes for emergent calls for service, zero to 20 minutes for priority calls for service, and zero to 60 minutes for routine calls for service. The LASD has stated concerns about potential long-term needs for additional staff and assets to meet future demands for service, but states that due to the relative proximity of the project site to the Station, the Station's response times to calls for service from the proposed project would fall within the times ranges described above. The proposed project would incrementally increase demand for police protection service. However, the site is within the current LASD service area and the LASD indicates that the proposed project would not adversely affect the Station's resources and operations (P. Davoren, pers. comm., June 11, 2015).

***LESS THAN SIGNIFICANT IMPACT***

*a (iii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?*

The project would not directly cause an increase in school age population since it involves the construction of a hotel. Thus, the proposed project would not require new or expanded schools to maintain acceptable service ratios or other performance objectives.

As of January 1987, State law allows school districts to levy three different levels of development fees directly on new residential, commercial, and industrial development (Government Code Section 65995). Districts set their own fees within this limit based on a nexus study establishing their funding requirements. Since Proposition 1A was passed by the voters and Government Code Section 65995(h) was adopted by the State Legislature in 1996, school fees generated by new development are deemed legally-sufficient mitigation of any impacts

based on generation of students on school facilities. The project site is located within the Las Virgenes Unified School District (LVUSD) and would be served by Calabasas High School, A. E. Wright Middle School, and Lupin Hill Elementary School.

***LESS THAN SIGNIFICANT IMPACT***

*a (iv) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?*

The City of Calabasas maintains a parkland target ratio of 3 acres per 1,000 residents (City of Calabasas General Plan, 2008). As described in Section XIII, *Population and Housing*, the proposed project would not directly increase the population because it does not include residential uses, but may indirectly increase the population by 62 residents if all new employees relocated to the City. Employees may use existing park facilities; however increased demand would be nominal. The proposed project includes on-site amenities for hotel guests, including a pool, exercise room, and a trail connecting to the abutting Anza Trail~~Calabasas Historic Trail, also known as the Juan Bautista de Anza Historic Trail~~. The proposed project would relocate the existing trailhead access, create dedicated parking for the trail, and improve the trailhead with trash, recycle, and dog waste receptacles and signage. Impacts related to parks would be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

*a (v) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?*

Library services are provided by the Calabasas Library located at 200 Civic Center Way in Calabasas. The Calabasas Library was built in 2008 and serves 41,780 registered users (Calabasas Library, 2013). As of 2013, the Library employed 23 full and part time staff members and had over 60,000 print materials available, as well as electronic books, downloadable audio books, magazines, and online databases (Calabasas Library, 2013). As described in Section XIII, *Population and Housing*, the proposed project would not directly increase the population because it does not include residential uses, but may indirectly increase the population by 62 residents if all new employees relocated to the City. Employees may use existing library facilities; however, even with such an increase in residential population demand for library services would increase by only 0.1% (the percentage increase of adding 62 new registered users to the 41,780 existing library users). Additional library facilities would not be needed.

***LESS THAN SIGNIFICANT IMPACT***

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

*a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

*b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Please see the discussion above under Section XIV.a.iv, *Public Services*. Impacts related to recreation would be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVI. TRANSPORTATION/TRAFFIC** | | | | |
| -- Would the project: | | | | |
| a) Conflict with an applicable plan, ordinance or policy establishing a measure 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? | ☐ | ☐ | ■ | ☐ |

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVI. TRANSPORTATION/TRAFFIC** | | | | |
| -- Would the project: | | | | |
| 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? | ☐ | ☐ | ■ | ☐ |
| 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? | ☐ | ☐ | ☐ | ■ |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)? | ☐ | ☐ | ■ | ☐ |
| e) Result in inadequate emergency access? | ☐ | ☐ | ■ | ☐ |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities? | ☐ | ☐ | ■ | ☐ |

*a) Would the project conflict with an applicable plan, ordinance or policy establishing a measure 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?*

Overland Traffic Consultants, Inc. prepared a traffic impact analysis for the proposed project (December 2014; see Appendix F). Trip generation estimates were developed utilizing trip generation rates and equations from *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012). As shown in Table 14, the proposed project would generate approximately 1,038 daily vehicle trips, including 67 AM and 76 PM peak hour trips.

**Table 14**
**Estimated Project Traffic Trip Generation**

| Land Use | Quantity | Weekday Peak Hour | | Total Daily Trips |
|---|---|---|---|---|
| | | AM | PM | |
| Hotel | 127 rooms | 67 | 76 | 1,038 |

*Source: Overland Traffic Consultants, Inc., 2014; See Appendix F for full traffic analysis.*

Level of Service (LOS) calculations were performed at the following intersections:

- *Las Virgenes Road and Mureau Road*
- *Las Virgenes Road and Southbound 101 Freeway Ramps*
- *Las Virgenes Road and Northbound 101 Freeway Ramps/Rondell Street*
- *Las Virgenes Road and Agoura Road*
- *Lost Hills Road and Agoura Road*

The following City of Calabasas Traffic Impact Analysis scenarios were evaluated:

- *Existing (2014) traffic conditions*
- *Existing + project traffic conditions*
- *Future (2016) + cumulative impacts*
- *Future (2016) + project traffic conditions*

The significance of the potential impacts of project-generated traffic was identified using the traffic impact criteria set forth in the City of Calabasas' 2030 General Plan (December 2008) for City intersections. The minimum acceptable LOS at an intersection in the City is LOS C except at freeway interchanges and the two lane segment of Calabasas Road that traverses Old Town Calabasas. The performance level for freeway interchange locations is LOS D and the Old Town Calabasas section of Calabasas Road is LOS F.

The City of Calabasas has developed policies to address potential traffic impacts created by new development. Policy VI-2 states a need to limit the intensity and traffic generation of new development in the City to that which would compromise attainment of the maintenance of roadway level of service standards indicated above. Police VI-3 states that where existing or projected traffic volumes at General Plan buildout prevent a project from complying with VI-2, the development should be limited in intensity during the peak hours to not exceed the criteria shown in Table 15. Exceeding these limits is defined as a significant traffic impact and mitigation would be required to reduce the level of impact below these thresholds.

**Table 15**
**Criteria for Significant Traffic Impact**

| Existing or Future Intersection LOS | Final ICU Value | Project-related increase in ICU value |
|---|---|---|
| D | 0.81 – 0.90 | +0.020 |
| E | 0.91 – 1.00 | +0.015 |
| F | > 1.0 | +0.010 or more |

*Source: Overland Traffic Consultants, Inc., 2014; See Appendix F for full traffic analysis.*

The existing (2014) LOS conditions for the five study area intersections are shown in Table 16.

**Table 16**
**Level of Service for Existing (2014) Conditions**

| No. | Intersection | Peak Hour | Existing | |
|---|---|---|---|---|
| | | | ICU/Delay | LOS |
| 1 | Las Virgenes Road and Mureau Road[a] | AM | 0.506 | A |
| | | PM | 0.641 | B |
| 2 | Las Virgenes Road and Northbound 101 Freeway Ramps/Rondell Street[b] | AM | 24.0 | C |
| | | PM | 18.7 | B |
| 3 | Las Virgenes Road and Southbound 101 Freeway Ramps[b] | AM | 11.5 | B |
| | | PM | 21.1 | C |
| 4 | Las Virgenes Road and Agoura Road[a] | AM | 0.610 | B |
| | | PM | 0.599 | A |
| 5 | Lost Hills Road and Agoura Road[a] | AM | 0.501 | A |
| | | PM | 0.601 | B |

*Source: Overland Traffic Consultants, Inc., 2014; See Appendix F for full traffic analysis.*

[a] *Intersections analyzed using ICU volume/capacity ratios*

[b] *Intersections analyzed using HCM Delay seconds per vehicle*

The study area intersections are projected to operate within acceptable LOS during the peak hours for existing + project traffic conditions as shown on Table 17.

**Table 17**
**Traffic Conditions for Existing + Project**

| No. | Intersection | Peak Hour | Existing | | Existing + Project | | | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | ICU/Delay | LOS | ICU/Delay | LOS | Change | |
| 1 | Las Virgenes Road and Mureau Road[a] | AM | 0.506 | A | 0.509 | A | +0.003 | No |
| | | PM | 0.641 | B | 0.646 | B | +0.005 | No |
| 2 | Las Virgenes Road and Northbound 101 Freeway Ramps/Rondell Street[b] | AM | 24.0 | C | 24.8 | C | +0.8 | No |
| | | PM | 18.7 | B | 18.8 | B | +0.1 | No |
| 3 | Las Virgenes Road and Southbound 101 Freeway Ramps[b] | AM | 11.5 | B | 11.6 | C | +0.1 | No |
| | | PM | 21.1 | C | 22.4 | C | +1.3 | No |
| 4 | Las Virgenes Road and Agoura Road[a] | AM | 0.610 | B | 0.613 | B | +0.003 | No |
| | | PM | 0.599 | A | 0.603 | B | +0.004 | No |
| 5 | Lost Hills Road and Agoura Road[a] | AM | 0.501 | A | 0.504 | A | +0.003 | No |
| | | PM | 0.601 | B | 0.602 | B | +0.001 | No |

*Source: Overland Traffic Consultants, Inc., 2014; See Appendix F for full traffic analysis.*

[a] *Intersections analyzed using ICU volume/capacity ratios*

[b] *Intersections analyzed using HCM Delay seconds per vehicle*

Future traffic volume projections were developed to analyze the traffic conditions after completion of other planned land developments including the proposed project. Ambient growth represents projects being developed outside of the analysis area or projects not currently identified which may add traffic to the area intersections. The ambient growth rate used for the project was based on the SCAG Profile of the City of Calabasas dated May 2013. Growth between years 2000 and 2012 was 10.9% which equates to an average of 0.91% per year (10.9%/12 years = 0.91%/year). This was rounded to 1% per year.

The future cumulative analysis includes other development projects located within the study area that are either under construction or planned. As part of this analysis, the related project information was obtained from the City of Calabasas and Los Angeles County and is detailed in the traffic analysis in Appendix F. Future analysis includes worst case assumptions of traffic generation (all projects being constructed) and does not incorporate intersection improvements proposed and required by any of the other cumulative projects. The future cumulative traffic conditions without the proposed project at study area intersections are shown in Table 18.

**Table 18**
**Future Cumulative Traffic Conditions without Project**

| No. | Intersection | Peak Hour | Existing | | Future (2016) without Project | | |
|---|---|---|---|---|---|---|---|
| | | | ICU/Delay | LOS | ICU/Delay | LOS | Growth |
| 1 | Las Virgenes Road and Mureau Road[a] | AM | 0.506 | A | 0.518 | A | +0.012 |
| | | PM | 0.641 | B | 0.676 | B | +0.035 |
| 2 | Las Virgenes Road and Northbound 101 Freeway Ramps/Rondell Street[b] | AM | 24.0 | C | 28.5 | C | +4.5 |
| | | PM | 18.7 | B | 19.4 | B | +0.7 |
| 3 | Las Virgenes Road and Southbound 101 Freeway Ramps[b] | AM | 11.5 | B | 12.8 | B | +1.3 |
| | | PM | 21.1 | C | 24.2 | C | +3.1 |
| 4 | Las Virgenes Road and Agoura Road[a] | AM | 0.610 | B | 0.693 | B | +0.083 |
| | | PM | 0.599 | A | 0.734 | C | +0.135 |
| 5 | Lost Hills Road and Agoura Road[a] | AM | 0.501 | A | 0.517 | A | +0.016 |
| | | PM | 0.601 | B | 0.631 | B | +0.030 |

*Source: Overland Traffic Consultants, Inc., 2014; See Appendix F for full traffic analysis.*
*[a] Intersections analyzed using ICU volume/capacity ratios*
*[b] Intersections analyzed using HCM Delay seconds per vehicle*

The study area intersections are projected to operate within acceptable LOS during the peak hours for future (2016) + project traffic conditions, as shown in Table 19.

**Table 19**
**Future Cumulative Traffic Conditions with Project**

| No. | Intersection | Peak Hour | Future (2016) without Project | | Future (2016) with Project | | | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | ICU/Delay | LOS | ICU/Delay | LOS | Change | |
| 1 | Las Virgenes Road and Mureau Road[a] | AM | 0.518 | A | 0.521 | A | +0.003 | No |
| | | PM | 0.676 | B | 0.681 | B | +0.005 | No |
| 2 | Las Virgenes Road and Northbound 101 Freeway Ramps/Rondell Street[b] | AM | 28.5 | C | 29.7 | C | +1.2 | No |
| | | PM | 19.4 | B | 19.7 | B | +0.3 | No |
| 3 | Las Virgenes Road and Southbound 101 Freeway Ramps[b] | AM | 12.8 | B | 13.2 | B | +0.4 | No |
| | | PM | 24.2 | C | 26.1 | C | +1.9 | No |
| 4 | Las Virgenes Road and Agoura Road[a] | AM | 0.693 | B | 0.698 | B | +0.005 | No |
| | | PM | 0.734 | C | 0.738 | B | +0.004 | No |
| 5 | Lost Hills Road and Agoura Road[a] | AM | 0.517 | A | 0.518 | A | +0.001 | No |
| | | PM | 0.631 | B | 0.631 | B | +0.000 | No |

*Source: Overland Traffic Consultants, Inc., 2014; See Appendix F for full traffic analysis.*
*[a] Intersections analyzed using ICU volume/capacity ratios*
*[b] Intersections analyzed using HCM Delay seconds per vehicle*

As shown in Tables 18 and 19, all five study intersections are currently operating at LOS C or better during the peak hours. The forecast change in operations during the AM and PM peak hours in comparing the existing to existing plus project conditions and the project to future plus cumulative conditions are determined to be less than significant at all five study intersections.

Therefore, project-related and cumulative traffic impacts would be less than significant based on the City of Calabasas intersection impact threshold criteria

***LESS THAN SIGNIFICANT IMPACT***

*b) Would the project 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?*

*f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?*

The Congestion Management program (CMP) was adopted to monitor regional traffic growth and related transportation improvements. The CMP designated a transportation network including all state highways and some arterials within the County to be monitored by of local jurisdictions. If LOS standards deteriorate on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the program. Local jurisdictions found to be in nonconformance with the CMP risk the loss of state gas tax funding.

For purposes of the CMP LOS analysis, an increase in the freeway volume by 150 vehicles per hour during the AM or PM peak hours in any direction requires further analysis. A substantial change in freeway segments is defined as an increase or decrease of 2% in the demand to capacity ratio when at LOS F. For purposes of CMP intersections, an increase of 50 vehicles or more during the AM or PM peak requires further analysis. The intersection of Pacific Coast Highway (PCH) and Malibu Canyon is the nearest CMP intersection. This intersection is approximately 10 miles from the project site. It is anticipated that less than eight vehicle trips would be passing through the intersection during peak hours and the proposed project's traffic impact would not exceed the CMP intersection threshold.

The proposed project may add approximately 12 single direction freeway trips in the project area 101 Freeway during the peak hours. This is below the CMP significance thresholds of 150 vehicles per hour for a potential significant freeway impact. As demonstrated in Table 20, no significant cumulative freeway traffic impact would occur. Therefore, project-related traffic impacts to the CMP would be less than significant.

The proposed project would be limited to site-specific improvements and would not damage the performance or safety of any public transit, bikeway or pedestrian facilities. Conversely, the proposed project would maintain the quality of the pedestrian environment with landscaping along Las Virgenes Road and a pedestrian path from the proposed hotel entrance to the bus stop on Las Virgenes Road. Public transportation in the project area is provided by the City of Calabasas, Metro and the LADOT. Calabasas Public Transportation provides shuttle service via routes 1, 2, and 5, and trolley service. Line 1 operates throughout the City of Calabasas seven days a week. Metro provides transit service between Warner Center and the Thousand Oaks Transit Center via Route 161 with direct service to the site as it travels along Las Virgenes Road. LADOT provides the Commuter Express line 423 connecting Newbury Park, Thousand Oaks, Agoura Hills, Calabasas, Woodland Hills and Encino with downtown Los Angeles. An existing transit stop is provided directly in front of the project site on the north east side of the

intersection of Las Virgenes Road and Rondell Street. Transit facilities include a bench, shade cover, transit signs and trash receptacle.

The proposed project would generate approximately 1,038 weekday daily trips, including 67 A.M. peak hour trips and 76 P.M. peak hour trips. Per CMP (2004) guidelines, person trips can be estimated by multiplying the total trips generated by 1.4. The trips assigned to transit may be calculated by multiplying the person trips generated by 3.5%. The proposed project would generate approximately 51 daily, 3 AM peak hour, and 4 PM peak hour daily trips. The proposed project would incrementally increase ridership, but would not adversely affect the current ridership of the transit services in the area.

The proposed project includes seven bicycle parking spaces. Sidewalks are provided along all key roadways in the project site vicinity and pedestrian crosswalks with walk lights are provided at signalized intersections in the project area. The project would also designate 6 parking spaces for the transit stop along Las Virgenes Road. The project would have no impact with respect to adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, and would not otherwise substantially reduce the performance or safety of such facilities.

***LESS THAN SIGNIFICANT IMPACT***

## Table 20
## Freeway CMP Analysis

| Location | Time Period | Freeway Capacity | Existing 2014 | | | Future (2016) without Project | | | Added Project Traffic | Future (2016) with Project | | | Impact | Significant? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Volume | D/C | LOS | Volume | D/C | LOS | | Volume | D/C | LOS | | |
| Ventura Freeway | Daily | | 192,500 | | | 196,389 | | | 156 | 196,545 | | | | |
| | Peak Hour | 20,000 | 14,700 | 0.735 | D | 14,997 | 0.750 | C | 12 | 15,009 | 0.750 | C | 0.0% | No |
| **Location** | **Time Period** | **Freeway Capacity** | **Existing 2014** | | | **Future (2030) without Project** | | | **Added Project Traffic** | **Future (2030) with Project** | | | **Impact** | **Significant?** |
| | | | **Volume** | **D/C** | **LOS** | **Volume** | **D/C** | **LOS** | | **Volume** | **D/C** | **LOS** | | |
| Ventura Freeway | Daily | | | | | 223,300 | | | 156 | 223,456 | | | | |
| | Peak Hour | 20,000 | | | | 17,052 | 0.853 | D | 12 | 17,064 | 0.853 | D | 0.0% | No |

*Source: Overland Traffic Consultants, Inc., 2014; See Appendix F for full traffic analysis.*

*Note: D/C = demand over capacity*

*c) Would the project 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?*

Van Nuys Airport is the airport nearest to the project site, approximately 12 miles northeast. Implementation of the proposed project would have no effect on air traffic patterns, including either an increase in traffic levels or a change in location that results in safety risks. No impact would occur.

***NO IMPACT***

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

*e) Would the project result in inadequate emergency access?*

The project does not include any design features or incompatible uses that would increase traffic hazards. As a condition of project approval, the project would be required to provide adequate emergency access, based on Article III of the City Development Code, which includes specific site planning and project design standards intended to address such issues as traffic hazards and emergency access. In addition, the project would be subject to the LACFD and LASD review, prior to approval, to ensure that access needs are met. The project would not affect existing pedestrian facilities or conflict with adopted policies plans or programs regarding public transit. As such, impacts relating to traffic hazards and emergency access would be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVII. UTILITIES AND SERVICE SYSTEMS** | | | | |
| -- Would the project: | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | ☐ | ☐ | ■ | ☐ |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ■ | ☐ |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ■ | ☐ |

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

*a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

*b) Would the project 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?*

*e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Wastewater generated in Calabasas is treated at the Tapia Water Reclamation Facility (TWRF), operated by Las Virgenes Municipal Water District (LVMWD). The TWRF has a capacity of 16 million gallons per day (mgd) and currently treats an average of 9.5 mgd (LVMWD, 2011). Therefore, there is a surplus capacity of 6.5 mgd. Wastewater generation factors from the City of Los Angeles CEQA Thresholds Guide were used to estimate the proposed project's wastewater generation. As shown in Table 21, the proposed project would generate about 16,510 gallons of wastewater per day (0.017 mgd).

**Table 21**
**Projected Wastewater Generation**

| Land Use | Units | Wastewater Generation Factor | Total Wastewater Flow (Gallons Per Day) |
|---|---|---|---|
| Hotel | 127 rooms | 130 gpd/room | 16,510 |

*gpd = gallons per day  sf = square feet*
*Source: City of Los Angeles, CEQA Thresholds Guide Document, 2006.*

Wastewater generated by the proposed project would account for approximately 0.3% of the Tapia Water Reclamation Facility's available treatment capacity. Therefore, impacts related to wastewater treatment would be **less than significant** and further analysis of these issues is not warranted.

***LESS THAN SIGNIFICANT IMPACT***

*c) Would the project 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?*

As discussed in Section IX, *Hydrology and Water Quality*, the project site currently consists of pervious surfaces. The area of impervious surface would increase with the proposed project. Stormwater drainage in the County is provided by a network of regional drainage channels and local drainage facilities. Surface water is deposited into regional channels, which are owned and maintained by the County. The proposed project would be required to comply with the Los Angeles County Areawide MS4 permit, which requires that the amount of runoff from the site must be the same before and after construction of a project. The proposed project would include a drainage basin to capture the difference between pre- and post-project flows; therefore, the proposed project would not increase peak runoff into the storm drain system. The on-site storm drain system would be designed, installed, and maintained per County of Los Angeles Department of Public Works standards. Because the project would be required to include site drainage systems meeting standards and provisions set forth by the City of Calabasas and the County of Los Angeles, impacts would be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

*d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

The Las Virgenes Municipal Water District (LVMWD) provides water service in Calabasas. The reliability of the LVMWD's water supply is currently dependent on the reliability of its imported water supplies, which are managed and delivered by the Metropolitan Water District of Southern California (MWD). As shown in Table 22, the proposed project would generate demand for about 19,812 gallons of water per day or 22 acre-feet per year.

**Table 22**
**Project Water Demand**

| Land Use | Units | Demand Factor | Demand (Gallons Per Day) | Demand (Acre-Feet Per Year) |
|---|---|---|---|---|
| Hotel | 127 rooms | 156 gpd/room | 19,812 | 22 |

*gpd = gallons per day*

*One acre-foot = 325,850 gallons*

*Source: City of Los Angeles, CEQA Thresholds Guide Document, 2006.*

*Water demand is assumed to be 120% of wastewater generation, as shown in Table 21, in order to account for landscape irrigation.*

Table 23 compares LVMWD water supplies to forecast demand under normal year conditions and multiple dry years based on the LVMWD's 2010 Urban Water Management Plan. The LVMWD has sufficient water supplies to meet forecast demand for the normal year as well as dry years 1, 2, and 3 of a multiple dry year scenario.

**Table 23**
**LVMWD Water Supply and Demand in Normal Year and Single and Multiple Dry Years (Acre Feet)**

| **Normal Year** | **2015** | **2020** | **2025** | **2030** | **2035** |
|---|---|---|---|---|---|
| Supply Totals | 46,553 | 49,591 | 54,434 | 54,163 | 52,845 |
| Demand Totals | 28,829 | 28,219 | 30,280 | 32,304 | 33,252 |
| Reserves (Supply – Demand) | 17,724 | 21,372 | 24,154 | 21,859 | 19,953 |
| **Multiple Dry Year No. 1** | **2015** | **2020** | **2025** | **2030** | **2035** |
| Supply Totals | 34,132 | 35,979 | 38,479 | 39,498 | 39,384 |
| Demand Totals | 33,981 | 33,261 | 35,690 | 38,077 | 39,193 |
| Reserves (Supply – Demand) | 152 | 2,718 | 2,788 | 1,421 | 190 |
| **Multiple Dry Year No. 2** | **2015** | **2020** | **2025** | **2030** | **2035** |
| Supply Totals | 33,986 | 36,484 | 38,973 | 39,730 | 39,615 |
| Demand Totals | 33,837 | 33,747 | 36,168 | 38,300 | 39,423 |
| Reserves (Supply – Demand) | 149 | 2,737 | 2,806 | 1,430 | 191 |
| **Multiple Dry Year No. 3** | **2015** | **2020** | **2025** | **2030** | **2035** |
| Supply Totals | 33,839 | 36,988 | 39,468 | 39,961 | 39,846 |
| Demand Totals | 33,693 | 34,233 | 36,645 | 38,523 | 39,653 |
| Reserves (Supply – Demand) | 147 | 2,755 | 2,823 | 1,438 | 192 |

*Source: Las Virgenes Municipal Water District, 2010 Urban Water Management Plan, June 2011.*

The proposed project would generate demand for about 22 acre-feet of water per year. The proposed project is consistent with the level of development that was anticipated for the project

site under the 2030 General Plan and the LVMWD 2010 UWMP water demand forecasts account for growth anticipated under the 2030 General Plan. Consequently, the increase in water demand associated with the proposed project can be accommodated with existing and planned supplies.

Due to the current state-wide drought, the State Water Resources Control Board (SWRCB) adopted new water conservation regulations (Resolution 2014-0038) in July 2014, including select prohibitions for all water users and required actions for all water agencies. On April 1, 2015, Governor Brown issued Executive Order B-29-15, which ordered the SWRCB to impose restrictions to achieve a statewide 25% reduction in potable urban water usage through February 28, 2016. Executive Order B-29-15 states that "these restrictions will require water suppliers to California's cities and towns to reduce usage as compared to the amount used in 2013" (State of California, Executive Order B-29-15, April 2015). The SWRCB adopted an emergency conservation regulation in accordance with the Governor's directive on May 5, 2015, the provisions of which went into effect on May 18, 2015 (SWRCB, June 2015). According to SWRCB data, the LVMWD must cut its water usage by 36% (State Water Resources Control Board, June 11, 2015).

In response to the drought, the LVMWD has adopted a number of water conservation measures. Measures include restricting outdoor irrigation to two days a week and prohibiting irrigation between 10 A.M. and 5 P.M and during or within 24 hours of rainfall. Irrigation runoff into streets, gutters, or other adjacent properties is also prohibited, as is the washing down of sidewalks and driveways. Additional measures include requiring a trigger nozzle for home car washing and requiring fountains and water features to use a recirculating system. Lastly, hotels and motels must give multi-night guests the option to reuse towels and linens during their stay to cut down on water used by washing machines. Violations of water conservation measures may be subject to a fine ranging from $100 for the second violation to $500 for the fourth violation by the LVMWD. For the fifth violation, LVMWD may terminate service to a property or install a flow restriction device.

Additionally, in response to the need for greater water-use efficiency and to encourage water use reduction during droughts, LVMWD is developing a "budget-based water rate" billing structure that provides each customer with a personalized water budget designed to meet their specific indoor and outdoor water needs. The new program will replace the District's existing "fixed tier" rate structure in 2016.

Despite the current drought conditions, the increase in water demand associated with the proposed project can be accommodated with existing and planned supplies. The proposed project would be required to comply with any existing or future restrictions on water use that the LVMWD implements, which may include additional restrictions on landscape irrigation and promotion of non-potable water use, such as grey water, as described in SWRCB's Resolution 2014-0038. The proposed project would also be subject to the LVMWD's budget-based water rate billing structure, which is designed to encourage water use reductions. Impacts to water supply would, therefore, be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

*f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

*g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

The Calabasas Sanitary Landfill, located adjacent to U.S. Highway 101 on Lost Hills Road, would receive solid waste generated by the proposed project. The total capacity of the Calabasas Landfill is 69.3 million cubic yards and its remaining capacity is approximately 18.1 million cubic yards (CalRecycle, SWIS, 2014). An average of 581 tons of waste is deposited in the landfill daily, with a permitted maximum daily capacity of 3,500 tons per day (CalRecycle, 2013 Landfill Summary Tonnage Report, 2014). Thus, the average daily surplus is 2,919 tons per day. As shown in Table 24, the proposed project would generate about 508 pounds, or 0.3 tons, of solid waste per day before mandated diversion.

**Table 24**
**Project Solid Waste Generation**

| Land Use | Area | Generation Factor | Solid Waste Generated (lbs/day) | Solid Waste Generated (tons/day) |
|---|---|---|---|---|
| Hotel | 127 rooms | 4 lbs/room/day | 508 | 0.3 |

** Note solid waste generated as shown herein does not include mandated diversion requirements.*

*sf = square feet*

*Source: CalRecycle, 2013. http://www.calrecycle.ca.gov/wastechar/wastegenrates/Residential.htm, http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/Commercial.htm, http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/Service.htm.*

The proposed project would be subject to federal, state, and local regulations related to solid waste, recycling, and water conservation, including the City's 75% waste diversion rate goal, which would reduce the total amount generated to about 127 pounds per day or 0.06 tons per day. The Calabasas Landfill has a surplus of 2,919 tons per day, which the proposed project would reduce by 0.002%. Therefore, the landfill has adequate capacity to serve the proposed project. Impacts would be less than significant.

***LESS THAN SIGNIFICANT IMPACT***

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

*a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

As discussed under Section IV, *Biological Resources*, and Section V, *Cultural Resources*, implementation of the proposed project would have a less than significant impact on cultural resources and a potentially significant impact to wildlife corridors unless mitigation is incorporated. Implementation of mitigation measures BIO-1 and BIO-2 would reduce impacts to biological resources to a less than significant level.

***LESS THAN SIGNIFICANT IMPACT***

*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)?*

As described in the discussion of environmental checklist Sections I through XVII, the project would have no impact or a less than significant impact with respect to all environmental issues. Cumulative impacts of several resource areas have been addressed in the individual resource sections above: Aesthetics, Air Quality, Biological Resources, Greenhouse Gases, Utilities and Service Systems (water supply and solid waste), and Transportation/Traffic (See CEQA Guidelines Section 15064(h)(3)). Some of the other resource areas (agricultural and mineral) were determined to have no impact in comparison to existing conditions and therefore would not contribute to cumulative impacts. The Canyon Oaks project located south of the proposed project may affect other resource areas, however, these cumulative impacts were considered in the context of biological resources. As such, cumulative impacts would be less than significant (not cumulatively considerable).

***LESS THAN SIGNIFICANT IMPACT***

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in the preceding sections, the proposed project would not result, either directly or indirectly, in adverse hazards related to air quality, hazardous materials or noise. Compliance with applicable rules and regulations would reduce potential impacts on human beings to a less than significant level.

***LESS THAN SIGNIFICANT IMPACT***

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~~Willdan Engineering and GeoSoils Consultants, Inc., Response to City of Calabasas Review Letter, Rondell Oasis Hotel, February 5, 2015.~~

## Persons Contacted

Buck, Lorraine, Planning Analyst, Los Angeles County Fire Department, contacted on March 10, 2015.

Beder, Kelly, Business Services, Las Virgenes Unified School District, contacted on March 10, 2015.

Davoren, Patrick S., Captain Malibu/Lost Hills Station, County of Los Angeles Sheriff's Department, letter dated June 11, 2015.

# Mitigation Monitoring and Reporting Program

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# MITIGATION MONITORING AND REPORTING PROGRAM

CEQA requires adoption of a reporting or monitoring program for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The Mitigation Monitoring and Reporting Program (MMRP) is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Initial Study-Mitigated Negative Declaration (IS-MND), specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the MMRP.

The IS-MND included only two mitigation measures to address potential impacts related to biological resources. The following table will be used as the checklist to determine compliance with these measures.

| Mitigation Measure/Condition of Approval | Monitoring Action Required | When Monitoring to Occur | Monitoring Frequency | Agency or Party Responsible For Monitoring | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| ***BIOLOGICAL RESOURCES*** | | | | | | | |
| **BIO-1 Nesting Birds.** If vegetation clearing or other soil disturbance is to be initiated during the bird breeding season (February 1 through August 31), pre-construction/grading surveys shall be conducted by a qualified biologist. Surveys shall be conducted no more than one to two weeks prior to the initiation of clearance/construction work. If any active *non-raptor* bird nests are found, a suitable buffer area (varying from 250-300 feet), depending on the particular species found, shall be established from the nest, and that area shall be avoided until the nest becomes inactive (vacated). If any active *raptor* bird nests are found, a suitable buffer area of typically 250-500 feet from the nest shall be established, and that area shall be avoided until the nest becomes inactive (vacated). The limits of construction to avoid a nest shall be established in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the sensitivity of the area by a qualified biologist hired by the project proponent and endorsed by the City of Calabasas. Encroachment into buffers around active nests must be conducted at the discretion of a qualified biologist. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and federal laws pertaining to the protection of nesting birds. Prior to the completion of construction, the applicant shall submit the above referenced documentation to the Community Development Director. | If initial ground disturbing activities occur during the breeding bird nesting season, then a qualified biologist shall perform a nesting bird survey with results submitted to the City. If active bird nests are located during the pre-construction survey and could be impacted, field verify buffer zones. | Survey prior to issuance of grading permits; Field verification prior to grading. | Survey once prior to issuance of grading permits; Field verification periodically during construction. | City of Calabasas Community Development Department. | | | |

| Mitigation Measure/Condition of Approval | Monitoring Action Required | When Monitoring to Occur | Monitoring Frequency | Agency or Party Responsible For Monitoring | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| **BIO-2 Sound Restrictions.** Sound amplification equipment shall be shielded from open space areas to reduce effects on wildlife movement. Sound levels shall not exceed an equivalent noise level (Leq) of 65 dBA as measured at the edge of the project site. | Verification of sound amplification equipment shielding. | Prior to issuance of occupancy permits. | Once prior to issuance of occupancy permits. | City of Calabasas Community Development Department. | | | |

# Response to Comments on the Draft IS-MND

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# RESPONSES to COMMENTS on the DRAFT IS-MND

This section includes comments received during the circulation of the Draft Initial Study and Mitigated Negative Declaration (IS-MND) prepared for the Rondell Oasis Hotel Project.

The Draft IS-MND was circulated for a 30-day public review period that began on November 4, 2015 and concluded on December 4, 2015. The City received 104 comment letters on the Draft IS-MND. The commenter and the page number on which each commenter's letter appears are listed below.


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The comment letters included herein were submitted by public agencies and private citizens or groups. Responses to written comments received have been prepared to address the environmental concerns raised by the commenters and to indicate where and how the Draft IS-MND addresses pertinent environmental issues.

Any changes made to the text of the Draft IS-MND correcting information, data or intent, other than minor typographical corrections or minor working changes, are noted in the Final IS-MND as changes from the Draft IS-MND. Where a comment results in a change to the Draft IS-MND text, a notation is made in the response indicating that the text is revised. Changes in text are signified by strikeouts (~~strikeouts~~) where text is removed and by underlined font (<u>underlined font</u>) where text is added.

Each comment letter has been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates that the response is for the first issue raised in comment Letter 1).

## Global Responses

Many comments that the City received address similar topics. For these comments, Global Responses have been prepared and are presented below. Throughout the Responses to Comments, when comments pertain to these topics, the reader is directed to the Global Response, with supplemental responses also provided in response to specific comments as warranted.

Global Response 1: Appropriate CEQA Document

A number of commenters state that an Initial Study-Mitigated Negative Declaration (IS-MND) is not the appropriate CEQA document for the proposed project and that an Environmental Impact Report (EIR) should be required instead, in part because it would require public outreach.

The determination of what level of CEQA document is required for a proposed project depends on the results of an Initial Study, which involves answering a series of questions contained in an environmental checklist that considers 18 areas of potential impacts that a project may have on the environment.

The City conducted an Initial Study for the project and, based on the Initial Study, determined that the only potentially significant impact associated with the project is in the area of biological resources. The Initial Study then determined that mitigation could reduce the potentially significant impact to below a level of significance. Pursuant to California Government Code Section 21080(c)(2),because all project impacts were found to be either less than significant or less than significant with mitigation incorporated, an MND is the appropriate document under CEQA. Furthermore, none of the submitted comments substantiate that any other area of impact would be significant in accordance with CEQA. Pursuant to California Government Code Section 21082.2(b), "The existence of public controversy over the environmental effects of a project shall not require preparation of an environmental impact report if there is no substantial evidence in light of the whole record before the lead agency that the project may have a significant effect on the environment."

An EIR would have been required only if the Initial Study found evidence that a project impact would or may be significant and that mitigation was not available to reduce that impact to below a level of significance. An EIR would then analyze a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives (CEQA Guidelines Section 15126.6). An alternative analysis is not required in this case because the proposed project's impacts were found to be less than significant.

Among their responsibilities, the City's Planning Commission and City Council will review the Initial Study to determine if environmental impacts were appropriately identified in the Initial Study, and subsequently evaluated and mitigated in the MND. Neither the Planning Commission nor the City Council has yet reviewed or acted on the proposed project and their

review and evaluation of the project will include a full consideration of the Initial Study and MND.

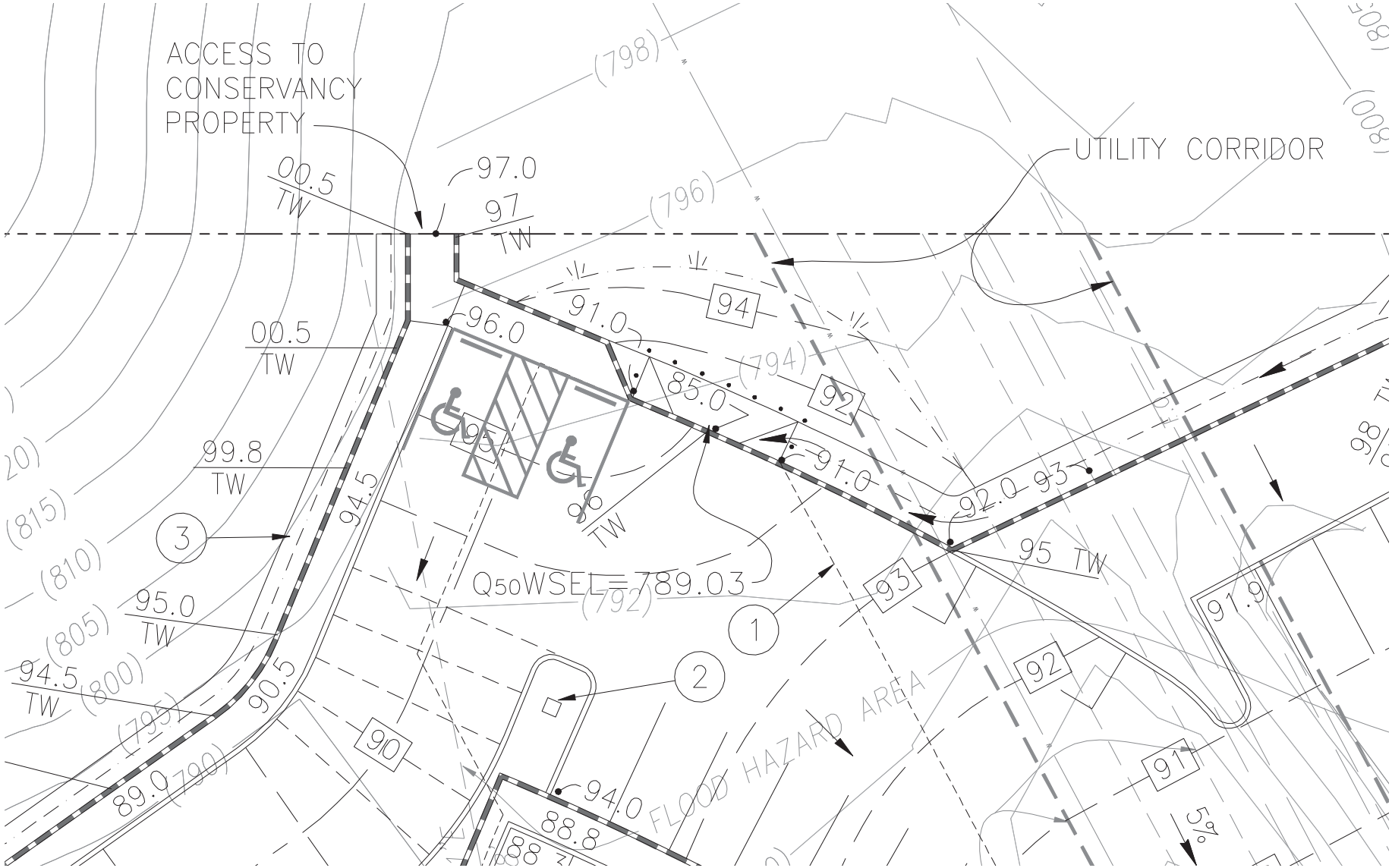
It should be noted that, like an EIR, a MND requires public outreach. The Draft IS-MND was circulated for a 30-day comment period and a public hearing before the Planning Commission meeting is tentatively scheduled for February 2016. Information about the project has been and continues to be available on the City's website at http://www.cityofcalabasas.com/projects/rondell-oasis-hotel.html.

Global Response 2: Juan Bautista de Anza National Historic Trail Access and Parking

A number of commenters state concerns that the project would block access to the Juan Bautista de Anza National Historic Trail (the "Anza Trail") and the New Millennium Trail. Additionally, commenters stated that the project would eliminate an existing parking area at the western terminus of the trail and potentially lead to conflict between trail users and the hotel; provide insufficient and inadequate parking for trail users, especially large equestrian trailers; and block access to the trail for equestrians and bicyclists by locating stairs between the designated parking area and the trail access. Some commenters also state concerns that the trail access improvement would not be ADA compliant; however, access to the Anza Trail from the parking lot has been redesigned to include an ADA compliant ramp, rather than stairs (see Figure RTC-1).

As noted in the National Park Service's December 4, 2015 comment letter (see Letter 1), the trail adjacent to the project site is an associated recreation retracement route of the Juan Bautista de Anza National Historic Trail. As noted in Letter 1 and the Juan Bautista de Anza National Historic Trail Comprehensive Management and Use Plan and Final Environmental Impact Statement (1996), recreational retracement route segments "parallel the historic route to provide the potential for a continuous recreational and commemorative trail." The Anza Trail historic corridor that was travelled by the Anza expedition is located a quarter mile west of the project site, across Las Virgenes Road.

As shown on Figure 3 of the Draft IS-MND, the proposed hotel would not block access or relocate the existing trailhead to the Anza Trail. The hotel development would be concentrated in the southern area of the project site and trail access would continue to be located near the northern area of the project site connecting Rondell Street to the existing trailhead. The project would improve the trailhead with trash, dog waste, and recycling receptacles, but would not relocate or block the trailhead. Currently, trail users accessing the trail from its western terminus near Las Virgenes Road park on the privately-owned project site and City-owned Rondell Street. Currently, no right of entry or easement exists across the private lot between the public roads and the trail at this location. The project will provide legal access for the public through the project site in order to access the trail. Furthermore, the project includes five dedicated trail head parking spaces located immediately adjacent to the trail, while six dedicated transit spaces would be located near the project entrance. Dedicated parking is indicated on the project's site plan (see Figure 3 of the Draft IS-MND) and would be a condition of approval for the project. Trail users could utilize both dedicated parking locations for a total of eleven dedicated parking spots for non-hotel use. In addition, Overland Traffic Consultants prepared a Parking Demand Study in December 2015 to evaluate the future parking demand at




Source: Nadel Residential & Commercial, Inc., January 2015

Design Sketch: Trailhead ADA Parking

Figure RTC-1

the project site during a typical weekday and weekend (see Appendix G in the Final IS-MND). The estimated future peak parking demand was determined using parking studies provided by the Urban Land Institute (ULI) and the Institute of Transportation Engineers (ITE). As shown in Table 4 of the Parking Demand Study, it was determined that the peak parking demand by the project would be 133 parking spaces occurring on weekday evenings and 123 spaces on weekends. The project would include 151 parking spaces; therefore, at peak parking demand for hotel users there would be 18 spaces during the week and 28 spaces during the weekend available for the public. Lastly, between 7 a.m. and 8 p.m. during the week when trail and transit-parking use would occur, parking demand for hotel use range from 99 to 127 spaces and would average 109 spaces per hour. Therefore, parking available for trail users and transit would range from 24 to 52 spaces and would average at 42 spaces per hour. Parking would be available for trail and transit users beyond the eleven dedicated spaces proposed by the project and conflict between trail users and the proposed hotel is not anticipated.

The City of Calabasas has a Trails Master Plan, which provides a blueprint for the development of community trails. The Anza Trail is identified as a multi-use trail in the Trails Master Plan. However, although commenters state concerns that parking would be insufficient for large groups and equestrians, the City's Trails Master Plan does not require trailheads to include a specific number or type of parking. In fact, the Master Plan states that trailheads may consist of only one or two parking spaces and "Where greater use is expected, additional improvements can be provided. In addition to automobile parking, a staging area may provide horse trailer and bicycle parking, restrooms, trash receptacles, drinking fountains, trailhead signs and maps" (page 19 of the Trails Master Plan). Therefore, the project's trailhead parking and access is consistent with the Trails Master Plan and the proposed parking lot would enhance parking as compared to current conditions. The Trails Master Plan contemplates a variety of trailhead types and improvement levels. The proposed trailhead is consistent with this as it provides parking, transit access, and walking, bicycling, and ADA-compliant access to the trail from Rondell Street and from the designated parking, significantly improving the trail access over its current condition. It is also important to note that the main trailhead for the Anza Trail is located at the western terminus near Calabasas Road. According to the June 23, 2004 staff report and Grant Service Agreement that authorized construction of the trail, parking was planned for this trail at the western terminus of Calabasas Road, not at the Las Virgenes Road. Additionally, the staff report recognized that a portion of the trail near Las Virgenes Road would traverse private property and that Mountains Restoration Trust would work to obtain grants of right to allow access to the trail. The proposed project fulfills this goal by providing legal access, in the form of an easement, to allow the public to access the trail through the project site. Moreover, parking capacity is not an issue that is considered as a potential environmental impact under CEQA. Nevertheless, commenters' concerns about trail parking and access have been forwarded to City decision makers for their consideration.

<u>Global Response 3: Project Consistency with Plans</u>

A number of commenters state concerns that the project is inconsistent with the City's General Plan, the Scenic Corridor Design Guidelines, and the Las Virgenes Gateway Master Plan and Design Guidelines.

The project's consistency with applicable plans, including the General Plan, the Scenic Corridor Design Guidelines, and the Las Virgenes Gateway Master Plan and Design Guidelines is discussed in Section I, *Aesthetics*, and Section X, *Land Use and Planning*, of the Draft IS-MND. The Las Virgenes Gateway Master Plan and the Las Virgenes Road Corridor Design Plan, both adopted in 1998, are companion documents. The Gateway Master Plan provides direction on the planned development or redevelopment of private properties along Las Virgenes Road, while the Corridor Design Plan focuses on the desired appearance and functionality of the public realm, including the roadway, sidewalks, street lighting and furnishings, and landscaping. In general, these plans call for the integration of the project site with the mix of uses along Agoura Road and Las Virgenes Road. Adoption of the proposed project would locate a commercial use adjacent to existing commercial uses fronting Las Virgenes Road. The Draft IS-MND determined that the project is designed to conform to the City of Calabasas 2030 General Plan, which specifically envisioned a mix of business and retail uses constructed within the project site (Figure IX-2 of the Calabasas 2030 General Plan).

The Las Virgenes Gateway Master Plan effort identified a vision of the Las Virgenes corridor divided into highway oriented uses at the north end adjacent to the freeway, transitioning southerly to commercial and residential zones which decreased in intensity as the corridor moved towards parkland and open space. The project site is identified as ideal for highway and auto oriented commercial land uses, given its proximity to the freeway off and on ramps. The Master Plan also recommends the site for up-zoning under the Las Virgenes Overlay Zone to a more intensive land use consistent with the master plan objectives. Chapter 4 – Land Use of the Las Virgenes Gateway Master Plan states that "Limited retail/highway/auto-oriented development shall be allowed consistent with the General Plan Business-Retail designation and the Commercial, Retail Zone designation. The allowed uses shall include hotel/motel uses…" The proposed hotel is consistent with the allowed uses for the Business-Retail designation, as described in the Las Virgenes Gateway Master Plan. The project would not require a General Plan amendment.

The project site, along with others, was identified as part of a Las Virgenes Gateway "Overlay" zone, with special guidelines applying. Among these is the desire to maintain the natural beauty of the mountains and create a 'gateway' to the western portion of the City through roadway and landscaping enhancements identified in the Las Virgenes Road Corridor design plan and special development standards reinforcing the scenic corridor. Among these standards is a unique height measurement to assure the scenic views of the mountains would be maintained. Chapter 4 – Land Use of the Las Virgenes Gateway Master Plan states, "No development shall be located on the east or west hillside areas along Las Virgenes Road at an elevation that is greater than half the height of the top of ridgeline or backdrop hillside".

The proposed project would not be greater than half the height of the top of the ridgeline and backdrop hillside located east of the project site. As shown in Figure 9a, Sight Line Plan for Section A-A', in the Draft IS-MND, the significant ridgeline located east of the project site is at approximately 1,200 feet above mean sea level (amsl). Las Virgenes Road is at approximately 770 feet amsl along the project frontage near the proposed hotel location. As a result, the midpoint between Las Virgenes Road and the ridgeline is 985 feet amsl (215 feet above Las Virgenes Road). Because the height of the proposed building is approximately 835 feet amsl, the proposed project is 150 feet below the midpoint and meets this requirement.

The Las Virgenes Corridor Road Design also offers specific guidance for roadway improvements for the section of Las Virgenes Road from the freeway to Agoura Road. Acknowledging the heavy traffic volume and auto serving commercial activities along this stretch, the design plan offered specific ideas to meeting the challenge of "maintaining a healthy business environment providing visibility and access to commercial entities, while at the same time reclaim(ing) the street as part of the Calabasas township." The plan includes methods to screen buildings by creating a "tunnel of canopy or street trees and median landscaping." As shown on figures 6, 8a and 8b, the proposed project would expand the areas of Las Virgenes Road dedicated to streetscape landscaping improvements. The proposed improvements would include enhanced entry landscaping and the planting of large specimen trees along the project's Las Virgenes Road frontage and throughout the interior portions of the development area. This is consistent with the objectives and policies contained with the Community Design Element of Calabasas 2030 General Plan, the Scenic Corridor Design Guidelines, and the Las Virgenes Gateway Master Plan and Design Guidelines. As discussed in the Draft IS-MND, the project would create a 1.3-acre open space buffer around the proposed hotel and would also help to preserve the visual character and available scenic views of the surrounding public open space lands, which is also consistent with these plans.

The Las Virgenes Gateway Master Plan also recommends a Park-and-Ride lot with bike lockers for commuters located at Rondell Street on the project site. The City considered purchasing the site and the adjacent parcel to the north in June of 2004. The City's Traffic and Transportation Commission discussed and endorsed the submission of a Metropolitan Transportation Authority (MTA) Call for Projects grant proposal for a Transit Facility/Park-and-Ride Transportation Center. The grant was not awarded and the project was not completed by the City. The City has no plans to construct a Park-and-Ride facility at this location. In lieu of the project site, the City purchased the property located at 23577 Calabasas Road to construct a Park-and-Ride lot in a joint project with Los Angeles County Metro. Nonetheless, the project includes six spaces dedicated to park-and-ride parking within the proposed perpendicular parking to be located along the vacated portion of Rondell Street.

Furthermore, the project was reviewed by the Development Review Committee (DRC) on December 2, 2014 and by the Architectural Review Panel on February 27, 2015, March 27, 2015, April 17, 2015 and April 24, 2015. During its review, the ARP focused on site lines from Las Virgenes Road to the ridgelines and requested that certain portions of the fourth floor be removed in order to preserve those views. The applicant re-designed the fourth floor and the ARP determined that the project as currently proposed is consistent with the design guidelines of the General Plan, the Scenic Corridor Design Guidelines, and the Las Virgenes Gateway Master Plan and Design Guidelines and recommended approval of the current design to the Planning Commission.

<u>Global Response 4: Aesthetic and Cultural Resource Impacts</u>

A number of commenters suggest that the project would negatively affect aesthetics and viewsheds. Commenters also state concerns that the hotel would violate height restrictions and block significant views.

The project's aesthetic impacts are discussed in Section I, *Aesthetics*, of the Draft IS-MND. The Draft IS-MND found that the project's impacts to scenic vistas, scenic resources, visual character, and light and glare would be less than significant largely because the proposed project is adjacent to existing commercial development and the project would not significantly alter the site's natural topography. Concerning significant views, the project would not block views of significant ridgelines (as shown in Figures 9a through 9e, Sight Line Study, in the Draft IS-MND) and views of the project from scenic corridors (the 101 Freeway and Las Virgenes Road) are either already obstructed by intervening urban development or would be screened by ornamental and native landscaping.

The impacts of the proposed project on views from the Anza Trail are described in detail in Section V, *Cultural Resources*, of the Draft IS-MND, which determined that the project would not cause a substantial adverse change in the significance of the Anza Trail. As discussed above under Global Response 2, the trail adjacent to the project site is an associated recreation retracement route of the Juan Bautista de Anza National Historic Trail. The Anza Trail historic corridor that was travelled by the Anza expedition is located a quarter mile west of the project site, across Las Virgenes Road. According to the City's historic resources survey, the trail adjacent to the project site is not eligible for nomination to the National Register of Historic Places, but would be eligible for local historic designation. Due to the topography, portions of the project site would be visible for approximately 900 feet of the 1.4-mile trail, or approximately 12% of the trail (see photos 17 through 19 in Figure 5e of the Draft IS-MND). For the majority of the 900 feet, the proposed hotel would not be visible due to the fact that it is located in the southernmost area of the project site; however, the parking area and trailhead access would be visible. As shown in photos from the trail in Figure 5e, the southwestern view from the trail includes the existing unimproved trail access, the dirt lot used for parking (Rondell Street), the previously graded pads of the project site, overhead utility lines, the 101 Freeway, and commercial uses across Las Virgenes Road. Therefore, the view from the trail currently includes parked cars, the trail access, and commercial development similar to the proposed project. The proposed hotel would not obstruct any existing viewshed from the trail. The project would improve the parking and trail access and although it would intensify commercial development onsite, it would not substantially change the visual character of the area or create a detrimental impact to the trail's eligibility for local historic designation.

As discussed under Global Response 3, Project Consistency with Plans, the City of Calabasas ARP reviewed the proposed project and refined it to minimize its visual impact. Based on ARP and public feedback, a number of elements have been incorporated into the proposed project to reduce visual impacts. With these refinements, the ARP determined that the project as currently proposed is consistent with the design guidelines of the General Plan, the Scenic Corridor Design Guidelines, and the Las Virgenes Gateway Master Plan and Design Guidelines.

The current zoning designation for the project site is Commercial Retail (CR), which allows 35-foot tall buildings; however, more height may be authorized by Development Plan (Section 17.14.020 of the CMC). Therefore, the applicant is requesting a CUP for the hotel use and a Development Plan to construct a 50-foot tall building in compliance with Section 17.62.070 of the CMC. If both of these requested actions are approved, the project would not violate City height restrictions or zoning. As discussed above and in Section I, *Aesthetics*, of the Draft IS-

MND, the height of the proposed hotel would not block views of the significant ridgeline located east of the project site.

Global Response 5: Drought

A number of commenters state concerns about the project's impacts to water supplies, particularly in light of statewide drought conditions.

Current and future water supplies are discussed in detail in Section XVII, *Utilities and Service Systems*, of the Draft IS-MND, which found that the proposed project would have a less than significant impact on water supply. Table 23 of the Draft IS-MND compares current and future water demand for the Las Virgenes Municipal Water District (LVMWD) and compares this demand to current and future LVMWD supply under single and multiple dry years. All information regarding water supply and demand is taken from the LVMWD's most recent Urban Water Management Plan (UWMP). Estimated water demand for the proposed hotel use includes typical operations that require water, such as landscaping and laundry. As shown in the Draft IS-MND, the proposed project would generate demand for about 22 acre-feet of water per year.

The proposed project is consistent with the level of development that was anticipated for the project site under the 2030 General Plan and the LVMWD 2010 UWMP water demand forecasts account for growth anticipated under the 2030 General Plan. Consequently, the increase in water demand associated with the proposed project can be accommodated with existing and planned supplies, despite the current drought conditions. In addition, the proposed project would be required to comply with any existing or future restrictions on water use that the LVMWD implements, which may include additional restrictions on landscape irrigation and promotion of non-potable water use, such as grey water, as described in SWRCB's Resolution 2014-0038. Additionally, the project would be required to comply with the State's Model Water Efficient Landscape Ordinance, which was updated in 2015 and reduces the area that can be planted with high water use plants, such as cool season turf. The proposed project would also be subject to the LVMWD's budget based water rate billing structure, which is designed to encourage water use reductions. Lastly, the LVMWD has not issued a moratorium on development; therefore, the City does not have the authority to cease giving entitlements based on drought conditions.

Global Response 6: Hotel Feasibility

A number of comments question the feasibility of the proposed hotel project.

Pursuant to CEQA Guidelines Section 15131, "Economic or social effects of a project shall not be treated as significant effects on the environment." Therefore, CEQA does not require any analysis of a project's economic viability or feasibility. It is not the purpose of the IS-MND to evaluate the economic effects of the project, except as they relate to physical effects, such as blight. There is no evidence that the proposed project would lead to physical blighting conditions on the project site or elsewhere.

Letter 1

# United States Department of the Interior

Juan Bautista de Anza National Historic Trail
333 Bush Street, Suite 500
San Francisco, CA 94104

IN REPLY REFER TO:

OFFICIAL CORRESPONDENCE BY ELECTRONIC MAIL
NO HARD COPY TO FOLLOW

04 December, 2015

Michael Klein, Planner,
City of Calabasas, Planning Division
100 Civic Center Way
Calabasas, CA 91302
(818) 224-1710, mklein@cityofcalabasas.com

Re: Notice of Intent to adopt a Mitigated Negative Declaration for Rondell Oasis Hotel Project, File No. 140001318

Dear Mr. Klein:

The Juan Bautista de Anza National Historic Trail appreciates the opportunity to review Initial Study – Mitigated Negative Declaration prepared for the proposed Rondell Oasis Hotel Project in Los Angeles County, California. Our comments address potential impacts to the Juan Bautista de Anza National Historic Trail (Anza NHT) and associated recreation retracement route, due to our responsibility to administer, coordinate, preserve and enhance this component of the National Trails System.

The National Park Service (NPS) has a special interest in ensuring the protection of the Juan Bautista de Anza National Historic Trail. Congress, under the National Trails System Act ([NTSA], 16 USC 1241 et. seq.), established the Juan Bautista de Anza National Historic Trail (Anza NHT) in 1990. The Act states that "*National historic trails shall have as their purpose the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment.*" NPS as Administrator of the Anza NHT is charged with implementing this vision in collaboration with other federal, state, and local agency partners such as the City of Calabasas and the Santa Monica Mountains Conservancy.

The project site is located at 26300 Rondell Street in the City of Calabasas along the Ventura Freeway (101) and less than a quarter mile from the Anza Trail historic corridor travelled by the Anza expedition. The project area is directly adjacent to a *high potential 1.5mile loop segment of Anza Trail recreation retracement route*. The loop has been marked as Anza NHT and includes interpretive elements sharing the story of the Anza expedition and the impact on the Spanish settlement of Early California. 1

The Anza NHT supports the proposal to improve the trailhead and access to the Calabasas loop of the Anza NHT, because it improves the user experience and furthers the goal to establish a 1,200 mile recreation retracement route:

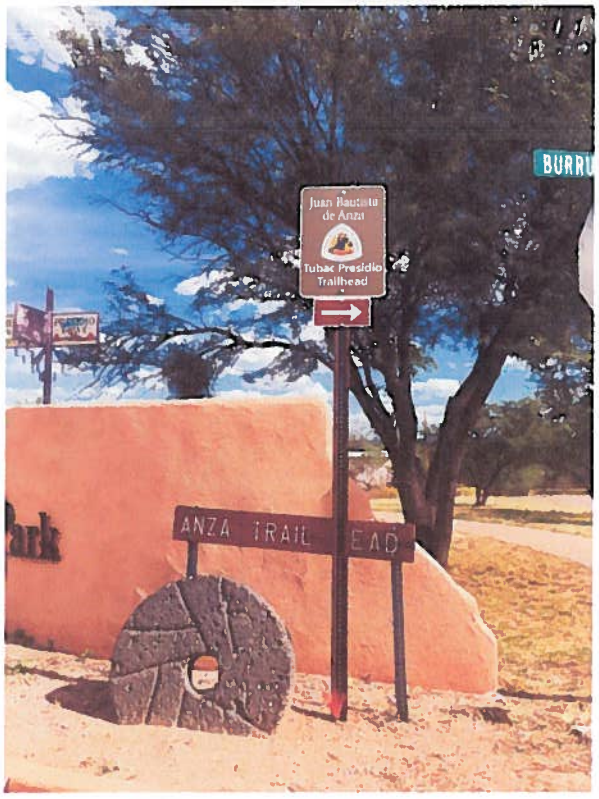
> A recreational retracement route will be marked and interpreted. The trail will be achieved by linking, through a marking program, trails developed by federal, state, and local agencies, trail support groups, landowners, and others. The goal of the recreational trail is to provide a multiuse, non-motorized, off-road, continuous trail from Nogales to San Francisco and around the east bay of San

> Francisco within the historic corridor. Federal components and [non-federal] high potential segments will be key elements of this route. These segments will be linked with trails which parallel the historic route to provide the potential for a continuous recreational and commemorative trail (34, Juan Bautista de Anza National Historic Trail Comprehensive Management and Use Plan and Final EIS, April 1996)

1, cont'd

However, the Anza NHT has concerns about the availability of access to trail users parking on a private lot and the longevity of dedicated parking on site. The Anza NHT would like the developer to specify how parking spaces will be dedicated to the trailhead and if the developer will continue to support equestrian access to the trail.

Additionally, the Anza NHT is concerned that trail users may no longer feel like they can access the trail because of the development. To mitigate this, the Anza NHT requests that the developer coordinate with the NPS to place a sign indicating where the trailhead (parking) is with the insignia of the Anza Trail. Because the 1,200 Anza Trail crosses many jurisdictions and land ownership complexities, the Anza NHT has previously worked with private land owners to place wayfinding or other signs to indicate to users how to appropriate access the trailhead once the site is developed.




Example of a trailhead sign installed in Tubac, Arizona. The new vertical sign will replace the old wooden sign. (NPS)

2

The Anza NHT supports further development of recreation opportunities as appropriate for the natural and cultural resources (including landscape setting) associated with the Anza Trail. We look forward to working with the developers and the hotel on sharing the Anza Trail story and encouraging recreational

use of the nearby trail segment. The Anza NHT has previously worked with hotels to provide simple maps for guests to use the trail and recreate/exercise while travelling. We look forward to partnering with the hotel as appropriate.

2, cont'd

The Anza NHT would also like to request that all official documents produced for the project refer to the Juan Bautista de Anza National Historic Trail by its full name, or Anza Trail for short.

For any clarification of our comments on the Initial Study – Mitigated Negative Response or for further information relevant to the Anza Trail, please contact Naomi Torres, Superintendent, Juan Bautista de Anza National Historic Trail (415) 623-2340 (Naomi_torres@nps.gov) or BriAnna Weldon, Outdoor Recreation Planner, Juan Bautista de Anza National Historic Trail (415) 623-2343 (brianna_weldon@nps.gov).

Sincerely,

BriAnna M. Weldon, Outdoor Recreation Planner
Juan Bautista de Anza National Historic Trail

*Letter 1*

**COMMENTER:** BriAnna M. Weldon, Outdoor Recreation Planner, U.S. Department of the Interior

**DATE:** December 4, 2015

Response 1.1

The commenter supports the proposed improvements to the trailhead for the Anza Trail, but states concern about the availability of access to trail users parking on the private lot and requests information on how parking will be dedicated and whether equestrian access would be supported by the developer.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access.

Response 1.2

The commenter states concern that the project may cause trail users to feel as though they cannot access the trail and recommends placing a trailhead sign in coordination with the National Park Service and providing maps to hotel guests. The commenter also requests that references to the trail either refer to its full name, the Juan Bautista de Anza National Historic Trail, or the "Anza Trail" for short.

These recommendations do not pertain directly to the IS-MND, but have been forwarded to City decision makers for their consideration. References to the Juan Bautista de Anza National Historic Trail have been revised throughout the Final IS-MND per the commenter's request.

Letter 2

RECEIVED
DEC 08
COMMUNITY DEVELOPMEN
PLANNING DEPT

**U.S. Department of Homeland Security**
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052

FEMA

December 2, 2015

Michael Klein, Planner
City of Calabasas
Community Development Department
100 Civic Center Way
Calabasas, California 91302

Dear Mr. Klein:

This is in response to your request for comments regarding the Notice of Intent to adopt a Mitigated Negative Declaration – Rondell Oasis Hotel Project, File No. 140001318 in the City of Calabasas, Los Angeles County, California.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Los Angeles (Community Number 065043) and City of Calabasas (Community Number 060749), Maps revised September 26, 2008. Please note that the City of Calabasas, Los Angeles County, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.

- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any ***development*** must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at http://www.fema.gov/business/nfip/forms.shtm.

**Please Note:**

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Calabasas floodplain manager can be reached by calling Bob Woodward, Plan Checker, at (818) 224-1690. The Los Angeles County floodplain manager can be reached by calling George De La O, Senior Civil Engineer, at (626) 458-7155.

If you have any questions or concerns, please do not hesitate to call Michael Hornick of the Mitigation staff at (510) 627-7260.

Sincerely,

Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:
Bob Woodward, Plan Checker, City of Calabasas
George De La O, Senior Civil Engineer, Los Angeles County
Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources, Southern Region Office
Michael Hornick, NFIP Planner, DHS/FEMA Region IX
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

*Letter 2*

**COMMENTER:** Gregor Blackburn, Federal Emergency Management Agency (FEMA)

**DATE:** December 8, 2015

The commenter requests review of the current effective FEMA maps for the City and summarizes National Flood Insurance Program (NFIP) building requirements for sites within flood zones.

Page 72 of Section IX, *Hydrology and Water Quality*, of the Draft IS-MND states that the project site is in Flood Zone D, an area in which flood hazards are undetermined, but possible, based on FEMA Map No. 06037C1264F revised on September 26, 2008. However, the FEMA Map for the project site was revised on January 6, 2016 and now indicates that the project site is in Flood Zone X, an area of minimal flood hazard. The project site is not in a flood zone; therefore, the NFIP building requirements are not required of the project. Page 72 of the Final IS-MND has been revised as follows:

> The project site is located in Flood Zone X, an area of minimal flood hazard (FEMA Map No. 06037C1264G, revised January 6, 2016). ~~The project site is located in Flood Zone D, an area in which flood hazards are undetermined, but possible (FEMA Map No. 06037C1264F).~~

Letter 3

From: Thogerson, Collette [mailto:collette_thogerson@fws.gov]
Sent: Tuesday, December 15, 2015 11:21 AM
To: Michael Klein
Cc: Melanie Queenlacombe; Lara Drizd
Subject: Rondell Oasis Hotel Project, File No. 140001318 (2016-CPA-0048)

**Rondell Oasis Hotel Project, File No. 140001318**

To: Michael Klein, Planner, City of Calabasas -

We apologize for submitting this information outside of your designated time frame but ask that you consider our comments in your discussion of the proposed hotel. We are concerned that the Rondell Oasis Hotel Project in the City of Calabasas may negatively impact several threatened and endangered species. Three listed plant species are likely to exist within or near the project area: the threatened Agoura Hills dudleya (*Dudleya cymosa* ssp. *agourensis*), endangered Braunton's milkvetch (*Astragalus brauntonii*), and endangered Lyon's penchaeta (*Pentachaeta lyonii*). We recommend that you conduct botanical surveys prior to issuance of the requested permits to ensure that project activities will not directly or indirectly affect these species. If you have any questions, please contact me at the contact information below. Please include the following reference number in any correspondence: 2016-CPA-0048

Sincerely,
Collette Thogerson

---

Collette M. Thogerson, Ph.D.
Assistant Field Supervisor
South Coast Division
U.S. Fish and Wildlife Service
2493 Portola Road, Suite B
Ventura, CA 93003
PHONE: 805/644-1766 ext 345
collette_thogerson@fws.gov

*Letter 3*

**COMMENTER:** Collette Thogerson, U.S. Fish and Wildlife Service

**DATE:** December 15, 2015

The commenter states that three listed species, the Agoura Hills dudleya (*Dudleya cymosa ssp. agourensis*), Braunton's milkvetch (*Astragalus brauntonii*), and Lyon's penchaeta (*Pentachaeta lyonii*) are likely to exist within or near the project site. The commenter recommends that botanical surveys be conducted prior to issuance of permits to ensure that project activities will not directly or indirectly affect these species.

As discussed in Section IV, *Biological Resources*, of the Draft IS-MND, a Rincon Consultants, Inc. Biologist performed a reconnaissance level biological survey on March 6, 2015. The survey did not identify any individuals of Agoura Hills dudleya, Braunton's milkvetch, or Lyon's penchaeta on the project site. None of the species observed during the survey were identified as candidate, sensitive, or special status species in local or regional plans, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Instead, the biological resources observed on-site are typical of those found on properties with a disturbance history. The project site was largely disturbed in the 1980s, when the site was graded to create a roadway, flat building pads, retaining walls and drainage features.

Rare plant surveys were conducted in April and July of 2015 on the adjacent Canyon Oaks project site, which immediately abuts this site, and individuals of these three listed species were not identified and are not expected to occur (see Table 4.3-3 of the Draft EIR for the Canyon Oaks Project).

Based on the findings of these surveys, conduct of additional surveys is not warranted because there is no evidence to suggest that the project would have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local or regional plans or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS).

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

***EDMUND G. BROWN JR., Governor***
***CHARLTON H. BONHAM, Director***

Letter 4

December 2, 2015

Mr. Michael Klein
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302
Email: mklein@cityofcalabasas.com

**Subject: Department Comments on the Draft Mitigated Negative Declaration and Initial Study for the Rondell Oasis Hotel Project, City of Calabasas, Los Angeles County (SCH # 2015111019)**

Dear Mr. Klein:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Draft Mitigated Negative Declaration (DMND) and Initial Study (IS). The City of Calabasas (City) is the lead agency for the DMND under the California Environmental Quality Act (CEQA).

If approved the proposed project involves the construction of a 4-story hotel with up to 127-rooms, a pool and surface parking on an approximately 4.13-acre project site that is currently vacant, but was previously graded. The hotel would have a building footprint of approximately 20,410 square feet. A fire access road would be provided on the south side of the hotel.

The project site is located at 26300 Rondell Street in the City of Calabasas along the Ventura Freeway (101 Freeway) corridor in the Santa Monica Mountains. The project site is on the east side of Rondell Street, east of Las Virgenes Road and adjacent to the Ventura (101) Freeway southbound on-ramp. Commercial land uses are located to the south and west, the 101 Freeway is located to the north, and open space is immediately east of the project site. 1

The IS describes the biological resources observed onsite as "typical of those found on properties with a disturbance history". Examples of known disturbances on this property include fire, development, and grading. The project site is dominated by ruderal vegetation, but also contains sage (*Savia spp.*) scrub and oak (*Quercus spp.)* savannah habitat types as well as a variety of trees, some of which have been planted.

The following comments and recommendations have been prepared pursuant to the Department's authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq*., and pursuant to our authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act, [CEQA] Guidelines § 15386) to assist the Lead Agency in avoiding or minimizing potential project impacts on biological resources.

**Biological Resources**

Biological Surveys. The IS describes that a reconnaissance level wildlife and botanical survey was performed by Rincon Consultants on March 6, 2015. No species that are identified as candidate, sensitive, or special status species in local or regional plans, the Department, or U.S. Fish and Wildlife Service were observed.

Although the majority of the site has been previously disturbed resulting in the reduction of wildlife habitat on the site, certain botanical species can be missed during a reconnaissance level survey, particularly when conducted during an extreme drought. The Drought will reduce germination and detection of herbaceous species. Disturbance by fire and grading may also provide suitable habitat for disturbance adapted special status plants such as but not limited to Lyon's pentachaeta (*Pentachaeta lyonii*) which has been detected approximately four miles away at Malibu Creek State Park on disturbed utility easements. In order to maximize detection of special status botanical species the Department recommends a thorough, recent floristic-based assessment of special status plants and natural communities, following the Department's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see http://www.dfg.ca.gov/habcon/plant/). The Department recommends focused, repeated surveys be conducted by a qualified botanist during the appropriate floristic period(s) with results disclosed in the environmental document. Surveys should be no more than two years old and surveys periods should be verified with a known reference site. 1, cont'd

The Department recommends that floristic, alliance- and/or association-based mapping and vegetation impact assessments be conducted at the Project site and neighboring vicinity. *The Manual of California Vegetation*, second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2008). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions. The *Vegetation Classification for the Santa Monica Mountains National Recreation Area and Environs in Ventura and Los Angeles County* overlaps with the project area and should be used to assist in identifying the vegetation setting and habitat conditions within the Project vicinity, as appropriate (Keeler-Wolf and Evens, 2006). 2

**Analyses of the Potential Project-Related Impacts on the Biological Resources**

California Endangered Species Act (CESA). Additional floristic focused surveys for botanical species may warrant consideration for avoidance and mitigation measures for CESA listed plants. The Department considers adverse impacts to special status species protected by CESA, and the Federal Endangered Species Act (ESA) for the purposes of CEQA, to be significant without mitigation. As to CESA, take of any state endangered, threatened, candidate species, or state-listed rare plant species pursuant to the Native Plant Protection Act (NPPA; Fish and Game Code §1900 et seq.) that results from the Project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085; Cal. Code Regs., tit. 14, §786.9). Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Consequently, if the Project, Project construction, or any Project-related activity during the life of the Project will result in take of a species designated as rare, endangered or threatened, or a candidate for listing under CESA, the Department recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project. Appropriate authorization from the Department 3

may include an Incidental Take Permit (ITP) or a consistency determination in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. (b),(c)). Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of an ITP unless the Project CEQA document addresses all Project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the fully mitigated requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP. 3, cont'd

Other Special Status Species. CEQA provides protection not only for CESA listed and candidate species, but for any species such as: California Species of Special Concern (SSC) including but not limited to western burrowing owl (*Athene cunicularia*), coast horned lizard (*Phrynosoma blainvillii*), and silvery legless lizard (*Anniella pulchra pulchra*) which can be shown to meet the criteria for State-listing. Plants designated as 1A, 1B and 2 of the California Native Plant Society Inventory of Rare and Endangered Vascular Plants of California, consist of plants that, in a majority of cases, would also qualify for listing (CEQA Guidelines Sections 15380 (d), 15065 (a)).

Western Burrowing Owl. The disturbed nature of the Project site as described in the IS, may provide habitat for burrowing owl. Burrowing owl, especially in the Project area may utilize disturbed areas as wintering habitat and could be adversely impacted during ground disturbance activities. The Department recommends burrowing owl protocol surveys be conducted per the Department's *Staff Report on Burrowing Owl Mitigation* prior to any discretionary action or administrative action taken by the City on the proposed Project site and vicinity (California Department of Fish and Wildlife, 2012). As suggested by the burrowing owl guidance, a Mitigation Management Plan requiring sufficient habitat acreage to support impacts to burrowing owl burrows shall be acquired, preserved and managed in perpetuity in sufficient quantity to ensure the success of subsequent nest attempts. Absent an adequate analysis of the necessary compensatory mitigation pursuant to a Burrowing Owl Management Plan, the Department recommends 19.5 acres of occupied habitat is provided for each impacted burrow. All mitigation and mitigation plans shall be provided in advance of any Project entitlements. 4

Coast horned lizard and silvery legless lizard. Coast horned lizard and silvery legless lizard may inhabit marginal habitat, especially if the Project site is adjacent to more appropriate habitat for these species. Efforts should be made to salvage and move these species prior to ground disturbances (see comment below under "Moving out or Harms Way".

Mitigation for Special Status Species. Project impacts and adequate avoidance and mitigation measures for unavoidable impacts to special status species may include, for example, off site acquisition and protection of occupied habitat. To fully mitigate take of species listed under CESA, or State- listed rare plants under NPPA, further consultation with the Department under CESA and NPPA is recommended. 5

Impacts to Native Birds. The project will result in the removal of vegetation and ground disturbance on the project site which may adversely impact native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section10.13). Sections 3503, 3503.5, and 3513 of 6

the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The Department recommends the following measures to assist in avoidance of take of native birds:

> Proposed project activities (including, but not limited to, staging and disturbances to native and nonnative vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from February 1 through August 31 (as early as January 1 for some raptors) to avoid take of birds or their eggs. Take includes take of eggs and/or young resulting from disturbances which cause abandonment of active nests. Depending on the avian species present, a qualified biologist may determine that a change in the breeding season dates is warranted.
>
> If avoidance of the avian breeding season is not feasible, the Department recommends that, beginning thirty days prior to the initiation of project activities, a qualified biologist with experience in conducting breeding bird surveys conduct weekly bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors). The surveys should continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of project activities. If a protected native bird is found, the project proponent should delay all project activities within 300 feet of on- and off-site suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, project activities within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. Flagging, stakes, and/or construction fencing should be used to demarcate the inside boundary of the buffer of 300 feet (or 500 feet) between the project activities and the nest. Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. The project proponent should provide the City the results of the recommended protective measures described above to document compliance with applicable State and federal laws pertaining to the protection of native birds.
>
> If the biological monitor determines that a narrower buffer between the project activities and observed active nests is warranted, he/she should submit a written explanation as to why (e.g., species-specific information; ambient conditions and birds' habituation to them; and the terrain, vegetation, and birds' lines of sight between the project activities and the nest and foraging areas) to the City, to allow a narrower buffer.
>
> The biological monitor should be present on site during all grubbing and clearing of vegetation to ensure that these activities remain within the project footprint (i.e., outside the demarcated buffer) and that the flagging/stakes/fencing is being maintained, and to minimize the likelihood that active nests are abandoned or fail due to project activities. The biological monitor should send weekly monitoring reports to the City during the grubbing and clearing of vegetation, and should notify the CEQA lead agency immediately if project activities damage active avian nests.

6, cont'd

Impacts to Streams, Riparian and Aquatic Resources. The IS describes a debris impact/deflection wall that would replace an existing wall for the purpose of deflecting debris away from the hotel and toward an underground debris basin. Drainage ditches and the presence of willow (*Salix* spp.) are also described as being on the Project site.

As a Responsible Agency under CEQA Guidelines section 15381, the Department has authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (including vegetation associated with the stream or lake) of a river or stream, or use material from a streambed. For any such activities, the project applicant (or "entity") must provide written notification to the Department pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, the Department determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. The Department's issuance of a LSA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. As a Responsible Agency, the Department may consider the Negative Declaration or Environmental Impact Report of the local jurisdiction (Lead Agency) for the project. To minimize additional requirements by the Department pursuant to section 1600 et seq. and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA. A notification package for a LSA may be obtained by accessing the Department's web site at: https://www.wildlife.ca.gov/Conservation/LSA. 7

Impacts to Conserved Land. The IS describes public open space as being located immediately to the east of the Project site.

The MND should include a discussion regarding direct and indirect Project impacts including edge effects on biological resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands. The assessment should also include potential adverse impacts from brush clearing for wildfire fuel reduction, lighting, noise, artificial irrigation which can encourage the introduction of invasive exotic plant species and Argentine ants (*Linepithema humile*), and pest control which can result in secondary poisoning of wildlife which is of particular concern in the Project area. 8

Habitat Mitigation Lands. The environmental document should include mitigation measures for adverse Project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. The Department recommends that all on-site and/or off-site lands designated as mitigation for project impacts be protected in perpetuity under a conservation easement managed by a local land conservancy. This condition may be in any ITP or LSA issued by the Department for the project. 9

Human Wildlife Conflict. The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document. 10

Landscape Plan. The IS describes that the proposed hotel Project would be landscaped with native and drought-tolerant plants. The Department concurs that species native to the Project area should be used in the Landscape plan. To avoid the introduction of invasive plant species into the landscape plan please consult the California Exotic Plant Council's California Invasive Plant Inventory Data Base. The Data Base can be found on the following website: http://www.cal-ipc.org/paf/. 11

Fencing. The IS states: "Wildlife friendly fencing would provide permeability to retain connectivity of the habitats on-site with the habitats off-site."

The Department concurs that wildlife friendly fencing should be utilized whenever possible. In addition, fences may pose additional hazards that may not be readily recognized. Birds and reptiles seek out hollow metal fence posts in which to reside and then become trapped, resulting in mortality. Hollow fence posts should be capped to avoid this hazard. Raptor's talons can become entrapped within the bolt holes of fence stakes resulting in mortality. Fence stakes should be plugged with bolts or other plugging materials to avoid this hazard. Further information on this subject may be found at: http://kern.audubon.org/death_pipes.htm. 12

Moving out of Harms Way. The proposed Project is anticipated to result in clearing of natural habitats that support species of indigenous wildlife. To avoid direct mortality to, wildlife, the Department recommends a qualified biological monitor be on site prior to and during ground and habitat disturbing activities to move out of harms way special status species or other wildlife of low mobility that would be injured or killed by grubbing or Project-related construction activities. It should be noted that the temporary relocation of on-site wildlife does not constitute effective mitigation for the purposes of offsetting Project impacts associated with habitat loss. 13

Thank you for this opportunity to provide comments. The Department requests an opportunity to review and comment on any response that the City has to our comments and to receive notification of the forthcoming hearing date for the project (CEQA Guidelines; §15073(e)). Please contact Mr. Scott Harris, Environmental Scientist at (805) 644-6305 or Scott.P.Harris@wildlife.ca.gov if you should have any questions and for further coordination on the proposed project.

Sincerely,

Betty J Courtney
Environmental Program Manager I
South Coast Region

ec: Ms. Erinn Wilson, CDFW, Los Alamitos
Mr. Scott Harris, CDFW, Ventura
Mr. Brock Warmuth, CDFW, Ventura
Paul Edelman, MRCA, (edelman@smmc.ca.gov)
State Clearinghouse, Sacramento

References

California Department of Fish and Wildlife, March 7, 2012. Staff Report on Burrowing Owl Mitigation.

Keeler Wolf, T. and J. Evens. 2006. Vegetation Classification of the Santa Monica Mountains National Recreation Area and Environs in Ventura and Los Angeles Counties, California. Unpublished Report to the National Park Service. California Department of Fish and Game and California Native Plant Society, Sacramento CA.

Sawyer, John O., Todd Keeler-Wolf and Julie Evens. 2008. A Manual of California Vegetation, 2nd ed. 1300 pp. California Native Plant Society Press.1.

*Letter 4*

**COMMENTER:** Betty J. Courtney, Department of Fish and Wildlife

**DATE:** December 2, 2015

Response 4.1
The commenter recommends a thorough, recent floristic-based assessment of special status plants and natural communities, following the Department's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities, in part because disturbance by fire and grading may also provide suitable habitat for disturbance adapted special status plants such as but not limited to Lyon's pentachaeta (*Pentachaeta lyonii*).The Department recommends focused, repeated surveys by a qualified botanist during the appropriate floristic period(s).

The commenter is correct that the project site is a disturbed site, as the site was graded in the 1980's to create a roadway, flat building pads retaining walls and drainage features. The Draft IS-MND does not indicate that the site was historically disturbed by fire.

As indicate in Response 3, a Rincon Consultants Biologist performed a reconnaissance level biological survey on March 6, 2015. The survey did not identify any individuals of Agoura Hills dudleya, Braunton's milkvetch, or Lyon's penchaeta on the project site. None of the species observed during the survey were identified as candidate, sensitive, or special status species in local or regional plans, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Instead, the biological resources observed on-site are typical of those found on properties with a disturbance history. The project site was largely disturbed in the 1980s, when the site was graded to create a roadway, flat building pads, retaining walls and drainage features.

Rare plant surveys were conducted in April and July of 2015 on the adjacent Canyon Oaks project site, which immediately abuts this site, and individuals of these three listed species were not identified and are not expected to occur (see Table 4.3-3 of the Draft EIR for the Canyon Oaks Project).

Based on the findings of these surveys, conduct of additional surveys is not warranted because there is no evidence to suggest that the project would have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local or regional plans or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS).

Response 4.2
The commenter recommends habitat mapping on the project site and neighboring vicinity to assess direct and indirect project impacts.

As discussed in Section IV, *Biological Resources*, of the Draft IS-MND, the project site is dominated by ruderal vegetation, but also contains sage scrub and oak savannah habitat types as well as a variety of trees, some of which have been planted. The project's development footprint is concentrated in areas of the project site that have been previously

disturbed and would be buffered from adjacent open spaces by undisturbed land on the project site, reducing indirect effects to offsite habitats. Riparian habitat and other sensitive natural communities are not present on the project site. Although the project would encroach into the protected zone of three oak trees, the project would be required to adhere to the measures outlined in the Oak Tree Report's Oak Tree Preservation Program in order to obtain an Oak Tree Permit, which would minimize impacts to oak trees on site. Additional habitat mapping on the project site and in the neighboring vicinity is not warranted because there is no evidence that the project would have impacts beyond those identified in the Draft IS-MND.

Response 4.3
The commenter states that additional floristic surveys may warrant consideration for avoidance and mitigation measures for listed plants and describes the process for acquiring an Incidental Take Permit.

As discussed in Section IV, *Biological Resources*, of the Draft IS-MND, the project would not impact sensitive plant species. As discussed in Response 4.1, conducting additional surveys is not warranted because there is no evidence suggesting that the project would have additional biological resource impacts beyond those identified in the Draft IS-MND.

Response 4.4
The commenter states that the disturbed nature of the project site may provide suitable habitat for burrowing owls and recommends protocol-level surveys.

As discussed in Section IV, *Biological Resources*, of the Draft IS-MND, species listed under the federal Endangered Species Act or California Special Concern Species were not observed on the project site and are not expected to occur as the project site. No burrowing owl individuals or sign (e.g., white wash, feathers, pellets) were observed during the reconnaissance survey performed on the project site.

Mitigation Measure BIO-1 requires pre-construction/grading surveys by a qualified biologist, if vegetation clearing or other soil disturbance is to be initiated during the bird breeding season (February 1 through August 31). If any active non-raptor bird nests, such as a burrowing owl burrow, are found, a suitable buffer area would be established from the nest and avoided until the nest becomes inactive or vacated. Implementation of this mitigation measure would ensure that impacts to burrowing owls would be less than significant.

Response 4.5
The commenter states that coast horned lizard and silvery legless lizard may inhabit the project site and recommends measures to salvage and move these species. The commenter also states that mitigation for special status species may include offsite acquisition and protection of occupied habitat.

The Draft IS-MND determined that the project site would not significantly impact special status species or habitats with implementation of Mitigation Measure BIO-1 (refer to Response 4.4 for a discussion of Mitigation Measure BIO-1); therefore, no mitigation is

required to acquire offsite habitat. In addition, during pre-construction surveys required by Mitigation Measure BIO-1, qualified biologists would look for any evidence of other locally important or sensitive species.

Response 4.6
The commenter states that the project may impact nesting migratory birds and recommends measures to protect native birds.

Implementation of Mitigation Measure BIO-1 (refer to Response 4.4 for a discussion of Mitigation Measure BIO-1) addresses project impacts to nesting birds, including migratory birds and native birds.

Response 4.7
The commenter states that the Department has authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (including vegetation associated with the stream or lake) of a river or stream, or use material from a streambed. The commenter states that for any such activities, the project applicant (or "entity") must provide written notification to the Department pursuant to section 1600 et seq. of the Fish and Game Code and describes the process for acquiring a Lake and Streambed Alteration Agreement (LSA).

As discussed in Section IV, *Biological Resources*, of the Draft IS-MND, riparian habitat and other sensitive natural communities are not present on the project site. Although drainage ditches are present on the project site, no riparian habitat is associated with these channels, as all are concrete lined. The project site currently drains through concrete drainages to storm drain inlets on Las Virgenes Road. The project would not divert or obstruct the natural flow of the existing concrete channels on site. Instead, the project would replace an existing wall with a new deflection wall to deflect water into an onsite detention basin, which would outlet to the existing storm drain inlets on Las Virgenes Road.

Response 4.8
The commenter states that the Draft IS-MND should include a discussion of the project's indirect and direct impacts to adjacent conservation land.

The Draft IS-MND addresses both direct and indirect impacts to biological resources. Please refer to Response 4.2.

Response 4.9
The commenter states that the Draft IS-MND should include mitigation measures to address impacts to sensitive species and habitats.

Mitigation has been provided for identified significant impacts. Please refer to responses 4.1 through 4.6.

Response 4.10
The commenter states that the Draft IS-MND should include a discussion of the potential for wildlife-human conflicts and provide mitigation measures.

The project site is in a commercially developed area, immediately adjacent to well trafficked Las Virgenes Road and the 101 Freeway. Although it abuts open space and includes 1.3 acres of undisturbed land, the project would not significantly increase the occurrence of wildlife-human interactions and mitigation is not required.

Response 4.11
The commenter suggests that the California Exotic Plant Council's California Invasive Plant Inventory Data Base should be consulted with development of the Landscape Plan, which includes native and drought tolerant plants.

The commenter is correct that the proposed landscape plan and planting palette includes native and drought tolerant plants, and that the California Exotic Plant Council's California Invasive Plant Inventory Data Base should be consulted during final landscape design. This suggestion has been forwarded to City decision makers for their consideration.

Response 4.12
The commenter recommends additional measures to create wildlife friendly fencing.

Fencing on the project site must be wildlife friendly as required in Calabasas Municipal Code Section 17.20.100(H) (Fences, Walls and Hedges; Fencing for Wildlife Movement). The commenter's recommendations concerning wildlife friendly fencing could be included as conditions of approval for the project, to assist plan review in determining whether applicable fences proposed by the project are wildlife friendly. The recommendations have been forwarded to City decision makers for their consideration.

Response 4.13
The commenter states that the project would result in the clearing of natural habitats that support species of indigenous wildlife. The commenter recommends mitigation measures to reduce these impacts.

The Draft IS-MND determined that the project site would not significantly impact natural habitats because the site was previously disturbed and natural habitats are no longer present where proposed development would occur.

**DEPARTMENT OF TRANSPORTATION**
DISTRICT 7, OFFICE OF REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-9140
FAX: (213) 897-1337

Letter 5

*Serious drought!*
*Help save water!*

December 16, 2015

Mr. Michael Klein
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

Re: **Rondell Oasis Hotel Project**
Initial Study/Mitigated Negative Declaration
SCH#2015111019, IGR No. 151119/EA
Vic. LA/ 101 / PM 30.934

Dear Mr. Klein

The California Department of Transportation (Caltrans) has reviewed the Traffic Analysis included in the initial study/Mitigated Negative Declaration for the proposed Rondell Oasis Hotel project. The proposed project is to construct a 4-story hotel with up to 127 rooms, a pool, and surface parking. The project site is located east of Las Virgenes Road across from US-101 Southbound off ramp to Las Virgenes Road.

According to the Traffic Analysis, the proposed hotel would generate approximately 1,038 average daily trips with 67 occurring in the AM peak hour and 76 in the PM peak hour. We note the number of vehicle trips assigned to US-101 ramp intersections at Las Virgenes Road would not cause significant impacts to their operations. The level of service of the intersection is not forecast to change. However, we are concerned with the location of Rondell Street as it is located directly across from the off-ramp. Caltrans requests the City and applicant cooperate with Caltrans to explore improvements to enhance safety at the intersection. Improvement alternatives may include striping, signage, signal upgrades, and or realignment of Rondell Street. 1

Since the project site is adjacent to State right-of-way, Caltrans requests site plans clearly show the right-of-lines. Right of way lines are necessary to ensure that an encroachment permit is not required from the State of California. 2

To minimize potential traffic impacts during construction on US-101, Caltrans requests that heavy duty construction trucks are scheduled off-peak commuting periods as much as possible. 3

If you have any questions regarding these comments, you may contact me at (213) 897-9140 or electronically at dianna.watson@dot.ca.gov

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

*Letter 5*

**COMMENTER:** Diana Watson, Caltrans

**DATE:** December 17, 2015

Response 5.1
The commenter states that the number of vehicle trips generated by the proposed project on the 101 Freeway would not cause significant impacts to the operation and level of service (LOS) at the intersection of Las Virgenes Road and the 101 Freeway ramps. The commenter requests that the City and applicant work with Caltrans to explore improvements to enhance safety at the intersection of Las Virgenes Road, Rondell Street and the 101 Freeway off-ramp.

As discussed in Section XVI, *Transportation/Traffic*, of the Draft IS-MND, the project would not significantly impact traffic at the intersection of Rondell Street, Las Virgenes Road, and the 101 Freeway off-ramp. As discussed under item (d) the project would also not have significant impacts related to substantially increasing hazards due to design features or incompatible uses. Access to the project site currently exists at the intersection of Las Virgenes Road, Rondell Street, and the 101 Freeway off-ramp. Nonetheless, the project applicant would be required to pay all Bridge and Thoroughfare District fees, which would be used to pay for needed roadway system improvements, including U.S. 101 ramp improvements. The City will continue to work with Caltrans to identify and address improvements at State highway facilities within Calabasas, including the intersection of Las Virgenes Road, Rondell Street and the 101 Freeway off-ramp.

Response 5.2
The commenter requests site plans showing the Caltrans right-of-way.

Figure 3 of the Draft IS-MND shows the extent of the Caltrans right-of-way near the project site.

Response 5.3
The commenter requests that heavy duty construction trucks be scheduled during off-peak commuting periods as much as possible to minimize potential traffic impacts on the 101 Freeway.

Construction impacts to traffic on the 101 Freeway would be less than significant because construction is temporary (13 months) and the use of heavy duty construction trucks would be intermittent. Nonetheless, the recommendation could be included as a condition of approval for the proposed project; therefore, this comment has been forwarded to City decision makers for their consideration.

Letter 6

# COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

RECEIVED
NOV 24 2015
COMMUNITY DEVELOPMEN
PLANNING DEPT

November 20, 2015

Michael Klein, Planner
City of Calabasas
Planning Division
100 Civic Center Way
Calabasas, CA 91302

Dear Mr. Klein:

**NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION, "RONDELL OASIS HOTEL PROJECT", INCLUDES A DEVELOPMENT PLAN PERMIT IN ORDER TO CONSTRUCT A 50-FOOT TALL 4-STORY BUILDING AND CONSTRUCTION OF RETAINING WALLS IN EXCESS OF 6-FEET IN HEIGHT, 26300 RONDELL STREET, CALABASAS (FFER 201500195)**

The Notice of Intent to Adopt a Mitigated Negative Declaration has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

**PLANNING DIVISION:**

1. We have no comments at this time. 1

**LAND DEVELOPMENT UNIT:**

1. The statutory responsibilities of the County of Los Angeles Fire Department's Land Development Unit are to review and comment on all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for firefighting operations and local/regional access issues. However, we review all projects for issues that may 2

have a significant impact on the County of Los Angeles Fire Department. We are responsible for the review of all projects within contract cities (cities that contract with the County of Los Angeles Fire Department for fire protection services). We are responsible for all County facilities, located within non-contract cities. The County of Los Angeles Fire Department's Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division, which may create a potentially significant impact to the environment.

2. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.

2, cont'd

3. This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance, and fuel modification plans must be met.

4. Every building constructed shall be accessible to Fire Department's apparatus by way of access roadways with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

5. Access roads shall be maintained with a minimum of 10 feet of brush clearance on each side. Fire access roads shall have an unobstructed vertical clearance clear-to-sky with the exception of protected tree species. Protected tree species overhanging fire access roads shall be maintained to provide a vertical clearance of 13 feet 6 inches.

6. The maximum allowable grade shall not exceed 15% except where topography makes it impractical to keep within such grade. In such cases, an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade including topographical difficulties, shall be no more than 17%. Grade breaks shall not exceed 10% in ten feet.

7. When involved with subdivision in a city contracting fire protection with the County of Los Angeles Fire Department, Fire Department's requirements for access, fire flows, and hydrants are addressed during the subdivision tentative map stage.

8. Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.

9. The development may require fire flows up to 8,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of buildings, its relationship to other structures, property lines, and types of construction used. Provide on the site plan/exhibit the construction type and square footage per floor (not per product type) of all proposed structures for Fire Department submittals.

2,cont'd

10. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

    a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.

    b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.

    c) Additional hydrants will be required if hydrant spacing exceeds specified distances. Indicate all existing fire hydrants within 300 feet of the lot frontage on the exhibit/site plan on submittals for Fire Department review.

    d) When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and midblock.

    e) A cul-de-sac shall not be more than 500 feet in length when serving land zoned for commercial use.

11. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in-length and at the end of all cul-de-sacs.

12. Provide a minimum unobstructed width of 28 feet exclusive of shoulders except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance "clear to sky" Fire Department's vehicular access to within 150 feet of all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building

when the height of the building above the lowest level of the Fire Department's vehicular access road is more than 30 feet high or the building is more than three stories. The access roadway shall be located a minimum of 15 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official. Fire Code 503.1.1 and 503.2.2. Cross hatch the Fire Department's vehicular access on the site plan and clearly depict the required width.

13. Driveway width for non-residential developments shall be increased when any of the following conditions will exist:

    a) Provide 34 feet in-width when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.

    b) Provide 42 feet in-width when parallel parking is allowed on each side of the access roadway/driveway.

    c) Any access way less than 34 feet in-width shall be labeled "Fire Lane" on the final recording map and final building plans.

    d) For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.

14. All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review prior to implementation.

15. Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions.

16. The County of Los Angeles Fire Department's Land Development Unit's comments are only general requirements. Specific fire and life safety requirements will be addressed at the building and fire plan check phase. There may be additional requirements during this time.

2 cont'd

17. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department's Land Development Unit's Inspector Nancy Rodeheffer at (323) 890-4243. 2, cont'd

18. The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project.

**FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:**

1. The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance.

**HEALTH HAZARDOUS MATERIALS DIVISION:**

1. The Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department has no objection to the project; however, there are permitted petroleum underground storage tanks (USTs) on and/or near the project site. In addition, there are nearby leaking petroleum USTs that could also possibly be impacting the soil and/or groundwater underlying the project site. The Los Angeles County Department of Public Works, Environmental Programs Division (LACDPW-EPD), and the Los Angeles Regional Water Quality Control Board (LARWQCB) are the two environmental agencies responsible for UST permitting and/or environmental oversight in the project area. These two agencies should be involved with any UST permitting/removal and environmental assessment/cleanup activities at the project site prior its development. 3

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

for Kevin Johnson

KEVIN T. JOHNSON, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

KTJ:ad

*Letter 6*

**COMMENTER:** Kevin T. Johnson, Los Angeles County Fire Department

**DATE:** November 24, 2015

Response 6.1
The commenter states that the County of Los Angeles Planning Division and Land Development Unit does not have any comments at this time.

No response is necessary.

Response 6.2

The commenter states that the project site is in a Very High Fire Hazard Severity Zone and would have to comply with applicable fire code and ordinance requirements. The commenter describes requirements related to construction, access, water mains, fire hydrants, fire flow, fire sprinklers, and disruption of water service.

Section VIII, *Hazards and Hazardous Materials*, of the Draft IS-MND acknowledges that the entire City of Calabasas, including the project site, is located within the Los Angeles County Consolidated Fire District's Very High Fire Hazard Severity Zone. The proposed project would be required to comply with all applicable fire code and ordinance requirements, such as those described by the commenter. The Draft IS-MND found that impacts related to wildland fire would be less than significant with mandatory compliance with applicable building standards and regulations.

Response 6.3

The commenter states that the Health Hazardous Materials Division of the Los Angeles County Fire Department has no objections to the project, but suggests that there are permitted petroleum underground storage tanks (USTs) on and/or near the project site and nearby leaking underground storage tanks (LUSTs) that could be impacting the soil or groundwater under the project site.

As discussed in the Draft IS-MND, the project site is immediately adjacent to a Mobil gas station, which has permitted USTs. Under item (d) of Section VIII, *Hazards and Hazardous Materials*, four databases pursuant to Government Code Section 65962.5 were checked (February 27, 2015) for known hazardous materials contamination at the project site. No permitted USTs or LUSTs are present on the project site. Although five LUSTs are within 1,000 feet of the project site, two of the LUST sites are closed and one site is eligible for closure, indicating the sites are no longer hazards. The two remaining sites are both approximately 200 feet west of the project site and undergoing remediation for potential gasoline contamination. Due to the distance between the LUSTs and the project site and their ongoing remediation, impacts related to hazardous material sites would be less than significant.

Letter 7

COUNTY OF LOS ANGELES
**Public Health**

CYNTHIA A. HARDING, M.P.H.
Interim Director

JEFFREY D. GUNZENHAUSER, M.D., M.P.H.
Interim Health Officer

ANGELO J. BELLOMO, REHS, QEP
Deputy Director for Health Protection

TERRI S. WILLIAMS, REHS
Acting Director of Environmental Health

JACQUELINE TAYLOR, MPA, REHS
Director, Bureau of Environmental Protection

**Solid Waste Program**
**Gerardo Villalobos, REHS**
Chief Environmental Health Specialist

5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5540 • FAX (626) 813-4239

www.publichealth.lacounty.gov

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First District

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Third District

**Don Knabe**
Fourth District

**Michael D. Antonovich**
Fifth District

November 24, 2015

Mr. Michael Klein, Planner
City of Calabasas
Community Development Department
100 Civic Center way
Calabasas, CA 91302

**COMMENTS ON DRAFT MITIGATED NEGATIVE DECLARATION (MND) FOR A PROPOSED RONDELL OASIS HOTEL IN THE CITY OF CALABASAS**
**File No. 140001318.**

Dear Mr. Klein:

The Los Angeles County Department of public Health, Solid Waste Management Program, acting as Local Enforcement Agency (LEA), appreciates the opportunity to review and provide comments on the draft Mitigated Negative Declaration for Rondell Oasis Hotel project. The following is a summary of the project as described in the MND and LEA comments.

**Proposed Project Description**

Rondell Oasis, LLC as the project sponsor is proposing to construct a new 73,000 square-foot hotel, which includes 127 rooms, pool and surface level parking. The proposed project includes a Development plan permit in order to construct a 50-foot tall 4-story building and construction of retaining walls in excess of 6-foot in height. 1

1. WASTE GENERATION DURING CONSTUCTION
   a. Provide an estimate by weight and types of waste i.e construction and demolition, gravel, rock, soil and sand anticipated to be generated during construction in order to fully assess the environmental impacts of the proposed project, and how those impacts will be mitigated to less than significant level.

b. Where are the intended destination (landfill/transfer station/composting facility/transformation facility) for the anticipated waste to be generated during construction? 1, cont'd

c. Any monitoring program for adopted mitigation measures for all potentially significant impacts in order to protect public health, safety, and the environment? 2

2. WASTE GENERATION AFTER CONSTRUCTION

a. Provide an estimate by weight of operational related municipal solid waste to be generated when the hotel is in operation and discuss in detail the solid waste collection frequency in order to break the fly breeding cycle. 3

b. Describe how the household hazardous wastes such as pesticides, paint and universal waste anticipated to be generated when the hotel is operational will be handled and disposed. 4

3. WASTE CHARACTERIZATION

a. Is there any strategy in place for integrated waste management such as reduce, reuse and recycle for the organic wastes primarily from kitchen and inorganic wastes such as glass and cans to be generated when the hotel is in operation? 5

Again, the LEA thanks you for the opportunity to comment on this project. Should you have any questions regarding the comments or information contained in this letter, please feel free to contact me at (626) 430 5540.

Sincerely,

Rasaq Ayodele
Environmental Health Specialist III
Solid waste management program, LEA

*Letter 7*

**COMMENTER:** Rasaq Ayodele, County of Los Angeles Public Health

**DATE:** November 24, 2015

Response 7.1
The commenter asks for an estimate, by weight and type of waste, of construction and demolition waste, in order to assess the project's environmental impacts. The commenter also asks where construction waste would be sent.

The project does not involve demolition; therefore, the project would not generate waste associated with those activities. As discussed on page 2 of the Draft IS-MND, site grading would involve 19,680 cubic yards (CY) of cut and 5,860 CY of fill, with a net export of 13,820 CY. The Initial Study checklist item related to waste asks, "Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?" The amount and type of construction waste generated by the project would be typical of hotel construction. In addition, the proposed hotel would be designed to achieve a LEED silver rating. To achieve that rating, the project applicant would develop and implement a Construction and Demolition Waste Management Plan to reduce construction waste. All construction contractors are required by the City to utilize the hauling services of Crown Disposal, Inc. Construction waste would be sent to the Simi Valley Landfill, which has a Construction and Demolition Facility that accepts co-mingled construction and demolition waste. According to CalRecycle, the Simi Valley Landfill has a remaining permitted capacity of about 119,600,000 cubic yards, which is sufficient to accommodate the project's construction waste. Impacts would be less than significant.

Response 7.2
The commenter asks whether there would be a monitoring program for adopted mitigation measures.

As required by CEQA, a Mitigation Monitoring and Reporting Program will be developed for all mitigation measures.

Response 7.3
The commenter requests an estimate of the project's operational waste and details regarding the solid waste collection frequency in order to break the fly breeding cycle.

The project's operational waste is discussed in Section XVII, *Utilities and Services Systems*, of the Draft IS-MND. As shown in Table 24 of the Draft IS-MND, the proposed project would generate about 508 pounds, or 0.3 tons, of solid waste per day before mandated diversion. The proposed project would be subject to federal, state, and local regulations related to solid waste and recycling, including the City's 75% waste diversion rate goal, which would reduce the total amount generated to about 127 pounds per day or 0.06 tons per day. The Calabasas Landfill has a surplus of 2,919 tons per day, which the proposed project would reduce by 0.002%. Therefore, the Draft IS-MND determined that the landfill has adequate capacity to serve the proposed project and impacts would be less than significant.

Solid waste generated in Calabasas is collected from all residential and commercial properties by Waste Management/GI Industries. Solid waste collection would occur weekly, but additional collection could be requested when necessary. Solid waste collection would occur frequently enough to break the fly breeding cycle.

Response 7.4
The commenter asks for a description of how household hazardous waste would be handled and disposed of by the proposed project.

The City of Calabasas has two electronic waste roundups per month that accept commercial electronic items. In addition, the County of Los Angeles has several permanent hazardous waste drop off locations and a temporary collection at the Lost Hills landfill once per year.

Response 7.5
The commenter asks whether the project includes an integrated waste management plan for the proposed hotel.

The project applicant may include an integrated waste management plan; however, the Draft IS-MND determined that project impacts related to solid waste would be less than significant without the implementation of such a plan.

Letter 8

STATE OF CALIFORNIA–THE NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., *Governor*

SANTA MONICA MOUNTAINS CONSERVANCY
RAMIREZ CANYON PARK
5750 RAMIREZ CANYON ROAD
MALIBU, CALIFORNIA 90265
PHONE (310) 589-3200
FAX (310) 589-3207
WWW.SMMC.CA.GOV

December 14, 2015

Michael Klein
City of Calabasas
100 Civic Center Way
Calabasas, California 91302

**Rondell Oasis Hotel Project**
**Mitigated Negative Declaration Comments**
**SCH No. 2015111019**

Dear Mr. Klein:

The proposed hotel project is located within the boundary of the Santa Monica Mountains National Recreation Area (SMMNRA) adjacent to approximately 700 contiguous acres of open space owned by the Mountains Recreation and Conservation Authority (MRCA). The proposed project is located along the Ventura Freeway Scenic Corridor and in the Las Virgenes Gateway Plan area. The subject property forms the western entrance to perhaps the only natural section of the De Anza National Historic Trail in the SMMNRA. The project relies heavily on the conversion of 0.87 acres of public right-of-way to purely private uses. The project eliminates a component of the Las Virgenes Gateway Plan to create a public trail connection between the Las Virgenes Road - Agoura Road intersection and the adjacent De Anza trailhead. It also eliminates a future park and ride lot called for in City planning documents. Finally it requires a General Plan amendment for increased building height. 1

Given these constraints, the proposed project should exemplify fitting into the landscape/viewshed and maximizing public access. Unfortunately the project footprint, design, and public recreational amenities fall short of this exemplification. The short comings are substantial enough that as proposed the project would have unavoidable significant adverse impacts on public recreational and viewshed resources. The project footprint must be more compact in order to not dominate the landscape and not choke off the De Anza Trailhead. 2

Unless the project is redesigned to address most of the issues in this letter, the appropriate level of environmental review is an Environmental Impact Report that includes alternative projects to avoid and reduce adverse environmental impacts.

The project converts an area completely free of structures and lighting to an uninterrupted 700-foot-long lighted parking lot with a 300-foot-wide, 50-foot-tall building up against a dramatic mountainside. The proposed architecture in no way blends with the terrain. To the applicant's credit he has sought the use of darker earth tone exterior colors to dampen the building's mass. To this agency's dismay, the City's architectural review committee has steadfastly insisted on a stark white color. Currently at night the entire site is pitch black as a baseline condition. 3

To avoid signficant, adverse visual and recreational impacts, an alternative must be analyzed that reduces the northern extension of the parking area. A reduction of a minimum of 20 parking spaces (as shown) is necessary to eliminate the visual sprawl of the project. Such a reduction in northerly parking spaces would also allow for a non-paved trail from the boundary of MRCA property (De Anza Trail) around the northern parking lot boundary and then along the western boundary of the Rondell Street public right-of-way to Las Virgenes Road. The MTA bus stop is at that location. 4

To guarantee no loss of public access to the trail, it is critical for any project approval to include the granting of a trail easement to a public agency. That trail easement must extend unbroken from the Las Virgenes Road right-of-way to the MRCA property. The trail easement must be at a finished grade that includes no steps. It should work for horses, mountain bikes, and strollers. The public must not completely lose its existing right to traverse the Rondell Street right-of-way. A complete loss of public access from the vacation could be a significant adverse land use impact. At a minimum a 10-foot-wide trail easement granted to a public agency is necessary to preserve this right. It makes sense to grant that trail easement to the MRCA because it would lead to MRCA property. This arrangement also allows the public agency to post a sign visible from Las Virgenes Road showing the trail origin, irrespective of any and all future uses of the hotel site. It is important for a trailhead to be recognizable and publically inviting. 5

A great amenity for the applicant to add is to plant evergreen coast live oak trees at 20-foot intervals along the non-Caltrans adjacent side of the 10 foot trail easement to create future shade and to screen the development project from the roadway. The parking lot landscape irrigation would also water the pathway trees.

It is also imperative that the project be conditioned to include an easement to a public agency for the proposed trailhead parking spaces. To insure permanent public access to those parking spaces, the provision of an access easement to the public agency would also be necessary. The applicant best knows the needs and constraints of the site and should 6

determine the location of such parking space and access easements. The provision of these functional public easements outweighs the need for perfect aesthetics and amenities. The northern extent of a revised project in Rondell Street right-of-way might be a good location for said public parking. The proposed public trail and parking in the Rondell Street public right-of-way could actually be vacated in fee simple to a public agency such as the MRCA. Under all circumstance, no aspects of the project must decrease the potential for the trail to receive various levels of historic designation eligibility. One horse trailer location might be considered for this parking composition. 6, cont'd

The MND does not address the proposed project's affect on access to the adjacent, undeveloped 22.5-acre parcel (APN 2069-020-001). If that parcel could be acquired and permanently protected by the applicant, it would greatly reduce the potential cumulative impacts of the proposed project. It would also allow for habitat restoration and tree planting in the area of the 101 freeway - Las Virgenes Road interchange.

As proposed, the project offers virtually no enhancement or creation of natural habitat. Project alternatives should include such habitat creation and enhancement on all open space areas and ideally the voluntary offering of small conservation easements. The species list include willow (*Salix* sp.) which is a wetland plant. Perhaps there is a small location onsite to create or enhance a small wetland habitat area. 7

Sincerely,

LINDA PARKS
Chairperson

*Letter 8*

**COMMENTER:** Linda Parks, Santa Monica Mountains Conservancy

**DATE:** December 14, 2015

Response 8.1
The commenter states that the project would eliminate a component of the Las Virgenes Gateway Master Plan to create a public trail connection between the Las Virgenes Road and Agoura Road intersection and the adjacent De Anza trailhead. The commenter also states that it would eliminate a future park-and-ride lot called for in City planning documents and would require a General Plan amendment for increased building height.

The commenter is incorrect; a General Plan amendment is not required for the proposed project. The project would dedicate parking to the Anza Trail and provide improvements to the trailhead. It would not eliminate public access to the Anza Trail from the Las Virgenes Road and Agoura Road intersection. In 2004, the Public Works Department attempted to purchase the project site in order to construct a Park-and-Ride facility, as referenced by the commenter. That project was not pursued and the City has no plans to construct a Park-and-Ride facility at this location. In lieu of the project site, the City purchased the property located at 23577 Calabasas Road to construct a Park-and-Ride lot in a joint project with Los Angeles County Metro. Please refer to Global Response 3 for a discussion of the project's consistency with local plans and Global Response 4 for a discussion of the project's height and required entitlements.

Response 8.2
The commenter states that the project has significant impacts to recreation and viewshed resources. The commenter states that the project should be more compact and would require an EIR unless redesigned.

The project's recreational impacts are discussed in Section XV, *Recreation*, and Section XIV, *Public Services*, of the Draft IS-MND. Impacts were determined to be less than significant because the project would not result in substantial physical deterioration of the trail, but rather would improve the trailhead and provide legal, dedicated trail parking, which does not presently exist. The Draft IS-MND determined that the project would have less than significant impacts to the trail's viewshed and other significant views. Please refer to Global Response 4 for a discussion of the project's impacts to views.

The commenter's suggestion for a more compact design is another option that could be considered, but the Draft IS-MND evaluates the project as proposed, as required by CEQA. City decision makers will consider the suggested redesign as they review the project. However, no evidence has been provided that the proposed design would create significant environmental impacts and therefore, require an EIR. Please refer to Global Response 1 for a discussion of the appropriate environmental document for the proposed project.

Response 8.3
The commenter states an opinion that the project does not blend with the terrain and asserts that the building should be earth tones and not white. The commenter also states concern

that proposed lighting would be an environmental impact because the baseline condition is "pitch black."

The proposed hotel would be painted in earth tones to blend in with the terrain. Please refer to updated Figure 8b in the Final IS-MND. The project's light impacts are discussed in Section I, *Aesthetics*, of the Draft IS-MND. The City's Land Use and Development Code regulates lighting via Section 17.27 of the Calabasas Municipal Code, also referred to as the "Dark Skies Ordinance." The conceptual lighting plan demonstrates that the proposed project is in compliance with the City's "Dark Skies Ordinance;" however,, final architectural and lighting plans would be reviewed prior to the issuance of building permits to ensure that all proposed light fixtures would not substantially impact neighboring properties. The Draft IS-MND determined that project impacts would be less than significant because the review process would limit the light and glare effects on adjacent uses and would protect the character of the City of Calabasas from inappropriate levels of night lighting.

Response 8.4
The commenter states that to avoid significant aesthetic and recreation impacts, the proposed project must be reduced by at least 20 parking spaces and must create a non-paved trail between the Anza trailhead and Las Virgenes Road.

The Trails Master Plan does not require an unpaved trail between the existing trail and Las Virgenes Road. The project's proposed dedicated parking and ADA-compliant access would improve the conditions at the trail, which are currently unimproved. Additionally, the Draft IS-MND evaluates the project as proposed, as required by CEQA. The commenter's suggestion for an alternative design is another option that could be considered. City decision makers will consider this suggestion as they review the project. No evidence that the project would have significant aesthetic or recreation impacts has been provided. Refer to Response 8.2.

Response 8.5
The commenter states that a trail easement must be granted to a public agency and that the trail easement must extend from Las Virgenes Road to the trailhead, must not include steps, must be accessible to equestrians, bicyclists, and strollers, and should include oak tree plantings. The commenter also states that public access to Rondell Street must be maintained.

The project's proposed parking lot would be accessible to the general public and would include dedicated parking for the trail and transit users. Furthermore, on-site trail access improvements will meet ADA requirements. Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking.

With respect to the commenter's suggestions for alternative trail access, the Draft IS-MND evaluates the project as proposed, as required by CEQA. The commenter's suggestion for an alternative design does not pertain directly to the IS-MND, but is another option that could be considered. City decision makers will consider this suggestion as they review the project.

Response 8.6
The commenter states that an easement for the trailhead parking is necessary with one horse trailer parking location. The commenter states an opinion that "the provision of these functional public easements outweighs the need for perfect aesthetics and amenities." The commenter also states that the project must not decrease the potential for the Anza Trail to receive historic designation.

The Draft IS-MND evaluates the project as proposed as required by CEQA. The commenter's suggestion for an alternative parking design does not directly pertain to the IS-MND, but is another option that could be considered. City decision makers will consider this suggestion as they review the project. However, it should be noted that the Anza Trail includes another trailhead located at the western terminus of Calabasas Road, which can accommodate additional parking and equestrian access. Please refer to Global Response 4 for a discussion of the project's less than significant impacts the Anza Trail's historic designation.

Response 8.7
The commenter suggests that if the applicant acquired and protected the adjacent 22.5-acre parcel, its cumulative impacts would be reduced. The commenter suggests that the project should include habitat restoration on site, such as the creation of a small wetland habitat.

As discussed in Section IV, *Biological Resources*, the Draft IS-MND determined that no wetlands or riparian areas are located on the project site and the project would have less than significant impacts to riparian and wetland resources. Similarly, the project does not impact off-site open space areas. The Fifth Amendment and CEQA require a nexus between an impact and mitigation measures. As there is not nexus between the project and impacts to offsite areas or wetlands, the Draft IS-MND cannot include mitigation measures requiring the applicant to create wetland habitat onsite or to protect offsite open space.

Letter 9

# California Native Plant Society


## Los Angeles /Santa Monica Mountains Chapter

15811 Leadwell Street
Van Nuys, California 91406-3113


December 4, 2015

Mr Michael Klein
City of Calabasas
mklein@cityofcalabasas.com

*VIA EMAIL*

**RE: RONDELL OASIS HOTEL PROJECT**
**MITIGATED NEGATIVE DECLARATION (MND)**

Dear Mr Klein:

Thank you for the opportunity to comment on the Rondell Oasis Hotel Project MND, give science-based feedback founded on our expertise with the California Environmental Quality Act, its comprehensive requirements, knowledge of local native habitats, native flora, native fauna, the long-term environmental conditions necessary to sustain their continued health in a time of climate change and development pressures.

California Native Plant Society is a statewide non-profit organization that promotes current science, propagation, and use of California native plants, California's diverse native habitats, conservation, and smart land use planning to best protect the state's valuable natural resources, while accommodating the populous and growing human population. 1

The five-acre proposed project site is partially disturbed by existing development along Rondell Road and an area previously graded with constructed culverts. The footprint of the proposed development is seated in the ruderal area. However, the MND land use calculations clearly state that 100% of the entire 5.00-acre parcel will be disturbed, including the acreage that will not be built.

An area on the property of undisclosed size to the northeast, east, and southeast remains intact, undisturbed by modern anthropogenic activity, is directly tangent to protected open space, within a documented wildlife corridor, federally recognized and managed historic area, and two scenic highway corridors. Additionally, there is ample hydro-geological documentation of many existing surface and sub-surface water features in the hills that abut the project and extend southward. These waters comprise both ephemeral and perennial contributing water sources to the most significant watershed in the Santa Monica Mountains that is the Malibu Creek watershed.

The comments contained within this letter researched and written by our organization are not comprehensive and representative of feedback to the entire MND document for this project as a whole due to time constraints associated with our scientists. The following comments, located below the closing salutation of this letter, are given in order of the MND Environmental Checklist in order to align our feedback with the structure of the document. 2

The overriding concern, as evidenced in the limited comments shared here for the public record is that the MND for this project, its design, location, and potential impacts is not appropriate under CEQA guidelines.

The document clearly overlooks the true environmental individual and cumulative effects the proposed project will have on the following required analyses under CEQA: aesthetics, air quality, cultural resources, geology/soils, greenhouse gas emissions, hydrology/water quality, land use/planning, noise, recreation, transportation/traffic. It also fails to conduct proper analysis, surveys, and consultations, as required by law. 2, cont'd

The Los Angeles/Santa Monica Mountains Chapter of California Native Plant Society respectfully requests the City of Calabasas revisit the legal tenets of CEQA as they apply to the proposed project, give due diligence under the law, and require the development conduct full CEQA review with an Environmental Impact Review process.

We request to be contacted at the address on this letter with regard to all matters pertaining to the Rondell Oasis and all other land use and planning projects within the jurisdiction of the City of Calabasas. 3

Sincerely,

Snowdy Dodson
President
Los Angeles / Santa Monica Mountains Chapter
California Native Plant Society

Cc: California Department of Fish & Wildlife
Greg Suba, California Native Plant Society
Suzanne Goode, California State Parks
CALTRANS
Katherine Pease, Heal the Bay
Kim Lamorie, Las Virgenes Homeowners Federation
Sam Unger, Los Angeles Regional Water Quality Control Board
Paul Edelman, Mountains Recreation and Conservation Authority
Gary Brown, Santa Monica Mountains National Recreation Area
David Szymanski, Santa Monica Mountains National Recreation Area
US Fish and Wildlife Service
Luhui Isha, Wishtoyo Foundation
Mati Waiya, Wishtoyo Foundation

*I.* *Aesthetics*

a. Impacts to the *scenic vista* **shall not be less than significant**, as evidenced in the MND *Project Photosimulations.* Hillside contours and vegetation will be clearly blocked from most vantage points from the four-story building. 4

b. *Visual character and quality of the surrounding area* **shall not be less than significant** and will be affected by the development. Hillside contours and native vegetation will be permanently disturbed onsite from full-parcel grading and construction activities.

c. *New sources of substantial light or glare* analyses based on the City's Dark Skies Ordinance footcandle and artificial light directional design requirements **fail to properly analyze impacts** with regard to the proximity of the large building and parking lot directly adjacent to undeveloped and unlit open space. Analysis should address affects of project lighting to flora and fauna populations, as well as existing nearby residential developments, and cumulative effects within the two designated scenic corridors (Las Virgenes Gateway and Ventura Freeway Scenic Corridor). 5

*II.* *Air Quality*

c. *Cumulative considerable net increase* **shall not be less than significant**, as suggested by unsubstantiated and unanalyzed statements in the MND regarding vehicular trips generated by the undefined 'local' workforce and potential for construction activities to occur simultaneously with the adjacent *Canyon Oaks* development. Furthermore, the MND fails to calculate and discuss the impacts of the service and client vehicles at the development. 6

d. *Exposure of sensitive receptors to substantial pollutant concentrations* **shall not be less than significant** due to the failure of the MND to analyze prevailing diurnal wind patterns, air pollutants, and impacts to adjacent sensitive plant communities, particularly coastal sage scrub (CSS). Combinations of air pollution and anthropogenic disturbance are shown to be strong contributors to the rapid decline of CSS, subsequent conversion of these areas to non-native grasslands, and resultant substantial rise in wildfire danger.[1] 7

Table 5 and its narrative fail to explain how estimated maximum daily emissions from construction activities were calculated, what types of equipment and machinery are represented. The Construction Mitigation Measures focus wholly on fugitive dust and fail to analyze management of other types of airborne pollutants. 8

*III.* *Biological Resources*

a. *Impacts will be potentially significant without mitigation.* This section of the MND is devoid of proper and adequate scientific field protocols, reporting, data collection, analyses and is replete with conflicting statements, rendering the section null and void under CEQA guidelines.[2,3] Only one field survey was executed for the project. Species seen in the field should have been identified by standard protocols of *Genus, species, subspecies,* and botanical authorship. This is most important in an area as the Rondell Oasis parcel, due to the potential for numerous special species and habitats to occur. Survey results should have as well given time of day, weather conditions, duration of survey, type of field protocols employed, number of individuals surveying, experience and biological expertise of each, research and knowledge 9

[1] Talluto, MV & KN Suding. Historical Changes in Coastal Sage Scrub in Southern California, USA in Relation to Fire Frequency and Air Pollution. Landscape Ecology (2008) 23:803-815. Springer Science & Business Media. NYC, NY.

[2] Elzinger, CL *et al.* Monitoring Plant and Animal Populations: a handbook for field biologists. 2009. John Wiley & Sons: Science. Minneapolis

[3] Thompson, WL, ed. Sampling Rare or Elusive Species: concepts, designs, and techniques for estimating population parameters. 2008. Island Press. Washington DC

to prepare surveyor(s) for how to most accurately design the survey at the Rondell property. This one survey was conducted in the fourth year of an extended drought that stressed both flora and fauna populations to the point that data collection would not be representative of species richness in a normal rainfall year or period.[4] The narrative of the MND argues that most vegetation identified is ruderal due to prior anthropogenic activity, erroneously adds a native plant to the list of weeds, and contradicts the field results plant list, which shows native plant presence and richness of diversity despite disturbance in part of the project area. 9, cont'd

Furthermore, the 32 plant and animal species, along with three special habitat types, that have the potential to occur on the property require different and various types of survey protocol and frequency. The MND states the Endangered Species Act and California Special Species of Concern species do not occur because the site is a generally developed, graded, disturbed area, therefore meaning no special species are mapped or occur in the project site. There is no rationale given as to why there are neither special species nor historic data for the site. Lack of historic data on a site does not equate with absence and instead can be resultant from access issues, improper or non-existent prior surveys, and a range of other factors.[5] Additionally, different species require multiple and various types of surveys under a range of conditions and protocols to confirm presence or absence,[6,7] which was ignored at the wholesale level by the study that became this MND.

Biological Mitigation Measure ***BIO-I*** in the MND suggests construction protocols for avian species. Other fauna and flora species, along with special habitat types are not listed in the document and not analyzed for possible impacts and protections both at the project site, adjacent, and downstream in the watershed. 10

b. *Impacts to riparian or other sensitive natural communities* **shall not be less than significant**. Topographic maps for the project site and vicinity show numerous water features, including and not limited to ephemeral drainages, seeps, springs, all of which are contributing waters to the significant Malibu Creek Watershed.[8] These areas and their associated wetland habitat may not have been evident, yet still present, during the one field study conducted in March 2015 due to a fourth year of historic drought in California.[9] MND maps show a 'Flood Hazard Area.' The document text does not describe proposed hydromodifications and fail to analyze environmental effects. The MND therefore failed to properly survey and record sensitive area data. 11

c. *Impacts to federal waters* **shall not be less than significant** because the MND did not conduct a hydro-geological survey, failed to carry out properly-designed and timed biological surveys, ignores water features inherent on, adjacent to, near the project, their hydrologic, biological contribution and value to the greater Malibu Creek watershed. The document does

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[4] Preston, KL *et al.* Habitat shifts of endangered species under altered climate conditions: importance of biotic interactions. *Global Change Biology* 14.11 (2008): 2501-2515.

[5] Gu, W & RK Swihart. Absent or undetected? Effects of non-detection of species occurrence on wildlife–habitat models. *Biological Conservation* 116.2 (2004): 195-203

[6] California Department of Fish and Wildlife. Survey and Monitoring Protocols and Guidelines. http://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html n.d. Accessed 12.04.15. Sacramento CA

[7] U.S. Fish and Wildlife Service. Survey Protocols and Other Guidelines. http://www.fws.gov/sacramento/ES/Survey-Protocols-Guidelines/es_survey.htm 09.22.15. Accessed 12.04.15. Sacramento CA

[8] California Department of Water Resources. South coast integrated water management. California Water Plan Update. 2009. CA Department of Water Resources. Sacramento CA

[9] Tiner, RW. Geographically isolated wetlands of the United States. Wetlands. 2003. 23:3, p 494

not address the environmental effects of naturally-occurring runoff, planned engineered diversion of waters to the sanitary storm drain system instead of the watershed. Data shows continuing incremental loss of water features in the watershed contribute significantly to deleterious effects, including and not limited to habitat loss, alien species establishment, water quantity and quality loss, and overall environmental degradation.[10] 11, cont'd

d. *Potential significance to native resident and migrating wildlife* **shall not be less than significant** as the project abuts open space that has special status habitat, potential for at least 32 special plant and animal species to occur. The entire site will be disturbed as part of development activities. The document fails to analyze how existing open space will be protected, and particularly the sensitive habitat located on the hillside above where considerable construction activity is planned at the toe of the slope. The statement in MND that 'existing chaparral will remain' is duplicitous for two reasons. First, it fails to address and include protections to the sensitive coastal sage scrub habitat on site. Second, MND calculations show 100% of the site acreage will be disturbed, which precludes the project from protecting the said chaparral. 12

The MND states existing trees will remain and be incorporated into the project design. The oaks on site will be at risk from root damage during construction and ongoing property activities. They will decline and expire from permanent irrigation that is part of the project landscape design.[11] Albeit the proposed building and parking area will be overlain on a previously disturbed footprint, the MND surveys, research, and rationale fail to support the declaration that the project has less than significant potential for special biotic resources to occur. 13

V. *Cultural Resources*

The MND states the project will have no significant effect. The cultural resources survey cited for the project is one completed for the adjacent proposed project of *Canyon Oaks*, which did not identify evidence of any cultural activity on site. The null findings of the *Canyon Oaks* archaeological survey neither correlate with the rich documented cultural history of the Malibu Creek watershed nor did the Rondell MND offer any documents other than the *Canyon Oaks* results, nor consulted with National Park Service, State Native American Heritage Commission, and local tribal representatives. State Tribal Consultation policy requires project proponents include various local tribal members, whether they are from either state or federal recognized or unrecognized tribes, and meet with to discuss the project.[12] 14

The MND failed to request and conduct a required federal consultation with National Park Service regarding the impacts to the adjacent *Juan Bautista de Anza National Historic Trail*, should have conducted visual impact analysis, encroachment analysis, and access analysis according to and under federal guidelines. 15

[10] Fontaine J *et al*. Watershed Management Area Plan for the Malibu Creek Watershed. 2001. PCR Services Corporation & WaterCycle LLC. Irvine CA & Sandy OR

[11] Litton Jr RB. Oaks and the California landscape. *Ecology, Management, and Utilization of California Oaks*. 1980. Citeseer. Pennsylvania State University.

[12] California Fish and Game Commission. Miscellaneous Policies. Tribal consultation policy. www.fgc.ca.gov/policy/p4misc.aspx 2012. Accessed 12/04/15. Sacramento CA

*Letter 9*

**COMMENTER:** Snowdy Dodson, California Native Plant Society

**DATE:** December 4, 2015

Response 9.1
The commenter states that the Draft IS-MND indicates that the entire five-acre project site would be disturbed.

The Draft IS-MND does not state that the entire project site would be disturbed. Instead Page 55 of the Draft IS-MND states that 3.7 acres of the project site would be developed and 1.3 acres would remain undisturbed.

Response 9.2
The commenter states that there are surface and sub-surface water features in the hills that abut the project site and extend southward. The commenter also states that the Draft IS-MND ignores impacts to following impact areas under CEQA: aesthetics, air quality, cultural resources, geology/soils, greenhouse gas emissions, hydrology/water quality, land use/planning, noise, recreation, transportation/traffic, and failed to conduct proper analysis, surveys, and consultations.

Please refer to Response 4.7 for a response to this comment about potential water features on the project site. The Draft IS-MND thoroughly analyzes each issue on the CEQA checklist and does not identify any significant impacts related to the listed issues. The commenter has not provided any evidence to support the contention that significant impacts would occur or that the Draft IS-MND analysis is erroneous.

Response 9.3
The commenter requests a "full EIR."

Please refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project. No evidence supporting the contention that the project would have significant environmental impacts has been provided; therefore, preparation of an EIR is not warranted.

Response 9.4
The commenter states that the project would block views of hillside contours and vegetation resulting in a significant impact on scenic vistas and the visual character of the area.

Please refer to Global Response 4 for a discussion of the project's less than significant aesthetic impacts.

Response 9.5
The commenter states that the project would introduce new sources of light and glare that would impact adjacent open space.

Please refer to Response 8.3 for a discussion of the project's light impacts. In addition, the project's development footprint is concentrated on areas of the project site that have been previously disturbed and would be buffered from adjacent open spaces by undisturbed land on the project site, reducing indirect effects from lighting on adjacent open space.

Response 9.6

The commenter states that air quality impacts are cumulatively considerable, particularly due to the potential for the adjacent Canyon Oaks project to be built at the same time. The commenter also states that the project's claim that hotel employees would be local is unsubstantiated. The commenter also states that impacts of operational vehicle trips were not analyzed.

As discussed in Section III, *Air Quality*, of the Draft IS-MND, South Coast Air Quality Management District's (SCAQMD) project-specific and cumulative significance thresholds are the same (SCAQMD, August 2003). Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable (SCAQMD, August 2003). Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant (SCAQMD, August 2003). The project would not generate emissions exceeding construction or operational thresholds and therefore would not have a cumulatively significant impact based on SCAQMD thresholds.

Although the Draft IS-MND states that "most employees are expected to be drawn from the local workforce," the population growth analysis is based on the assumption that all employees would be new to the City. Nonetheless, the Draft IS-MND determined that including the project's potential indirect population growth, the level of population growth associated with the proposed project would fall within the population growth for Calabasas anticipated in SCAG's long-term population forecasts. Subsequently, the project would not substantially impact implementation of the Air Quality Management Plan, which is based on these population forecasts.

Response 9.7

The commenter states that the project's air quality impacts to sensitive receptors were not adequately analyzed because the analysis did not include dispersion patterns. The commenter also suggests that coastal sage scrub is a sensitive receptor.

Emissions associated with the proposed project were estimated using CalEEMod and compared to quantitative regional and local significance thresholds developed by SCAQMD. The SCAQMD only recommends air dispersion modeling for project's greater than five acres in size when assessing a project's emissions related to local significance thresholds because thresholds are available for projects up to five acres in size (SCAQMD, website "Localized Significance Thresholds"). According to the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, sensitive receptors include land uses such as new residences, schools, day care centers, playgrounds, and medical facilities (April 2005). Sensitive receptors for the purposes of air quality analysis do not include coastal sage scrub. Regardless, the project's air pollutant emissions are well under SCAQMD thresholds so would not contribute to any localized pollutant concentrations that may exceed state or federal standards.

Response 9.8
The commenter states that the types of equipment and machinery used to estimate construction emissions were not described. The commenter also states that the Draft IS-MND only focuses on fugitive dust and dust not analyze other criteria pollutants.

The Draft IS-MND utilized CalEEMod to calculate project emissions. CalEEMod includes default construction equipment for specific phases of construction and associated emissions, which were used to model construction emissions. CalEEMod defaults include equipment such as graders, dozers, tractors, cranes, forklifts, generator sets, pavers, cement mixers, and more. As shown in Table 5 of the Draft IS-MND, the project's ROG, $NO_X$, CO, $PM_{2.5}$, and $PM_{10}$ would not exceed SCAQMD construction thresholds. Therefore, mitigation is not required.

Response 9.9
The commenter states that the Draft IS-MND did not include adequate scientific field protocols for biological surveys and states concern that the survey is inadequate due to the drought. The commenter also states that protocol level surveys are required

As discussed in Section IV, *Biological Resources*, of the Draft IS-MND, a Rincon Consultants Biologist performed a reconnaissance level biological survey on March 6, 2015. Protocol level surveys can only be "required" by a state or federal resource agency that has permitting authority over a project and no state or federal resource agency has permitting authority over any aspect of the project. For the proposed project, it was determined that protocol level surveys are not warranted because the site was previously disturbed and the site survey conducted found no evidence that sensitive species are present. The Calabasas area received rain in late-winter/early-spring of 2015, which provided the moisture during the time of year when soils begin to warm as necessary to induce germination and/or reproduction. Please also refer to Response 4.1.

Response 9.10
The commenter states that Mitigation Measure BIO-1 includes construction protocol for avian species, but the Draft IS-MND does not include analysis of impacts to other fauna and flora species or special habitat types on and off-site.

Please refer to responses 4.1 and 4.2. The biological resources analysis performed as part of the Draft IS-MND considered direct and indirect impacts to the full range of plant and animal species potentially present in the site vicinity.

Response 9.11
The commenter states that the project would significantly impact riparian communities because there are water features on site. The commenter also states concern that the project site is in a flood hazard area.

Please refer to responses 2 and 4.7 for responses to this comment. No riparian communities are present onsite and the site is not within a designated 100-year flood zone.

Response 9.12
The commenter states that the project would significantly impact native and migratory wildlife because the site is adjacent to open space with sensitive habitat. The commenter also states that it is incorrect that the project would not impact coastal sage scrub on-site because the project would disturb the entire 5-acre site.

Please refer to responses 4.2 and 9.1.

Response 9.13
The commenter states that the project would impact oak trees, resulting in their death.

Although the project would encroach into the protected zone of three oak trees, the project would be required to adhere to the measures outlined in the Oak Tree Report's Oak Tree Preservation Program in order to obtain an Oak Tree Permit, which would minimize impacts to oak trees on site. Please refer to Response 4.2.

Response 9.14
The commenter states that the Draft IS-MND's finding that the project would not have cultural resource impacts is unfounded because a cultural resource survey was not conducted on the project site. The commenter also states that the City did not consult with the National Park Service, State Native American Heritage Commission, and local tribal representatives. The commenter also states that "State Tribal Consultation policy requires project proponents include various local tribal members, whether they are from either state or federal recognized or unrecognized tribes, and meet with to discuss the project."

As discussed in Section V, *Cultural Resources*, the project site is currently vacant and is not identified as a cultural resource sensitivity area in the General Plan Cultural Resources Element (2008). The project site was also previously graded and there is no evidence that archaeological, paleontological, or tribal cultural resources, or human remains are present onsite. Due to the disturbed nature of the project site, a cultural resource is not necessary. In the unlikely event that such resources are unearthed during construction, applicable regulatory requirements pertaining to the handling and treatment of such resources would be followed and impacts would be less than significant. At the time the Draft IS-MND was developed and circulated (starting on November 4, 2015), the City had not received formal requests from a tribe for notification or consultation.

In accordance with Assembly Bill 52, which the commenter is alluding to, the City is not required to initiate consultation with tribes, but is required to conduct consultations, if requested. Nonetheless, the City sent a Notice of Intent to adopt the Draft IS-MND to National Park Service and the State Native American Heritage Commission. The City received a response from the National Park Service (refer to Letter 1).

Response 9.15
The commenter states that the Draft IS-MND failed to request and conduct a required federal consultation with National Park Service regarding the impacts to the adjacent Anza Trail and should have conducted visual impact analysis, encroachment analysis, and access analysis according to and under federal guidelines.

The project site is immediately adjacent to the Anza Trail and trailhead, but would not encroach upon the trailhead. It would improve the trailhead and provided dedicated parking, but consultation with the National Park Service is not required. Nonetheless, the City sent a Notice of Intent to adopt the Draft IS-MND to the National Park Service, inviting them to provide public comment on the Draft IS-MND. The National Park Service provided public comment (see Letter 1), which does not state that the City failed to conduct a "required federal consultation." Please refer to Global Response 2 for a discussion of the project's impacts to trail access and Global Response 4 for a discussion of the project's aesthetic impacts.

Letter 10

CORBA
CONCERNED OFF-ROAD BICYCLISTS ASSOCIATION
a chapter of IMBA
INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION
Ride • Inform • Preserve
26500 W. Agoura Road • Suite 102-552 • Calabasas, CA 91302 • 818.906.4682 • CORBAmtb.com • info@corbamtb.com

November 30, 2015

Michael Klein, Planner
City of Calabasas
100 Civic Center Way,
Calabasas, CA 91302
Email: mklein@cityofcalabasas.com

Re: Rondell Oasis Mitigated Negative Declaration

Esteemed Planners, Commissioners and City Council Members,

Thank you for allowing me to submit comments on the above-referenced matter on behalf of CORBA, the Concerned Off-Road Bicyclists Association. CORBA is an all-volunteer 501(c)(3) nonprofit dedicated to preserving open space, creating great trail experiences for all trail users including mountain bikers, and to educate cyclists and the public on cycling-related issues. CORBA was founded in 1987 and represents the greater mountain biking community of Los Angeles and Eastern Ventura Counties. We are an original founder of, and now one of hundreds of local chapters of the International Mountain Bicycling Association.

We are passionate about mountain biking, public trails and preserving our public open space for future generations. CORBA is committed to ensuring equal access for all trail users, and to contributing to everyone's enjoyment of the trails. CORBA organizes and coordinates activities that support mountain biking recreation and that promote the conservation, administration and the maintenance of the public lands. 1

CORBA's address of record is in Calabasas, just a few blocks from the proposed development. CORBA has been directly and collaboratively involved in the maintenance of trails in the Santa Monica Mountains, contributing thousands of volunteer hours to trail maintenance, restoration and educational efforts. We have also done extensive volunteer work on the New Millennium Trail, a showcase trail in the City of Calabasas and the Santa Monica Mountain National Recreation Area. In September 2012, CORBA was awarded a certificate of Appreciation by the City of Calabasas for our contributions to the trails of Calabasas, and in recognition of our 25th anniversary.

There are only two trailhead access points to the De Anza Loop Trail network, including the New Millennium Trail. The New Millennium Trail and De Anza National Historic Trail are both affected by this development. We do not feel that the developers have done an adequate job of reaching out to community stakeholders to seek feedback on their proposal.

This is evident in the Mitigated Negative Declaration document on which we are commenting. Figure 3 shows that trail access will be provided from the Hotel parking lot via stairs. Due to flooding concerns, a debris catchment basin will be constructed under the parking lot. These trails are designated multi-use, used by hikers, mountain bicyclists and equestrians. The proposed mitigations with stairs are not multi-use friendly, and would create a barrier to both equestrians and mountain bikers, two user groups that are already the most restricted when it comes to access to trails in the Santa Monica Mountains. 1, cont'd

We believe that this development requires nothing less than a full Environmental Impact Report, complete with community outreach and public meetings to fully determine the impacts of this development on the community of Calabasas. The proposed MND does not adequately capture or assess the impacts which are obvious to us as trail advocates. As the largest trail advocacy group for off-road bicyclists in Los Angeles and Ventura Counties, we have never been contacted for comment or input by either the City Council, the City Parks, Recreation & Education Commission or the developer.

Trails have been shown in numerous studies to increase property values, quality of life, overall health of a community, and to provide the most return on investment dollar for recreational facility expenditures. This project would heavily impact not only the showcase New Millennium trail, a local favorite, but also the De Anza trail, a National Historic Trail listed on the Federal Register of Historic trails. 2

People use trails to escape the urban landscape of buildings, roads and development and return to a health-enhancing embrace with nature. The trail user experience will be diminished by a trail that first starts in a parking lot behind a hotel, then a staircase, and then be confronted with views of the back of a hotel for the first (or last) 900 feet of the trail. While urban infrastructure is visible from this section of the trail, the existing viewshed would be completely obstructed by the proposed hotel.

Earlier this year, CORBA worked with the Santa Monica Mountains Conservancy and Mountains Recreation and Conservation Authority to restore the east end of the De Anza trail, and access to the New Millennium Trail, with volunteers from local High School Mountain Bike teams including Calabasas High School. The Calabasas High School team uses the De Anza trail for training and access to the New Millennium trail loop. 3

On Page 21 the MND document lists “Environmental Factors Potentially Affected” and ONLY Biological Resources are listed as being affected. Recreation is listed as having “less than significant impact.” Clearly this is incorrect, as the recreational opportunities for mountain bikers and equestrians will be negatively impacted if the proposed plan is implemented. There will also be an increase in vehicular traffic when and if the hotel goes into operation. The fact that these 4

two obviously affected factors were listed as “unaffected” demonstrates the incomplete nature of this MND. 4, cont'd

Equestrian trail users and those with disabilities will be the most heavily impacted trail users. Currently, Rondell Street serves as unofficial off-street parking for the trail. It’s size makes it possible for equestrians to stage a horse trailer for access to New Millennium and De Anza trails. The proposed stairs to provide access to the trail will physically prevent equestrian trail users from accessing the trail. Those with disabilities may also have difficulty with the proposed stairs. We don’t believe the existing proposal meets the requirements of any nationally- or state-recognized ADA guidelines. 5

The assessment of “no legal access to the existing trail” fails to consider the ongoing and historic use of the trail and the inherent prescriptive easements. The document states that this was the original route used by Juan Bautista de Anza dating back centuries. The public has been parking what is signed as Rondell Street, and crossing this property for decades to access the De Anza Loop trail and it’s connection to the New Millennium Trail Loop. Apparently the street and the property belong to the developer, who has never made any indication that it was private property nor asserted their rights to restrict access.

While we appreciate the developer’s concessions to provide continued access to the trail, their proposed mitigations are clearly not compatible with accepted standards for a multiple-use trailhead, suitable for equestrians, cyclists, hikers and the public at large. 6

Speaking on behalf of the mountain bicycling community, we would prefer a separate trailhead that provides appropriate facilities for all trail user groups, and that doesn’t require trail users to search for a trailhead behind a hotel or negotiate a staircase. A re-route or extension of the trail to a new, more complete trailhead, separate from the hotel parking lot, would be a more acceptable mitigation.

Again, we respectfully request that a full Environmental Impact Report be completed, including public outreach to trail user groups and community stakeholders. From that we hope will emerge a more multi-use friendly and inviting trailhead design for this nationally recognized historic trail.

Sincerely,

Steve Messer
President
Concerned Off-Road Bicyclists Association

CC: City of Calabasas Parks, Education and Planning Commission
info@cityofcalabasas.com

Howard Cohen, President, Santa Monica Mountains Trails Council

*Letter 10*

**COMMENTER:** Steve Messer, Concerned Off-Road Bicyclist Association (CORBA)

**DATE:** December 4, 2015

Response 10.1
The commenter states that the project would impact the Anza Trail and, by connection, the New Millennium Trail. The commenter states that the proposed stares would create a barrier to both equestrians and mountain bikers.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access. It should also be noted that the stairs have been removed from the trail connection and replaced with a ramp designed to comply with ADA requirements (refer to Figure RTC-1).

Response 10.2
The commenter states that a full EIR is required for the project with community outreach and public meetings.

Please refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project and opportunities for public participation.

Response 10.3
The commenter states that the project would obstruct views from the trails and diminish user experience.

Please refer to Global Response 4 for a discussion of the project's aesthetic impacts, as they relate to views from the trail.

Response 10.4
The commenter disagrees with the Draft IS-MND's findings that the project would have less than significant recreational and traffic impacts, stating that recreational opportunities for equestrians and mountain bikers would be impacted.

The project's recreational impacts are discussed in Section XV, *Recreation*, and Section XIV, *Public Services*, of the Draft IS-MND. Impacts were determined to be less than significant because the project would not result in substantial physical deterioration of the trail, but rather would improve the trailhead and provide dedicated trail parking. Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking.

The Draft IS-MND evaluates the project's impacts to five local intersections, including the intersection of Las Virgenes Road and Agoura Road, under item (a) of Section XVI, *Transportation/Traffic* and in the Traffic Impact Analysis prepared by Overland Traffic Consultants (see Appendix F of the Draft IS-MND). The traffic analysis found that all five intersections would continue to operate at LOS C or better under existing and future conditions. Based on the traffic impact criteria set forth in the City's 2030 General Plan, the project's traffic impacts would be less than significant.

Response 10.5
The commenter states that parking would be insufficient for equestrian trailers. The commenter also states that the proposed access would be difficult for equestrians and persons with disabilities.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking.

Response 10.6
The commenter states a preference for a separate trailhead that provides facilities for all trail user groups and would be re-routed or extended past the proposed parking area. The commenter reiterates a request for a full EIR.

The Draft IS-MND evaluates the project as proposed as required by CEQA. The commenter's suggestion does not directly pertain to the IS-MND, but is another option that could be considered. City decision makers will consider this suggestion as they review the project. Refer to Global Response 1 for a discussion of the appropriate environmental document for the proposed project.

Letter 11

**CHATTEN-BROWN & CARSTENS LLP**
2200 PACIFIC COAST HIGHWAY
SUITE 318
HERMOSA BEACH, CALIFORNIA 90254
www.cbcearthlaw.com

TELEPHONE:(310) 798-2400
FACSIMILE: (310) 798-2402

E-mail:
MNB@CBCEARTHLAW.COM

December 4, 2015

***Via Email*** mklein@cityofcalabasas.com

Mr. Michael Klein, Planner
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

Re: Mitigated Negative Declaration prepared for Rondell Oasis Hotel Project, File No. 140001318, 26300 Rondell Street

Dear Mr. Klein:

We submit this letter on behalf of the Las Virgenes Homeowner's Federation in connection with the mitigated negative declaration (MND) prepared for the Rondell Oasis Hotel Project ("Project"). As you know, the Federation is an umbrella organization of homeowner associations and groups in the Santa Monica Mountains dedicated to bringing residents, government agencies and stakeholders together to improve the experience of the Santa Monica Mountains. Since 1968, the Federation has sought to protect and preserve the Santa Monica Mountains and its unique communities. The Federation participates in the administrative proceedings for this project in an effort to prevent and reduce the significant environmental impacts that will result if the City permits continued development that is inconsistent with the General Plan.

The Rondell Oasis Hotel Project proposes a new 73,000 square foot hotel with 127 rooms on 4.13 acres of vacant land near the . A development plan permit would be required for the Project's 50-foot height and the construction of retaining walls in excess of 6 feet in height. The Project would also require vacation of a portion of Rondell Street, a conditional use permit, site plan review, lot merger, scenic corridor permit, and an oak tree permit to allow encroachment into the protected zone of two oak trees. The Project site sits within the Las Virgenes Scenic Corridor and the Las Virgenes Gateway Master Plan. 1

LVHF is concerned that the Project will adversely impact access and views from the historic Juan Bautista de Anza Trail, which runs along the Project site. The rolling, grassy hills of the Santa Monica Mountains will be replaced by views of 50-foot-tall buildings and urban development. Additionally, the Project is inconsistent with a number of policies and designations of the City's General Plan, as well as the Las Virgenes

Gateway Master Plan. Despite these impacts, the MND's only admission that the Project may have significant impacts is limited to impacts on biological resources. (MND p. 21.) The City fails to even consider that the Project may have impacts on other aspects of the environment. 1,cont'd

## I. An Environmental Impact Report is Required to Comply with CEQA.

The California Environmental Quality Act (CEQA) serves two basic, interrelated functions: ensuring environmental protection and encouraging governmental transparency. (*Citizens of Goleta Valley v. Bd. of Supervisors* (1990) 52 Cal. 3d 553, 564.) CEQA requires full disclosure of a project's significant environmental effects so that decision-makers and the public are informed of these consequences before the project is approved, to ensure that government officials are held accountable for these consequences. (*Laurel Heights Improvement Ass'n of San Francisco v. Regents of the University of California* (1988) 47 Cal.3d 376, 392.) When substantial evidence supports a fair argument that a project may have a significant impact on the environment, an environmental impact report is required.

A lead agency prepares an initial study in order to determine whether an EIR, a negative declaration, or an MND is the appropriate environmental review document. (14 CCR § 15365, herein "CEQA Guidelines.") "All phases of project planning, implementation, and operation must be considered in the initial study." (CEQA Guidelines§ 15063(a)(1).) The initial study must consider whether any aspect of a project, either individually or cumulatively, may cause a significant adverse impact. (CEQA Guidelines§ 15063(b)(1).) The purpose of the initial study is to provide the lead agency with adequate information regarding a project to determine the appropriate environmental review document and "documentation of the factual basis for the finding in a negative declaration that a project will not have a significant effect on the environment." (*Ctr. for Sierra Nevada Conservation v. County of El Dorado* (2012) 202 Cal. App. 4th 1156, 1170, citations omitted.) There must be a basis within the record to support the conclusions reached by the initial study. (*Lighthouse Field Beach Rescue v. City of Santa Cruz* (2005) 131 Cal.App.4th 1170, 1201.) "Where an agency. . . fails to gather information and undertake an adequate environmental analysis in its initial study, a negative declaration is inappropriate." (*El Dorado County Taxpayers for Quality Growth v. County of El Dorado* (2004) 122 Cal. App. 4th 1591, 1597, citations omitted.) Failure to adequately analyze all of a project's potentially significant impacts or provide evidence to support conclusions reached in the initial study is a failure to comply with the law. 2

When a project may have a significant impact on the environment, it necessitates the preparation and certification of an EIR, not an MND. One of the first steps in the process required by the California Environmental Quality Act ("CEQA") is to determine

whether the project may have a significant effect on the environment. "[S]ince the preparation of an EIR is the key to environmental protection under CEQA, accomplishment of the high objectives of that act requires the preparation of an EIR whenever it can be fairly argued on the basis of substantial evidence that the project may have significant environmental impact." (*No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 75.) Under the CEQA Guidelines, "'Substantial evidence' means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, <u>even though other conclusions might also be reached</u>." (Guidelines § 15384(a), emphasis added; *League for Protection of Oakland's etc. Historic Resources v. City of Oakland* (1997) 52 Cal.App.4th 896, 905.)

The fair argument standard is a "low threshold" test for requiring the preparation of an EIR. (*No Oil, supra,* 13 Cal.3d 68, 84.) Review is de novo, with a "preference for resolving doubts in favor of environmental review." (*Architectural Heritage Assn. v. County of Monterey* (2004) 122 Cal.App.4th 1095, 1110; *Quail Botanical Gardens Foundation, Inc. v. City of Encinitas* (1994) 29 Cal.App.4th 1597, 1602-1603.) 2, cont'd

The City has failed to prepare a legally adequate initial study and MND due to its failure to even consider impacts outside of impacts to biological resources. The City has also failed to disclose, analyze, and mitigate historic, aesthetic, and recreational impacts caused by the Project's placement along the De Anza Trail, land use impacts related to the Project's inconsistency with the City's governing planning documents, and the cumulative impacts of the City's continued deviation from its planning documents. An EIR is required before the Project may be lawfully approved.

## II. The Project Would Have Adverse Historic, Aesthetic, and Recreational Impacts By Changing the Setting of the Juan Bautista De Anza Trail.

Public Resources Code section 21084.1 mandates that "[a] project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." A substantial adverse change in the significance of an historical resource includes "physical demolition, destruction, relocation, or alteration of the resource *or its immediate surroundings*." (CEQA Guidelines § 15064.5(b)(1).) The Juan Bautista De Anza National Historic Trail was designated by Congress in 1990 and recognized in 2000 by the White House as one of 16 Millennium Trails in the country. (MND pp. 57-58.) In the area of the Project site, the De Anza Trail is known as the Calabasas Historic Trail, which runs 1.4 miles from the east end of Calabasas Road, west to Las Virgenes Road, through meandering hills. (MND p. 57.) Currently, trailhead access exists 140 feet east of the Project site, and users of the trail park on Rondell Street. (MND p. 58.) The Project would block access to this historic trail, requiring relocation of the trailhead. (MND p. 87.) 3

Although the Project would provide new trailhead access, the MND fails to disclose that this new trailhead access is required because the Project would block the existing access. (MND p. 87, pp. 57-58.) The omission of this significant adverse impact violates the public disclosure policies of CEQA. If the provision of new trailhead access and improvements near the trail are mitigation for this impact, they must be disclosed as such in an EIR.

Without a doubt, the Project would adversely affect public views from the trail. CEQA requires consideration of impacts to public views. (*Ocean View Estates Homeowners Ass'n, Inc. v. Montecito Water Dist.* (2004) 116 Cal.App.4th 396.) Existing views from and of the De Anza Trail are of grassy hills. (MND Fig. 5d and 5e.) The MND admits that the Project would replace these views with urban development and 50-foot-tall buildings. (MND Fig. 5e, Photos 17-18 [Proposed hotel and parking would be in view], Photo 19 [Top of proposed hotel would begin to be visible from 900 feet away].) The Project would be visible for 900 feet of the Trail's 1.4-mile length (12 percent). (MND p. 58.) The MND acknowledges that "the proposed project would alter the southwestern view from the trail" and "increase the developed nature of the view from the trail." (*Ibid*.) This is a significant adverse impact on the environment that is required to be either fully mitigated in the MND or analyzed, disclosed, and mitigated in the EIR. Instead, the MND claims that the view from the Trail already includes commercial and residential development, so no impact will occur. (MND p. 58.) Regardless of whether any part of the Trail had existing views of commercial development, this section previously did not have views of development to the degree proposed. This significant adverse impact must be disclosed and mitigated in an EIR. 3, cont'd

In addition to diminishing the De Anza Trail's historic nature and public views from the trail, the Project would adversely impact the Trail's recreational value. Users of this portion of the De Anza Trail in the Santa Monica Mountains seek views of nature, solitude, and tranquility that will not be maintained after Project construction. Additionally, the Project's vacation of Rondell Street will remove a Park and Ride that is currently accessible to De Anza Trail hikers. The five parking spaces provided may not be sufficient, especially with the limited parking provided by the Project for hotel visitors. The MND fails to acknowledge or mitigate these impacts to this important recreational facility. 4

These impacts to the De Anza Trail are significant impacts to historic resources, aesthetic resources, and recreation that must either be eliminated or disclosed, analyzed, and fully mitigated in an environmental impact report.

**III. The Project Would Have Adverse Aesthetic Impacts.** 5

The MND admits that the Project is surrounded by Las Virgenes Road, identified

by the 2030 General Plan as a scenic corridor and the 101 Freeway, a locally-designated scenic highway in the 2030 General Plan. (MND p. 23.) The MND also states that the Project would be located between Las Virgenes Road, the 101 Freeway, and a City-designated significant ridgeline. (*Ibid*.) Despite this, the MND indicates that the Project's landscaping and a 140-foot setback from Las Virgenes Road would be sufficient to avoid significant adverse impacts on views of the natural topography and significant ridgeline. (MND p. 24.) This is untrue. Although views of the top of the significant ridgeline might not be blocked by the development, views of the rolling topography would be. The MND further relies on the Project's similarity to nearby development to avoid a determination of adverse impact. (*Ibid*.) However, the MND admits in the same paragraph that the Project would be 1-3 stories taller than other nearby development. (*Ibid*.) Thus, the Project would likely have greater aesthetic impacts than existing development. Additionally, while the MND claims that the Project is designed to conform to the City's 2030 General Plan, the Project specifically requires a development plan permit to build to a height that is not otherwise allowed in the Commercial zone. The MND's conclusion that the Project will not have adverse aesthetic impacts lacks substantial evidence. 5, cont'd

**IV. The Project's Encroachment Into Protected Zones of Oak Trees Is Not Permitted.**

The Project would require root pruning that would encroach into the protected zones of three oak trees. (MND p. 53.) For this reason, the Project seeks an Oak Tree Permit, which requires "the preservation of all healthy oak trees unless reasonable and conforming use of the property justifies the removal, cutting, pruning, and/or encroachment into the Protected Zone of an oak tree." (MND p. 53.) While the Project's use may conform to the Commercial zone, its height and density do not, necessitating a development plan permit and other entitlements. Issuance of an Oak Tree Permit is inappropriate under the circumstances. 6

Additionally, the MND's description of the encroachment makes it seem as if the three oak trees that would be affected by the Project would be preserved. If that is the case, there is no reason that the Project could not be redesigned to avoid the encroachment altogether.

**V. The Project Would Cause Adverse Land Use Impacts.**

All projects approved in the City of Calabasas must be consistent with its general plan and its elements. "The general plan is atop the hierarchy of local government law regulating land use." (*Neighborhood Action Group v. County of Calaveras* (1984) 156 Cal.App.3d 1176, 1183.) For this reason, the General Plan has been described "the constitution for future development." (*DeVita v. Napa* (1995) 9 Cal.4th 763, 773, 7

internal citations omitted.) The Rondell Oasis Hotel Project is inconsistent with several policies of the City's Land Use Element and cannot be approved as proposed.

Where a local or regional policy of general applicability, such as an ordinance, is adopted in order to avoid or mitigate environmental effects, a conflict with that policy in itself indicates a potentially significant impact on the environment. (*Pocket Protectors v. Sacramento* (2005) 124 Cal.App.4th 903.) Indeed, any inconsistencies between a proposed project and applicable land use plans must be discussed in an EIR. (14 CCR § 15125(d); *City of Long Beach v. Los Angeles Unif. School Dist*. (2009) 176 Cal. App. 4th 889, 918; *Friends of the Eel River v. Sonoma County Water Agency* (2003) 108 Cal. App. 4th 859, 874 (EIR inadequate when Lead Agency failed to identify relationship of project to relevant local plans).) A Project's inconsistencies with local plans and policies constitute significant impacts under CEQA. (*Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777, 783-4, 32 Cal.Rptr.3d 177; see also, *County of El Dorado v. Dept. of Transp*. (2005) 133 Cal.App.4th 1376 (fact that a project may be consistent with a plan, such as an air plan, does not necessarily mean that it does not have significant impacts).) 7, cont'd

The Project, as proposed, conflicts with the City's governing land use documents. For example, the vacation of Rondell Street would remove 84 out of 90 spaces from an unofficial Park and Ride in the City. Not only would this potentially affect transit, traffic, and congestion in ways that have not been studied in the MND, but the removal of this Park and Ride is inconsistent with the Las Virgenes Gateway Plan's designation of the site as a Park and Ride. This is a significant impact on land use that must either be eliminated or analyzed in an EIR.

The Gateway Master Plan limits the intensity of development at the Project site to a floor to area ratio of 0.2 or 40,000 square feet, whichever is less. (Gateway Master Plan pp. 4:8-4:9.) Instead, the Project proposes 73,000 square feet, nearly twice the development that would otherwise be allowed. The Commercial Retail zoning of the site limits development to 35 feet in height. The Proposed Project is 50 feet tall. 8

The Project is also inconsistent with objectives in the Gateway Master Plan that provide for a hiking and riding trail to connect the Agoura Road/Las Virgenes Road intersection to the Conservancy open space lands and a pedestrian connection between this trail and one along Las Virgenes Creek. The Project's 50-foot-tall tower and intense development will also prevent the City from meeting policies that call for maintaining the area's unique views. 9

Despite these inconsistencies, the MND finds that the Project would have "no impact" on land use. (MND p. 73.) This conclusion lacks the required substantial evidence. On the contrary, a fair argument exists that the Project would have significant

9 cont'd

impacts on land use, and an EIR is required.

**VI. The MND Does Not Adequately Address Cumulative Impacts and Spot-Zoning.**

An EIR is required to analyze the Project's potential for cumulative impacts related to land use planning in Calabasas. As defined by CEQA, "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time." (CEQA Guidelines § 15355(b).) The cumulative impacts analysis exists to prevent cities from considering projects in a vacuum and to avoid a piecemeal approach to project decision-making. The Court of Appeal has stated than an improper cumulative impact analysis "avoids analyzing the severity of the problem and allows approval of projects which, when taken in isolation, appear insignificant but when viewed together, appear startling." (*Kings County Farm Bureau, supra 221* Cal.App.3d at pp. 739-740).

10

Cumulative impact analysis is important because "One of the most important environmental lessons evident from past experience is that environmental damage often occurs incrementally from a variety of small sources." (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 720.) While the City has included a list of cumulative projects in the MND, this list is limited to those that are foreseeable under the current zoning and General Plan. This analysis omits any discussion of the precedent-setting nature of this Project, which would permit use of a development plan permit to evade height and other limitations that would otherwise apply to the Project site.

In *San Franciscans for Reasonable Growth v. City and County of San Francisco* (1984) 151 Cal.App.3d 61, the Court of Appeal found that, absent meaningful cumulative analysis, there would never be any awareness or control over the speed and manner of development in downtown San Francisco. In that case, the court found the city's refusal to take into account other similar development projects to be a violation of CEQA. (*Id.* at 634.) "Without that control, 'piecemeal development would inevitably cause havoc in virtually every aspect of the urban environment.'" (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 720.) Similarly, without adequate cumulative analysis of the City's disregard for existing height and other limitations in Calabasas, the City will lose control over future development.

This Project is yet another project in the City of Calabasas that requires development permits or other exceptions from the General Plan. An EIR is required to analyze the impacts of the City's policy of permitting exceptions, variances, and other deviations from the General Plan.

**Conclusion**

Thank you for your consideration of these comments. The Las Virgenes Homeowner's Federation looks forward to the City's revision of this MND or the preparation of an EIR that accurately reflects the significant environmental impacts of the Rondell Oasis Hotel Project. 10 cont'd

Sincerely,

Michelle Black, on behalf of
The Las Virgenes Homeowner's
Federation

cc: Mr. Scott Howard, City Attorney, showard@chwlaw.us

*Letter 11*

**COMMENTER:** Michelle Black, Las Virgenes Homeowner's Federation

**DATE:** December 4, 2015

Response 11.1
The commenter states that the project would have adverse impact access and views from the Anza Trail. The commenter also states an opinion that the project is inconsistent with the General Plan and the Las Virgenes Gateway Master Plan. The commenter opines that the Draft IS-MND fails to consider the project's impact with respect to other environmental issue areas besides biological resources.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and refer to Global Response 4 for a discussion of the project's impacts to views from the Anza Trail. Please refer to Global Response 3 for a discussion of the project's consistency with local plans. The Draft IS-MND determined that the only potentially significant impact associated with the project is in the area of biological resources; however, the Draft IS-MND considers and analyzes all 18 environmental issue areas included in the environmental checklist.

Response 11.2
The commenter states that an EIR is required for the project to comply with CEQA, citing that when substantial evidence supports a fair argument that a project may have a significant impact on the environment, an EIR is required. The commenter states that the Draft IS-MND fails to consider impacts to historic, aesthetic, recreational, land use, and cumulative impacts from the City's "continued deviation" from planning documents.

The Draft IS-MND analyzes the project's historic, aesthetic, recreational, land use, and cumulative impacts. Section V, *Cultural Resources*, and Section I, *Aesthetics,* of the Draft IS-MND analyzes the project's aesthetic and cultural resource impacts to the Anza Trail; also refer to Global Response 4 for additional discussion of this topic. The project's recreational impacts are discussed in Section XV, *Recreation*, and Section XIV, *Public Services*, of the Draft IS-MND. Impacts were determined to be less than significant because the project would not result in substantial physical deterioration of the trail, but rather would improve the trailhead and provide dedicated trail parking. Section X, *Land Use and Planning*, and Section XVIII, *Mandatory Findings of Significance*, of the Draft IS-MND discuss the project's land use and cumulative impacts; also refer to Global Response 3 for a discussion of the project's consistency with applicable local plans. Additionally, please refer to Global Response 1 for a discussion of the appropriate environmental document for the proposed project.

Concerning cumulative land use impacts, project approval to build in excess of 35 feet would not permit all future development to do the same. Similar to the proposed project, approval of Development Permits by City decision makers would be discretionary for all future projects. Impacts associated with increased height associated with individual projects can be addressed on a case-by-case basis and City decision makers retain the authority to deny requested variances from City standards. It would be speculative to assume that the City would approve variance from standards for future projects that have yet to be proposed.

Response 11.3
The commenter states an opinion that the project would cause a substantial adverse change in the significance of the Anza Trail, a historic resource, by altering its immediate surroundings. The commenter states that the project would block access to the trail and require relocation of the trailhead.

Refer to Global Response 2 for a discussion of the project's impacts to trail access and the trailhead. Please refer to Global Response 4 for a discussion of the project's impacts to the Anza Trail's historic significance and views.

Response 11.4
The commenter states an opinion that the project would impact the Anza Trail's recreational value. The commenter also states that the project would remove the unofficial park-and-ride and provide insufficient parking for trail users, suggesting that this is an environmental impact. The commenter reiterates an opinion that an EIR is required.

The project's recreational impacts are discussed in Section XV, *Recreation*, and Section XIV, *Public Services*, of the Draft IS-MND. Impacts were determined to be less than significant because the project would not result in substantial physical deterioration of the trail, but rather would improve the trailhead and provide dedicated trail parking. Please refer to Global Response 2 for a discussion of the project's impacts to trail access and Global Response 1 for a discussion of the appropriate environmental document for the proposed project.

Response 11.5
The commenter states that the project would have aesthetic impacts because it would block views of the hillside's "rolling topography" and would be taller than nearby development. The commenter also states that the project is not consistent with the General Plan because it requires a Development Plan Permit to build in excess of 35 feet.

Please refer to Global Response 4 for a discussion of the project's aesthetic impacts and Global Response 3 for a discussion of the project's consistency with applicable local plans.

Response 11.6
The commenter states that the project's encroachment into the protected zone of oak trees is not permitted because the project does not currently conform to the height and density requirements of the Commercial zone. The commenter also suggests that the project could avoid the oak tree encroachment.

The project applicant has requested a Development Plan Permit and CUP. Assuming approval of a Development Plan Permit and CUP, the project would be in conformance with its zoning and land use designation and the applicant could obtain an Oak Tree Permit. The Draft IS-MND analyzed the project as proposed as required by CEQA.

The commenter's suggestion for an alternative design that avoids oak tree encroachment does not directly pertain to the Draft IS-MND, but is another option that could be considered. City decision makers will consider this suggestion as they review the project.

Response 11.7
The commenter states that the project is inconsistent with the General Plan and Las Virgenes Gateway Master Plan. The commenter states it is inconsistent because it would eliminate 90 spaces of an unofficial park-and-ride, which would result in traffic impacts not analyzed in the Draft IS-MND.

Please refer to Global Response 3 for a discussion of the project's consistency with local plans and the unofficial park-and-ride.

Response 11.8
The commenter states that the Las Virgenes Gateway Master Plan limits the intensity of development on the project site to a floor to area ratio of 0.2 or 40,000 square feet, whichever is less. The commenter also states that the project conflicts with height limitations.

As discussed in Section I, *Aesthetics*, the project site is currently designated Business-Retail (B-R) in the 2030 General Plan and zoned Commercial Retail (CR). The B-R designation accommodates general shopping and commercial services with a basic land intensity or floor area ratio (FAR) of less than or equal to 0.2 and a maximum FAR of 0.4. Hotels are considered a commercial use and are permitted in the CR Zone with a CUP (City of Calabasas Municipal Code Section 17.11.010.f). In addition, the CR zone has a maximum allowable FAR of 0.40 for all buildings (City of Calabasas Municipal Code Section 17.14.020). The proposed project would include a hotel with an FAR of 0.3575, which is consistent with the FAR restrictions of the site's land use designation and zone. Please refer to Global Response 4 for a discussion of the project's height.

Response 11.9
The commenter states that the project is inconsistent with the objectives of the Las Virgenes Gateway Master Plan and policies related to "maintaining the area's unique views." The commenter states that a fair argument exists that the project would have significant land use impacts and reiterates that an EIR is required.

Please refer to Global Response 3 for a discussion of the project's consistency with local plans and Global Response 4 for a discussion of the project's impacts on views. As discussed in Section I, *Aesthetics*, the proposed project fully complies with the height limitation established in the Las Virgenes Gateway Master Plan designed to preserve the area's unique views.

Response 11.10
The commenter states that the Draft IS-MND does not address cumulative land use impacts and spot-zoning. The commenter states that an EIR is required to analyze the impacts of the City's policy of permitting exceptions to the General Plan.

Please refer to 11.2 and Global Response 1 for a discussion of the appropriate environmental document for the proposed project.

Letter 12

SANTA MONICA MOUNTAINS
TRAILS COUNCIL

December 4, 2015

City of Calabasas Planning Commission

Re: Rondell Oasis Hotel Project Initial Study – Mitigated Negative Declaration

The Board of Directors of the Santa Monica Mountains Trails Council is concerned about the proposal for a Mitigated Negative Declaration for the Rondell Oasis Hotel project. We believe a full Environmental Impact Report is required for this project to fully understand the impacts on the many ways that the public currently uses the area that is proposed for development.

The proposed hotel will block a major access point to the Calabasas segment of the Juan Bautista de Anza National Historic Trail. This trail was established by an act of Congress in 1990 to celebrate the route of the de Anza expedition in 1775 from Mexico to San Francisco for the purpose of establishing a colony. It is one of only nineteen National Historic Trails. In 2000, the trail was further recognized by the White House as a Millennium Trail. It provides two of the three access points to the New Millennium Loop trail system.

In the past year, the Trails Council trail crew, along with the Concerned Off-Road Bicyclists Association, members of Calabasas middle- and high-school mountain biking clubs and other volunteers, worked to improve and repair both this section of the de Anza National Historic Trail and the Bark Park Trail, primary access routes to the New Millennium Loop trail system. 1

The Rondell hotel project proposes to provide five dedicated parking spaces for trail users. However, this is grossly inadequate as there are at times dozens of people congregating to use the trail. Furthermore, of the three trailheads with parking that provide access to the Historic Trail and the New Millennium Loop Trail system (the other two are at Bark Park and the west end of Calabasas Road), this is the only one that can accommodate equestrians with their horse trailers. The proposed five parking spaces would not accommodate horse trailers, so equestrians would lose access to this trail system completely.

Because the project would impede access currently enjoyed by the public to the Historic Trail and the New Millennium Loop Trail system, we believe that the impact of this project is significant, and therefore it requires a full Environmental Impact Study to explore this issue and to suggest appropriate mitigation. For example, a new trailhead apart from the hotel, with a realignment of the trail if necessary, and parking for thirty, including vehicles pulling horse trailers, and no physical impediments such as steps, would be more appropriate mitigation. 2

The Santa Monica Mountains Trails Council was formed in 1969. We are a volunteer nonprofit organization, dedicated to establishing, preserving and maintaining the public trail system throughout the Santa Monica Mountains and adjacent areas through education, advocacy and partnership with public and private sectors.


PO BOX 345, AGOURA HILLS, CA 91376, 818-222-4531 - mail@smmtc.org

The Santa Monica Mountains Trails Council coordinates with various government agencies to enhance and preserve the trail system. We assist in negotiations with property owners regarding specific trail alignments. We promote public awareness and build, monitor and maintain trails.

2, cont'd

Trails are continually subject to constant pressures, whether due to recreation, development or simply the forces of nature. Therefore, it is imperative that the trails be safeguarded to ensure future use and enjoyment.

On behalf of the Board of Directors,

Howard Cohen
President – Santa Monica Mountains Trails Council
Smmtc.org

cc:
Santa Monica Mountains Trails Council Board of Directors


*PO BOX 345, AGOURA HILLS, CA 91376,* 818-222-4531 - mail@smmtc.org

*Letter 12*

**COMMENTER:** Howard Cohen, Santa Monica Mountains Trails Council

**DATE:** December 4, 2015

Response 12.1
The commenter states an opinion that a full EIR is required for the proposed project because of its impacts to access and parking.

Please refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project and Global Response 2 for a discussion of the project's impacts to trail access and parking.

Response 12.2
The commenter reiterates an opinion that a full EIR is required and suggests that the project should include a new trailhead with thirty parking spots, no steps, and trailer parking.

The Draft IS-MND evaluates the project as proposed as required by CEQA. The commenter's suggestion is another option that could be considered. City decision makers will consider this suggestion as they review the project. Please also refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 13

December 4, 2015

City of Calabasas Planning Department
100 Civic Center Way
Calabasas, CA 91302

RE: Rondell Oasis Hotel Project, File No. 140001318
Initial Study/Mitigated Negative Declaration

The Community Association of Saratoga Hills (CASH) is disappointed at the Planning Department evaluation of the Rondell Oasis Hotel Project and the bare minimum environmental impact finding. It is inconceivable that, with the exception of a temporary issue related to nesting birds, the finding is no significant environmental impacts for this project. And, the timing of the announcement one day after the City Council elections is particularly disturbing.

The building height guideline on the west side of the City, at 35 feet, has been adhered to for over 30 years. Support for this guideline has included three County Supervisors and City of Calabasas Councils for nearly 24 years. They all felt that the guideline was reasonable and necessary for the gateway to National and State Parks and the spectacular undisturbed ridgelines.

The document appears to abandon long-standing height guidelines for the west side of the City and suggest that new heights be implemented by filing a piece of paper, a Development Plan. The document barely mentions the four stories on page 24 and talks about the Development Plan on page 74, referring to Code 17.14.020. Clearly, the document was prepared specifically to avoid any discussion on the major impacts that this building height increase will have on all future building construction on the west side of the city. Once the 35 foot height is broken, there is no guideline or standard on how high a building can be built. If four stories are acceptable without justification, then certainly five or six stories is just around the corner. In 1978 an eight story building was proposed at the current Summit Development site. At that time Supervisor Antonovich thought that the height was unreasonable and set the guideline at 35 feet. CASH is of the opinion that the logic of that early decision still exists today. 1

The suggestion that the building height increase goes from 35 to 50 feet, an increase of 15 feet, ignores what the building will really look like from Las Virgenes Road. Las Virgenes Road is elevation 770 feet. The hotel pad is on the top of a 15 foot retaining wall at elevation 785 feet. The four story hotel is 50 feet higher at elevation 835 feet, and the stairwell towers are 8 feet higher for a total elevation of 843 feet. The top of the hotel is 73 feet above Las Virgenes Road, or equivalent to a height of more than six stories.

The city vision for the commercially-zoned property adjacent to the intersection of Las Virgenes Road is, according to the City Manager, “to create a village center in the west side”. The reality, unfortunately, is a liquor store, three fast food restaurants, four gas stations, a smoke shop, and 2

plans for two travel hotels. The new city plan is a corridor for the budget traveler and a significant source of revenue for the city.

The suggestion that there is no significant environmental impact to ignoring a regional building height guideline in effect and being followed for over 30 years cannot be supported. Also, abandoning the city vision for a village center on the west side must be addressed and specific reasons articulated for the alternative being proposed. The page 74 brief reference to a Development Plan Permit is woefully inadequate in response to the significant issues being ignored. CASH respectfully requests that the current IS/MND be rejected and a new document be prepared that addresses the many environmental issues associated with this project. 2, cont'd

Sincerely,

Candice Weber, President
Community Association of Saratoga Hills

*Letter 13*

**COMMENTER:** Candice Weber, Community Association of Saratoga Hills

**DATE:** December 8, 2015

Response 13.1
The commenter states concerns that the project would violate height restrictions.

Please refer to Global Response 4 for a discussion of the project's height and City height restrictions.

Response 13.2
The commenter states that the project conflicts with the vision for the area and requests that a new environmental document be prepared.

Please refer to Global Response 3 for a discussion of the project's consistency with local plans.

Letter 14

**From:** Tamiko
**To:** Michael Klein
**Subject:** Construction on Las Virgenes
**Date:** Sunday, November 08, 2015 9:29:31 PM

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I don't know who schedules construction for the 2 development projects on Las Virgenes but it's too much to put the neighborhoods around here through. The added road work on Las Virgenes and Lost Hills happening at the same time is ridiculous! Sometimes it's impossible to get out to Las Virgenes rd from our neighborhood in Stone Creek. 1

Also, where are the story poles for the Blue Marble development? We had no idea that the ridge line would be affected. What happened to protecting the ridge line?? The Stone Creek HOA and Malibu Canyon HOA would like some response. 2

Tamiko Fuote

*Letter 14*

**COMMENTER:** Tamiko Fuote

**DATE:** November 8, 2015

Response 14.1
The commenter states concerns about the construction of the proposed project and nearby proposed developments to nearby neighborhoods. The commenter also states concerns about road work on Las Virgenes Road and Lost Hills Road and states that it is currently difficult to access Las Virgenes Road from the neighborhood of Stone Creek.

Project construction impacts are discussed throughout the Draft MND, particularly in Section III, *Air Quality*, Section IV, *Biological Resources*, and Section IX, *Hydrology*. The impacts of project construction on traffic would be temporary and would not significantly impact traffic levels because the project is immediately adjacent to on and off-ramps to the 101 Freeway and construction traffic would not impede service streets. The traffic and construction impacts of proposed nearby developments and roadwork are examined in environmental documents for each proposed project, such as the Draft Environmental Impact Report for the proposed Canyon Oaks project and the Final Mitigated Negative Declaration/Finding of No Significant Impact for the Lost Hills Road/U.S. 101 Interchange Improvement Project. As discussed in Section XVI, *Transportation/Traffic,* of the Draft MND, the traffic impact analysis determined that the project would have less than significant project-related and cumulative impacts based on the City's intersection impact threshold criteria.

Response 14.2
The commenter requests information about story poles for the Blue Marble development.

This comment is not related to the proposed project.

Letter 15

**From:** Joanne Suwara
**To:** Michael Klein
**Subject:** Rondell Oasis
**Date:** Friday, November 13, 2015 1:06:18 PM

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Good Afternoon!

I am going through the MND for Rondell Oasis and I noticed there is no mention of a General Plan amendment. Could you explain that to me please.

Thank you.

Joanne Suwara

Sent from my iPad

*Letter 15*

**COMMENTER:** Joanne Suwara

**DATE:** November 13, 2015

The commenter asks why the project does not require a General Plan amendment.

Please refer to Global Response 3 for a discussion of the project's consistency with its General Plan designation.

Letter 16

**From:** Joanne Suwara
**To:** Michael Klein
**Subject:** Re: Rondell Oasis
**Date:** Monday, November 16, 2015 11:51:54 AM

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Thanks, Michael. Can you tell me the justification for the height over the city limit?

Joanne

Sent from my iPad

*Letter 16*

**COMMENTER:** Joanne Suwara

**DATE:** November 16, 2015

The commenter asks for a justification regarding the project's height.

Please refer to Global Response 4 for a discussion of the project's height and City height restrictions.

Letter 17

**From:** Joanne Suwara
**To:** Michael Klein
**Subject:** Rondel Oasis MND
**Date:** Saturday, November 21, 2015 9:11:39 AM

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Good Morning!

Could you tell me how high the retaining wall(s) will be. I cannot find it in the document. If it is included then could you reference it.

Thank you.

Joanne Suwara

Sent from my iPad

*Letter 17*

**COMMENTER:** Joanne Suwara

**DATE:** November 21, 2015

The commenter requests information about the height of the retaining walls.

As discussed on Page 73 in Section X, *Land Use and Planning*, of the Draft IS-MND, the retaining walls would exceed six feet in height, which exceeds City standards. Assuming the City approves a Development Plan Permit for the project, it would be consistent with City plans and policies.

Letter 18

**From:** Kae Bender
**To:** Michael Klein
**Subject:** Need Impact study of Rondell Oasis Hotel Project
**Date:** Monday, November 30, 2015 9:40:37 PM

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Dear Mr. Klein:

As hiker and nature lover, I am troubled by the plan for the Rondell Oasis Hotel Project. Situating the project on the the east side of Las Virgenes Road, immediately south of the 101 freeway, would block access to the popular Juan Bautista de Anza Historic Trail. Certainly this blocakge and elimination of the current large parking area at the trailhead will adversely affect many Californians.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Sincerely,
Kae Bender
42955 Cherbourg Lane
Lancaster CA 93536
KaeBender@juno.com

**Not transferring a credit card balance is a big mistake ...**
These responses are not provided or commissioned by the credit card issuer. ...
http://www.nextadvisor.com/blog/2015/01/02/chase-slate-best-bet-for-balance-transfers/?kw=grav_dsk_chslt-7-42

*Letter 18*

**COMMENTER:** Kae Bender

**DATE:** November 30, 2015

The commenter states concerns that the project would block the Anza Trail, remove trail parking, and requests a full EIR.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking and refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 19

**From:** Steve Clark
**To:** Michael Klein
**Subject:** Comment on the Rondell Oasis Hotel Project
**Date:** Monday, November 30, 2015 2:15:37 PM

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Dear Mr. Klein, I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

I am a hiker and mountain biker and have been on this segment of the trail and the New Millennium Loop several times. I also organize and lead events for several local hiking groups, and have led hikes that started in the parking area that would be eliminated. I would not be able to lead such hikes in the future because we had about 25 hikers turn out. (Adequate parking at the trailhead is always a concern because hiking is so popular in the Santa Monica Mountains.) Finally, I also organize and lead trail work days for CORBA, a local mountain bike advocacy organization. A year ago we had an event on this historic trail for Calabasas middle and high school mountain biking team members where we widened a rerouted section of the trail that avoids a swamp.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Steve Clark

*Letter 19*

**COMMENTER:** Steve Clark

**DATE:** November 30, 2015

The commenter states concerns that the project would block access to the "Anza Trail" and the New Millennium Trail. Specifically, the commenter states that the project would eliminate an existing parking area at the trailhead and provide insufficient and inadequate parking for trail users, especially large equestrian trailers. The commenter also requests that the City require an EIR for the project.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking and refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 20

**From:** Jane Fawke
**To:** Michael Klein
**Subject:** Proposed hotel
**Date:** Monday, November 30, 2015 8:18:30 PM

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Sir,
I see that Calabassas may allow a new hotel developement at the junction of the 101 freeway and Las Virgenes.
There is a beautiful trail system in there, including the millenium loop which would be blocked off if the hotel went in. The proposed 4 parking spaces and a doggie pot station do not offer full access to equestrians or groups of hikers and bikers.
There must be a full Environmental Impact Report before any plans are put in place for a new hotel complex.
We need open space, wildlife corridors and trails before another hotel, there are plenty of hotels in the area including the huge Sheraton on Agoura Road.
Thank you for your attention.
Jane Fawke

Jane "Spider" Fawke

*Letter 20*

**COMMENTER:** Jane Fawke

**DATE:** November 30, 2015

The commenter states concern that the project would block access to the Anza Trail and requests a full EIR. The commenter states an opinion that the City needs more open space and does not need a hotel.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking and refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 21

**From:** Ruth Gerson
**To:** Michael Klein
**Subject:** RONDELL HOTEL
**Date:** Monday, November 30, 2015 8:04:48 PM

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Hello Michael

It appears that this project is being pushed forward without adequate research to determine how to overcome the negatives - blocking an Historic trail, parking for horse trailers to access the trail, horses crossing the proposed drainage swales, and other important issues.

It is my understanding that the hotel will block equestrian access to the Historic DeAnza Trail. Apparently, there is no planning for parking horse trailers and their space for loading and unloading horses. Is there enough space for turning a horse trailer around? The cement drainage swales will further prevent horses from accessing the trail.

A complete EIR is clearly needed to address these issues and more. As a concerned equestrian, I would appreciate your response.

thank you

*Ruth Gerson*
*ruthgerson@aol.com*
*818-991-1236*

*Letter 21*

**COMMENTER:** Ruth Gerson

**DATE:** November 30, 2015

The commenter states concerns that the project would block the Anza Trail and eliminate parking for hikers and horse trailers. The commenter also states concern that there would not be enough space to turn horse trailers around and requests a full EIR.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking and refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 22

**From:** Thomas Graves
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project
**Date:** Monday, November 30, 2015 7:58:38 PM

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Dear Mr. Klein,

I have recently learned of the Rondell Oasis Hotel Project on Las Virgenes Road. This project will block access to the popular Juan Bautista de Anza Historic Trail that I and my hiking group regularly use, and greatly reduce the number of parking spaces at the trailhead. I believe that a full Environmental Impact Report for this project is needed.

Kind regards,
Thomas Graves

*Letter 22*

**COMMENTER:** Thomas Graves

**DATE:** November 30, 2015

The commenter states concerns that the project would block the Anza Trail and eliminate parking for hikers and horse trailers. The commenter also requests a full EIR.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking and refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 23

**From:** Bonni Koerner
**To:** Michael Klein
**Subject:** Rondel Oasis Project
**Date:** Monday, November 30, 2015 10:07:00 PM

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Dear Mr. Klein, I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Bonni Koerner

Sent from my iPad

*Letter 23*

**COMMENTER:** Bonnie Koerner

**DATE:** November 30, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 24

**From:** Steve Johnson
**To:** Michael Klein
**Subject:** Environmental Impact Report needed - Rondell Oasis Hotel Project
**Date:** Monday, November 30, 2015 6:06:27 PM

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Dear Mr. Klein -

As a hike leader for a number of local hiking groups that make regular use of the New Millennium Trail, I urge you and the Calabasas City Council to conduct an Environmental Impact analysis for the planned Rondell Oasis Hotel project.

The hikes I've led and participated in on the New Millenium Trail, which use the area of the hotel project, include as many as 30 hikers. The proposed 4 parking spots is hardly sufficient.

We often encounter equestrians and bicyclists on the trail, for which no specific provisions have been made in the Rondell project plan; in fact, the proposed drainage area and proposed climb-over would preclude access by bicyclists and equestrians to this wonderful trail system.

I lead hikes with the ***Calabasas Day Hikers*** ("CDH", recently recognized by a proclamation from the Calabasas City Council for more than five years of community engagement), the ***Weekday Trailblazers*** ("WDTB"; in Agoura Hills), and ***Hike to Health*** ("HTH"; Newbury Park). There is some cross-pollination among the groups, but CDH has 2,652 members, WDTB has 1,294 members, and HTH has 868 members, all of whom regularly hike the trails in the area covered by the Rondell Oasis Hotel Project plan.

Thank you for your consideration. I trust that you and the Calabasas City Council will do what is right for your constituents.

Best regards,

Steven F. Johnson
Newbury Park, California

*Letter 24*

**COMMENTER:** Steve Johnson

**DATE:** November 30, 2015

The commenter states concerns that the proposed trail parking would be insufficient and access to equestrians and bicyclists would be blocked. The commenter also requests a full EIR.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking and refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 25

**From:** Gil Solomon
**To:** Michael Klein
**Subject:** Hotel project needs to allow access to the De Anza trail.
**Date:** Monday, November 30, 2015 10:39:49 PM

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Mr. Klein:

I'm not sure if you've hiked this trail but the historical markers and being able to visualize the expedition that originally settled this area are invaluable. I hike there with my granddaughter as a lesson in history. I also use that route as a safer alternative to get from Las Virgenes to Calbasas Road. Once access is lost, we can't recreate it. My understanding is that drainage requirements will block access to the trail and there will only be 4 parking spots.
A hotel is a reasonable idea for the empty lot but with today's state of engineering prowess, surely better access for bicyclists and hikers can be established. A bridge over the drainage area is one solution. And 4 spaces is inadequate. With everyone's interest in recreation, this could be a selling point for the hotel - access to the trail.

Note: I often use voice recognition software that may create syntax errors.

Gil Solomon, MD, MPH
818-470-0690

*Letter 25*

**COMMENTER:** Gil Solomon

**DATE:** November 30, 2015

The commenter states concern that the project's drainage requirements would block access to the Anza Trail and that proposed parking would be insufficient.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking.

Letter 26

**From:** Janna Williams
**To:** Michael Klein
**Subject:** Planning Commission Hotel
**Date:** Monday, November 30, 2015 2:55:33 PM

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Dear Mr. Klein,

It has recently come to my attention that a proposed hotel on Las Virgenes Rd. would block access to the DeAnza National Historic Trail for runners, bicyclists and equestrians. This is not only a mapped trail of National significance, it is mapped on the LA County Trails plan as well.

Based on some of the environmental and cultural issues a full EIR is supported. It is also my understanding that the city is trying to push for a mitigated negative declaration on this project.

This is really a shame that the City is trying to sidestep a very important step in the part of development in particular as it relates to our open space.

I am an avid trailrunner, hiker, and mountain biker and use these trails on a regular basis and especially this trail head.

I hope the City will reconsider the steps for this proposed development.

Thank you,

Janna Williams
(818) 620-3637

*Letter 26*

**COMMENTER:** Jana Williams

**DATE:** November 30, 2015

Response 26.1
The commenter states concerns that the project would block access to the Anza Trail. The commenter also requests a full EIR.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking. Refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 27

**From:** Frances Alet
**To:** info
**Cc:** Michael Klein
**Subject:** Rondell hotel MND
**Date:** Tuesday, December 01, 2015 9:28:20 PM

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Dear Calabasas Planning Commissioners and City Council Members:
I am submitting comments for your consideration.

I recently reviewed the City's MND for the Rondell project and must question some of the assertions in the document that there will be little impact to viewsheds or traffic. Page 94 of the MND states that the intersection of Pacific Coast Highway and Malibu Canyon is used as the nearest CMP (Congestion Management Program) intersection. It's noted that the intersection is 10 miles away from the project site. It's estimated that "less than eight vehicle trips would be passing through the intersection during peak hours and the proposed project's traffic impact would not exceed the CMP intersection threshold." While PCH and Malibu Canyon may be the nearest CMP intersection, I maintain that it is not reasonable to use an intersection that is ***10 miles away*** in deciding whether traffic will be impacted. One only needs to be at the intersection of Las Virgenes and Agoura Roads any weeknight at 5:00pm or 6:00pm to understand that the traffic there is currently a mess. What happens 10 miles down the road is virtually irrelevant. The document (also on page 94) states that "The proposed project may add approximately 12 single direction freeway trips in the project area 101 Freeway during the peak hours." I find it difficult to believe that there would be only 12 additional freeway trips for a 127-room hotel. These statements and methods of calculation cause me to question the accuracy of the MND. I strongly urge you to require a Environmental Impact Report to fully examine the effects of this proposed project. 1 2

The utmost care should be taken with this project because as proposed it would violate the City's own guidelines of what is acceptable (violating a long-standing height limit of three stories). The residents of Calabasas value restrained development. Because this project would involve carving away virgin land, the City must make certain that the impacts it considers are realistic. I don't believe that is the case with the current MND. I believe an EIR would more accurately assess the impacts of this proposed project. 3

Sincerely,
Frances Alet
5324 Parkmor Rd.
Calabasas, 91302
818.515.6305

*Letter 27*

**COMMENTER:** Francis Alert

**DATE:** December 1, 2015

Response 27.1
The commenter states that the MND is inaccurate because it bases traffic impact findings on a Congestion Management Program (CMP) intersection ten miles away from the project site, suggesting that this is too far to be relevant. The commenter also disagrees with the Traffic Impact Analysis findings that the project would add twelve single direction freeway trips to the 101 Freeway during the peak hour.

The Draft IS-MND evaluates the project's impacts to five local intersections, including the intersection of Las Virgenes Road and Agoura Road, under item (a) of Section XVI, *Transportation/Traffic* and in the Traffic Impact Analysis prepared by Overland Traffic Consultants (see Appendix F of the Draft IS-MND). The traffic analysis found that all five intersections would continue to operate at LOS C or better under existing and future conditions. Based on the traffic impact criteria set forth in the City's 2030 General Plan, the project's traffic impacts would be less than significant. The Draft IS-MND also evaluates the nearest CMP intersection at Pacific Coast Highway and Malibu Canyon under items (b) and (f) of Section XVI. According to the traffic analysis, the project would generate 1,038 daily vehicle trips, with 67 new trips during the morning peak hour and 76 trips during the evening peak hour based on trip generation rates from the ITE for hotel land uses. As the commenter noted, the project is projected to add twelve single direction freeway trips during the peak hour, or 24 freeway trips in both directions. It is reasonable to assume that approximately 36 percent of morning peak hour trips (24 of 67 trips) and 32 percent of evening peak hour trips (24 of 76 trips) would utilize the freeway, while the majority of the hotel's peak hours trips would be locally within Calabasas. As discussed in the traffic analysis, an increase in the freeway volume by 150 vehicles per hour during the morning or evening peak hours in any direction requires further analysis. Assuming that all of the project's peak hour trips utilized the 101 freeway, project impacts would remain less than significant because it would generate at most 76 trips in both directions during the evening peak hour, which is less than the CMP threshold of 150 vehicle trips in any direction. It should also be noted that Caltrans did not disagree with the finding that project would increase freeway volumes by less than 150 trips and would have less than significant impacts to the CMP (see Letter 5).

Response 27.2
The commenter requests a full EIR.

Please refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Response 27.3
The commenter states that the project would violate the City's height restrictions. The commenter reiterates concerns that the MND is inadequate and a full EIR is needed.

Please refer to Global Response 4 for a discussion of the project's height and City height restrictions. Please refer to Global Response 4 for a discussion of the project's height and City height restrictions.

Letter 28

Dear Mr. Klein,

Please do not let this happen!

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway.

This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Carrie Baltin

President, Monte Nido Valley Community Association

*Letter 28*

**COMMENTER:** Carrie Baltin

**DATE:** December 1, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 29

**From:** Lisa Buckland
**To:** Michael Klein
**Subject:** Randell Oasis Hotel Project --
**Date:** Tuesday, December 01, 2015 10:28:51 AM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Lisa Buckland

32 Marlboro Lane Bell Canyon, CA 91307

818-436-9297

*Letter 29*

**COMMENTER:** Lisa Buckland

**DATE:** December 1, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 30

**From:** tmcanning@aol.com
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel
**Date:** Tuesday, December 01, 2015 4:56:45 PM

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Dear Mr. Klein--
I am writing to you because I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and would also eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who regularly use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers. As a result, the the project would completely eliminate their access.

In my opinion, the city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect. I strongly urge the city to require a full Environmental Impact Report for this project.

Yours Sincerely,

Thomas M. Canning
Calabasas, CA. 91302

*Letter 30*

**COMMENTER:** Thomas Canning

**DATE:** December 1, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 31

**From:** Mike Corridori
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel
**Date:** Tuesday, December 01, 2015 10:21:52 AM

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Hi Michael,

I am writing this email to you in regards to the proposed Rondell Oasis Hotel development on Las Virgenes Road. As a resident of Calabasas (I live on Lost Hills Rd) and avid trail runner and hiker I believe this development will negatively impact one of the main reasons that people enjoy living in this area. That being easy access to possibly the most beautiful mountain range in Southern California. I understand that there are other ways to access this trail system but those areas are far away, overcrowded and used for other purposes. Is there a proposed trail access point and parking lot included in this project? If not, it is my understanding that the closest access point to this trail system would be the Bark Park, 4+ miles away and not an easy hike. In fact that might be the only access point on this side of the grade unless you count the Calabasas View Trail, which in my best estimate is 8-10 miles hike. I am sure that the planning commission is taking all this into consideration so I would really like to be informed as to what the this proposed plan includes.

Thank you for your time and I look forward to hearing more about the plans for this project.

Mike Corridori
Calabasas Resident

*Letter 31*

**COMMENTER:** Mike Corridori

**DATE:** December 1, 2015

The commenter asks if the project includes a trail access point and parking lot. The commenter states concerns that the project would negatively impact the Anza Trail.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking.

Letter 32

**From:** Margo
**To:** Michael Klein
**Cc:** Stephanie Abronson
**Subject:** Rondell Oasis Hotel
**Date:** Tuesday, December 01, 2015 5:49:35 PM

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Mr. Klein,
Roxy and I (see below) and many others of my horses have ridden the Juan Batista de Anza Trail for years. What you are proposing will make it impossible for us to ever ride that trail again. I've lived here for 18 years on my property at 667 Crater Camp Drive. I bought the property because of the trail system. I called Calabasas City government over 18 years ago before I bought the Crater Camp property. I was assured the trail system was an integral part of the area and would always be protected. I had faith in the word given me by a government representative. Unfortunately, you were not on that call. But I believed what I was told and bought the property.

I have recently sold that property and bought another at 626 Wonder View Drive because I continued to have faith in what Calabasas government officials told me. I refuse to believe that I was a fool. I refuse to believe that Calabasas government officials have gone back on their word.

4 parking spaces does not a trail head make! I have a four horse warm-blood trailer, ie: very large. Four parking spaces would be impossible for my truck and trailer. What is being proposed would mean only one or two small trailers at a time could utilize the parking. Is that what protecting and securing the local trail system means? I don't think so. I believe government officials must honor their word to the community. Or watch the falling home values as a result of that breach of faith. And remember where values fall, so do tax revenues. While LA county and Coastal Commission are working with the horse community, Calabasas City government is obviously working to line their coffers now and alienate their constituents. But that is a short term goal. A real community looks to the long term.

From my understanding, you are proposing to take over a National Historic Trail which was approved by the US Congress in 2000. It is part of the Camino Real when 200 years ago Juan Bautista and his missionaries traveled it. It goes without question that a full Environmental Impact Report is imperative. Or are you assuming that you can over-rule our Congress? And the history of our nation?

I had to laugh at the concept of stairs for horses up and over the the drainage to the trailhead. I have a bomb-proof trail horse. Let the person who proposed this idiocy ride her up the steps. City of Calabasas assumes all labially!

I continue in my faith in the word of the Calabasas government 18 years ago. If I should no longer continue in that belief, please tell me now. I shall rely upon you as someone committed to the Calabasas community to require a Full Environmental Report.

Respectfully yours,
M. E Eldridge

Margo Eldridge

c: 818-516-8315

*Letter 32*

**COMMENTER:** Margo Eldridge

**DATE:** December 1, 2015

The commenter states concerns that the proposed project would "take over" the Anza Trail, block equestrian access to the trail, and provide insufficient parking. The commenter also requests a full EIR.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking. Refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 33

**From:** Kevin Flanagan
**To:** Michael Klein
**Subject:** Please don"t build over our trails!
**Date:** Tuesday, December 01, 2015 10:13:07 AM

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Dear Mr. Klein, I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

As one of the coaches for the Calabasas Mountain Bike team, https://www.facebook.com/CalabasasHighSchoolMountainBikingTeam/?fref=ts, I am concerned that the city might be taking actions that would have the effect of limiting our access to trails where we train several times per week.

Yours Sincerely,

Kevin Flanagan

*Letter 33*

**COMMENTER:** Kevin Flanagan

**DATE:** December 1, 2015

This comment letter is the same as Letter 19, except the commenter also states concern that the project would limit access to trails for the Calabasas mountain biking team. Please refer to Response 19.

Letter 34

**From:** Peta Goldsmith
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project
**Date:** Tuesday, December 01, 2015 4:26:49 PM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access. 1

In addition, here in Monte Nido we have been told we can only irrigate one day a week. How come there is enough water to sustain this large project but current residents of the surrounding area are having their water allotment reduced? 2

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project. 1(cont'd)

Thank you.

Sincerely,

Peta Goldsmith

25620 Loree Way

Calabasas, CA 91302

*Letter 34*

**COMMENTER:** Peta Goldsmith

**DATE:** December 1, 2015

Response 34.1

This comment is the same as Letter 19. Please refer to Response 19.

Response 34.2

The commenter asks why there is enough water for the proposed project, but current residents are required to reduce their water use.

Please refer to Global Response 5 for a discussion of the project's impacts on water supply.

Letter 35

**From:** Catherine Jurca
**To:** Michael Klein
**Subject:** comment on EIR for proposed Rondell Oasis Hotel
**Date:** Tuesday, December 01, 2015 8:20:51 PM

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Dear Mr. Klein,

I was astonished to learn that the City of Calabasas does not believe an EIR is required for a project that all but denies access to a popular and historical significant trail. The parking to be provided is wholly inadequate to the trail's popularity, and the project further makes it impossible for equestrian access.

The planning department has failed to ensure appropriate mitigation for an important natural and historic resource; the EIR would require it to do so. I write to request that you rethink your decision and do the full EIR.

Thank you for your time.

Sincerely,
Catherine Jurca

*Letter 35*

**COMMENTER:** Cathrine Jurca

**DATE:** December 1, 2015

The commenter states concerns that the project would block access to the Anza Trail, particularly equestrian access, and provide insufficient parking. The commenter also requests a full EIR.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking and refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 36

**From:** Judith Laurentowski
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project -- Oh No!!!
**Date:** Tuesday, December 01, 2015 9:06:08 PM

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It has come to my attention that the Rondell Oasis Hotel Project is going to block parking and access to the Juan Bautista de Anza trail. As a nature lover and avid hiker, I find it hard to believe they have to build right there when consideration could be given to many other sites in Calabasas. I also feel that historical sites, such as this trail, should be respected and protected for future generations.

I urge the City of Calabasas to complete a full environmental impact survey and to think carefully about how better to support the local community.

Sincerely,

Judith Laurentowski

*Letter 36*

**COMMENTER:** Judith Laurentowski

**DATE:** December 1, 2015

The commenter states concerns that the project would block the Anza Trail and eliminate parking for hikers and horse trailers. The commenter also requests a full EIR.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking and refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 37

**From:** Carey Leviss
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel
**Date:** Tuesday, December 01, 2015 10:43:43 AM

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Dear Mr. Klein, I have just read the Draft Initial Study; Mitigated Negative Declaration of the Rondell Oasis Hotel Project.

As a member of the hiking and biking community that regularly uses the Juan Bautista de Anza Historic Trail, I disagree with the negative declaration. There will be an elimination of too many parking spaces at the existing trailhead. The planned 5 parking spaces are insufficient for the current and probable increased usage of this historic and scenic trail. Many users would no longer be able to access this trailhead in the future due to parking restrictions.

I feel that the city implement a full EIR for this project rather than rubber stamp this draft report

Thanks,

Carey Leviss
254 Via Lara
Thousand Oaks, CA 91320

*Letter 37*

**COMMENTER:** Carey Leviss

**DATE:** December 1, 2015

The commenter states that the proposed trail parking would be insufficient. The commenter also requests a full EIR.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking and refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 38

**From:** Sherwin Rosenbloom
**To:** Michael Klein
**Subject:** Oasis Hotel
**Date:** Tuesday, December 01, 2015 6:04:06 AM

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I am requesting that an environmental report be completed for the proposed Oasis Hotel and associated residential development. 1

Calabasas has a unique environment in that it is surrounded by beautiful mountains and hiking trails. The Oasis Hotel located on Las Vergines will spoil the character of this area. 2

It is obvious that the approval of projects and zoning variences in Calabasas such as the Oasis Hotel are driven under the influence from conflicts of interests by members of the City Counsel.

Sherwin Rosenbloom

847 610 0650
4803 El Canon Ave #318
Calabasas CA 91302

*Letter 38*

**COMMENTER:** Sherwin Rosenbloom

**DATE:** December 1, 2015

Response 38.1
The commenter requests a full EIR.

Please refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Response 38.2
The commenter states concerns about the project's aesthetic impacts.

Please refer to Global Response 4 for a discussion of the project's aesthetic impacts.

Letter 39

**From:** Christopher Rubin
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project
**Date:** Tuesday, December 01, 2015 7:19:14 PM

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Dear Mr. Klein,
I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.
The City of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Christopher Rubin

Sent from my Verizon Wireless 4G LTE smartphone

*Letter 39*

**COMMENTER:** Christopher Rubin

**DATE:** December 1, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 40

**From:** Michelle S
**To:** Michael Klein
**Subject:** please request EIR!
**Date:** Tuesday, December 01, 2015 10:27:17 AM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. They would have to move to the Bark Park and then there will not be enough spaces for their own use. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access. Nor are the planned stairs conducive to cyclists.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Michelle Schardt
4030 Camino Plano
Calabasas, CA 91302

*Letter 40*

**COMMENTER:** Michelle Schardt

**DATE:** December 1, 2015

This comment letter is the same as Letter 19, except the commenter also states concern that the proposed stairs near the trail access would block bicyclists.

Please refer to Response 19 and Global Response 2 for a discussion of the project's impacts to trail access.

Letter 41

**From:** Dana Sparks
**To:** Michael Klein
**Subject:** environmental impact report for Rondell Oasis Hotel Project
**Date:** Tuesday, December 01, 2015 7:58:51 AM
**Attachments:** linkedin.png
facebook.png
twitter.png

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Dear Mr. Klein,

I am an avid hiker and live in the Malibu Canyon area, I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The very few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. Also the impact to neighbors with the increased traffic will surely be significant. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Dana Sparks

Dana Sparks
Cell/Text +1 805-402-7427
DanaSparksReal@gmail.com
Keller Williams
30700 Russell Ranch Road, Suite 200
Westlake Village, CA 91362
CA BRE 01859615

"The strength of a nation derives from the integrity of the home." ~ Confucius

This e-mail and any attachments are confidential. If you are not the intended recipient, please immediately delete its contents and notify me.

*Letter 41*

**COMMENTER:** Dana Sparks

**DATE:** December 1, 2015

This comment letter is the same as Letter 19, except the commenter also states concern regarding the project's traffic impacts.

Please refer to Response 19. Please refer to Response 27.1 for a discussion of the project's traffic impacts.

Letter 42

**From:** Lynda Thompson
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project
**Date:** Tuesday, December 01, 2015 7:57:49 AM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. I understand this project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it.

Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access. Maintaining access for the many equestrians in the nearby neighborhood is also important.

I believe a full environmental impact report is needed for this project. I urge the city to require one!

Yours Sincerely, Lynda Thompson

*Letter 42*

**COMMENTER:** Lynda Thompson

**DATE:** December 1, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 43

**From:** Sharon
**To:** Michael Klein
**Subject:** Save parking at Juan Bautista de Anza Historic Trail
**Date:** Tuesday, December 01, 2015 8:47:43 AM

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Dear Mr. Klein,

As an educator and hiker, I am requesting that the City of Calabasas require an environmental impact report for the Rondell Oasis Hotel Project. 1 Our youth especially need to be encouraged to get out in nature and get some exercise.. It would be a great tragedy to lose the parking area for hikers at the trailhead. 2 The historical significance of this trail needs to be protected so people can access it.

*Letter 43*

**COMMENTER:** Sharon

**DATE:** December 1, 2015

Response 43.1
The commenter states concerns that the project would block the Anza Trail and eliminate parking for hikers and horse trailers. The commenter also requests a full EIR.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking and refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 44

**From:** Stephanie Abronson
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel
**Date:** Wednesday, December 02, 2015 1:23:29 PM
**Importance:** High

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Dear City of Calabasas
In care of Mr. Michael Kline

STUPID IS AS STUPID DOES. WE SPENT YEARS GETTING THE ANZA TRAIL COMPLETED FROM MEXICO TO SAN FRANCISCO.
Just where are the brains of these money grubbing idiots who want to spoil more than 200 years of history and destroy a scenic trail with such grand history!

With no regard for such fools,
--Stephanie Abronson
543 Cold Canyon Rd.
Monte Nido, CA 91302-2206

*Letter 44*

**COMMENTER:** Stephanie Abronson

**DATE:** December 2, 2015

Response 44.1
The commenter states concern that the project would "destroy" the Anza Trail.

Please refer to Global Response 2 for a discussion of the project's impacts to the Anza Trail.

Letter 45

**From:** Vicki Addley
**To:** Michael Klein
**Subject:** Request for Environmental Impact Report
**Date:** Wednesday, December 02, 2015 6:48:14 PM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Vicki Addley

Sent from my iPhone

*Letter 45*

**COMMENTER:** Vicki Addley

**DATE:** December 2, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 46

**From:** Dmitry Bakuntsev
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project / Access to Juan Bautista de Anza Historic Trail
**Date:** Wednesday, December 02, 2015 7:48:00 PM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,
Dmitry Bakuntsev

*Letter 46*

**COMMENTER:** Dmitry Bakunstev

**DATE:** December 2, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 47

**From:** Stephen Bryan
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project
**Date:** Wednesday, December 02, 2015 4:45:16 PM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Kindest regards,
Stephen Bryan
Woodland Hills, CA

*Letter 47*

**COMMENTER:** Stephan Bryan

**DATE:** December 2, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 48

**From:** Bob DaSilva
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project
**Date:** Wednesday, December 02, 2015 8:19:11 PM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The City of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Best,

Bobby DaSilva
(818)667-5150

*Letter 48*

**COMMENTER:** Bob DaSilva

**DATE:** December 2, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 49

**From:** Sherry DaSilva
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project
**Date:** Wednesday, December 02, 2015 5:32:06 PM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The City of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Sherry DaSilva

*Letter 49*

**COMMENTER:** Sherry DaSilva

**DATE:** December 2, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 50

**From:** Jeffrey Davidson
**To:** Michael Klein
**Subject:** Hotel Development Doesn"t Care about community interests
**Date:** Wednesday, December 02, 2015 8:39:54 AM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it.

Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The City of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Jeffrey Davidson
jbd713@pacbell.net
www.pc-consultants.net
www.jeffdavidsonphotography.com
www.wanderinwok.com
http://www.linkedin.com/in/jbd0713

*Please delete all email addresses from messages if you plan to forward them.*
*PLEASE use BCC: for any and ALL emailings, instead of CC: or To:*
*If you help keep our addresses private, we might be able to cut down on computer identity theft and spam. Thank you!*

*Letter 50*

**COMMENTER:** Jeffrey Davidson

**DATE:** December 2, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 51

**From:** Margo
**To:** Michael Klein; Stephanie Abronson
**Cc:** Stephanie Abronson; Jo Powe
**Subject:** Fwd: Rondell Oasis Hotel
**Date:** Wednesday, December 02, 2015 7:32:38 PM

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Mr Klein,
I wrote to you yesterday. Today's news makes me even more distressed for the future of my home.

The more I learn, the more skeptical I become as to the intent of Calabasas government officials. I've just read that according to the LVMWD that the the City of Calabasas residents are now allowed to irrigate our plants and trees 1 day a week. Never mind that the Fire Dept. asks us to irrigate adequately to keep the trees alive. The Fire Dept. is rightly concerned about fire. That's their job. Which government agency are we to believe? Is Calabasas City government ready to have the entire city burn to the ground? Are you saying the LAFD has no idea what the risks of catastrophic fire are? 1

On the other hand, the proposed Rondell Oasis Hotel is 4 stories. Heavens knows how many bathrooms. One assumes there will be more guest rooms than in the traditional family home which has three maybe four bathrooms at the max.

Have you spoken with Gov Brown and the state government about Hotel Rondell Oasis's new and additional use of water at a time of drought? If you and the Calabasas government are not obliged to follow the mandates of the state of California, why are we the residents and taxpayers obliged to do so? How much money do you or the City of Calabasas make out of this oversight?

Bottom line, where is the Complete Environmental Report? Where is your responsibility to your citizens? Where is the public meeting to discuss the proposal? Where is the transparency upon which our democracy is based?

I am amazed that I was stupid enough to believe the assurances I had 18 years ago from the City of Calabasas that this is a family area supportive of the horse community. 2
What has happened? Are you all so interested in money that you will sacrifice a wonderful community for your salary and/or the approbation of moneyed interests?

I am terribly disappointed in my my local government. Shame on you! You are better than this. Step up and do the right thing. Do a complete Environmental Impact Report immediately! Get the results before moving forward on the Rondell project. That is how business is done in this country. Remember that we will not forget!

Margo Eldridge

Begin forwarded message:

**From:** Margo <eldridgemargo@gmail.com>
**Subject: Rondell Oasis Hotel**
**Date:** December 1, 2015 at 5:46:57 PM PST

**To:** mklein@cityofcalabasas.com
**Cc:** Stephanie Abronson <stephanie@abronson.com>

Mr. Klein,
Roxy and I (see below) and many others of my horses have ridden the Juan Batista de Anza Trail for years. What you are proposing will make it impossible for us to ever ride that trail again. I've lived here for 18 years on my property at 667 Crater Camp Drive. I bought the property because of the trail system. I called Calabasas City government over 18 years ago before I bought the Crater Camp property. I was assured the trail system was an integral part of the area and would always be protected. I had faith in the word given me by a government representative. Unfortunately, you were not on that call. But I believed what I was told and bought the property.

I have recently sold that property and bought another at 626 Wonder View Drive because I continued to have faith in what Calabasas government officials told me. I refuse to believe that I was a fool. I refuse to believe that Calabasas government officials have gone back on their word.

4 parking spaces does not a trail head make! I have a four horse warm-blood trailer, ie: very large. Four parking spaces would be impossible for my truck and trailer. What is being proposed would mean only one or two small trailers at a time could utilize the parking. Is that what protecting and securing the local trail system means? I don't think so. I believe government officials must honor their word to the community. Or watch the falling home values as a result of that breach of faith. And remember where values fall, so do tax revenues. While LA county and Coastal Commission are working with the horse community, Calabasas City government is obviously working to line their coffers now and alienate their constituents. But that is a short term goal. A real community looks to the long term.

From my understanding, you are proposing to take over a National Historic Trail which was approved by the US Congress in 2000. It is part of the Camino Real when 200 years ago Juan Bautista and his missionaries traveled it. It goes without question that a full Environmental Impact Report is imperative. Or are you assuming that you can over-rule our Congress? And the history of our nation?

I had to laugh at the concept of stairs for horses up and over the the drainage to the trailhead. I have a bomb-proof trail horse. Let the person who proposed this idiocy ride her up the steps. City of Calabasas assumes all labially!

I continue in my faith in the word of the Calabasas government 18 years ago. If I should no longer continue in that belief, please tell me now. I shall rely upon you as someone committed to the Calabasas community to require a Full Environmental Report.

Respectfully yours,
M. E Eldridge

*Letter 51*

**COMMENTER:** Margo Eldridge

**DATE:** December 2, 2015

Response 51.1
The commenter states concern about the proposed hotel's water use during a time of drought and states that existing residents must comply with mandatory water restrictions.

Please refer to Global Response 5 for a discussion of the project's impacts on water supply.

Response 51.2
The commenter requests a full EIR.

Please refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 52

**From:** Linda England
**To:** Michael Klein
**Cc:** "Linda England"
**Subject:** Juan Bautista de Anza Historic Trail
**Date:** Wednesday, December 02, 2015 3:45:35 PM

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Dear Mr. Klein, I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Linda England

Thank you for considering this suggestion.

*Letter 52*

**COMMENTER:** Linda England

**DATE:** December 2, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 53

**From:** Fisher, John
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project
**Date:** Wednesday, December 02, 2015 11:43:03 AM

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Dear Mr. Klein,

I am writing to request a full Environmental Impact Review for the Rondell Oasis Hotel Project. I believe the proposed Mitigated Negative Declaration inaccurately represents the extent of the degradation to the DeAnza Historic Trail user experience and downplays the aesthetic impact of the project. 1

The current plans limit access to a trail that has great local cultural significance and is a designated National Historic Trail. Restricting parking and building physical obstacles to the trailhead are not acceptable.

Furthermore, the aesthetic implications of the hotel are considerable and can not casually dismissed. Using existing commercial development as an excuse to make it worse with even more visual degradation and finding that it will have "less than significant impact" is unacceptable. 2

I urge you and the Planning Commission and the City Council to give this matter the full attention it deserves.

Respectfully,

John Fisher
4840 Queen Florence Lane
Woodlawn Hills, CA 91364

*Letter 53*

**COMMENTER:** John Fisher

**DATE:** December 2, 2015

Response 53.1
The commenter requests a full EIR and states that the Draft IS-MND does not adequately consider the project's impacts to the Anza Trail. The commenter also states concern that the project would restrict parking and building obstacles to trail access.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking and refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Response 53.2
The commenter states that the Draft IS-MND dismisses the project's aesthetic impacts because it would place a proposed hotel adjacent to existing commercial development and opines that this is "unacceptable."

Please refer to Global Response 4 for a discussion of the project's aesthetic impacts.

Letter 54

**From:** Jennifer Hoffman
**To:** Michael Klein; info
**Subject:** Rondell Oasis development
**Date:** Wednesday, December 02, 2015 4:51:01 PM

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Dear Michael Klein,

I am writing to request that a full and extensive Environmental Impact Report be done for the proposed Rondell Oasis Hotel. 1

The fact that a 4-story hotel is even being discussed is perplexing since the 2030 General Plan and Las Virgenes Gateway Master Plan do not include a 4-story hotel. This hotel will only serve people traveling through, which in my opinion will downgrade our community into no more than a truck stop on the 101 freeway. We do not pay high prices for homes in this area to have the developer clients/friends of City Council members come in and devalue the area by turning it into a truck stop. We already have obnoxious signs for Mobil and McDonalds that are out of place, this hotel is not taking our community vision in the right direction at all. 2

My concerns include the issue of drawing even more traffic to an already congested area. In April 2015 my husband was struck by another vehicle in front of the Shell gas station. The person that struck my husband was not a Calabasas resident, they were exiting the freeway and completely dismissed the fact that they were going right on red and they did not yield to oncoming traffic. This reckless driving is not an isolated incident in that area. Anytime I approach that intersection I feel I put my life in my hands from the constant flow of traffic coming off the freeway. Those drivers have little regard for the red light, as there is a constant stream of cars going right on red off the freeway ramp. 3

The increase in traffic brought from the Rondell Oasis hotel will undoubtedly increase the likelihood for more car accidents in the area. Without a proper assessment of traffic issues that could come about from this Rondell Oasis hotel, anyone involved in an accident in the future can **rightfully claim liability directly against the City of Calabasas** for failing to ensure this development can be supported by the current infrastructure, taking into account the extremely heavy flow of traffic that already exists.

I am also concerned about the limited access to the historic trailhead at this site. The development will result in a concrete wall and stairs being added at the trailhead that will essentially disallow use of the trail by equestrians, bicyclists and those with disabilities. The continued use of the trail access, which by the way has been used for centuries, is now at risk due to this 4-story hotel. 4

Without a full EIR, how can the City legitimately assess the impact of the development on the existing community?

I request as a resident, registered voter, and director of a nonprofit organization located within the City of Calabasas, that a full Environmental Impact Report be conducted for this site. I would also like justification from the City of Calabasas in writing as to how a 4-story hotel is even being considered when it directly conflicts with the 2030 General Plan and Las Virgenes Gateway Master Plan.

Sincerely,

Jennifer Hoffman

*Letter 54*

**COMMENTER:** Jennifer Hoffman

**DATE:** December 2, 2015

Response 54.1
The commenter requests a full EIR.

Please refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Response 54.2
The commenter states that the proposed project conflicts with the General Plan and Las Virgenes Gateway Master Plan.

Please refer to Global Response 3 for a discussion of the project's consistency with applicable plans.

Response 54.3
The commenter states concern regarding the project's traffic impacts.

Response 54.4
The commenter states that the project would limit access to the Anza Trail by equestrians, bicyclists, and people with disabilities. The commenter asks how the project's impacts could be fully assessed without an EIR.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 55

**From:** John@JLH Enterprises
**To:** Michael Klein
**Subject:** Trail access at Las Virgenes
**Date:** Wednesday, December 02, 2015 1:20:16 PM

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Hello, I am writing in protest of plans to block the trailhead at the Las Virgenes/101 site with construction of a Hotel. I use these trail weekly and this area is the link from ULVOSP across the 101 Fwy to the Millennium Trail without having to do a lot of backtracking.
Its historical significance should be enough to require a permanent access or easement to the trail, much like they have done at the Indian Spring site just north of the 118 fwy.
Please add my name to the list of opposition.

Sincerely,

John Hollenberg
*JLH Enterprises*
*818 835-0697 O*
*818 614-0244 C*
*818 337-7337 F*
*jlhenterprises@ymail.com*

*Letter 55*

**COMMENTER:** John Hollenberg

**DATE:** December 2, 2015

The commenter states opposition to the proposed project and states that the project would block access to the Anza Trail.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access.

Letter 56

**From:** annette johnson
**To:** Michael Klein
**Subject:** Please save our trailhead
**Date:** Wednesday, December 02, 2015 5:50:20 PM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it, especially for hikers hiking with one of the many hiking groups that use the trail. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access. Being an intermediate beginning hiker I find this trail to be very enjoyable and would hate to lose access to it.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,
Annette Johnson

*Letter 56*

**COMMENTER:** Annette Johnson

**DATE:** December 2, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 57

**From:** Emilee King
**To:** Michael Klein
**Subject:** Rondell Oasis hotel
**Date:** Wednesday, December 02, 2015 5:33:46 PM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The City of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Emily King-DaSilva

*Letter 57*

**COMMENTER:** Emilee King-DaSilva

**DATE:** December 2, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 58

**From:** Suze Randall Knipe
**To:** Michael Klein
**Subject:** DeAnza Trail
**Date:** Wednesday, December 02, 2015 8:29:51 AM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The City of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours sincerely

Suze Randall Knipe

*Letter 58*

**COMMENTER:** Suze Randall Knipe

**DATE:** December 2, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 59

**From:** Kathleen Marley
**To:** Michael Klein
**Subject:** Please don"t encumber access to our wonderful network of hiking trails!
**Date:** Wednesday, December 02, 2015 6:40:03 PM

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Dear Mr. Klein,

Through my hiking network, I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access. All one needs to do is visit the current parking area on a weekend morning to understand just how widely this network of trails is used. Should the development project be approved with only a Hangul of parking spaces allotted for trail use, I foresee a significant amount of "unauthorized" parking issues that will likely result in extreme discord among the hiking community and the future hotel.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Kate Marley

Hiking Enthusiast

*Letter 59*

**COMMENTER:** Kathleen Marley

**DATE:** December 2, 2015

This comment letter is the same as Letter 19, except the commenter also states concern that the proposed parking would result in future conflict between the proposed hotel and the hiking community. Please refer to Response 19. Refer to Global Response

Letter 60

**From:** Raphael Mazor
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project
**Date:** Wednesday, December 02, 2015 12:09:45 PM

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Dear Mr. Klein,

I believe that the poential impacts of the Rondell Oasis Hotel Project requires a a full environmental impact report (EIR). The project has potential to severely compromise current uses of the site, including access to the historic Anza trail. The proposed actions (additional parking, dog waste stations) are unlikely to mitigate impacts to hikers and equestrians. As a regular hiker in the area, I do not want to see hiking opportunities constrained by thoughtless development of open space. An EIR would ensure that the potential impacts of the development would be assessed and mitigated properly.

Yours Sincerely,

Raphael Mazor
Long Beach, CA

http://www.care2.com the worlds largest community for good.
You care; We Care2.

Start a petition - we will help you win!

http://www.thePetitionSite.com/create.html

*Letter 60*

**COMMENTER:** Raphael Mazor

**DATE:** December 2, 2015

The commenter states concerns that the project would block the Anza Trail and remove trail parking. The commenter also requests a full EIR.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking and refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 61

**From:** Nancy Nelson
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project
**Date:** Wednesday, December 02, 2015 4:32:19 PM

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Dear Mr. Klein,

I live in LA County but hike many of the trails in Ventura County. I have just learned of the Rondell Oasis Hotel Project that is being planned for the the east side of Las Virgenes Road, south of the 101 freeway. I have also learned that this hotel would block access to the popular Juan Bautista de Anza Historic Trail and eliminate the current large parking area at the trailhead. Walking and hiking this trail and many others in the county is healthy and educational for thousands of people. With this new development the few parking spots being planned for trailhead parking would not be at all adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project.

Thank you for your consideration.

Sincerely,

Nancy Nelson

*Letter 61*

**COMMENTER:** Nancy Nelson

**DATE:** December 2, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 62

**From:** PJ Parziale
**To:** Michael Klein
**Subject:** Proposed hotel at Hwy 101-Las Virgenes intersection
**Date:** Wednesday, December 02, 2015 4:52:10 PM

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Mr. Klein,

I have just heard about a proposed hotel that is to be sited at the junction of Las Virgenes Road and the 101 freeway. This project could block access to a popular and historic trail and reduce/eliminate the parking area at this trailhead.

I have no doubt that the bed tax from additional transient housing would benefit the coffers of the city of Calabasas. Nevertheless, there are impacts both to city residents and to those of wider Los Angeles and Ventura counties that should be considered. Open space, once lost, is lost forever. Think of that impact on future generations.

I urge the city to implement a more complete Environmental Impact Report for this project.

Thanks.

Peter Parziale

*Letter 62*

**COMMENTER:** PJ Parziale

**DATE:** December 2, 2015

The commenter states concerns that the project would block the Anza Trail and remove trail parking, impacting local residents and Los Angeles and Ventura County communities. The commenter also requests a full EIR.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking and refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 63

**From:** Craig Percy
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project
**Date:** Wednesday, December 02, 2015 6:26:16 PM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

R. Craig Percy

5609 Roundtree Pl.

Westlake Village, CA 91362

818-851-9239

*Letter 63*

**COMMENTER:** Craig Percy

**DATE:** December 2, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 64

**From:** Ken Raleigh
**To:** Michael Klein
**Subject:** Juan Bautista de Anza Historic Trail
**Date:** Wednesday, December 02, 2015 10:54:14 AM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The City of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Ken Raleigh

*Letter 64*

**COMMENTER:** Ken Raleigh

**DATE:** December 2, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 65

**From:** jaycee64@aol.com
**To:** Michael Klein; info
**Subject:** Comments on Rondell Oasis proposed hotel
**Date:** Wednesday, December 02, 2015 2:27:25 PM

---

Dear Mr. Klein & the City of Calabasas,

I understand that the developers of the planned Rondell Oasis Hotel project, situated on the east side of Las Virgenes Road south of the 101 freeway, is attempting to build a 4-story hotel building on that property. As a Calabasas homeowner and long time resident, I strongly oppose a project of this size. It goes against our cities 2030 General Plan and the Las Virgenes Gateway Master Plan. Those plans do not allow for this building height, I urge you to deny any request for a building that exceeds our current rules. 1

Additionally, I question what studies have been done on the impact an oversized project, even a 3-story hotel, would have on traffic, access to the existing trailheads and wildlife. Finally, as a community we must understand any environmental impact overall and protect the beauty and character we all cherish in our city from irreversible harm. 2

Mr. Klein and the City of Calabasas decision makers, please make sure all developers follow the rules for height limitations. Also please conduct a full Environmental Impact Report for "any" proposed design for this project. This will allow everyone to see clearly how this will impact the community and aid everyone in making the right decisions for our city. 3

Jacy Shillan
Long time Calabasas resident, concerned citizen and President of the Stone Creek HOA

*Letter 65*

**COMMENTER:** Jacy Shillan

**DATE:** December 2, 2015

Response 65.1
The commenter states that the project conflicts with the General Plan and the Las Virgenes Gateway Master Plan and violates height restrictions.

Please refer to Global Response 3 for a discussion of the project's consistency with applicable plans and Global Response 4 for a discussion of the project's height.

Response 65.2
The commenter states concern about the project's impacts to traffic, trail access, wildlife, and aesthetics.

Please refer to Response 27.1 for a discussion of the project's traffic impacts. Please refer to Global Response 2 for a discussion of the project's impacts to trail access and Global Response 4 for a discussion of the project's aesthetic impacts. The project's impacts to wildlife are discussed in Section IV, *Biological Resources*, of the Draft IS-MND. The Draft IS-MND determined that impacts to wildlife would be less than significant with implementation of Mitigation Measures BIO-1, which requires pre-construction surveys for nesting birds, and BIO-2, which requires restrictions on sound amplification equipment to reduce effects on wildlife.

Response 65.3
The commenter requests a full EIR.

Please refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 66

**From:** O Fragrance
**To:** Michael Klein
**Subject:** Rondell Oasis Project
**Date:** Wednesday, December 02, 2015 6:12:33 PM

---

Michael Klein
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

Mr. Klein

To say a hotel sized project needs no full environmental impact study is like telling the residents of Calabasas, 'I'm out of my gourd, fire me quick!'.

Honestly, your qualifications and intentions with this hideous, water sucking, unnecessary hotel project need to be examined by an independent authority. Who are you trying to save money for, the hotel chain? And why would that be... are we feathering our nest at the expense of the people?

The Rondell Oasis Hotel Project should not even be situated on Las Virgenes Road, south of the 101 freeway. It's just bad news for everyone.

This project would not only be an unnecessary, and ugly imposition on the natural landscape, it will destroy access to the popular Juan Bautista de Anza Historic Trail that was used by missionaries over 200 years ago.

I say 'fuck the parking spots' that the developers say they will provide for trailhead parking, which would NOT be nearly adequate for the public's use, let alone equestrians with horse trailers. What I am telling you Mr. Klein is that Calabasas does NOT NEED this damned hotel at all, period!

I not only DEMAND the city of Calabasas require a full Environmental Impact

Report for this project, but I am making phone calls at the city, county, and state level to set an inquiry in motion to investigate it.

Sincerely Yours,

Sherman C. White

323-590-1107 (private cell)

*Letter 66*

**COMMENTER:** Sherman White

**DATE:** December 2, 2015

Response 66.1
The commenter states that a full EIR is required for the proposed project. The commenter states concern that the project would block access to the Anza Trail and provide inadequate parking.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking and refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 67

**From:** ms_rene@aol.com
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project
**Date:** Wednesday, December 02, 2015 9:31:11 PM

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Dear Mr. Klein,

I am an avid hiker who lives in the San Fernando Valley. I enjoy hiking every weekend on trails in the Santa Monica Mountains.

I have just learned about the Rondell Oasis Hotel Project that plans to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway.
If approved, this project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California.
It would also eliminate the current large parking area that is located at the trailhead. I have hiked this trail many times. The few parking spots that the developers plan to provide for this trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area to access this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

In my opinion, the city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect. I urge the city to require a full Environmental Impact Report for this project!

Thank you for taking the time to read this email from me.

Sincerely,

Elise Wilson

*Letter 67*

**COMMENTER:** Elise Wilson

**DATE:** December 2, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 68

**From:** Wendy Zimmerman
**To:** Michael Klein
**Subject:** Rondell Oasis Project - EIR and Trail Access
**Date:** Wednesday, December 02, 2015 4:18:39 PM

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Dear Mr. Klein,

I am a hiker, mountain biker and equestrian who appreciates and regularly uses trails throughout the Conejo Valley. I recently hiked on the Juan Bautista De Anza Historic trail and enjoyed it very much. I have been there before my recent visit and I am confident that I will be back. This trail and the new Millenum Loop are frequently used by local hiking groups as well as well individuals who come from near and far to enjoy the beauty of Calabasas and the natural beauty of its open space.

I just learned about the Rondell Oasis Hotel Project that would be situated in a location where it will significantly interfere with the use of the Anza trail which played a significant role in California History (our 4th graders all learn about it) and continues to be a source of recreation today. Access to these trails MUST be preserved and they must continue to be accessible for ALL trail users to continue to enjoy them. 1

As currently proposed, the community won't be able to avoid the hotel which is not appropriate for trail use.

Further, the proposed trail access makes it very difficult for cyclists, (impossible for many who can't carry a bike up and down stairs which is dangerous) to get to the trail. The stairs would be impossible for equestrians. There would not be enough parking even for those on foot. To deny the community access to such a healthful and historically important trail system would be a crime against far more people than those who live in Calabasas. Calabasas MUST NOT deny the public access to such an important resource used happily by many for the benefit of a few.

These trails provide health benefits and important history lessons to users of all ages and means. We need to see open spaces and wildlife. Trails provide not just aerobic exercise but mental health. Our minds feel much better after we see large spaces, enjoy nature, breathe fresh air and these benefits apply whether enjoyed alone or with others.

Please request a full environmental impact report. Please listen to me and others who are asking you to ensure full and complete access to the Anza and Millenium trails. I support CORBA's most reasonable request that a separate trail head with appropriate facilities that allow access for all users be provided at a location that is not impeded by the hotel. We should not have to tiptoe around a hotel to enjoy these trails and natural resources. Nor should be potentially have to pay a hotel to park at the trail head. Cyclists and equestrians using these trails should not be discriminated against. It is also probable that the set up could make the trails impossible for those with disabilities to get to them and thus they would not be ADA compliant either. 2

The Rondell Oasis Hotel Project MUST NOT go forward as is. To allow it to do so is

for Calabasas to breach it's duty to not only its citizens, but to many others who come to the City to enjoy the beauty of its trails and open spaces.

2, cont'd

As a concerned trails enthusiast and frequent user of trails throughout our Conejo Valley, I thank you for listening and taking the need to provide public access for all trail users into account.

Sincerely,

Wendy Zimmerman
Newbury Park, CA

*Letter 68*

**COMMENTER:** Wendy Zimmerman

**DATE:** December 2, 2015

Response 68.1
The commenter states concern that the project would interfere with access to and parking for the Anza Trail by hikers, bicyclists, and equestrians.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking.

Response 68.2
The commenter requests a full EIR for the project. The commenter also states support of CORBA's suggestion (see Letter 10) that a separate trail head be made available for trail users and states concern that existing proposed access would not be ADA compliant.

Please Global Response 1 for a discussion of the appropriate CEQA document for the proposed project. Refer to Global Response 2 for a discussion of the project's impacts to trail access and parking. The question of whether the access would be ADA compliant is not a CEQA issue; however, as discussed in Global Response 2, the project's proposed access has been redesigned to be ADA compliant.

Letter 69

**From:** verduzcofire@gmail.com
**To:** Michael Klein
**Subject:** Treasured pieces of Southern California
**Date:** Wednesday, December 02, 2015 2:41:26 PM

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I'm writing to you today because of your plans of creating a hotel project in the mountains where so much history has happened. I am a volunteer fire fighter and much sweat and tears have been poured in making this place the way it is now. So many memories have happened and let me tell you our community doesn't profit from this building . We are an outdoors type of community that's what makes callabassa a special place. Understand that if you choose to ignore what the community has to say we are gonna be unhappy . You will take our beautiful mountains away and no one that lives in this community will benefit from this. As I drive into this beautiful place all my eyes can see is mountains at night time darkness no city lights nothing just pure beauty. Pleas take my effort in consideration and do what ever you can and prevent this from happening . Our future will greatly appreciate it and don't worry money will come and go but if you destroy this historical place will will loose it forever and it will be forgotten . Thank you for you time ..

Sent from my iPhone

*Letter 69*

**COMMENTER:** Unknown Sender

**DATE:** December 2, 2015

The commenter states opposition to the project and concerns about its impacts to aesthetics and historic significance.

Please refer to Global Response 4 for a discussion of the project's aesthetic and cultural resource impacts.

Letter 70

**From:** Valerie Allen
**To:** Michael Klein; info
**Subject:** We Oppose the Rondell Oasis Hotel Project!!
**Date:** Thursday, December 03, 2015 12:10:25 PM

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Mr. Klein & the City of Calabasas,

I understand that the developers of the planned Rondell Oasis Hotel project, situated on the east side of Las Virgenes Road south of the 101 freeway, are attempting to build a 4-story hotel building on that property. As a Calabasas homeowner I vigorously oppose a project of this size and I am outraged that a full Environmental Impact Report is not being done in blatant disregard of our cities 2030 General Plan and the Las Virgenes Gateway Master Plan. Those plans do not allow for this building height and I demand that you deny any request for a building that exceeds our current rules. 1

It is outrageous to say that an oversized project of this size would not have a massive have on traffic, access to the existing trailhead, views and wildlife. Our community must protect the beauty and character from irreversible harm. 2

Mr. Klein and the City of Calabasas decision makers, it is your job to make sure all developers follow the rules for height limitations and that a full Environmental Impact Report for "any" proposed design for this project is conducted. This will allow everyone to see clearly how this will impact the community and aid everyone in making the right decisions for our city. 3

Sincerely,
Valerie and Edwin Allen
27093 Esward Drive
Calabasas, CA 91301

*Letter 70*

**COMMENTER:** Valerie and Edwin Allen

**DATE:** December 3, 2015

Response 70.1
The commenter states opposition to the project and states that a full EIR should be completed. The commenter also states that the project conflicts with the General Plan and the Las Virgenes Gateway Master Plan and violates height restrictions.

Please refer to Global Response Please refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project. Please refer to Global Response 3 for a discussion of the project's consistency with applicable plans and Global Response 4 for a discussion of the project's height.

Response 70.2
The commenter states concern about the project's impacts to traffic, trail access, views and wildlife.

Please refer to Response 27.1 for a discussion of the project's traffic impacts. Please refer to Global Response 2 for a discussion of the project's impacts to trail access and Global Response 4 for a discussion of the project's impacts to views. Please refer to Response 65.2 for a discussion the project's impacts to wildlife.

Response 70.3
The commenter requests a full EIR.

Please refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 71

**From:** Noah Baldwin
**To:** Michael Klein
**Subject:** The new hotel will block the hiking trail I use.
**Date:** Thursday, December 03, 2015 11:16:02 AM

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Mr.Klein please do not block this hiking  trail that I use and so many others. By blocking the trail you will get less flow of people to this area and will get less people supporting your hotel establishment. If you move the hotel off from slightly so people could get access to the trial you would be getting large amounts of traffic to which your customers would use the trail and get people to recommend a place to stay.

*Letter 71*

**COMMENTER:** Noah Baldwin

**DATE:** December 3, 2015

The commenter states concern that the project would block access to the Anza Trail.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access.

Letter 72

**From:** Steve Blizin
**To:** Michael Klein
**Subject:** Access To Da Anza Trail At Las Virgines
**Date:** Thursday, December 03, 2015 9:02:41 AM

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Dear Mr. Klein,

I strongly oppose the plan by the Rondell Oasis Hotel Project. This plan seems to grossly underestimate the need for access and ample parking. While it's great for Calabasas to see development that could benefit the local economy, the area is a sensitive one and the historical trail system has already been established. To blindly proceed without consideration of this established historical trailway, actual use and current access versus proposed inadequacies will only serve to cause the hotel project, the city of Calabasas and it's residents and neighbors undue stress and ill will.

I feel this project should allow access, parking and embrace the existing historical trailway with allowance for ample parking and unrestricted access.

Best regards,

Steve Blizin

*Letter 72*

**COMMENTER:** Steve Blizin

**DATE:** December 3, 2015

The commenter states opposition to the proposed project. The commenter also states concern that the project would block access to the Anza Trail and provide inadequate parking.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking.

Letter 73

**From:** Austin
**To:** Michael Klein
**Subject:** Do not build that hotel
**Date:** Thursday, December 03, 2015 8:41:10 AM

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Dear Mr. Klein,
I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.
The City of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!
Yours Sincerely,
Austin Duerfeldt

*Letter 73*

**COMMENTER:** Austin Deurfeldt

**DATE:** December 3, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 74

**From:** Laurie Devine
**To:** Michael Klein
**Cc:** info
**Subject:** Curb Development
**Date:** Thursday, December 03, 2015 1:38:13 PM

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Mr. Klein & the City of Calabasas,

I understand that the developers of the planned Rondell Oasis Hotel project, situated on the east side of Las Virgenes Road south of the 101 freeway, are attempting to build a 4-story hotel building on that property. As a Calabasas homeowner and long time resident, I strongly oppose a project of this size. It goes against our cities 2030 General Plan and the Las Virgenes Gateway Master Plan. Those plans do not allow for this building height, I urge you to deny any request for a building that exceeds our current rules.

Additionally, I question what studies have been done on the impact an oversized project, even a 3-story hotel, would have on traffic, access to the existing trailhead, views and wildlife. Finally, as a community we must understand any environmental impact overall and protect the beauty and character we all cherish in our city from irreversible harm. 1

Mr. Klein and the City of Calabasas decision makers, please make sure all developers follow the rules for height limitations. Also please conduct a full Environmental Impact Report for "any" proposed design for this project. This will allow everyone to see clearly how this will impact the community and aid everyone in making the right decisions for our city.

Sincerely,

Laurie Devine
27092 Esward Drive
Calabasas, CA 91301

The fact that a letter campaign to stop this development is even necessary appalls me. The City of Calabasas fought Washington Mutual long and hard to stop development of Ahmanson Ranch. Do you really have such short memories? Do you ever try to drive on Las Virgenes in the morning or afternoon? It can't handle the current traffic. You have already compromised the quality of life for anyone living off Lost Hills Road and Las Virgenes. Enough! 2

*Letter 74*

**COMMENTER:** Laurie Devine

**DATE:** December 3, 2015

Response 74.1
This comment is the same as Letter 70. Please refer to Letter 70.

Response 74.2
The commenter states concern about an increase in traffic on Las Virgenes Road.

Please refer to Response 27.1 for a discussion of the project's traffic impacts.

Letter 75

**From:** Igor
**To:** Michael Klein; info
**Subject:** Rondell Oasis Hotel project
**Date:** Thursday, December 03, 2015 11:36:52 AM

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Mr. Klein & the City of Calabasas,

I understand that the developers of the planned Rondell Oasis Hotel project, situated on the east side of Las Virgenes Road south of the 101 freeway, are attempting to build a 4-story hotel building on that property. As a Calabasas homeowner and long time resident, I strongly oppose a project of this size. It goes against our cities 2030 General Plan and the Las Virgenes Gateway Master Plan. Those plans do not allow for this building height, I urge you to deny any request for a building that exceeds our current rules.

Additionally, I question what studies have been done on the impact an oversized project, even a 3-story hotel, would have on traffic, access to the existing trailhead, views and wildlife. Finally, as a community we must understand any environmental impact overall and protect the beauty and character we all cherish in our city from irreversible harm.

Mr. Klein and the City of Calabasas decision makers, please make sure all developers follow the rules for height limitations. Also please conduct a full Environmental Impact Report for "any" proposed design for this project. This will allow everyone to see clearly how this will impact the community and aid everyone in making the right decisions for our city.

Sincerely,
Igor Grekin
5355 Ambridge Drive
Calabasas, CA 91301

*Letter 75*

**COMMENTER:** Igor Grekin

**DATE:** December 3, 2015

This comment letter is the same as Letter 70. Please refer to Response 70.

Letter 76

**From:** Peter Heumann
**To:** Michael Klein
**Cc:** info
**Subject:** Comments re: Rondell Oasis Mitigated Negative Dec. Report - Please do a full EIR & Do not grant variance/exception/waiver/development plan overlay for height exception
**Date:** Thursday, December 03, 2015 1:17:48 PM

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RE: Rondell Oasis Hotel MND

Dear Mr. Klein, Commissioners & Councilmembers,

I write these comments in protest, as it seems a forgone conclusion that the hotels will be "rubber stamped" and approved with exceptions along Las Virgenes according to the city manager's comments in today's Acorn and the exceptionally short comment period allowed for during a busy holiday season.

Please do not grant the Mitigated Negative Declaration or the Development Plan Overlay for the four-story Rondell Oasis Hotel. Please do not grant the exception to the height limitations put forth in our zoning codes, the 2030 General Plan and the Las Virgenes Scenic Corridor plan. For the sake of our safety, quality of life, access to open space and in the name of good planning please conduct a full and complete environmental impact report on the subject property. 1

The city of Calabasas seems to have an unending arsenal of methods for circumventing your own rules and guidelines. Be it variances, waivers and now development plan overlays they are all being used to grant exceptions without regard to how it may impact the community or whether they are even appropriate. I urge you to please stop this!

Demand for the rooms must be an element of your planning decisions. Now it is reported land in Agoura (4 miles away) has sold to an experienced hotel developer/operator who is planning for 225 additional rooms. How is this going to impact the over 450 rooms that Calabasas is proposing to add to over 280 existing rooms? Agoura has a better and broader selection of restaurants within walking distance, not to mention movie theatres and live entertainment. These hotels could end up just like the empty retail space in the Summit and the empty office space along Mureau and Agoura Roads that City Manager Corralles refers to in his interview justifying building hotels. Further, the businesses along Agoura Road in Calabasas will put their guests up where it is most conducive to business and where they have existing business travel relationships. Their decision will not be based solely on proximity. 2

The mitigated negative declaration report is woefully inadequate and inaccurate in several areas. This is most evident on Page 21 of the report where the table shows the only "Environmental Factors Potentially Impacted" are the biological resources. Clearly this is an inaccurate representation and understatement of the impacts of this 3

project.

In regards to the development plan overlay, this is a clever strategy by the city to grant an exception to current zoning codes and guidelines according to the the 2030 General Plan and the Las Virgenes Scenic Corridor plan. In order to justify the development plan overlay, the developer makes they case that he is improving the property for the community. I would strongly disagree that a 4 story hotel (with no public amenities) is an improvement for the community. It does not create a destination that residents will (or can safely) walk to as called for. 3, cont'd

The DeAnza National Historic Trail as pointed out on page 56 is a “national treasure”. The proposed hotel blocks and hinders access to a designated national historic trail that should be a source of pride for the city, not something to be accessed by a staircase in a parking lot behind a hotel. “One of only 16 Millennium Trails in the nation”…and the developer is allotting 5 parking spaces, a doggie-poo station and a water fountain…if you can find it. Who is going to maintain these “improvements”… no plan stated for that.

In fact the developer is hindering access to the trail by building a wall with a stairway. This will make it more difficult to find, more difficult for hikers to access, even more so for bicyclists and impossible for horses to access the trail. There is also no allocation or planning for equestrian trailers or parking.

This development will forever change the character of the DeAnza National Historic Trail. The history and cultural implications of Juan Bautista DeAnza run deep through not only the Southwest, the State, but also our city, even naming a park after this important early explorer to California. But the report says these impacts are not significant. Untrue! 4

The maximum height of the retaining walls are not denoted in the report, although I’m told they could exceed 15 feet. Visually this will detract from the Oak dotted hillsides. Structurally, it is not certain that these retaining walls will be sufficient to hold back the severe slopes impacted by this development.

The visual impact of this project is not an improvement and will forever impact our community from a variety of locations, near and far. This project will impact every eastbound approach to Calabasas. The project will be visible from Las Virgenes, the 101 from west of Lost Hills, at the entrance to Saratoga Hills/Ranch (now that the hill has been leveled for the new onramps), the Lost Hills overpass and from a variety of spots along Agoura Road as far back as the Lost Hills Sheriff’s station. The developer’s renditions are not accurate examples from any of those perspectives. 5

I also do not think the city should vacate Rondell Street. This will contribute to the blocking of the access to the open space and trail head. The developer is only planning for 6 park & ride spaces for commuters, which is also woefully inadequate compared to current usage…the demand for park & ride spots should only grow with the increase in traffic generated by all the new projects proposed and already in process along Las Virgenes. 6

The developer is also counting on parking spaces along this street that will belong to the property owner on the other side of the street who will benefit from the city vacating title to street…that is Caltrans. What happens when those parking spaces go away if Caltrans decides to widen or change access to the Las Virgenes on-ramp to the 101 southbound?

Developers should be allowed to develop their properties as long as they follow the rules and are in compliance with the codes. But all too often, the developers need exceptions, variances, zoning changes and that is where the problems begin. Once granted, they cannot be undone and serve as precedent for future developments.

6, cont'd

The section of Las Virgenes is already a commercial planning mess that features 3 gas stations 4 fast food outlets (3 with drive throughs), 5 liquor stores…please do not add to it. What kind of “business” travelers will want to stay in area like this?

Good planning takes careful consideration. It has not been done with regard to this report or development. I am not opposed to development…but it should be well planned, a benefit to the community and responsible. Needing the revenue should not be the sole justification for the city. We have a wonderful city, let’s make sure that we plan to keep it that way.

Please do not grant the development plan overlay or the height exception. Please do a full environmental impact report.

Thank you for your consideration.

Sincerely,
Peter Heumann
27049 Esward Drive
Calabasas, CA 91301

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www.avast.com

*Letter 76*

**COMMENTER:** Peter Heumann

**DATE:** December 3, 2015

Response 76.1
The commenter states opposition to the project and requests a full EIR.

Please refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Response 76.2
The commenter states that demand for the proposed hotel should play a part in the decision making process and suggests that there would be low demand for the proposed hotel.

Please refer to Global Response 6 for a discussion concerning the feasibility of the proposed hotel.

Response 76.3
The commenter states that the Draft IS-MND is inaccurate and inadequate. The commenter states that the proposed hotel blocks access to the Anza Trail and eliminates parking. The commenter also asks who would maintain improvements at the trailhead.

The hotel operator would maintain the improvements at the trailhead. Please refer to Global Response 2 for a discussion the project's impacts to trail access and parking.

Response 76.4
The commenter states that the project would change the character of the historic Anza Trail and that this is a significant impact. The commenter also states concerns that the retaining wall height would have aesthetic impacts and that they would be insufficient to retain debris.

Please refer to Global Response 4 for a discussion of the project's impacts to the Anza Trail's historic designation and the height of the retaining walls. As discussed in Section VI, *Geology and Soils*, according to GeoSoils Consultants, Inc. and Willdan Engineering, the proposed project would be safe from the hazards of landslides (2015). The Draft IS-MND determined that the project would have less than significant impacts related to landslide hazards.

Response 76.5
The commenter states that the project will impact views of the site.

Please refer to Global Response 4 for a discussion of the project's impacts to views.

Response 76.6
The commenter states that the proposed dedicated transit parking is insufficient. The commenter also asks what would happen to parking spaces along Rondell Street if Caltrans expands the roadway. The commenter reiterates a request for a full EIR.

Please refer to Global Response 2 for a discussion of the project's impacts to parking. Also, as shown in Figure 3 the Caltrans Right of Way abuts, but does not include Rondel Street, where parking is proposed. Please refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 77

**From:** scott redbear hyde
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project
**Date:** Thursday, December 03, 2015 9:59:23 AM

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Dear Mr. Klein,

I have recently been informed of this project via a friend who lives in the area of the location for this future hotel project. I do not live in the area but do frequent the area quiet often and am an avid mountain biker. I bring my bike with me and get an amazing opportunity to ride some of your amazing trails in the area in between jobs.

I have yet to ride the trails that would be affectec by this hotel project and am saddened to learn that the access to this what sounds like an amazing trail so rich in historical significance may be blocked just enough to make it to difficult to ride.

Please please from ths bottom of my heart and for the love of your local outdoor enthusiasts and for the historical significance of this trail please consider doing a full environmental impact study of the project and/or consider working with a local mountain biking group to come to an agreement of a better plan to be able to access this trail. I also have contacts within CORBA (Concerned off road biking association) if this could help I could get you in contact with these wonderful peopl who would be excited to help.

Thank you for you time.

Respectfully,
Scott RedBear Hyde
shyde111@gmail.com
714-814-380
PO Box 2091
Big Bear City, Ca 92314

*Letter 77*

**COMMENTER:** Scott Redbear Hyde

**DATE:** December 3, 2015

The commenter states concern that the project would block access to the Anza Trail and requests a full EIR.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking and refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 78

**From:** Hagop Kasarjian
**To:** Michael Klein
**Subject:** Our access to relive history
**Date:** Thursday, December 03, 2015 1:59:30 PM

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Dear Mr. klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. For me the trail has been a way of connecting to California's history, and being energized by setting my feet back in time while experiencing the possibilities that Californians make real. I hike the trails with groups and for me earlier this year it warned me of impending hear failure. The few parking spots that the developers plan to provide for trail-head parking would not be nearly adequate for the number of people who like to use it safely. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

--
Very truly yours,
Hagop Kasarjian,
(805) 550-3096

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*Letter 78*

**COMMENTER:** Hagop Kasarjian

**DATE:** December 3, 2015

This comment letter includes the same comments as Letter 19. Please refer to Response 19.

Letter 79

**From:** Audrey Laubender
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project
**Date:** Thursday, December 03, 2015 4:48:38 AM

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Dear Mr. Klein, I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access. A complete environmental report needs to be done to ensure that all impacts are assessed.

Sincerely,

Audrey Laubender
Thousand Oaks, CA

*Letter 79*

**COMMENTER:** Audrey Laubender

**DATE:** December 3, 2015

This comment letter includes the same comments as Letter 19. Please refer to Response 19.

Letter 80

**From:** Malphrus, Ray F
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project
**Date:** Thursday, December 03, 2015 9:07:58 AM

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Michael Klein,
I have just been informed and looked over the info on the Rondell Oasis Hotel Project. What is being proposed is unacceptable to the hiking community. I have hiked this trail many times and hate to see it ruined. Please oppose this project for the good of the community. Order an impact study to be done and talk to the people who use these trails.
Thanks You
Ray Malphrus
2106 Goddard Ave
Simi Valley, Ca, 93063

malphrusr@hotmail.com

*Letter 80*

**COMMENTER:** Ray Malphrus

**DATE:** December 3, 2015

The commenter states opposition to the proposed project and concern that the project would negatively impact the Anza Trail. The commenter also requests a full EIR.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking and refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 81

**From:** claudia
**To:** Michael Klein
**Subject:** Save our access to the de Anza Historic Trail
**Date:** Thursday, December 03, 2015 10:58:17 PM

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Dear Mr. Klein,
I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely

Claudia Mitchell

*Letter 81*

**COMMENTER:** Claudia Mitchell

**DATE:** December 3, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 82

**From:** Tamara L. Napier
**To:** Michael Klein
**Subject:** Please don"t block access to the Historic Juan Bautista de Anza Trail! It would be a shame!
**Date:** Thursday, December 03, 2015 4:40:16 PM

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Dear Mr. Klein,

I recently learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. As I understand it, this project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I strongly urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Tamara Napier

3627 Spanish Gate Drive

Newbury Park, CA 91320

***That which does not kill us makes us stronger! (Friedrich Nietzsche)***

Sent from my iPad

*Letter 82*

**COMMENTER:** Tamera Napier

**DATE:** December 3, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 83

**From:** Pattye Olmack
**To:** Michael Klein; info
**Subject:** Rondell Oasis Hotel Project
**Date:** Thursday, December 03, 2015 2:15:20 PM

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Mr. Klein & the City of Calabasas,

I understand that the developers of the planned Rondell Oasis Hotel project, situated on the east side of Las Virgenes Road south of the 101 freeway, are attempting to build a 4-story hotel building on that property. As a Calabasas homeowner and long time resident, I strongly oppose a project of this size. It goes against our city's 2030 General Plan and the Las Virgenes Gateway Master Plan. Those plans do not allow for this building height. There is a reason these plans exist. I urge you to deny any request for a building that exceeds our current rules.

Additionally, I question what studies have been done on the impact an oversized project, even a 3-story hotel, would have on traffic, access to the existing trailhead, views and wildlife. Finally, as a community we must understand any environmental impact overall and protect the beauty and character we all cherish in our city from additional irreversible harm.

Mr. Klein and the City of Calabasas decision makers, please make sure all developers follow the rules for height limitations. Also please conduct a full Environmental Impact Report for **any** proposed design for this project. This will allow everyone to see clearly how this will impact the community and aid everyone in making the right decisions for our city.

Sincerely,
Pattye Olmack
26970 Helmond Dr
Calabasas Hills, CA 91301

*Letter 83*

**COMMENTER:** Pattye Olmack

**DATE:** December 3, 2015

This comment letter is the same as Letter 70. Please refer to Response 70.

Letter 84

**From:** Amy Rambacher
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project
**Date:** Thursday, December 03, 2015 12:10:09 PM

---

Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

As a professional mountain biker who uses these trails and as a member of IMBA, I have great interest in preserving these trail systems and their access for the present users and those to come.

The City of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Amy Rambacher

Sent from my iPhone

*Letter 84*

**COMMENTER:** Amy Rambacher

**DATE:** December 3, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 85

**From:** Kelly Spadoni
**To:** Peter Heumann
**Cc:** Michael Klein; info
**Subject:** Re: Comments re: Rondell Oasis Mitigated Negative Dec. Report - Please do a full EIR & Do not grant variance/exception/waiver/development plan overlay for height exception
**Date:** Thursday, December 03, 2015 2:04:16 PM

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Great letter, Peter!

Also, Tony Corruption conveniently failed to mention that they will be gaining revenue from Pepperdine which is moving in where Spirent used to be.

I am leaving out of town in an hour & had an unexpectedly long work day yesterday, so I haven't had a chance to write my letter, or carefully review all of the emails regarding the letter. Is there a generic version that I can add my comments to & send it in on time?

Thanks for your passion, everyone!!!

Kelly

Sent from my iPhone

On Dec 3, 2015, at 1:17 PM, Peter Heumann <peterh@roadrunner.com> wrote:

> RE: Rondell Oasis Hotel MND
>
> Dear Mr. Klein, Commissioners & Councilmembers,
>
> I write these comments in protest, as it seems a forgone conclusion that the hotels will be “rubber stamped” and approved with exceptions along Las Virgenes according to the city manager’s comments in today’s Acorn and the exceptionally short comment period allowed for during a busy holiday season.
>
> Please do not grant the Mitigated Negative Declaration or the Development Plan Overlay for the four-story Rondell Oasis Hotel. Please do not grant the exception to the height limitations put forth in our zoning codes, the 2030 General Plan and the Las Virgenes Scenic Corridor plan. For the sake of our safety, quality of life, access to open space and in the name of good planning please conduct a full and complete environmental impact report on the subject property.
>
> The city of Calabasas seems to have an unending arsenal of methods for circumventing your own rules and guidelines. Be it variances, waivers and now development plan overlays they are all being used to grant exceptions without regard to how it may impact the community or whether

they are even appropriate. I urge you to please stop this!

Demand for the rooms must be an element of your planning decisions. Now it is reported land in Agoura (4 miles away) has sold to an experienced hotel developer/operator who is planning for 225 additional rooms. How is this going to impact the over 450 rooms that Calabasas is proposing to add to over 280 existing rooms? Agoura has a better and broader selection of restaurants within walking distance, not to mention movie theatres and live entertainment. These hotels could end up just like the empty retail space in the Summit and the empty office space along Mureau and Agoura Roads that City Manager Corralles refers to in his interview justifying building hotels. Further, the businesses along Agoura Road in Calabasas will put their guests up where it is most conducive to business and where they have existing business travel relationships. Their decision will not be based solely on proximity.

The mitigated negative declaration report is woefully inadequate and inaccurate in several areas. This is most evident on Page 21 of the report where the table shows the only "Environmental Factors Potentially Impacted" are the biological resources. Clearly this is an inaccurate representation and understatement of the impacts of this project.

In regards to the development plan overlay, this is a clever strategy by the city to grant an exception to current zoning codes and guidelines according to the the 2030 General Plan and the Las Virgenes Scenic Corridor plan. In order to justify the development plan overlay, the developer makes they case that he is improving the property for the community. I would strongly disagree that a 4 story hotel (with no public amenities) is an improvement for the community. It does not create a destination that residents will (or can safely) walk to as called for.

The DeAnza National Historic Trail as pointed out on page 56 is a "national treasure". The proposed hotel blocks and hinders access to a designated national historic trail that should be a source of pride for the city, not something to be accessed by a staircase in a parking lot behind a hotel. "One of only 16 Millennium Trails in the nation"…and the developer is allotting 5 parking spaces, a doggie-poo station and a water fountain…if you can find it. Who is going to maintain these "improvements"…no plan stated for that.

In fact the developer is hindering access to the trail by building a wall with a stairway. This will make it more difficult to find, more difficult for hikers to access, even more so for bicyclists and impossible for horses to access the trail. There is also no allocation or planning for equestrian trailers or parking.

This development will forever change the character of the DeAnza National Historic Trail. The history and cultural implications of Juan

Bautista DeAnza run deep through not only the Southwest, the State, but also our city, even naming a park after this important early explorer to California. But the report says these impacts are not significant. Untrue!

The maximum height of the retaining walls are not denoted in the report, although I'm told they could exceed 15 feet. Visually this will detract from the Oak dotted hillsides. Structurally, it is not certain that these retaining walls will be sufficient to hold back the severe slopes impacted by this development.

The visual impact of this project is not an improvement and will forever impact our community from a variety of locations, near and far. This project will impact every eastbound approach to Calabasas. The project will be visible from Las Virgenes, the 101 from west of Lost Hills, at the entrance to Saratoga Hills/Ranch (now that the hill has been leveled for the new onramps), the Lost Hills overpass and from a variety of spots along Agoura Road as far back as the Lost Hills Sheriff's station. The developer's renditions are not accurate examples from any of those perspectives.

I also do not think the city should vacate Rondell Street. This will contribute to the blocking of the access to the open space and trail head. The developer is only planning for 6 park & ride spaces for commuters, which is also woefully inadequate compared to current usage…the demand for park & ride spots should only grow with the increase in traffic generated by all the new projects proposed and already in process along Las Virgenes.

The developer is also counting on parking spaces along this street that will belong to the property owner on the other side of the street who will benefit from the city vacating title to street…that is Caltrans. What happens when those parking spaces go away if Caltrans decides to widen or change access to the Las Virgenes on-ramp to the 101 southbound?

Developers should be allowed to develop their properties as long as they follow the rules and are in compliance with the codes. But all too often, the developers need exceptions, variances, zoning changes and that is where the problems begin. Once granted, they cannot be undone and serve as precedent for future developments.

The section of Las Virgenes is already a commercial planning mess that features 3 gas stations 4 fast food outlets (3 with drive throughs), 5 liquor stores…please do not add to it. What kind of "business" travelers will want to stay in area like this?

Good planning takes careful consideration. It has not been done with regard to this report or development. I am not opposed to development…

but it should be well planned, a benefit to the community and responsible. Needing the revenue should not be the sole justification for the city. We have a wonderful city, let's make sure that we plan to keep it that way.

Please do not grant the development plan overlay or the height exception. Please do a full environmental impact report.

Thank you for your consideration.

Sincerely,
Peter Heumann
27049 Esward Drive
Calabasas, CA 91301

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*Letter 85*

**COMMENTER:** Kelly Spadoni

**DATE:** December 3, 2015

The commenter states support for and repeats the contents of Letter 76. Please refer Response 76.

Letter 86

**From:** John Suwara
**To:** Peter Heumann; Michael Klein
**Cc:** info
**Subject:** Re: Comments re: Rondell Oasis Mitigated Negative Dec. Report - Please do a full EIR & Do not grant variance/exception/waiver/development plan overlay for height exception
**Date:** Thursday, December 03, 2015 2:42:55 PM

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Good Letter.

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**From:** Peter Heumann <peterh@roadrunner.com>
**To:** mklein@cityofcalabasas.com
**Cc:** info@cityofcalabasas.com
**Sent:** Thursday, December 3, 2015 1:17 PM
**Subject:** Comments re: Rondell Oasis Mitigated Negative Dec. Report - Please do a full EIR & Do not grant variance/exception/waiver/development plan overlay for height exception

RE: Rondell Oasis Hotel MND

Dear Mr. Klein, Commissioners & Councilmembers,

I write these comments in protest, as it seems a forgone conclusion that the hotels will be “rubber stamped” and approved with exceptions along Las Virgenes according to the city manager’s comments in today’s Acorn and the exceptionally short comment period allowed for during a busy holiday season.

Please do not grant the Mitigated Negative Declaration or the Development Plan Overlay for the four-story Rondell Oasis Hotel. Please do not grant the exception to the height limitations put forth in our zoning codes, the 2030 General Plan and the Las Virgenes Scenic Corridor plan. For the sake of our safety, quality of life, access to open space and in the name of good planning please conduct a full and complete environmental impact report on the subject property.

The city of Calabasas seems to have an unending arsenal of methods for circumventing your own rules and guidelines. Be it variances, waivers and now development plan overlays they are all being used to grant exceptions without regard to how it may impact the community or whether they are even appropriate. I urge you to please stop this!

Demand for the rooms must be an element of your planning decisions. Now it is reported land in Agoura (4 miles away) has sold to an experienced hotel developer/operator who is planning for 225 additional rooms. How is this going to impact the over 450 rooms that Calabasas is proposing to add to over 280 existing rooms? Agoura has a better and broader selection of restaurants within walking distance, not to mention movie theatres and live entertainment. These hotels could end up just like the empty retail space in the Summit and the empty office space along Mureau and Agoura Roads that City Manager Corralles refers to in his interview justifying building hotels. Further, the businesses along Agoura Road in

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developer's renditions are not accurate examples from any of those perspectives.

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The section of Las Virgenes is already a commercial planning mess that features 3 gas stations 4 fast food outlets (3 with drive throughs), 5 liquor stores…please do not add to it. What kind of "business" travelers will want to stay in area like this?

Good planning takes careful consideration. It has not been done with regard to this report or development. I am not opposed to development…but it should be well planned, a benefit to the community and responsible. Needing the revenue should not be the sole justification for the city. We have a wonderful city, let's make sure that we plan to keep it that way.

Please do not grant the development plan overlay or the height exception. Please do a full environmental impact report.

Thank you for your consideration.

Sincerely,
Peter Heumann
27049 Esward Drive
Calabasas, CA 91301

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*Letter 86*

**COMMENTER:** John Suwara

**DATE:** December 3, 2015

The commenter repeats the contents of Letter 76. Please refer to Response.

Letter 87

**From:** Jonny T.
**To:** Michael Klein
**Subject:** proposed hotel in Calabasas
**Date:** Thursday, December 03, 2015 11:05:32 AM

---

Mr. Klein & the City of Calabasas,

I understand that the developers of the planned Rondell Oasis Hotel project, situated on the east side of Las Virgenes Road south of the 101 freeway, are attempting to build a 4-story hotel building on that property. As a Calabasas homeowner and long time resident, I strongly oppose a project of this size. It goes against our cities 2030 General Plan and the Las Virgenes Gateway Master Plan. Those plans do not allow for this building height, I urge you to deny any request for a building that exceeds our current rules.

Additionally, I question what studies have been done on the impact an oversized project, even a 3-story hotel, would have on traffic, access to the existing trailhead, views and wildlife. Finally, as a community we must understand any environmental impact overall and protect the beauty and character we all cherish in our city from irreversible harm.

Mr. Klein and the City of Calabasas decision makers, please make sure all developers follow the rules for height limitations. Also please conduct a full Environmental Impact Report for "any" proposed design for this project. This will allow everyone to see clearly how this will impact the community and aid everyone in making the right decisions for our city.

Sincerely,

Mr. & Mrs. John Tedeschi
27001 Helmond Dr.
Calabasas, CA

*Letter 87*

**COMMENTER:** John Tedeschi

**DATE:** December 3, 2015

This comment is the same as Letter 70. Please refer to Response 70.

Letter 88

**From:** Lisa Bahouth
**To:** Michael Klein
**Subject:** EIR report for trail head access at 101 and Los Virgenes
**Date:** Friday, December 04, 2015 9:34:41 AM

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Dear Mr Klein,

The trail access leads to an Historic Trail site. I believe and EIR needs to be made. Tis is an important parking and access point for equestrians as well.

I believe that planning and development in this city is done without respect to nature and the four-sight needed to retina the inherent beauty that we are so fortunate to live in. Deeming that its not causing significant impact is side stepping this issues.

I urge the city to require and EIR for this project.

Sincerely,

Lisa Bahouth

*Letter 88*

**COMMENTER:** Lisa Bahouth

**DATE:** December 4, 2015

The commenter requests a full EIR.

Please refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Letter 89

**From:** Linda Bick
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel
**Date:** Friday, December 04, 2015 3:56:29 PM

---

Mr. Klein & the City of Calabasas,

I understand that the developers of the planned Rondell Oasis Hotel project, situated on the east side of Las Virgenes Road south of the 101 freeway, are attempting to build a 4-story hotel building on that property. As a Calabasas homeowner and long time resident, I strongly oppose a project of this size. It goes against our cities 2030 General Plan and the Las Virgenes Gateway Master Plan. Those plans do not allow for this building height, I urge you to deny any request for a building that exceeds our current rules.

Additionally, I question what studies have been done on the impact an oversized project, even a 3-story hotel, would have on traffic, access to the existing trailhead, views and wildlife. Finally, as a community we must understand any environmental impact overall and protect the beauty and character we all cherish in our city from irreversible harm.

Mr. Klein and the City of Calabasas decision makers, please make sure all developers follow the rules for height limitations. Also please conduct a full Environmental Impact Report for "any" proposed design for this project. This will allow everyone to see clearly how this will impact the community and aid everyone in making the right decisions for our city.

Sincerely,
Linda Bick
27011 De Berry Drive
Calabasas Hills Ca. 91301-2316

*Letter 89*

**COMMENTER:** Linda Bick

**DATE:** December 4, 2015

This comment letter is the same as Letter 70. Please refer to Response 70.

Letter 90

**From:** Roger Bick
**To:** Michael Klein
**Cc:** info
**Subject:** Rondell Oasis Hotel
**Date:** Friday, December 04, 2015 4:22:56 PM

---

> Mr. Klein & the City of Calabasas,
>
> I understand that the developers of the planned Rondell Oasis Hotel project, situated on the east side of Las Virgenes Road south of the 101 freeway, are attempting to build a 4-story hotel building on that property. As a Calabasas homeowner and long time resident, I strongly oppose a project of this size. It goes against our cities 2030 General Plan and the Las Virgenes Gateway Master Plan. Those plans do not allow for this building height, I urge you to deny any request for a building that exceeds our current rules.
>
> Additionally, I question what studies have been done on the impact an oversized project, even a 3-story hotel, would have on traffic, access to the existing trailhead, views and wildlife. Finally, as a community we must understand any environmental impact overall and protect the beauty and character we all cherish in our city from irreversible harm.
>
> Mr. Klein and the City of Calabasas decision makers, please make sure all developers follow the rules for height limitations. Also please conduct a full Environmental Impact Report for "any" proposed design for this project. This will allow everyone to see clearly how this will impact the community and aid everyone in making the right decisions for our city.
>
> Sincerely,
> Roger Bick
> 27011 De Berry Drive
> Calabasas Hills Ca 91301
>

*Letter 90*

**COMMENTER:** Roger Bick

**DATE:** December 4, 2015

This comment letter is the same as Letter 70. Please refer to Response 70.

Letter 91

**From:** edefty@pacbell.net
**To:** Michael Klein
**Subject:** Environmental Impact Report for Rondell Oasis Hotel Project
**Date:** Saturday, December 05, 2015 4:26:27 PM

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Dear Mr. Klein,

I just learned of the Rondell Oasis Hotel Project that is planned for the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be adequate for the number of people who regularly us the trail. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The City of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Thanks for taking the time to consider my concerns.

Best regards.

Ed Defty

*Letter 91*

**COMMENTER:** Ed Defty

**DATE:** December 4, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 92

# Public Comments for the Planning Commission
# Rondell Oasis MND dated November 2015
**Carl Ehrlich, a 50+-year Calabasas Resident**

**Summary: I am concerned about a number of issues related to the proposed project. Most importantly, the proposed hotel exceeds the three-story building limit established by a number of local ordinances and guidelines, including the 2030 General Plan and the Las Virgenes Gateway Master Plan, and the exterior color of the hotel (white) clashes with the surrounding environment. There are insufficient views provided along the representative sightlines presented to provide a comprehensive evaluation of the project's visual impact on the community and surroundings. A number of parking places presently being used by environmentally-concerned commuter bus patrons along the existing Rondell Road will be displaced by the project. The estimated trips per day seem to be completely out of line with another currently proposed hotel. There are stairs being proposed for access to the existing Anza trail rather than the customary ramps for handicapped persons and bicyclists. Finally, while signage issues are not addressed by the MND they are never-the-less a community concern.**

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**I recommend that, as a condition of approval, the project should:**

- **Reduce the number of floors to three,**
- **Change the exterior color to better fit visually into the local environment,**
- **Provide additional views of the hotel along each of the sightlines,**
- **Resolve differing estimated trips per hour from separate projects,**
- **Resolve any potential signage issues,**
- **Provide extra parking spaces for commuter bus patrons, and**
- **Add appropriate access ramps to enable disabled access to the Anza trailhead**.

4

**Discussion:**

***Typographical Errors***: There are misleading typographical errors in the traffic section of the MND report: PDF page 350 purportedly shows a graphic for the Las Virgenes Road and US 101 SB Ramps, while PDF page 374 purportedly shows a graphic for the Las Virgenes Road and US 101 NB Ramps. These labels have been switched and show the wrong intersections, giving the wrong impression of traffic flows.

<u>Recommendation</u>: Resolve these differences.

5

***Physical and Visual Impact*** – The northerly aspect of the proposed hotel (Fig. 1 - upper left view) shows how the all-white façade almost glaringly overpowers the entry view to the Las Virgenes Canyon area. It is clearly out of place in the local community as a whole. One suggested re-coloring attempt is illustrated in the figure at the lower right. It substantially reduces the adverse visual impact of the facility.

The major and far more significant impact comes from the proposed hotel having 4 stories – exceeding the nominal 3-story limit of the local areas and policies established by the City of Calabasas: the 2030 General Plan Open Space Element, Community Design Element, and the Scenic Corridor Development Guidelines. This would require a Development Plan Permit (Calabasas Municipal Code Section 17.62.070) to allow a 50-foot tall structure in the Commercial Retail zone. To see how that existing limitation would reduce the visual impact by limiting the facility to 3 stories, please see Fig. 2. This author had previously suggested a northwesterly extension of the 2nd and 3rd stories of an earlier 3-story concept that extended northwesterly over the existing easement and the future parking lot to make up for the loss of the 4th story rooms but apparently the Corps of Engineers, who has control over the existing easement, wouldn't allow that.

Figure 1. Before and after views of the proposed hotel showing how Earthtones reduce the visual impact of the all-white building.

Recommendation: Change the exterior color to better match the local environment visually and reduce the number of floors to three (3) as a condition of approval. 6

Figure 2. This illustration illustrates how the visual impact of the proposed facility would be alleviated by restricting the hotel to the existing 3-story limit set by the Calabasas Municipal Code.

***On-Site Parking*** – The proposed on-site parking is configured for three functions: for hotel-oriented parking: 140 stalls; for dedicated Anza trailhead parking: 5 stalls (see below for additional comments on trailhead access); and for dedicated transit parking: 6 stalls, for a total of 151 parking spaces. These are in excess to the number required by the Calabasas Municipal Code It is my understanding that presently a Commuter Bus pickup occurs each workday morning with riders occupying from 12 to 20 spaces along the existing Rondell Road. The proposed project doesn't seem to allow sufficient space for these cars and they would be forced to park elsewhere – but where? The MND doesn't seem to address this issue. But those patrons are contributing directly to broad area environmental improvements, and that should be recognized. 7

Recommendation: Provide extra spaces for the commuter bus passengers as a condition of approval.

***Signage:*** While this is a separate subject from the MND, it is also a very important one, both to the hotel owners/operators but to the general public in the local area. This subject has been a continuing issue throughout the City. The builders are also proposing signs for the Anza Trailhead and possibly a monument sign for the hotel, all near the Las Virgenes Road entrance to the property.

Recommendation: Any potential signage issues should be resolved prior to project approval. 8

Figure 3 . Example of Marriott SpringHill Suites signage

***Sightlines:*** The MND presents a substantial number of sightline studies showing how the proposed structure would block (or not) the existing hillsides. The results are encouraging in so far as they go. However, there is only one photosimulation that approximates a given sightline: MND Fig. 8A and sightline B. The MND Fig. 8B photosimulation roughly approximates a composite of sightlines E & F. The remaining sightlines do not have a corresponding simulation. It would be very helpful if such simulations were to be provided. All that would be needed is a photograph from each sightline origin superimposed with computer-generated imagery (CGI) graphics of the hotel from the same viewpoints – a fully detailed rendition would not be necessary.

Note also that sightlines C and D will be obscured by existing trees and the existing Mobil gas station as shown by Fig. 3 for sightline D. These obscurations should be recognized, also.

9

Recommendation: Provide additional views of the hotel along each of the sightlines using CGI methods as a prerequisite and before approval is granted. Those graphics should recognize existing structures and landscaping.

Figure 4. Approximate view along sightline D showing the obscuring trees and structures.

***Traffic – Trips per Day:*** The projected in/out traffic generated by the proposed hotel during the peak evening traffic hour is estimated to be about 76 trips (39 in and 37 out). That is small compared to the estimated 3090 trips through that intersection during the same evening period. Those values include only an estimated 4 hotel trips approaching the Agoura Road intersection from the south – a value that will be hardly noticeable out of the 808 trips presently coming north along Las Virgenes Road towards the Agoura Road intersection during that time period (see MND Appendix F, Fig. 6). This makes it appear that the future patrons will have the bigger problem – getting to and away from the hotel!

On the other hand, the estimated trips per day seem to be completely out of line with another currently proposed hotel, the Hilton Garden Inn expansion. Figs. 5a and 5b show comparative data from their respective MNDs. Note in particular, that the estimated daily trips, divided by 24 hours per day, yields an average 17.4 trips per hour for the Hilton project and average 43.3 trips per hour for the Rondell project – a considerable difference. That difference needs to be explained.

Recommendation: Resolve the estimated trips per hour differences with other projects as a condition of approval. 10

**Table 3**
**Project Trip Generation**

| Land Use | Size | ADT | | A.M. Peak Hour | | P.M. Peak Hour | |
|---|---|---|---|---|---|---|---|
| | | Rate | Trips | Rate | Trips (In/Out) | Rate | Trips (In/Out) |
| Hotel | 51 Rooms | 8.17 | 417 | 0.53 | 27 (16/11) | 0.60 | 31 (16/14) |

Figure 5a. Estimated project trip generation for the Hilton Garden Inn expansion.

Table 2
Estimated Project Traffic Generation

| ITE | | | | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|
| Code | Description | Size | Daily | Total | In | Out | Total | In | Out |
| 310 | Hotel | 127 Rooms | 1,038 | 67 | 40 | 27 | 76 | 39 | 37 |

Figure 5b. Estimated project trip generation for the Rondell Oasis.

***Anza Trailhead access:*** Retaining access to the Anza National Historic Trail head is commendable, but the stairs that are incorporated will be challenging to handicapped persons and others. The stairs appear to go up and down over V-ditches and deflection walls approaching the trailhead access point, see Fig. 6. These are placed to channel run-off water and debris into the underground debris basin. This is in contrast to most public and many private facilities being required to provide ramps rather than or in addition to stairs for disabled access. Similar ramps should be provided here so that handicapped persons can have equal access to the trailhead approach.

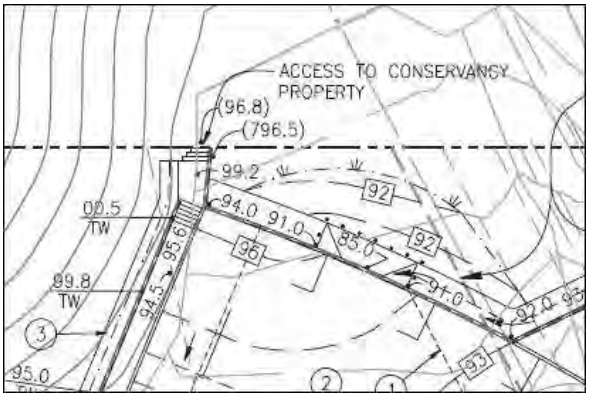


Figure 6. Trailhead access stairs

Similar accommodations should be made for bicyclists who use the trail. The ramps noted above should be configured with these folks in mind, also.

In addition, it would be very welcome if the project would work out a plan for improved access up to the actual trail entrance. This would require the cooperation and coordination with the Conservancy entity having responsibility for the trail.

Note that this access limitation was brought to the attention of the author by another resident.

<u>Recommendation</u>: Add appropriate ramps to enable handicapped access to the path leading to the Anza trailhead.

11

The above comments are respectfully submitted.

Thank you for your attention.

Carl Ehrlich
ehrliccf@ix.netcom.com
818-880-1759 (Reply-to email preferred)

*Letter 92*

**COMMENTER:** Carl Ehrlich

**DATE:** December 4, 2015

Response 92.1
The commenter states concerns that the project conflicts with City height limitations and states an opinion that the white exterior of the hotel clashes with the surrounding environment. The commenter also states that the sight line study does not include a sufficient number of views to evaluate visual impacts.

Please refer to Global Response 4 for a discussion of the project's height and required entitlements. Please refer to Response 8.3 for a response to the comment about the project's exterior paint color. Figures 8a and 8b, Figures 9a through 9e, and Appendix B (Sight Line Study) of the Draft IS-MND show sight lines and photo simulations from a reasonable range of views of the project site from Las Virgenes Road and the 101 Freeway. The proposed project would block views of portions of the hills around the project site, but would not block views of the designated significant ridgeline from public rights-of-way.

Response 92.2
The commenter states that the project would eliminate existing commuter parking. The commenter also states that the project's trip generation rates appear to be inconsistent with those in the Hilton Garden Inn Expansion Project.

Please refer to Global Response 2 for a discussion of the project's impacts to parking. As discussed in Section XVI, *Transportation/Traffic*, and the traffic analysis (Appendix F of the Draft IS-MND), the project's trip generation rates are based on the ITE handbook, *Trip Generation, 9th Edition*, ITE Code 310 for hotels. The rates are shown in Table 1 of the traffic analysis in Appendix F and include 8.17 daily trips, 0.53 a.m. peak hour, and 0.60 p.m. peak hour trips per hotel room. As shown on Page 7 of the traffic analysis for the Hilton Garden Inn Expansion Project (Appendix C of the Draft IS-MND for that project), the trip generation rate used is also that for ITE Code 310 and matches the generation rates used in this Draft IS-MND for the Rondell Oasis Hotel Project.

Response 92.3
The commenter states that the stairs proposed for accessing the Anza Trail would limit access to bicyclists and the handicapped. The commenter also states that signage is a community concern not addressed in the Draft IS-MND.

Please refer to Global Response 2 for a discussion of the project's impacts to access. The project would be required to comply with the City's regulations related to signage (CMC Chapter 17.30). Therefore, signage would not result in significant aesthetic impacts.

Response 92.4
The commenter makes recommendations concerning conditions of approval for the project to address the issues raised in the comments above.

As discussed in responses 92.1 through 92.3, the commenter has not supplied new information that would change the findings of the Draft IS-MND. The commenter's suggestions for conditions of approval will be considered by City decision makers as they review the project.

Response 92.5
The commenter states that the Peak Hour Summaries for "Las Virgenes Road and US-101 SB Ramps, Calabasas" intersection and "Las Virgenes Road and US-101 NB Ramps, Calabasas" in the traffic analysis (Appendix F) are switched.

These graphics in the traffic analysis are not switched. Each depicts the correct peak hour summaries for each intersection.

Response 92.6
The commenter states that the project's white exterior would have adverse visual impacts and suggests that the exterior of the hotel be painted in earthtones. The commenter reiterates that the project's fourth story is inconsistent with applicable policies and recommends restricting the project to three stories.

Please refer to Response 92.1 above. City decision makers will consider the commenter's recommendation as they review the project.

Response 92.7
The commenter states that the proposed project would not replace all of the existing commuter parking on the project site and states that these impacts are not considered in the Draft IS-MND. The commenter also suggests making extra spaces for commuters a condition of approval for the project.

Please refer to Global Response 2 for a discussion of the project's impacts to parking. City decision makers will consider the commenter's recommendation as they review the project.

Response 92.8
The commenter states that issues related to the project's hotel sign and Anza Trail access sign should be resolved prior to project approval, but acknowledges this is not an issue related to the Draft IS-MND.

Please refer to Response 92.3.

Response 92.9
The commenter states that photo simulations for sight lines included in the Sight Line Study would be helpful and should include existing structures and vegetation.

Please refer to Response 92.1.

Response 92.10
The commenter states that the project would have 43.3 average trips per hour is (based on total daily trips divided by 24 hours), which is inconsistent with the nearby Hilton Garden Inn Expansion Project average trips per hour of 17.4.

The proposed project would include 127 rooms, while the Hilton Garden Inn Expansion Project includes 51 rooms. The project's room count is 2.5 times greater than the Hilton Garden Inn Expansion Project's room count. Daily trips rates for hotels (ITE Code 310) is based on hotel rooms. Therefore, the project's 43.3 average trips per hour are 2.5 times greater than the Hilton Garden Inn Expansion Project's 17.4 average trips per hour.

Response 92.11
The commenter states that the stairs proposed for accessing the Anza Trail would limit access to bicyclists and the handicapped and suggests creating a handicap accessible ramp.

Please refer to Global Response 2 for a discussion of the project's access to the Anza Trail.

Letter 93

**From:** Heather Faucher
**To:** Michael Klein
**Subject:** Don"t block the de Anza trail!!!
**Date:** Friday, December 04, 2015 12:43:26 PM

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Dear Mr. Klein,

I am a resident of Calabasas and have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access. As an equestrian who regularly uses this trail, the hotel would greatly impact my enjoyment of this nationally protected trail.

The City of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Sincerely,
Heather Faucher

*Letter 93*

**COMMENTER:** Heather Faucher

**DATE:** December 4, 2015

This comment letter is the same as Letter 19, except the commenter states concern that the project would impact their enjoyment of the trail, as an equestrian. Please refer to Response 19.

Letter 94

**From:** Nancy Kamali
**To:** Michael Klein; info
**Subject:** Calabasas Hotel Response
**Date:** Friday, December 04, 2015 6:13:30 PM

---

Hi, I'm Nancy Kamali and I have concerns with the development of 2 hotels on Las Virgenes Road and believe that the public has a say in the decision because of the impact they will have on our neighborhood.

My husband and I moved to Calabasas 18 years ago when our 1st child was just about to enter kindergarten and soon discovered that this isn't a typical community. We are made up of several different neighborhoods that come together as one. The developers are trying to put up 2 4-story hotels in what they call a commercial district (which is absurd) in our neighborhood. These hotels would be between my home and my child's public school. On walk to school day in Calabasas my child (if I allowed) would have to trek about 3 miles past 4 gas stations, a couple of liquor stores and smoke shop, the 101 freeway, several food establishments and businesses and now two 4-story hotels along an overcrowded Las Virgenes Road. Pretty soon he's going to think he lives near the Las Vegas Strip rather than a historical part of the beautiful city of Calabasas. 1

On a side note, the Colony of Calabasas development of houses was built several years ago but a safe cross walk across Las Virgenes to the schools was never incorporated. Kids (I guess) are expected to backtrack to Agoura Road adding about a ¼ mile to their walk. I have on several occasions seen both kids and parents run across Las Virgenes Road on their way to school. This morning, a young boy was standing on the side of the rode trying to navigate across with heavy traffic and construction vehicles and open concrete. I think with any development, the safety of our children should come first. Also, what housing development with kids want hotels built next door. That's a big safety issue because you do not know or control who will be staying in them.

Another big concern that I have had for years with the area is that we have no way out if there is an emergency situation. There are thousands of people living in homes, apartments and condos with only Las Virgenes Road as an exit. One time, while my 2 daughters were attending A.E. Wright, there was a tanker accident on the 101 freeway. We live up Las Virgenes on Adamor Road and couldn't even get within a mile of the freeway. Cars were backed up into the neighborhoods for hours as if the roads were parking lots and we eventually turned around and went back home. There was no way to get to school that day. Another time, a few years ago during the summer when the temp was in the 90's there was another accident on the 101 freeway. We were just heading home from our neighborhood grocery store, Albertson's right off of Agoura Road and drove into a nightmare. You could see people out of their cars and shouting obscenities at one another in frustration. It seemed like a scene out of one of those end of times movies. The authorities may have a plan for evacuation in case of a fire when there are hours to prepare but in the case of an accident, earthquake or worse, we are on our own. 2

In closing, it is very disheartening to hear the community development director, Maureen Tamuri's presentations at planning commission and

council meetings. A person working for the City of Calabasas should be representative of the citizens, not the developers. I really think that her views are destructive to our city and our way of life here.

The addition of 2 hotels to our local community is dangerous and destructive to the lives of the citizens who live, work and drive here. The city leaders should step back and take another look at the 2030 General Plan and the Las Virgenes Gateway Master Plan before making permanent changes that can destroy part of our beautiful and cherished city. 3, cont'd

Thank you,
Nancy Kamali

*Letter 94*

**COMMENTER:** Nancy Kamali

**DATE:** December 4, 2015

Response 94.1
The commenter states concern for the safety of pedestrians, particularly children, crossing Las Virgenes Road.

As discussed in Section XVI, *Transportation/Traffic*, the project would not introduce design features or incompatible uses that would create hazardous traffic impacts. There is an existing crosswalk at the intersection of Las Virgenes Road and Rondell Street that could be utilized to safely access to hotel or local commercial amenities.

Response 94.2
The commenter states concerns that the proposed project and adjacent proposed Canyon Oaks, which also includes a hotel, would be "dangerous and destructive" to residents of the area. The commenter also suggests that the project is not consistent with the General Plan or Las Virgenes Gateway Master Plan.

Please refer to Response 94.1 above. Please also refer to Global Response 3 for a discussion of the project's consistency with applicable plans.

Letter 95

**From:** Lynda Lo-Hill
**To:** Michael Klein; info
**Subject:** Rondell Oasis Hotel -oppose
**Date:** Friday, December 04, 2015 5:53:24 PM

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Dear Mr. Klein, and honorable Council Members

I am a mountainbike rider and I am opposed to the Rondell Oasis Hotel Project. I feel it would block access to the Juan Bautista de Anza Historic Trailhead, it would over-constrain parking and it would ruin the asthetics of the historic site.
Lynda Lo-Hill
City of Calabasas
818 878 1733

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Tuterrific | Tutors
Lynda Lo-Hill
818 878-1733

*Letter 95*

**COMMENTER:** Lynda Lo-Hill

**DATE:** December 4, 2015

The commenter states opposition to the project. The commenter states that the project would block access to the Anza Trail, constrain parking, and impact the aesthetics of the historic trail.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access and parking. Refer to Global Response 4 for a discussion of the project's aesthetic and historic impacts to the Anza Trail.

Letter 96

**From:** Caitlin Madden
**To:** Michael Klein
**Subject:** Rondell Hotel Leter of Support
**Date:** Friday, December 04, 2015 4:30:09 PM

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To Whom It May Concern:

I am writing express my support for the Rondell Oasis Hotel project. I grew up in Calabasas and have fond memories of hiking with my family on the trails in and around the city. In recent years I have been upset to find many of these trails in disrepair. While I would have hoped that someone would make improvements, nothing has happened. I was pleased to see that the hotel project plans for significant improvements to the Anza trail. This sort of private commitment has been lacking in our mountains. Additionally, the nice Mediterranean design will improve the otherwise ugly off ramp littered with gas stations and fast food chains.

Thank you,

Caitlin Madden

Sent from my iPhone

*Letter 96*

**COMMENTER:** Caitlin Madden

**DATE:** December 4, 2015

The commenter states support for the project and its proposed improvements to the trailhead for the Anza Trail.

City decision makers will consider this support as they review the project.

Letter 97

**From:** Tom Materna
**To:** Michael Klein
**Subject:** Access for Juan Bautista de Anza Historic Trail
**Date:** Saturday, December 05, 2015 7:51:29 AM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access. My family uses this trail and closing access will certainly affect the reason we chose to live out here.

The City of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Tom Materna
3981 Cody Road SO CA 91403
Business Development
Senior Energy Consultant
Monterey Energy Inc,
Cell: 818-585-2061
tmaterna@montereycorp.com
www.montereyenergy.com
Fax: 888-440-8848
Corp: 855-581-6464
"Lighting your way to Efficiency"

*Letter 97*

**COMMENTER:** Tom Materna

**DATE:** December 4, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 98

**From:** Scout Pepper
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project
**Date:** Friday, December 04, 2015 1:13:33 PM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The City of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

David Pepper
25738 Punto De Vista
Calabasas

*Letter 98*

**COMMENTER:** David Pepper

**DATE:** December 4, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 99

**From:** Morgan Pepper
**To:** Michael Klein
**Cc:** Kim Lamorie; Carrie Baltin
**Subject:** Re: Rondell Oasis Hotel Project
**Date:** Friday, December 04, 2015 2:03:43 PM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The City of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Morgan Pepper

25738 Punto De Vista Drive

Calabasas

*Letter 99*

**COMMENTER:** Morgan Pepper

**DATE:** December 4, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 100

**From:** Wayne Pepper
**To:** Michael Klein
**Cc:** Kim Lamorie; Carrie Baltin
**Subject:** Rondell Oasis Hotel Project
**Date:** Friday, December 04, 2015 1:06:47 PM

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Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The City of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

Yours Sincerely,

Wayne Pepper

25738 Punto De Vista Drive

Calabasas

Wayne Pepper
Wayne Pepper Consulting
wayne@waynepepper.com
310-984-1115

***passion+focus=brilliant results***

*Letter 100*

**COMMENTER:** Wayne Pepper

**DATE:** December 4, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 101

**From:** Gil Solomon
**To:** Michael Klein
**Subject:** Follow-up on my previous email
**Date:** Friday, December 04, 2015 7:30:38 AM

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Mr. Klein. I wrote in response to the project and the developer called me and answered some questions. I am writing in follow-up.
Here was my original note:
I'm not sure if you've hiked this trail but the historical markers and being able to visualize the expedition that originally settled this area are invaluable. I hike there with my granddaughter as a lesson in history. I also use that route as a safer alternative to get from Las Virgenes to Calbasas Road. Once access is lost, we can't recreate it. My understanding is that drainage requirements will block access to the trail and there will only be 4 parking spots. 1
A hotel is a reasonable idea for the empty lot but with today's state of engineering prowess, surely better access for bicyclists and hikers can be established. A bridge over the drainage area is one solution. And 4 spaces is inadequate. With everyone's interest in recreation, this could be a selling point for the hotel - access to the trail.

The developer called and explained that there will be 4 spots for the trail and 11 spots for people who may want to use the bus. He also said that there are stairs that will access the trail and better signage. I agreed with him that finding the trail head for first time users is a challenge so that would be an improvement. Also, since the bus commuters will mainly need parking during the week and trail users will need it on the weekend, a total of 15 spots would seem reasonable. He also indicated that there would not be charges for parking. I agreed that there are other developments such as Mount St Mary's University that block trail access but allow users to go through their property for access.

So I would support the plan if there is improved signage to the trail head and access through a stairway and is adequate parking and an agreement that there will be no charge in the future. The developer also indicated plans to improve the educational offerings such as a butterfly habitat. I took that as an example and not an absolute guarantee but would be supportive if the concept of maintaining the trail was included in the agreement. This would include measures such as maintaining the signage that is already there explaining the history of the trail. The developer indicated they would be willing to commit to that so if these provisions would be in the written agreement I would be supportive. An idea that occurred would be to include some type of outreach to the Las Virgenes school district to host visits by classrooms to the trail with the hotel as the base. 2

Note: I often use voice recognition software that may create syntax errors.

Gil Solomon, MD, MPH
818-470-0690

*Letter 101*

**COMMENTER:** Gil Solomon

**DATE:** December 4, 2015

Response 101.1
The commenter repeats the contents of his letter from November 30, 2015. Please refer to Response 25.

Response 101.2

The commenter states that they would support the project if there was a written agreement to improve signage to the trailhead and to maintain the trail.

City decision makers will consider this comment as they review the project. Please refer to Response 92.3.

Letter 102

**From:** John Suwara
**To:** Michael Klein
**Subject:** Response to Rondell Oasis Draft Initial Study/MND
**Date:** Friday, December 04, 2015 3:42:16 PM
**Attachments:** RONDELL OASIS Final MND Comments 12 04.docx

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Dear Mr. Klein:

Attached please find comments regarding the Initial Study/Mitigated Negative Declaration for the proposed project, Rondell Oasis Hotel. The comments are detailed and cover a number of sections in the document including, but not limited to, Aesthetics, Land Use, Geology, Hydrology, Cultural, Public Safety and Traffic.

We appreciate the opportunity to respond to the MND. We look forward to having our concerns addressed. However, we feel that we have provided fair and reasonable evidence that a MND is not sufficient. Therefore we are respectfully requesting that a full Environmental Impact Report be done for this project as the proposed project in its current form violates the General Plan, the Scenic Corridor Plan, and the Las Virgenes Gateway Plan. In addition, the proposed project in its current form has significant impacts in more than several domains. The noted impacts included in the attachment are not sufficiently dealt with to be deemed "less than significant impact" thus necessitating a full Environmental Impact Report and is in the Public's best interest. 1

A project of this size and scope, with community interest at a high, unprecedented level, should be vetted completely and transparently. This would include a Scoping Meeting where public participation is welcome. A full Environmental Impact Report would include alternatives to the proposed project; the MND does not. Surely there are other proposals that align to the General Plan, the Scenic Corridor Plan and the Las Virgenes Gateway Plan, all of which laid out quite clearly a vision for this parcel that the current proposal does not even come close to satisfying.

We feel this whole process has been rushed. The MND popped up suddenly the day after the election without any prior notice. Public participation has not been encouraged. This includes not extending the deadline for comments even though Thanksgiving week was difficult because many people were on vacation.

Please acknowledge receipt of this letter and attachments via return email.
Thank you

John and Joanne Suwara,

for the Calabasas Community Coalition
Attachment: **Response to Rondell Oasis Draft Initial Study/MND**

**Calabasas Community Coalition**
**Response to Rondell Oasis Draft Initial Study/MND**

Page 2 - First paragraph-First line: The developer requests that the City vacate .87 acres in order to build the hotel. It is not mentioned, but plans show that the hotel has 97 parking spaces planned for Rondell Street. That is 64.2% of the total 151 spaces planned for the hotel. That land is valuable and upon reading the MND the amenities that the developer claims to provide to the city are not a fair trade and not a good enough reason to vacate Rondell Street. For example, the 6 parking spaces for transit parking is totally inadequate and far less than the over 24 spaces now available to commuters. During business days there are often a dozen or more cars parked on Rondell Street by commuters. (Note: This is in addition to the vehicles parked there for road construction.) There isn't any description of significant improvements being made that justify handing this street over to the developer. 2

With minimal expense this street could be turned into a formal park and ride as shown on maps in the Las Virgenes Gateway Master Plan. As a park and ride there are grants that can be applied for to help defray the cost and provide an amenity that benefits the entire community.

Page 2 – First paragraph-Last line: It states that 151 parking spaces are proposed with a seven space bicycle rack near the hotel entrance for hotel guests. This is not adequate parking. When the 6 spaces for transit plus 5 trailhead spaces are subtracted from the 151 spaces we have 140 spaces remaining which exactly meets code for a 127 room hotel. (Appendix F - Traffic Analysis- Page 15). That is insufficient parking planned for this hotel. More than six proposed spaces are required for transit parking. At least 24 spaces are required. This is 18 spaces more than the developer is proposing for transit parking. Taking the 18 additional transit parking spaces into account leaves 122 spaces for the hotel and that is below the 140 spaces required by code. 3

Page 2 – Second paragraph: It states that the proposed project will include improvements to the trailhead access, such as trash and recycle receptacles and dog waste pick-up sign, bags and container. Actually, what isn't mentioned is that the developer is modifying the trail to the detriment of hikers, bicyclists and equestrian users of the trail. A block wall will be constructed across the DeAnza Trail. To get over the block wall there will be steps on both sides of the wall. That will be difficult if you are a bicyclist, a horse or have mobility problems. 4

On the geological map filed with the city this area is shown as a flood zone. An extremely large debris basin is being built underground. The October 14, 2014 Geosoils report says this debris basin will be underground under the parking lot. It will be 55 feet wide by 190 feet long and 18 to 20 feet high. That raises a number of questions not addressed in the report. For example, can it become a sink hole? What happens if sufficient debris washes into the basin clogging the outlet causing the basin to flood? Can the accumulation of water in the basin result in raising the water table causing possible drainage and liquefaction problems. 5

Page 2 – Fifth Paragraph: States that the project requires a Development Plan Permit to allow a 50-foot tall structure in the Commercial Retail Zone. This is in direct conflict with the Development Review Committee's agenda at their meeting on December 2, 2014 where a variance for a height increase was asked for by the applicant. 6

To adequately address these issues an Environmental Impact Report is required for the proposed Rondell Oasis Hotel. An MND is inadequate and not in the Public's best interest.

Page 21 - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

In addition to only Biological Resources being checked the following factors should be included in this list: Aesthetics, Air Quality, Cultural Resources, Geology/Soils, Hazards & Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Public Services, Recreation, Transportation/Traffic, Mandatory Findings of Significance. To adequately address these issues an Environmental Impact Report is required for the proposed Rondell Oasis Hotel. An MND is inadequate and not in the Public's best interest. 7

Page 22 - DETERMINATION

On the basis of comments set forth in this response this project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT IS REQUIRED.

ENVIROMENTAL CHECKLIST

1. AESTHETICS

a) This should be checked "Potentially Significant Impact" because a 4 story hotel cannot be mitigated. It will forever change the aesthetics of this site. The project is located in the Ventura Freeway Scenic Corridor, Las Virgenes Scenic Corridor, Las Virgenes Gateway Master Plan and the Calabasas West Village as described in the 2030 General Plan. The massive size of this 4 story hotel crammed into a small space with many constraints and problems violates the spirit and intent of the citizens that created these documents. For example, (Page ix-6-paragraph 3) of the 2030 General Plan states: 8

> The Las Virgenes Gateway Master Plan recognizes the location of the intersection of Las Virgenes Road and the Ventura Freeway as a gateway to the San Fernando Valley and Santa Monica Mountains as well as the City of Calabasas. The area contains some of the most scenic and diverse topography in the region and past urban development has threatened to negatively affect much of the natural semi-rural character. The Las Virgenes Gateway Master Plan sets goals and objectives to guide land use planning efforts, revitalization plans, and the review of new private development proposals. The Master Plan provides specific land use and development criteria and design guidelines for this section of the City. A semi-rural theme, rooted in California's history of simple,massive (adobe and timber-based) construction, is emphasized with "Monterey" style cited as an example of appropriate architectural design.

A large, massive hotel exceeding the 35' height limitations of the City of Calabasas violates the intent of all these plans. This is a reason an Environmental Impact Report is required for this project.

c) This should be marked "Potentially Significant Impact"

<u>Page 23-second paragraph:</u> It is stated that "Rondell Street is a dirt lot". This is not true. The street is partially paved and then most of the remainder covered with gravel. It is used as a Park and Ride that far exceed the 6 spaces set aside for transit parking by the developer. In the 2 brief weeks I have been taking pictures and speaking with commuters as many as 13 vehicles are parked Rondell Street where it intersects with Las Virgenes Road. Some commuters I've spoken with said they have seen as many as 20 vehicles parked for commuting. Considering the inadequate number of parking spaces overall in the project there is no guarantee that the commuters riding the buses and car pooling will be able to actually find a spot to park. The current park and ride easily accommodates 24 vehicles. The proposed transit parking should also provide at least 24 spaces. 9

Page 24 – top paragraph-Last sentence: The selective sight line photos and drawings do not accurately show the impact of the proposed project on the view shed. Photos and measurements taken from different angles demonstrate that views are blocked in the Scenic Corridor. To get the best feel for the impact on line of sight we need story poles.
Page24 – third paragraph: Line of sight drawings are very prone to error. The hotel is so large that small changes in the point picked as the origin for the line will have a major effect on where the line ends on the hill. As far as is known, there has been no verification by an independent architect/engineer that the drawings are accurate. 10
The best way for the public to see the line of sight is to have story poles accurately placed on the building site showing location and height of the structure. Line of sight determinations can easily be made from various locations, not just those locations that are determined to be best from the developer's point of view.

Page 24 – last paragraph: Saying that the project is designed to conform to the City of Calabasas 2030 General Plan, which specifically envisioned a mixture of business and retail use constructed within the project site is completely erroneous. The vision set forth in the 2030 General Plan calls for a pedestrian-friendly village-type gathering place for the community, not a 4-story hotel that is not pedestrian friendly. Nor does it conform to the Las Virgenes Gateway Master Plan which does not call for Rondell Street to be vacated to build a 4 story hotel. The Las Virgenes Gateway Master Plan depicts a Park and Ride on Rondell street as a convenience and Public Service for both citizens of Calabasas and neighboring communities. This is exactly how it is being used. This another reason why a full EIR should be required for this project.

Even now,in its rough state, more than six vehicles are being parked each day than what will be provided by the project. The original parcel, not including Rondell Street, is commercial and could be a hotel. However the suggested height is one to two stories to match the height of the buildings in the immediate neighborhood on Las Virgenes Road. The 70,000+ square foot hotel by far exceeds the 40,000 square foot maximum called for in the Las Virgenes Gateway Master Plan. Planting a tree here and there does not begin to adequately mitigate the negative impact of a 4-story hotel on the viewshed. 11

Saying that the project's development intensity would be comparable to that of adjacent commercial development located south of the project site and and west of Las Virgenes Road is false. There may be proposed projects but nothing is approved - nothing is built.

Surrounding development is not generally one to three stories, as stated, but one to two stories, making a 4-story hotel completely out of character. The proposed project is not architecturally compatible with neighboring business.

Contrary to what is stated in the MND, there is no consistency with the objectives and policies contained in the General Plan or the Las Virgenes Gateway Master Plan. These plans call for low structures, 3 stories or less, that do not impact the views of the Scenic Corridor. This supports the need for a full EIR.

Again, on page 25, after admitting that the proposed project would alter the visual quality and character of the site, it states that it has been designed in conformance with the overall West Village development concept described in the General Plan. The West Village development concept calls for a pedestrian-friendly village-type gathering place where the community could shop, eat, and visit

with neighbors in a park-like setting. A 4 story hotel that is not pedestrian friendly and does not have amenities for the local community is not a gathering place for the local community. 11 cont'd

The proposed hotel and parking area will be shoe horned into a hillside where the adjoining commercial land use is a gas station. Contrary to comments in this section, there would be a substantial increase in the levels of light and glare beyond those already experienced in the area. What happened to our Dark Skies Ordinance? 12

To adequately address Asthetic issues an Environmental Impact Report is required for the proposed Rondell Oasis Hotel. The MND is inadequate.

AIR QUALITY

With regard to Construction Emissions there is no mention of how to mitigate dust to prevent Valley Fever. Contrary to testimony provided by City Planner Tom Bartlett to the Planning Commission on July 25, 2013 re the Avanti Project, Valley Fever is a serious illness in this area. As a result of the 1994 Northridge Earthquake more than 400 cases of Valley Fever where reported in Los Angeles and Ventura Counties resulting from dust from landslides and other phenomena associated with the Earthquake. Exactly what specific measures (Minimization of Disturbance #1 page 46) will be used to minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent dust generation?

We all know people who have contracted Valley Fever and it is a very serious disease. Once you contract the spore it is a lifelong illness. Someone who lives in the city south of Agoura Road near Las Virgenes Creek said there was excavation work being done near his house on the creek. There was dust in the air and he inhaled some. He shortly thereafter was diagnosed with Valley Fever. He is still suffering.

With regard to #4 on page 47 (No Grading During High Winds) a period of high winds should not be limited to 20 miles per hour or greater, as measured continuously over a one-hour period. It should be expanded to include gusts over 15 miles per hour, as that is the more usual set of weather conditions in this area. Dust is a serious issue. 13

Dusty conditions are associated with Valley Fever whether the dust is from windy conditions, fire, earthquakes or construction.

It would appear that construction dust can be controlled. However, on several consecutive mornings very heavy dust clouds had settled over the Ventura Freeway at approximately 6:20AM from grading for the Lost Hills Interchange. Grading had started early and water wasn't being used to keep the dust down. This is to suggest that city implement procedures that allow citizens to notify the appropriate city officials so that immediate action can be taken to control dust and other nuisances.

To adequately address Air Quality issues an Environmental Impact Report is required for the proposed Rondell Oasis Hotel. An MND is inadequate and not in the Public's best interest.

BIOLOGICAL RESOURCES

On page 55 in the second paragraph it states that 1.3 acres in the eastern and northern portions of the project site, which includes the site's natural hillsides, would remain undeveloped. There is no mention of the retaining walls that will be needed to shore up the hillside after digging into it to make room for the 4-story hotel.

At the bottom of page 55 the cumulative effect of this project and others proposed nearby admittedly may adversely affect the City of Calabasas Wildlife Linkage and Corridor. Stating that the cumulative effect of the proposed 4-story hotel is not considerable is a subjective conclusion that is not based on verifiable facts. 14

The Mitigation Measure on page 56 stating that sound amplification equipment will be shielded from open space areas is weak, at best. How do you monitor this? And sound amplification equipment is not the only source of noise. Pool parties, people gathering outside, children playing and running around all contribute to an increased noise level that will scare away wildlife. Who will measure and monitor this? 15

To adequately address these issues an Environmental Impact Report is required for the proposed Rondell Oasis Hotel.

CULTURAL RESOURCES

As noted, the Anza National Historic Trail, including the Calabasas segment, was recognized by Congress in 1990 and the White House in 2000 as one of 16 Millennium Trails. A "national treasure", right in our own backyard. Unfortunately the proposed 4-story hotel, accompanying paved parking lot, and the deflection wall blocking easy access to the trail will forever change the character of it. To so lightly state that there will be a less than significant impact on the environment is an insult to the community-at-large and to the American public who deserve to have history preserved, not desecrated. This is the exact reason why a full EIR is needed for this project. 16

To access the trail people will have to climb and descend stairs going over the deflection wall. That will make access for equestrians, bicyclists and those with physical disabilities difficult, if not impossible. Again, these are reasons why a full EIR is required.

In addition, hikers, bicyclists, and equestrians have been using this entrance to the trail for decades, if not centuries, constituting a prescriptive easement on the property.

Citing "improvements" such as trash receptacles and doggie poop containers are not a fair trade off, and the issue of maintenance of these "improvements" is not addressed. Of particular concern are the stairs and keeping them in good repair considering erosion and the large volumes of water flow in and around the stairs during heavy rainfalls. The ARP made several attempts to have the applicant respect the historical significance of the trailhead and the access for the public. With not much luck, as noted below.

The trailhead design does not conform to requested revisions documented in the Architectural Review Panel's meeting of March 27, 2015. The Panel recommended a rustic landscape design and path and appropriate signage viewable from Las Virgenes in order to identify and differentiate the trailhead. This would preserve the rustic nature of the entrance to the trail and bring it closer to Las Virgenes to offset the impacts on the trailhead from the new construction (ARP's words). 17

At the April 17, 2015 ARP meeting revised signage presented by the applicant did not address the intention of the Panel's request. According to the minutes of that meeting "The Panel reiterated the desire for the trail to physically extend to Rondell Street and to be differentiated in character from the adjacent parking lot." 17, cont'd

At the applicant's last appearance before the ARP he did not submit a design for the previously requested trailhead rustic entrance structure. The applicant did not want to return for another meeting so we never got to see if any revision really exists, or was the request ignored,

The "dirt lot" referred to that is used for parking for many non-trailhead users is actually a road that is paved and/or covered with gravel. The non-trailhead users are actually commuters who park there to ride public transportation to the San Fernando Valley and downtown Los Angeles. The limited number of parking stalls set aside by the applicant to take the place of this de facto Park and Ride is woefully inadequate. The Las Virgenes Gateway Master Plan calls for a Park and Ride on Rondell Street. Therefore that street should not be vacated for a hotel. 18

The Cultural issues are significant. To adequately address these issues an Environmental Impact Report is required for the proposed Rondell Oasis Hotel.

GEOLOGY AND SOILS

The GeoSoils Consultants Inc. and WillDan Geotechnical Reports were referenced in the MND. Although referenced in this section they are not contained in the MND and a special trip was made to City Hall to obtain copies. Reports received where the following:

GeoSoils (October 21, 2014) report addressed to Mr. Bruce McBride, Rondall Oasis, LLC
WILLDAN (November 24, 2014) review letter for the City of Calabasas of GeoSoils Report
GeoSoils (February 5, 2015) response to City of Calabasas review letter by WILLDAN Engineering
WILLDAN (March 23, 2015) response to GeoSoils February 5, 2015 response. 19

These reports are not adequately addressed in the MND. WILLDAN in their March 23, 2015 correspondence indicates that a number of items still need to be addressed. Until these issues are addressed, entitlements should not be granted for the developer to build on this property. As Maureen Tamuri stated when discussing this property on May 8, 2013 before the City Council there are many constraints that need to be dealt with on this property.

Liquefaction and earthquake-induced landslides have not been adequately addressed. There is an ancient landslide on adjacent property and signs of slippage on hillsides above Rondell Street. In addition, homes in close-by neighborhoods have been totaled by liquefaction. During the 1994 Earthquake homes were extensively damaged and declared uninhabitable because of liquefaction in Saratoga Hills.

The question remains as to who has liability if there are landslides or liquefaction. Will it be the consultants who submitted reports stating there was no danger? The citizens of the city will have to bear the burden financially and aesthetically.

On page 60 in the last paragraph addressing b) Would the project result in substantial soil erosion or loss of topsoil? It requires that all infiltration water quality devices be sized using a 0.75 inch storm. Anyone who has lived here as long as I have (over 40 years) can attest to the fact that rainfall amounts during heavy rainstorms often exceed 0.75 inches. 20

On page 61 of the MND it says: (image copied from MND)

> . According to GeoSoils Consultants, Inc. and Willdan Engineering, the proposed project would be safe from the hazards of landslide, settlement, or slippage and would not adversely affect the stability of the adjacent properties nor be adversely affected by adjacent properties (Willdan Engineering and GeoSoils Consultants, Inc., 2015)

21

This should not be attributed to WILLDAN Engineering. WILLDAN, in their correspondence was merely requesting that GeoSoils include this statement in their reports.

This property on the Eastern and portions of the southern and northern sides has very steep hillsides that are susceptible to slippage, landslides, mudslides and flooding. An Environmental Impact Report is required to fully address Geology and Soils. An MND is inadequate and not in the Public's interest.

HYDROLOGY AND WATER QUALITY

There is a Los Angeles County mapped 100-foot flood hazard on the property that is not mentioned in this document. Placing a 4-story hotel with 127 rooms in the middle of a mapped flood hazard and saying there is a less than significant impact in exposing people or structures to a significant risk of loss, injury or death involving flooding is irresponsible. There is absolutely no acknowledgement or mitigation with respect to this. This finding, among others, is sufficient reason to have a full EIR done for this project. 22

Of concern is the engineering for the large debris basin being proposed under the parking lot. It is stated that this will be 55 feet wide by 190 feet long by 18 to 20 feet high. It is not clear that the engineering and design for this large underground structure has been completed. Until it is, entitlement should not be granted to build on this property.

This should be marked Potentially Significant unless Mitigation Incorporated. An Environmental Impact Report is required to fully address the difficult constraints of this property.

LAND USE AND PLANNING

On page 73 the paragraph addressing (b) is very creative, using a Development Plan Permit to make an end-run around the city's 35-foot height limit. This circumvents the spirit of the General Plan and the will of the people who spent countless hours writing it. The General Plan calls for a West Village setting with pedestrian-friendly access, restaurants and shopping – a gathering place for the community. This was also the vision set forth in the Las Virgenes Gateway Master Plan. No mention was made of a 4 story hotel that has no amenities for the community to partake in. The project proposed by the applicant is the polar opposite of this vision. 23

The Development Plan ploy also is an attempt to invalidate the intent of the Las Virgenes Gateway Master Plan with respect to the Rondell Property. On page 4:8 and 4:9 of the Las Virgenes Gateway Master Plan it is written:
Development intensity shall be limited to a Floor/Area Ratio of .2 or 40,000 square feet, whichever is less. All uses in this area shall be highway/auto-oriented…….
(continued) A park and ride or mini-transit center is a preferred use in the public right-of-way. 23, cont'd

On page 8:5 is the Circulation and Parking Objectives of the Las Virgenes Gateway Master Plan. Item 13 on page 8:6 states:
Provide a Park and Ride Facility on Las Virgenes road in the vicinity of the Rondell property.

To adequately address Land Use issues an Environmental Impact Report is required for the proposed Rondell Oasis Hotel. The MND is inadequate.

NOISE

A project of this size will not only be an assault on the ears of the community as it is being built but the will be a substantial increase in noise levels above levels that exist now, without the project. Cars going in and out, trucks making deliveries, guests in outdoor areas will all contribute to changing the site in that respect. Again, minimizing the effect by designating that there is less than a significant impact with no mitigation measures is quite disappointing. This point was made in the Biological Resources section as well. 24

Sound measurements taken do not take into account sound reflected off walls to be erected within and around the perimeter of the property.

To adequately address Noise issues an Environmental Impact Report is required for the proposed Rondell Oasis Hotel. The MND is inadequate.

PUBLIC SERVICES

With regard to fire protection, performance objectives include being able to fight fires and conduct search and rescue operations. It has not been clearly shown that there is sufficient clearance for a Tower Ladder and/or a Hook and Ladder truck to reach all sides of the building and/or have the maneuverability to reach the upper floors of a 4-story structure of this size and design that backs right up to a large hillside. 25

In addition, what is the impact of fire and police services being provided to the hotel should existing residents and businesses require these services? In particular, residents have been complaining of inadequate police services in some of the local communities.

On page 87 it is noted that "The proposed project would relocate the existing trailhead access, create dedicate parking for the trail, and improve the trailhead with trash, recycle, and dog waste receptacles and signage". It appears that a wall and steps are part of this relocation, thus making it inaccessible for the handicapped person wanting to use it. This is in violation of the ADA guidelines in place. Also, 26

handicapped parking needs to be provided, which will then reduce the number of parking spaces for the rest of the public.

The existing Park and Ride is used by commuters outside the City of Calabasas. It is a Public Service serving the greater good of surrounding communities. The developer is proposing the 6 transit parking space at the front of the hotel at the steps on the Southside. This is unsatisfactory. These spots will most likely be occupied by hotel guests. Guests will start using them in the evening and when commuters arrive early the next morning, as early as 5 AM, those spots will be occupied. Commuter spots need to be on the Westside of Rondell street and a pathway provided between the parking and the bus stop. 26, cont'd

An Environmental Impact Report is required. An MND is inadequate and not in the Public's best interest.

TRANSPORTATION AND TRAFFIC

The entire premise of the section on traffic is based on observations made on one day, a Thursday. The sample size is too small. Anyone who travels along Las Virgenes Road regularly can attest to the fact that there is already a problem with bottlenecks, tie-ups and the like. Adding hotel-guest and worker traffic to the mix, along with the cumulative effect of the soon-to-be residents of the Paxton/Blue Marble project and the proposed hotel and 70 plus homes in Canyon Oaks and you have gridlock.

There is also an issue regarding the credibility of the numbers. When the numbers were presented to the Traffic Commission, errors were found in the reports presented by staff. After much discussion, the Public Works Director asked the commission to simply allow staff to correct the reports to expedite submission to the Planning Commission. As a result, the commission voted not to require any further review of the traffic calculations and permit staff to send an expedited report to the planning commission without further review. It appears that shortcuts were taken circumventing procedure. 27

Table 14 on page 90 shows that the hotel will add a total of 1,038 total daily trips, of which 67 are during am peak hours and 76 during pm peak hours. It is not clear how the peak hour trips are determined. That also leaves 895 additional trips to fill the streets during school arrival and dismissal times, which are outside the peak hours. Not an insignificant impact.

Does this estimate for hotel traffic take into account the fact that the hotel has no restaurants on site, so anytime a guest wants to eat they have to leave the property, most likely driving their car, as crossing Las Virgenes Road by foot is not an easy thing to do, much less a safe way to get to the few fast-food establishments that are near-by. The likelihood of even more additional traffic is substantial.

And these traffic numbers, taken on a Thursday, do not take into account the people who use Las Virgenes Road on the weekends to get to the beach, to Malibu Creek State Park. Gillette Ranch, and other points south. 28

The traffic study is flawed and should be redone as part of an Environmental Impact Report as this affects not only the residents of the City of Calabasas. It affects anyone who travels along the 101 freeway who exits at Las Virgenes Road.

Table 16 on page 91 refers to Las Virgenes Road and Mureau Road. Where does it take into account the traffic backup that occurs when Mureau Road narrows to one lane in either direction. This again affects 29

the larger population, not just Calabasas residents, and is a factor requiring a full Enviromental Imapct Report. 29, cont'd

On page 95 it is noted that there will be 6 parking spaces for the transit stop. This again is not nearly enough. In addition, Rondell Street was envisioned as a Park and Ride lot in the Las Virgenes Gateway Master Plan, and has been used as such for decades. The street should not be vacated. The ¾+ acre of land that the city wants to give away to the applicant so he can use it for hotel parking was not and is not what the citizens want or need. 30

An Environmental Impact Report is required to determine the full impact of Traffic and Transportation. An MND is inadequate and not in the Public's best interest.

MANDATORY FINDINGS OF SIGNIFICANCE

We believe that the Mandatory Findings Checklist (a) (b) (c) should all be checked as potentially significant impact. There should be a full EIR done for this project as findings that all impacts are less than significant does not begin to address what will happen to Las Virgenes Road, the Gateway to the Santa Monica Mountain National Recreation Area.

An MND is inadequate and not in the Public's best interest.

*Letter 102*

**COMMENTER:** John and Joanne Suwara

**DATE:** December 4, 2015

Response 102.1
The commenter requests a full EIR because the project violates the General Plan, the Scenic Corridor Plan, and the Las Virgenes Gateway Master Plan. The commenter states that an EIR would include public participation, such as a scoping meeting, and analysis of alternatives.

Please refer to Global Response 3 for a discussion of the project's consistency with applicable local plans and Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Response 102.2
The commenter states that Rondell Street should not be vacated for the proposed project's parking lot, but instead should be turned into a formal park-and-ride.

The Draft IS-MND evaluates the project as proposed, as required by CEQA. City decision makers will consider this suggestion as they review the project.

Response 102.3
The commenter states an opinion that the project has insufficient transit parking.

Please refer to Global Response 2 for a discussion of the project's transit parking.

Response 102.4
The commenter states that the project would include designs that would impede access to the Anza Trail.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access.

Response 102.5
The commenter states that the project site is in a flood zone. The commenter states concerns that the proposed debris basin could become a sink hole, clog and cause flooding, or raise the water table causing drainage and liquefaction problems.

As discussed in Response 2 and Section IX, *Hydrology and Water Quality*, of the Final IS-MND, the project site is in Flood Zone X, an area of minimal flood hazard. The commenter does not provide evidence to support their assertions that debris basins could become sink holes, clog and cause flooding, or raise the water table causing drainage and liquefaction problems. These issues are not typical of debris basins, which are frequently and effectively used to detain stormwater flows. The debris basins would be installed according to standards and provisions set forth by the City of Calabasas and County of Los Angeles and would not be expected to cause flooding or geological hazards described by the commenter.

Response 102.6
The commenter states that the project applicant is requesting a variance and not a Development Plan Permit.

The project applicant is requesting a Development Plan Permit and not a variance. Please refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Response 102.7
The commenter states that Aesthetics, Air Quality, Cultural Resources, Geology/Soils, Hazards & Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Public Services, Recreation, Transportation/Traffic, and Mandatory Findings of Significance should also be checked on Page 21 of the Draft IS-MND, suggesting that these issue areas have potentially significant impacts.

The Draft IS-MND determined that the project had less than significant or no impacts related to the environmental issue areas listed above; therefore, these boxes are not checked under "Environmental Factors Potentially Affected."

Response 102.8
The commenter states that the project is inconsistent with the General Plan and the Las Virgenes Gateway Master Plan and states that this is a significant impact. The commenter reiterates an opinion that an EIR is required.

Please refer to Global Response 3 for a discussion of the project's consistency with applicable local plans and Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Response 102.9
The commenter states that the project site is not a dirt lot, but is partially paved and includes gravel and includes at least 24 park-and-ride spaces. The commenter states that the proposed project should also include 24 spaces for commuters.

Please refer to Global Response 2 for a discussion of the project's parking. The Draft IS-MND evaluates the project as proposed, as required by CEQA. The commenter's suggestion that the project include 24 commuter spaces could be considered. City decision makers will consider this suggestion as they review the project.

Response 102.10
The commenter states that the photo simulations and sight-line study in the Draft IS-MND is inaccurate and states that story poles are needed.

Please refer to Response 92.1. The applicant will comply with all City story pole policies.

Response 102.11
The commenter states an opinion that the project is inconsistent with the General Plan and the Las Virgenes Gateway Master Plan and would have insufficient parking. The commenter also

states that the project is not consistent with surrounding development and therefore would have significant aesthetic impacts.

Please refer to Global Response 3 for a discussion of the project's consistency with applicable local plans and Global Response 2 for a discussion of proposed parking. Refer to Global Response 4 for a discussion of the project's aesthetic impacts.

Response 102.12
The commenter states that the project would have light impacts and asks about the Dark Skies Ordinance.

Please refer to Response 8.3 for a discussion of the project's light impacts.

Response 102.13
The commenter states that the Draft IS-MND does not include mitigation to control dust and prevent Valley Fever and asks what measures would be required to prevent dust generation. The commenter specifically states that grading should not be allowed when gusts are over 15 miles per hour. The commenter also suggests that the City should implement procedures that allow citizens to notify city officials when dust abatement is not being maintained.

As discussed in Section III, *Air Quality*, of the Draft IS-MND, the project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the Basin. Measures are described on Page 46 and 47 and include minimization of disturbance area, soil treatment, soil stabilization, no grading during high winds, and street sweeping. The project would be required to implement all measures, as applicable, during construction to minimize dust impacts. City decision makers will consider the commenter's suggestion as they review the project.

Response 102.14
The commenter states that the retaining wall would cause the project to impact more than 1.3 acres of the project site. The commenter states an opinion that the Draft IS-MND's conclusion that the project would not have cumulatively considerable impacts on the Wildlife Linkage and Corridor is not supported by substantial evidence.

Page 55 of the Draft IS-MND states that 3.7 acres of the project site would be developed and 1.3 acres would remain undisturbed. The retaining wall is included in the project's 3.7 acre development footprint. Page 55 of the Draft IS-MND discusses the project's cumulative impact to the wildlife corridor. The project would not contribute to the creation of a bottleneck because the wildlife corridor is one mile wide adjacent to the project site and the project would reduce the corridor by 6%. Future cumulative development would occur south or north of the project site.

Response 102.15
The commenter states that Mitigation Measure BIO-2 is weak and asks how it would be monitored. The commenter also states that operation of the hotel would result in noise levels that would impact wildlife.

Mitigation Measure BIO-2 would be included as a condition of approval of the proposed project and a Mitigation Monitoring and Reporting Plan would be developed to monitor amplified noise. As discussed in Section XII, *Noise,* the City of Calabasas has adopted a noise ordinance (Ordinance No. 2010-265) that establishes ambient noise standards for all properties within various noise zones; for commercial zones like the project site, the exterior noise level standard is 65 dBA from 7:00 a.m. to 10:00 p.m. and 60 dBA from 10:00 p.m. to 7:00 a.m. using the hourly equivalent sound level, or Leq. Operation of the project site would not be expected to exceed these noise level standards at project site boundaries.

Response 102.16
The commenter states the proposed project would block access to the Anza Trail by including stairs that would impede bicyclists, equestrians, and people with disabilities.

Please refer to Global Response 2 for a discussion of the project's impacts to trail access.

Response 102.17
The commenter states that the project applicant has not complied with the ARP's requests related to signage and trail access design.

This comment is not related to the Draft IS-MND, but will be considered by City decision makers as they review the project.

Response 102.18
The commenter reiterates an opinion that the project includes insufficient transit parking.

Please refer to Global Response 2 for a discussion of the project's proposed parking.

Response 102.19
The commenter states that the geological report by GeoSoils Consultants and the review completed by Willdan Geotechnical is not adequately addressed in the Draft IS-MND. The commenter also states that liquefaction and earthquake-induced landslides have not been adequately addressed in the Draft IS-MND.

Section VI, *Geology and Soils*, of the Draft IS-MND acknowledges that portions of the project site are potentially susceptible to liquefaction and earthquake-induced landslides, but found that compliance with applicable California Building Code standards and preparation of a final City-approved geotechnical study and remediation plan would reduce potential impacts to a less than significant level. This finding is based on Willdan Geotechnical's March 23, 2015 review of "Geotechnical Engineering Study, Rondell Oasis Hotel, Rondell Street, Calabasas, California" prepared by GeoSoils Consultant, Inc. (dated October 21, 2014), which states that the report is approved for planning level study and that "the project is considered to be feasible for proposed development from geotechnical viewpoint provided more detail investigation and analysis is provided for future submittals;" and the geotechnical report by GeoSoils Consultants, which states that the proposed project would be safe from the hazards of landslide, settlement, or slippage and would not adversely affect the stability of the adjacent properties nor be adversely affected by adjacent properties.

Response 102.20
The commenter states that rainfall exceeds 0.75 inches during heavy storms, suggesting that all infiltration water quality devices should not be sized using a 0.75 inch storm.

As discussed on Page 54 of the IS-MND, the proposed project would be required to comply with the water quality requirements of the current Los Angeles County Municipal Separate Storm Sewer System (MS4) permit, which requires that the amount of runoff from the site must be the same before and after construction of a project, and the Los Angeles County Low Impact Development (LID) Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52), which requires all infiltration water quality devices to be sized using the 0.75 inch storm or the 85th percentile storm, whichever is greater.

Response 102.21
The commenter states that the project site is susceptible to slippage, mudslides, and flooding, which it is suggested are not adequately addressed in the Draft IS-MND. The commenter states that the Draft IS-MND incorrectly references Willdan Engineering and GeoSoils Consultants in the Draft IS-MND.

Please refer to Response 102.19. Page 60 of the Draft IS-MND has been corrected to include:

> According to GeoSoils Consultants, Inc.~~ and Willdan Engineering~~, the proposed project would be safe from the hazards of landslide, settlement, or slippage and would not adversely affect the stability of the adjacent properties nor be adversely affected by adjacent properties (~~Willdan Engineering and~~ GeoSoils Consultants, Inc., 2014 and 2015). In addition, Willdan Geotechnical's March 23, 2015 review of GeoSoils Consultant's geotechnical study states that the report is approved for planning level study and that the project is considered to be feasible for proposed development from geotechnical viewpoint provided more detail investigation and analysis is provided for future submittals. Compliance with applicable standards during construction of the proposed project would reduce the potential impact to less than significant and no mitigation would be required.

Response 102.22
The commenter states that the project is in a flood hazard area and that entitlements to build on the project site should not be approved until the debris basin design has been submitted.

Please refer to Response 102.5.

Response 102.23
The commenter states an opinion that the project's violation of the City's height limitations causes it to conflict with the General Plan and Las Virgenes Gateway Master Plan.

Please refer to Global Responses 3 and 4 for a discussion of the project's consistency with the City's height limitation and applicable local plans.

Response 102.24
The commenter states that construction and operational noise are not addressed in the Draft IS-MND. The commenter also states that noise will reflect off walls erected around the project site.

Construction noise is analyzed in Section XII, *Noise*, of the Draft IS-MND under "Construction Noise" starting on Page 79 and operational noise is analyzed under "Operational Noise" on Page 80. The Draft IS-MND found that the nearest sensitive receptor is located 800 feet from the boundary of the project site. An analysis of typical construction equipment and hotel operational noise sources, including roadway noise from increased vehicle traffic, determined that the project would have less than significant noise impacts. Also, Page 75 and 76 of the Draft IS-MND discusses the noise attenuating effects of walls. As discussed therein, a barrier that breaks line of sight between a sound and a receiver typically results in at least 5 dBA of noise reduction. The proposed walls are not expected to increase noise, but instead to attenuate it.

Response 102.25
The commenter states that it is not clear that specific fire truck apparatus could access all sides of the building. The commenter also states that the Draft IS-MND does not analyze the impacts of the hotel on police and fire providing services to residents.

The project's impacts to police and fire services are discussed in Section XIV, *Public Services*, of the Draft IS-MND. The applicant would be required to comply with the Fire Code and LACFD standards, including specific construction specifications, access design, location of fire hydrants, and other design requirements. The Draft IS-MND determined that the project would not require the construction of new or expanded fire or police facilities in order for those services to maintain acceptable service ratios.

Response 102.26
The commenter states that the proposed stairs would not be ADA accessible and parking is insufficient.

Please refer to Global Response 2 for a discussion of the proposed trail access and parking.

Response 102.27
The commenter states that the project's cumulative traffic impacts would be substantial and states concern that traffic surveys occurred on one day. The commenter states that it is not clear how peak hours are determined and that impacts during non-peak hour when students are being dropped off and picked up from school would be significant.

Table 19 of Section XVI, *Transportation and Traffic*, of the Draft IS-MND determined that the project would have less than significant impacts under future cumulative traffic conditions based on the City's intersection impact threshold criteria. Peak hours are between 7 and 9 a.m. and 4 and 6 p.m. and are consistently used to analyze traffic impacts in the City of Calabasas; in fact, these peak hours are typically used by jurisdictions throughout California to evaluate traffic impacts. The a.m. peak hour is inclusive of school trips to drop off students. As discussed in the traffic analysis in Appendix F, traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted by National Data Systems an independent traffic data collection company. Traffic counts were conducted on Thursday,

September 11, 2014 a typical weekday when there were no holidays and schools were in session. The survey results are typical of traffic analysis completed in the City and are reasonably reflections of existing peak hour traffic levels, including school trips.

Response 102.28
The commenter asks whether trip generation rates are reflective of the fact that the hotel does not include a restaurant, which would increase trips by hotel guests to off-site restaurants. The commenter also states that trip rates do not account for weekend traffic on Las Virgenes Road.

The trip generation rates used in the traffic impact analysis are from the Institute of Transportation Engineers and are specific to hotel land uses, which do not include restaurant uses. Las Virgenes Road and Lost Hills Road lead to Malibu Canyon Road, which provides access to and from the Malibu beach area. Traffic volume comparisons on Malibu Canyon road at the Pepperdine University entrance/Civic Center Way intersection indicates that Summer Saturday peak hour traffic volumes on Malibu Canyon Road are 25 percent less than the weekday a.m. traffic volumes and 34 percent less than the weekday p.m. peak hour traffic volumes (S. Schell, pers. comm., February 2015); traffic in the corridor is reduced during the Summer period and on weekends due to lower activity levels at Pepperdine University. Impacts of the project on summer beach traffic-volumes in the Las Virgenes Road/Malibu Canyon Road corridor would be less than significant.

Response 102.29
The commenter asks whether the traffic impact analysis takes into account traffic congestion on Mureau Road.

The traffic analysis was completed using the procedures adopted by the City of Calabasas to analyze the potential traffic impact of development projects. It includes a reasonable range of study intersections, including the intersection of Mureau Road and Las Virgenes Road. Impacts at this intersection were determined to be less than significant based on the City's intersection impact threshold criteria.

Response 102.30
The commenter reiterates an opinion that the project includes insufficient transit parking and states that a full EIR is required. The commenter states that all Mandatory Finding Checklist items should be potentially significant because the project would impact Las Virgenes Road.

Please refer to Global Response 2 for a discussion of the project's traffic and Global Response 1 for a discussion of the appropriate CEQA document for the proposed project. The project's aesthetic, land use, traffic, and cumulative impacts to Las Virgenes Road are discussed throughout the Draft IS-MND and were found to be less than significant.

Letter 103

**From:** Jon Tice-CMMI
**To:** Michael Klein
**Subject:** Rondell Oasis Hotel Project - oppose
**Date:** Friday, December 04, 2015 9:32:35 AM

---

Dear Mr. Klein,

I have just learned of the Rondell Oasis Hotel Project that is to be situated on the the east side of Las Virgenes Road, immediately south of the 101 freeway. This project would block access to the popular Juan Bautista de Anza Historic Trail that was used by the missionaries over 200 years ago when traveling up the coast of California, and eliminate the current large parking area at the trailhead. The few parking spots that the developers plan to provide for trailhead parking would not be nearly adequate for the number of people who like to use it. Currently this is the only parking area for accessing this historic trail and the New Millennium Loop trail system that is large enough for equestrians with their horse trailers, so the project would completely eliminate their access.

The city of Calabasas' conclusion that a full environmental impact report is not needed for this project is incorrect in my view. I urge the city to require a full Environmental Impact Report for this project!

***Regardless of the Environmental Impact Report, proceeding with this project will severely impact one of the few places that the public can access hiking, running, and biking trails. One of the highlights of living in or near Calabasas is the access to the outdoors. Let's not ruin that for us and future generations. Members of our running club, the New Basin Blues, as well as countless other individuals, depend on this trail access to get out in nature and enjoy the outdoors. Please do what you can to block this project. Thank you!***

Sincerely,
Jon Tice
(818) 590-2992

*Letter 103*

**COMMENTER:** Jon Tice

**DATE:** December 4, 2015

This comment letter is the same as Letter 19. Please refer to Response 19.

Letter 104

**From:** Brandon Alvarado
**To:** Michael Klein; info
**Subject:** Rondell Oasis Developement
**Date:** Sunday, December 06, 2015 5:17:56 PM

---

Michael Klein,

I am writing to request that a full and extensive Environmental Impact Report be done for the proposed Rondell Oasis Hotel located in Calabasas. First of all, a 4-story hotel should not even be on the agenda or be considered because the 2030 General Plan and Las Virgenes Gateway Master Plan do not include or allow a 4-story hotel. This hotel will only serve people traveling through which there doesn't seem to be much demand from people anyway. We already have the Andaz hotel and the goodnight inn which are never filled to capacity. The general look and feel of Calabasas is beautiful and we want to preserve its beauty with rolling golden hills, oak trees, and beautiful landscape, but building a massive 4 story hotel will take away from that. In addition, there is going to be an issue issue of drawing even more traffic to an already congested roads and intersections. That area Brent's junction is already at capacity with rush hour traffic in the morning and evening, you have to sit through multiple lights just to get through. With a new hotel being added that will be an absolute nightmare.

1

2

3

4

I request as a resident of Calabasas and a registered voter, that a full Environmental Impact Report be conducted for this site.

Thank you,

Brandon Alvarado

*Letter 104*

**COMMENTER:** Brandon Alvarado

**DATE:** December 6, 2015

Response 104.1
The commenter requests a full EIR.

Please refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

Response 104.2
The commenter states that the project is inconsistent with the General Plan and the Las Virgenes Gateway Master Plan.

Please refer to Global Response 3 for a discussion of the project's consistency with local plans.

Response 104.3
The commenter states concern about the project's aesthetic impacts.

Please refer to Global Response 4 for a discussion of the project's aesthetic impacts.

Response 104.4
The commenter states concern about the project's traffic impacts and requests a full EIR.

Please refer to Response 27.1 for a discussion of the project's traffic impacts. Please refer to Global Response 1 for a discussion of the appropriate CEQA document for the proposed project.

# Appendix A

*Oak Tree Report*

# OAK TREE REPORT

SUBJECT

**26300 Rondell Street Project**

PREPARED FOR

Rondell Oasis, LLC
P.O. Box 6528
Malibu, CA 90264

PREPARED BY

L. NEWMAN DESIGN GROUP, INC.
ASLA, California State License #2464
ISA Certified Arborist WE-6820A
31300 Via Colinas, Suite 104
Westlake Village, CA 91362-3992
E-Mail: *lndg@lndg.net*
Ph.: (818) 991-5056
Fx.: (818) 991-3478

Date: April 27, 2015
Revised Date: June 8, 2015
LNDG Project No.: 200-545

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## OBJECTIVES

The objective of this report is to discuss the anticipated impact on this project's oak tree resource within or near the limit of work for this project. This involved:

1. Ascertaining the impacts that will occur due to the proposed grading and construction (refer to **OAK TREE LOCATION MAP)**;
2. Providing guidance to minimize encroachments of the saved trees.

## METHODS of STUDY

Qualifications of the oak trees were accomplished by the use of our standard visual survey, as completed by L. NEWMAN DESIGN GROUP, INC. (**LNDG**) on April 6, 2015. The following was performed:

1. Live tree trunks were measured at 4½' above mean natural grade and they were assessed for plant quality. Trees included in the tree inventory were within or near the limit of work and had reached the status of a protected tree , i.e., those that had at least a 2-inch trunk diameter or, measured at 12 inches above grade, at least a 1-inch trunk diameter);
2. The trees were tagged with numbered, metal tags. These tags are affixed to the sides of the trees and correspond to those numbers on the **OAK TREE LOCATION MAP**;
3. Drip lines (the outermost edge of the tree's canopy) were field measured at eight compass directions equidistant around the circumference of the tree. The minimum clearance from the present grade to the bottom of the canopy at each of the points was estimated.
4. All of the inventoried trees were previously land surveyed, except for trees 3, 4, and 5, and are shown on the topographic map/grading plan (scale: 1"=30'). The locations of 3, 4, and 5 were estimated by LNDG in the field. Refer to the **OAK TREE LOCATION MAP** included herein for the tree locations.

## PROJECT LOCATION

The site, 26300 Rondell Street, is located east of the existing Las Virgenes freeway eastbound onramp in the City of Calabasas.

## OAK SPECIES

There are 9 oak trees addressed in this phase of the project. 5 are *Quercus agrifolia* (coast live oak) and 4 are *Quercus lobata* (valley oak).

**OAK TREE ORDINANCE** (excerpted from the City's Oak Tree Preservation and Protection Guidelines.)

The City lies in a unique area of Los Angeles County, the beauty of which is greatly enhanced by the presence of large numbers of majestic Oak trees. Development of the area has resulted in the removal of a great number of these trees. Further uncontrolled and indiscriminate destruction of Oak trees would detrimentally affect the safety and welfare of the citizens of Calabasas. This preservation program outlined in this Ordinance contributes to the welfare and aesthetics of the community and retains the great historical and environmental value of these trees.

This ordinance sets forth the policy of the City to require the preservation of all healthy Oak trees unless reasonable and conforming use of the property justifies the removal, cutting, pruning and/or encroachment into the Protected Zone of an Oak tree. The Protected Zone shall mean that area within the dripline of an Oak tree and extending there from to a point at least 5' outside the dripline, or 15' from the trunk(s) of a tree, whichever distance is greater.

The major thrust of the Oak Tree Policy was established to recognize Oak trees as significant, historical, aesthetic and valuable ecological resources, and as one of the most picturesque trees in Los Angeles County, lending beauty and charm to the natural and man-made landscape, enhancing the value of property, and the character of the communities in which they exist. In addition, the Oak Tree Policy intends to create favorable conditions for the preservation and propagation of this unique, threatened plant heritage, particularly those trees which may be classified as `Heritage Oak Trees', for the benefit of current and future residents of Calabasas. It is the intent of the Oak Tree Policy to maintain and enhance the general health, safety, and welfare by assisting in counteracting air pollution, and in minimizing soil erosion and other related environmental damages. The Oak Tree Policy is also intended to preserve and enhance property values by conserving and adding to the distinctive and unique aesthetic character of many areas of Calabasas in which Oak trees are indigenous.

**RESULTS of STUDY**

1. **Physiological Condition of the Oaks**

The physiological condition of the oak trees is detailed in the **SUMMARY of FIELD OBSERVATIONS.** The trees are generally healthy. All recommendations made in this report are based on the condition of the trees as of the date of the field work.

2. **Summary of Data/Plan Review**

A. Oak trees 1 and 6 – 9 are located outside of the property line of this project. Only trees 1, 2 and 7 will be encroached by grading at the perimeter of the site development. No oak trees will be removed.

B. The following 3 trees will be encroached by the project:

| Tree # | Reason for Encroachment |
|---|---|
| 1 | This tree will be encroached on the east side of the trunk by the edge of the proposed pavement, 10 feet from the trunk. The grading operation and construction of the parking lot will take the encroachment a few feet closer to the trunk. The new pavement will be at grade so the impact to the tree should be minor. The estimated area of encroachment will be approximately 3,400 square feet or 43% of the area of the protected zone. Pruning will be limited to that root pruning necessary to grade and construct the parking lot. |
| 2 | This tree will be encroached slightly by the construction of the concrete v-ditch at the top of the proposed manufactured slope at the perimeter of protected zone. The area of the encroachment will be approximately 400 square feet, 5% of the area of the protected zone. The extent of the excavation for the v-ditch will be 40 feet from the trunk. Pruning will be limited to that root pruning necessary to grade and construct the v-ditch. |
| 7 | A proposed deflection wall is proposed that will be constructed approximately 35 feet for the trunk. The area of this construction will be 650 square feet, approximately 8% of the area of the protected zone. Pruning will be limited to that root pruning necessary to excavate for the wall footing and swale. |

C. Drip lines on the **OAK TREE LOCATION MAP** graphically represent the dripline measurements made in the field.

D. Oak trees 1, 2, 6 and 7 are heritage trees.

**OAK TREE PRESERVATION PROGRAM**

1. **General Oak Tree Protection**

A. Copies of the oak tree report and the City of Calabasas' approved oak tree permit shall be kept on-site during all construction.

B. The applicant's oak tree consultant shall be notified 48 hours prior to the commencement of any work within the protected zone of any oak tree. Any work done within the protected zone of any protected oak tree that requires an observer to insure protection against damage to the oak trees shall be under the observation of a certified arborist.

C. Trees that are to be preserved on the site during construction shall be fenced at the location of their protected zones or at the limit of grading with a temporary chain link fence prior to commencement of grading.

D. Trees shall be protected from construction and paving machinery including but not limited to wounding of branches and roots, compaction of soil within the protected zone, and damage to the foliage by engine exhaust.

E. No activity, such as vehicles, equipment, or building materials storage, deposit of debris and trash, or parking shall be allowed within the protected zones of any oak tree at any time.

2. **Grading within the Protected Zones of Oak Trees**

A. Hand trenching shall be done at the limit of the proposed grading to uncover roots within the protected zones of oak trees to be preserved in place allowing them to be properly and cleanly pruned prior to grade work. This work shall be done under the observation of **LNDG**.

B. The City requirement to hand-dig any approved excavation within the drip line of oak trees is designed to avoid irreparable root damage. The purpose is to locate and expose roots that must be pruned and to carefully prune them, thereby avoiding the ripping and tearing caused with the use of backhoe or other excavation equipment. Therefore, a **WORK PROCEDURES PROGRAM** is proposed to execute the work with precise and controlled methodology that avoids indiscriminant damage.

**WORK PROCEDURES PROGRAM SPECIFICS**

1. **Preparation Phase**

A. During the pre-construction on-site survey and staking to provide layout control for the proposed improvements, the precise location of any improvement directly affecting any oak tree that is to be preserved in place shall be identified with monument stakes.

2. **Execution Phase**

A. Protective Fencing:

See "General Oak Tree Protection" above for the intent of the fencing plan. The oak trees that are to be preserved on the site shall be kept fenced during the construction operation (as shown on the Oak Tree Location Map) with a 5-foot high, temporary, chain-link fence for protection at all times when construction activities are taking place. The chain-link fence must be in place prior to the commencement of grading. The fence shall remain during all phases of construction. Damaged fencing shall be immediately replaced or repaired.

B. Pruning:

Pruning shall be performed before grading to avoid conflict between oak trees and excavation/grading equipment. This action should eliminate the potential for broken branches resulting from equipment. No above-ground (branch) pruning is anticipated. Pruning shall be done in strict compliance with ISA pruning standards.

C. Excavation:

It is not possible to develop this site without some conflict between the trees and the proposed improvements. The conflict relates to both the aerial canopy and the root structure of oak trees. The goal is to minimize and to control such damage. This can be accomplished as follows:

i. Define the area of excavation and the direction of the pioneering for the excavation that occurs within the drip line of an oak tree.
ii. After pruning roots as described in Section 2B above, it may be necessary to utilize small equipment to remove the soil above the primary root structure under the immediate direction of LNDG. Stop this effort upon encountering roots of significant size.
iii. Prune roots to the required depth using standard, sterile, mechanical root pruning equipment accompanied by hand work. In the case of a roadbed, prune the roots on each side of the road as close to the improvements as possible. In the case of the storm sewer Improvements, cut the roots on each side of the proposed trench in a similar way to the required depth. Follow excavation by hand pruning (with sterilized equipment) the exposed roots.
iv. This method will minimize root damage from excavation equipment pulling on roots in a lateral direction from their path of travel. Pruned roots shall be hand sawn, using sterilized equipment, with a clean cut, at a 45 degree angle facing downward and shall not be sealed.
v. Place all excavation spoils outside of the protected zone of the tree.

D. Other protective measures:

i. Protect oak trees by not wounding them. Nailing of any thing to a tree must be avoided.
ii. The potential for breaking of branches by mechanical equipment should be anticipated. Notify LNDG with a request for an evaluation and recommendation.
iii. It is important to leave the natural leaf litter that exists beneath an oak tree.
iv. No chemicals such as herbicides shall be used upstream and within one hundred feet of any oak tree protected zone.

v. Oak trees do not usually require supplemental watering but in during the current drought, the irrigation of tree 1 may be recommended because of the anticipated impact to its root system.

vi. If grading is completed other than during the rainy season, dust deposited on the foliage of oaks must be hosed off so that the growth processes of the tree are not disrupted.

**NOTICE OF DISCLAIMER:**

This report represents the independent opinion of the signatory consultant (L. NEWMAN DESIGN GROUP, INC.). The tree(s) discussed herein was/were generally reviewed for physical, biological function and aesthetic conditions. This examination was conducted in accordance with presently accepted industry procedures, which are a ground-plane macro-visual observation only. No extensive micro-biological, soil-root excavations, upper crown examination nor internal tree investigations were conducted and therefore, the reporting herein reflects the overall visual appearance of the tree(s) on the date reviewed and no warranty is implied as to the potential failure, health or demise of any part or of whole of any tree described in the report. Records may not remain accurate after our inspection due to unknown causes of changeable deterioration of the reviewed site.

Sincerely,

L. NEWMAN DESIGN GROUP, INC.
ASLA, California State License #2464

John Oblinger
ISA Certified Arborist WE-6820A
ISA Tree Risk Assessor Qualified

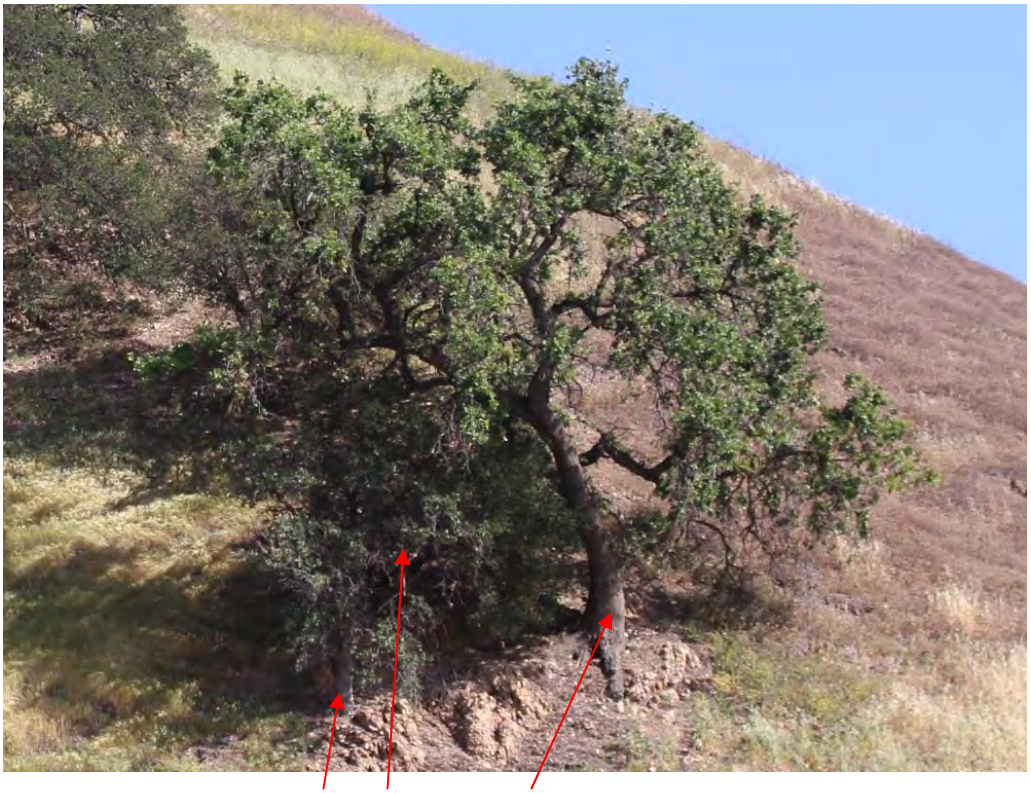
# OAK TREE PHOTOGRAPHS

Oak tree 1 facing northwest.

Oak tree 2 facing southeast.

Oak trees 3,4, and 5 facing southeast.

Oak tree 6 southeast.



Oak trees 9,8, and 7 facing southeast.

Oak trees 9 to 2 and other trees beyond range of project, facing southeast.

# SUMMARY of FIELD OBSERVATIONS

**INSPECTION NOTICE**

The following information was observed on the date(s) indicated herein, and should only be considered true at the time of field inspection.

LNDG Job No.: 200-545

Date: 4/6/15

# SUMMARY OF FIELD OBSERVATIONS

| | TREE NUMBER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|---|---|
| SPECIES | *Quercus agrifolia* | | X | X | X | X | | | X | |
| | *Quercus lobata* | X | | | | | X | X | | X |
| | *Quercus berberidifolia* | | | | | | | | | |
| FORM | TREE HT. (ESTIMATED) | 25' | 45' | 8' | 8' | 9' | 25' | 30' | 15' | 12' |
| | LEAN (ANGLE) | | | | | | | | | |
| | TRUNK DIAMETERS | 12" | 48" | 1 3/4" | 2" | 1 3/4" | 36" | 20" | 7" | 10" |
| | | 9" | | 1 1/2" | | | | 16" | 7" | |
| | | 8" | | 1" | | | | | | |
| | | 4" | | | | | | | | |
| PHYSICAL CONDITION | TRUNK CAVITY | | X | | | | X | | | X |
| | TRUNK EXUDATION | | | | | | | | | |
| | TRUNK DAMAGE | | | | | | | | | |
| | BURIED ROOT COLLAR | | | | | | | | | |
| | EXPOSED ROOTS | | | | | | | X | X | |
| | WEAK CROTCH(ES) | | | | | | X | | | |
| | FUNGAL DISEASE | | | | | | | | | |
| | INSECT/MITE DAMAGE | | X | | | | | | | |
| | NEW/OLD FIRE DAMAGE | | O | | | | O | | | |
| | BRANCH CAVITIES | X | | | | | X | | | |
| | MAINSTEM DIEBACK | | | | | | | | | |
| | TWIG/BRANCH DIEBACK | X | X | | | | X | | | |
| | EPICORMIC GROWTH | | | | | | X | | | |
| | THIN FOLIAGE | X | | | | | X | | | X |
| | VIGOR (GOOD/MOD/POOR) | M | M | G | G | G | M | M | G | M |
| | TERRAIN - SLOPED/LEVEL | S | S | S | S | S | S | S | S | S |
| RATING | HERITAGE | X | X | | | | X | X | | |
| | HEALTH | C | C | B | B | B | C- | C | C | C- |
| | AESTHETICS/COMFORMITY | C | B | B | B | B | C- | C | C | C- |
| TREAT-MENT | REMOVE DEADWOOD | | | | | | | | | |
| | INSECT/DISEASE TREAT | | | | | | | | | |

Topped by utility pruning

3" trunk until it divides at 24"

Not accessible. Also they.

Structurally weak.

Bee hive. Trunk is hollow.

# DRIP LINE MEASUREMENTS

**INSPECTION NOTICE**

The following information was observed on the date(s) indicated herein, and should only be considered true at the time of field inspection.

# DRIPLINE MEASUREMENTS

| TREE No. | N | NE | E | SE | S | SW | W | NW |
|---|---|---|---|---|---|---|---|---|
| 1 | 21 | 11 | 11 | 6 | 25 | 15 | 12 | 20 |
| HEIGHT TO CANOPY | 15 | 9 | 9 | 15 | 18 | 18 | 18 | 15 |
| 2 | 35 | 36 | 36 | 35 | 33 | 35 | 35 | 35 |
| HEIGHT TO CANOPY | 8 | 3 | 1 | 1 | 1 | 6 | 1 | 1 |
| 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| HEIGHT TO CANOPY | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| HEIGHT TO CANOPY | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 5 | 4 | 4 | 4 | 4 | 3 | 3 | 2 | 3 |
| HEIGHT TO CANOPY | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 6 | 18 | 27 | 20 | 8 | 7 | 30 | 20 | 18 |
| HEIGHT TO CANOPY | 10 | 8 | 2 | 2 | 6 | 6 | 6 | 8 |
| 7 | 20 | 20 | 25 | 23 | 26 | 22 | 20 | 20 |
| HEIGHT TO CANOPY | 15 | 15 | 15 | 15 | 1 | 5 | 15 | 15 |
| 8 | 10 | 5 | 5 | 6 | 6 | 11 | 15 | 13 |
| HEIGHT TO CANOPY | 6 | 2 | 2 | 1 | 1 | 1 | 2 | 8 |
| 9 | 5 | 4 | 3 | 3 | 5 | 8 | 8 | 8 |
| HEIGHT TO CANOPY | 6 | 6 | 3 | 4 | 4 | 6 | 6 | 6 |
| | | | | | | | | |
| HEIGHT TO CANOPY | | | | | | | | |

JOB No. DATE: PAGE No

# DEFINITIONS

# SUMMARY of FIELD OBSERVATIONS DEFINITIONS

## INTRODUCTION

Familiarity with the following definitions is necessary to the basic understanding of the tree ordinance, this tree report, and of the procedures used to evaluate the trees and the site conditions. There are numerous diseases and insects that frequently attack trees. A long discourse in plant pathology or entomology is not a prerequisite to develop a basic understanding of the effects of disease and insects upon living plant tissue but a basic knowledge of disease and insects should include an understanding of the following definitions:

## FORM

1. **Tree Number** - each protected tree in the field has been assigned a number that corresponds to a tree location on the "Tree Location Map".

2. **Species** - is the type of tree that is being evaluated.

3. **Number of Trunks** - as measured in accordance to the ordinance existing at the time of evaluation.

4. **Diameter of Trunks** - as measured at 4½' above mean natural grade.

5. **Tree Height** - is the approximate height of each numbered, evaluated tree.

6. **Leaning** - is the direction the tree is inclined from the natural vertical position.

## PHYSICAL CONDITION

1. **Trunk Cavity/Damage** - A **Cavity** is a hollow area in the trunk, usually due to wood decay. **Damage** is a damaged area on the trunk, usually due to an external force onto the tree.

2. **Exposed Roots** - roots exposed near tree; e.g. in creek bed.

3. **Exfoliating Bark** - the flaking off of bark from trunk, branches and/or twigs.

4. **Water Pocket** - pockets formed at branch crotches that can hold water and possibly weaken the tree's structure (possible hazard).

5. **Exudation** - the issuance or expelling of liquid, usually from wounds.

6. **Fruiting Bodies** - are the external signs (i.e. mushrooms, conks) of internal wood decay.

7. **Insect/Mite Damage** - is some form of damage to the parts of the tree caused by insects or mites (i.e. scale, caterpillars, weevils, borers, mites, etc.).

8. **Galls/Oak Pit Scale** - **Galls** are abnormal growth (tumors) on the tree, which may be caused by insects, mites, bacteria, etc. **Oak Pit Scale** has a severe weakening effect on the twigs, sometimes resulting in their death. When the scale settles on the twig, a swelling of the twig tissue occurs so that the insect, in effect, is in a pit, hence, the name.

9. **Fire Damage** - each tree is rated on the amount of burn it has received. These are:

| Category | Percent of Tree Burned |
|---|---|
| Slight (S) | 0% - 25% |
| Moderate (M) | 26% - 75% |
| Heavy (H) | 76% - 100% |
| Complete (C) | Burned to the ground |

A. A check mark only, indicates a sign of past fire damage;
B. The trees with slight damage have an excellent chance of recovering to their original form. Trees with moderate damage have a good chance of recovery with alterations in form. Heavy percentage of burn on trees will significantly alter their form and lower their probability of survival to half;
C. The "complete" category is for those trees that burned to the ground.

10. **Mainstem Dieback** - death of healthy mainstems from the growing tip back.

11. **Branch Cavities** - hollow areas in the trunk or limbs in the upper tree, usually due to the decay of wood.

12. **Weak Crotches** - poorly formed branch attachments.

13. **Twig/Branch Dieback** - death of unhealthy twigs from the growing tip back.

14. **Exocormic Growth** - excessive growth along main limbs, rather than on twigs.

15. **Thin Foliage** - defoliation and twig dieback throughout the canopy.

16. **Vigor** - is the capacity of a tree for growth and survival. Below are the ratings:

**Good (G)** - New tip growth; good leaf color; relatively smooth bark free from cracks/decay;
**Moderate (M)** - Some new tip growth; medium leaf color; some dead wood; thinning crown;
**Poor (P)** - No new tip growth; poor leaf color; abnormal bark; much dead wood; heavily thinned crown.
A vigorous tree will more easily ward off disease and/or insect attacks, and should recover from impacts more quickly than a weak tree.

17. **Terrain** - refers to the topography of the land where the tree is found.

18. **Potential Hazard** - any tree may be more or less a hazard to people depending on its location and/or health.

## RATINGS

1. The **Health** of the trees was visually determined from a macroscopic inspection of signs and symptoms of disease. The following describes our system:

**A**. **Outstanding** - A healthy and vigorous tree characteristic of its species and free of any visible signs of disease or pest infestation;
**B**. **Above Average** - A healthy and vigorous tree. However, there are minor visible signs of disease and pest infestation;
**C**. **Average** - Although healthy in overall appearance, there is a normal amount of disease and/or pest infestation;
**D**. **Below Average/Poor*** - This tree is characterized by exhibiting a greater degree of disease and/or pest infestation or structural instability than normal and appears to be in a state of decline. This tree also exhibits extensive signs of dieback;
**E**. **Dead*** - This tree exhibits no signs of life whatsoever at the time of field evaluation.
*A tree rating of "D" and lower is in a low stage of vigor and naturally a meaningful level of recovery is doubtful. Removal should be considered if it is within the proposed project development.

2. The **Aesthetic/Conformity** quality of the trees was visually determined from an overall inspection of appearance. The following describes our system:

**A**. **Outstanding** - The tree is visually symmetrical, having the ideal form & appearance for the species;
**B**. **Average** - The tree, though non-symmetrical, has an appealing form for the species with very little dieback of foliage or twigs/branches;
**C**. **Below Average** - The tree is non-symmetrical for the species with an unappealing form and/or has much dieback of foliage and twigs/branches;

**D**. **Poor** - The tree has few positive characteristics and may detract from the beauty of the landscape.

## TREATMENT

1. **Remove Dead Wood** - if noticeable dead wood in the canopy makes tree unattractive, it can be removed.

2. **Remove Wire, etc.** - if anything has been physically attached to the tree, it should be removed.

3. **Insect/Disease Treatment** - see TREE PRESERVATION PROGRAM within this report for explanation.

4. **Cable/Brace** - can extend the time the tree remains healthy, attractive and hazard free.

5. **None** - no treatment is recommended.

6. **Remove Tree** - if the tree can't be saved through any type of treatment, it should be removed.

## REMARKS (Some other terms that may be used)

1. **Basal Growth** - is leaf growth generating from around base of trunk.

2. **Exposed Buttress Roots** - when soil is absent at the base of the tree.

3. **Heart Rot** - is decomposition of heartwood (the central portion of a twig/branch/trunk).

4. **Powdery Mildew** - are leaves that are covered by a white powdery growth generally when new growth becomes wet for long periods of time; leaves may be distorted, stunted and drop prematurely.

5. **Cankers** - are rough swellings with depressed centers resulting in death of tissue that later cracks open and exposes the wood underneath in twigs, branches, and/or trunks.

6. **Chlorotic Leaves** - leaf veins remain normally green, but the tissue between veins becomes yellow, which is usually caused by nutrient deficiencies.

7. **Mottling** - are leaves that have a variegated pattern of green and yellow.

8. **Defoliation** - is a premature leaf drop.

9. **Bark Beetle Frass** - are wood fragments mixed in the insect's excrement.

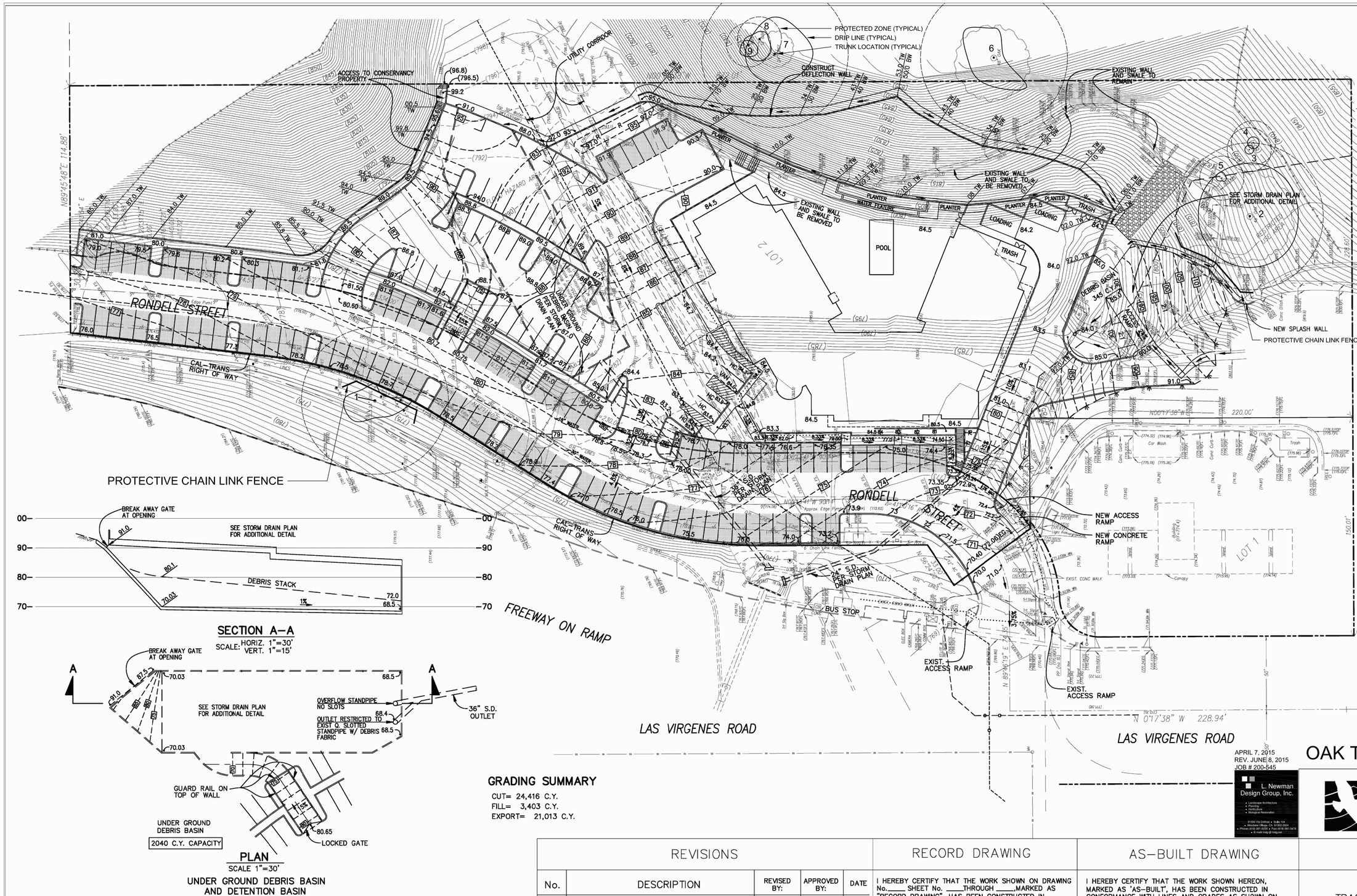
10. **Witches Broom** - is an abnormal growth cluster of twigs that may be caused by pruning, insects, mites, fungus, etc.

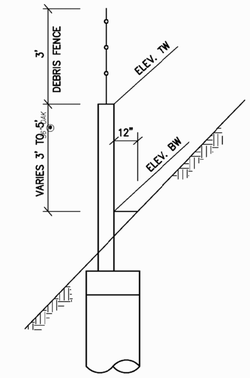
11. **Mistletoe** - is a leafy evergreen perennial parasite with dark green leathery leaves.

12. **Crowded** - is a tree within the canopy of an adjacent tree or canopy.

13. **Shading Out** - is the defoliation and twig dieback inside the canopy due to the lack of sunlight.

# OAK TREE
# LOCATION MAP




DEFLECTION WALL

## NOTES:

1. DRIVEWAY AND PARKING AREA PAVING THICKNESS TO BE DETERMINED BY THE SOILS ENGINEER AFTER 'R' VALUES ARE DETERMINED. PAVEMENT TYPE TO SPECIFIED BY THE ARCHITECT.
2. STORM WATER MITIGATION WILL BE EITHER RAIN WATER HARVESTING OR GROUND WATER INFILTRATION BASED ON RECOMMENDATION OF THE SOILS ENGINEER AFTER PERCOLATION TESTS HAVE BEEN PERFORMED.




SECTION A–A
SCALE: HORIZ. 1"=30' VERT. 1"=15'




PLAN
SCALE 1"=30'
UNDER GROUND DEBRIS BASIN AND DETENTION BASIN

## GRADING SUMMARY

CUT= 24,416 C.Y.
FILL= 3,403 C.Y.
EXPORT= 21,013 C.Y.

## LEGEND:

- PERVIOUS PAVING PER LANDSCAPE PLANS
- EXISTING RETAINING WALL
- PROPOSED RETAINING WALL
- 80 PROPOSED CONTOUR
- (780) EXISTING CONTOUR
- ADA PATH OF TRAVEL

APRIL 7, 2015
REV. JUNE 8, 2015
JOB # 200-545

# OAK TREE LOCATION MAP

L. Newman Design Group, Inc.
• Landscape Architecture • Planning • Ecology • Biological Restoration
31300 Via Colinas • Suite 104 • Westlake Village, CA 91362-3924
• Phone: (818) 991-5058 • Fax: (818) 991-0478 • E-mail: lndg @ lndg.net

CITY of CALABASAS
PUBLIC WORKS DEPARTMENT
100 CIVIC CENTER WAY
CALABASAS, CA 91302
PHONE 818.224.1600
FAX 818.225.7339
WWW.CITYOFCALABASAS.COM

30 0 15 30 60
GRAPHICAL SCALE: 1"=30'

APPROVED FOR CONSTRUCTION:

ROBERT YALDA, P.E.
CITY ENGINEER/PUBLIC WORKS DIRECTOR DATE

| REVISIONS | | | | |
|---|---|---|---|---|
| No. | DESCRIPTION | REVISED BY: | APPROVED BY: | DATE |
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RECORD DRAWING

I HEREBY CERTIFY THAT THE WORK SHOWN ON DRAWING No._____ SHEET No. _____THROUGH _____,MARKED AS "RECORD DRAWING" ,HAS BEEN CONSTRUCTED IN CONFORMANCE WITH LINES AND GRADES AS SHOWN ON SAID PLANS, DRAWINGS, REFERENCED SPECIFICATIONS, AND APPROVED CHANGE ORDERS, AS INDICATED IN THE REVISION BLOCK.

SIGNATURE DATE

NAME INSPECTOR

AS–BUILT DRAWING

I HEREBY CERTIFY THAT THE WORK SHOWN HEREON, MARKED AS 'AS–BUILT', HAS BEEN CONSTRUCTED IN CONFORMANCE WITH LINES AND GRADES AS SHOWN ON SAID PLANS, DRAWINGS, REFERENCED SPECIFICATIONS, AND APPROVED CHANGE ORDERS, AS INDICATED IN THE REVISION BLOCK.

PROJECT ENGINEER'S SIGNATURE DATE

PROJECT ENGINEER'S NAME CITY LAND DEVELOPMENT REP.

GRADING PLAN

26300 RONDELL STREET
TRACK NUMBER / PARCEL NUMBER

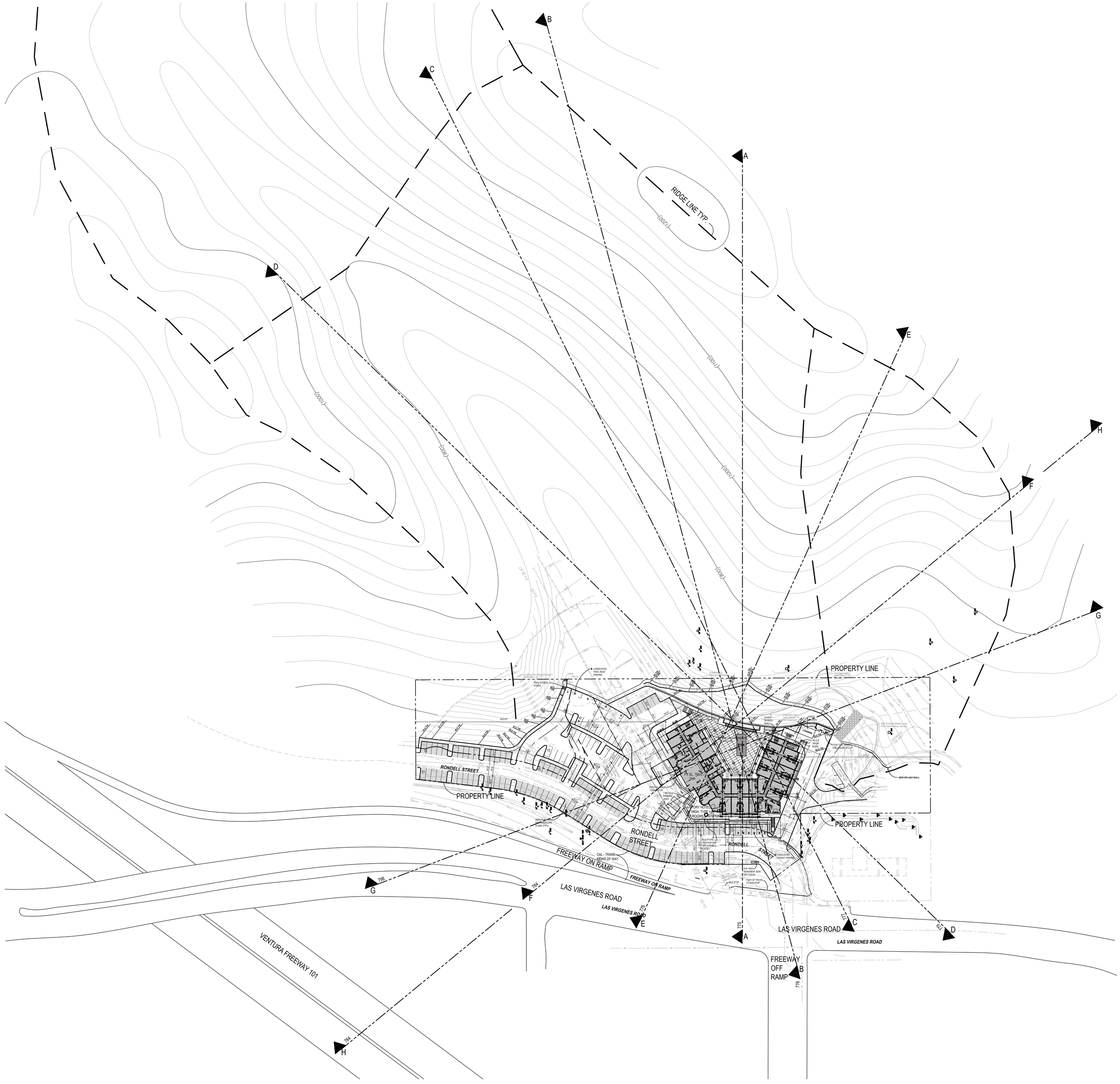
PREPARED FOR:

RONDELL OASIS, LLC
P.O. BOX 6528
MALIBU, CA 90264

DESIGNED BY:
CHECKED BY:
DRAWN BY:
SCALE: 1"=30"
SHEET NO. 3 of 5

# Appendix B

*Sight Line Study*



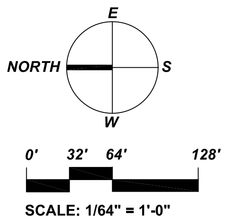

NOTE:

FOR SECTION A-A AND B-B SEE A10.01B

FOR SECTION C-C AND D-D SEE A10.01C

FOR SECTION E-E AND F-F SEE A10.01D

FOR SECTION G-G AND H-H SEE A10.01E




SCALE: 1/64" = 1'-0"

## SITE LINE STUDY SITE PLAN

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NADEL RESIDENTIAL & COMMERCIAL INC
1990 S. BUNDY DRIVE
SUITE 400
LOS ANGELES, CA 90025
**T.** 310.826.2100
**F.** 310.826.0182
**WWW.NADELARC.COM**

LOS ANGELES
COSTA MESA
SAN DIEGO
LAS VEGAS

PROFESSIONAL STAMP(S):

LICENSED ARCHITECT
DALE N. YOUKEY
C-8376
3/31/15
RENEWAL DATE
STATE OF CALIFORNIA

CONSULTANT:

CLIENT:
RONDELL OASIS, LLC
-
-
P.0.BOX 6528
MALIBU , CA 90264
-
-

PROJECT:
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HOTEL

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SITE LINE STUDY
SITE PLAN

A1.01A

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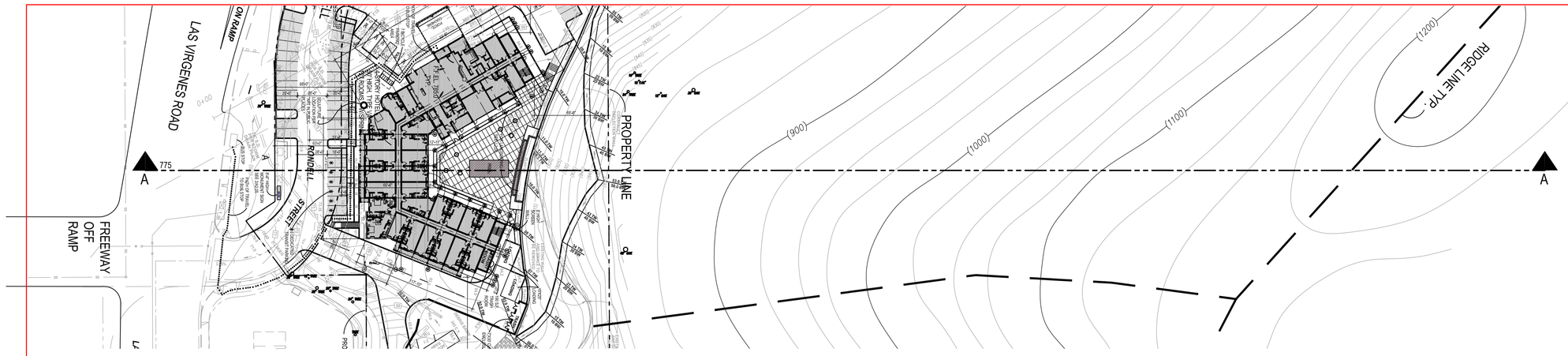
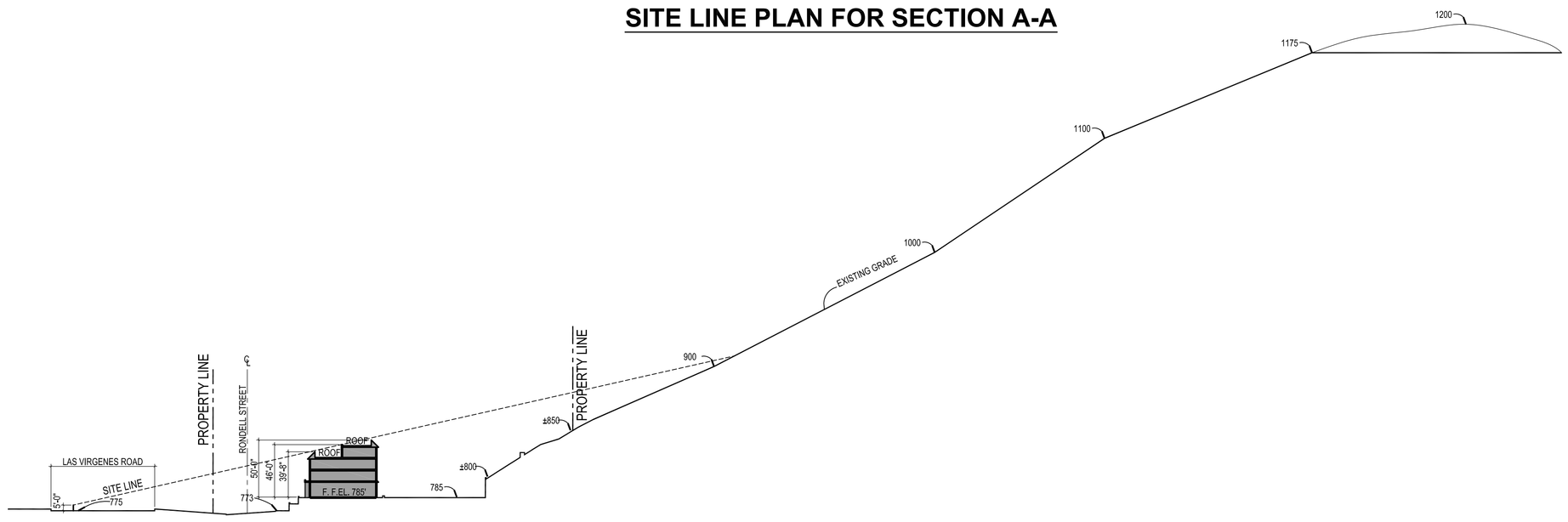
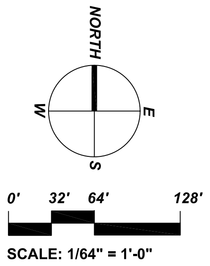
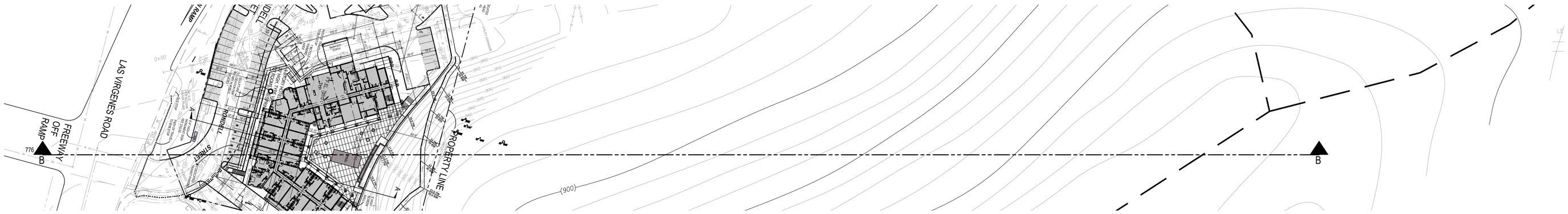



## SITE LINE PLAN FOR SECTION A-A




## SECTION A-A

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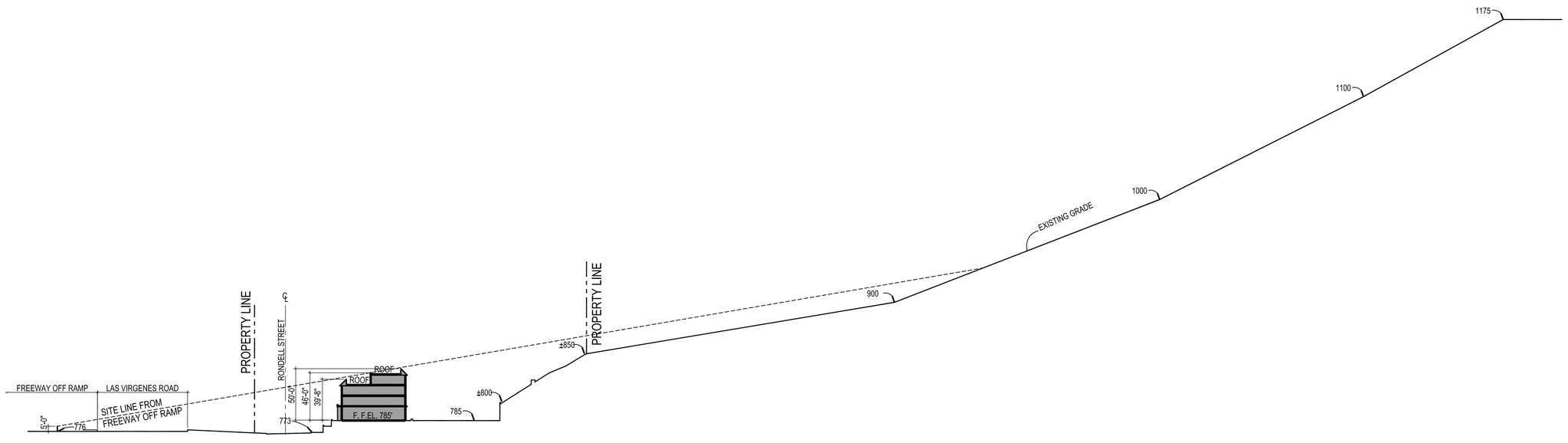


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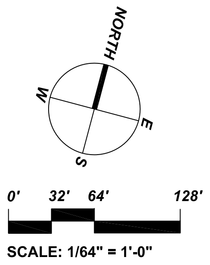



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NADEL RESIDENTIAL & COMMERCIAL INC
1990 S. BUNDY DRIVE
SUITE 400
LOS ANGELES, CA 90025
**T.** 310.826.2100
**F.** 310.826.0182
**WWW.NADELARC.COM**

LOS ANGELES
COSTA MESA
SAN DIEGO
LAS VEGAS


PROFESSIONAL STAMP(S):

LICENSED ARCHITECT
DALE N. YOUKER
C-8376
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RENEWAL DATE
STATE OF CALIFORNIA

CONSULTANT:

CLIENT:
RONDELL OASIS, LLC
-
-
P.O.BOX 6528
MALIBU , CA 90264
-
-

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SITE LINE STUDY
SECTION A-A
AND SECTION B-B

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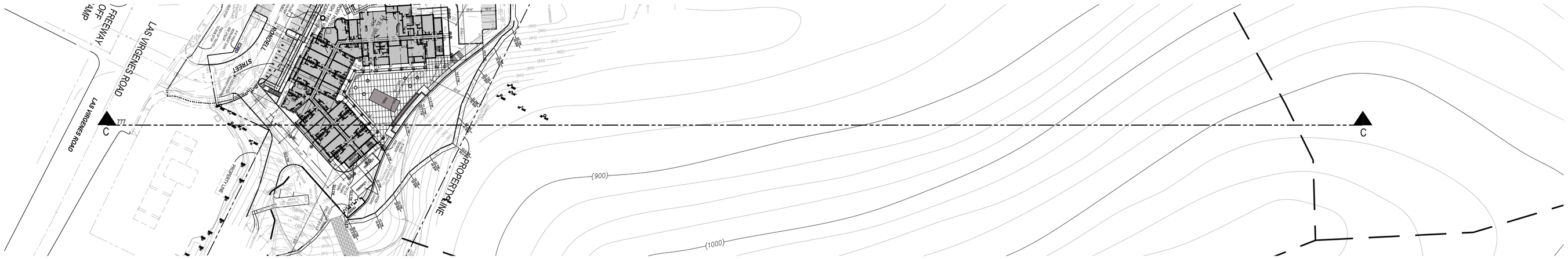


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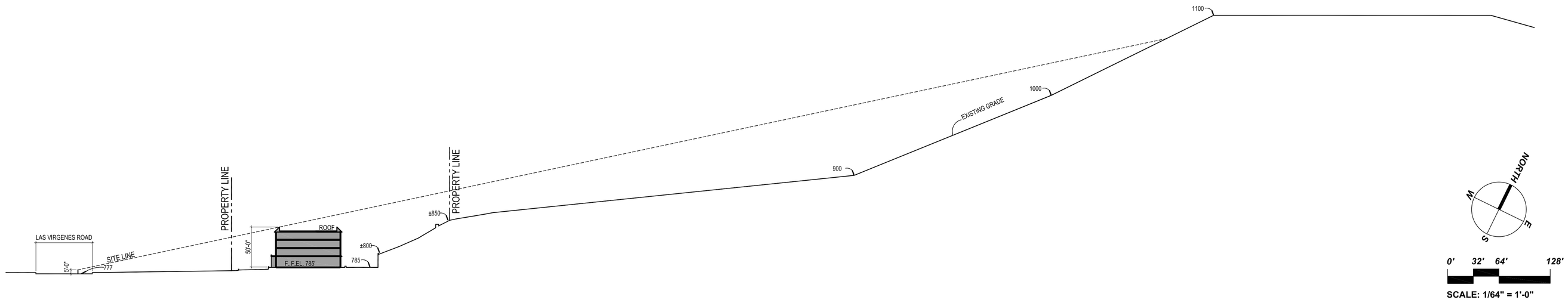


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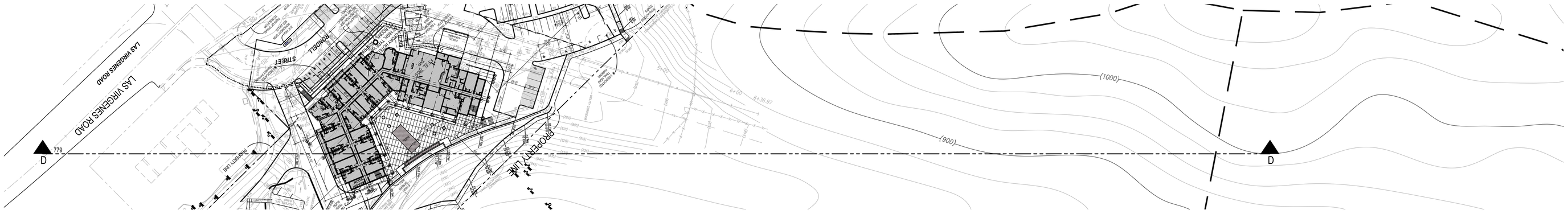


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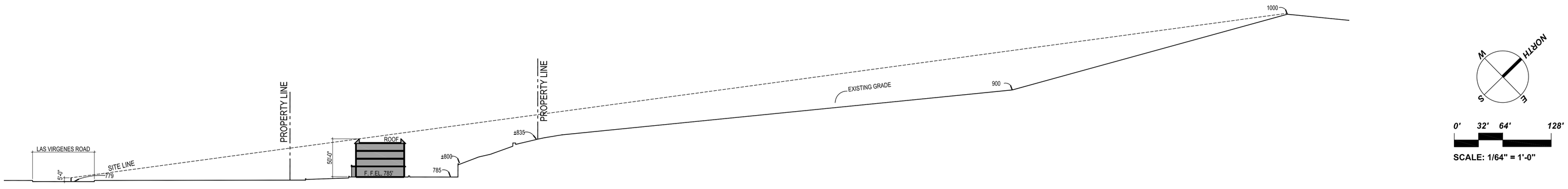


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**T.** 310.826.2100
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CLIENT:
RONDELL OASIS, LLC
-
-
P.O.BOX 6528
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SECTION C-C
AND SECTION D-D

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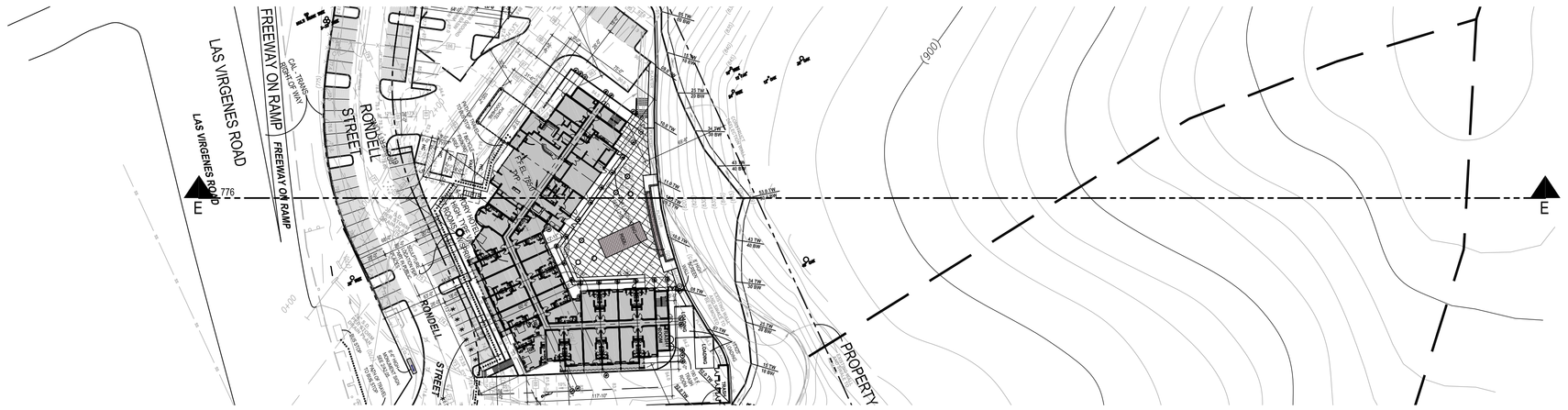


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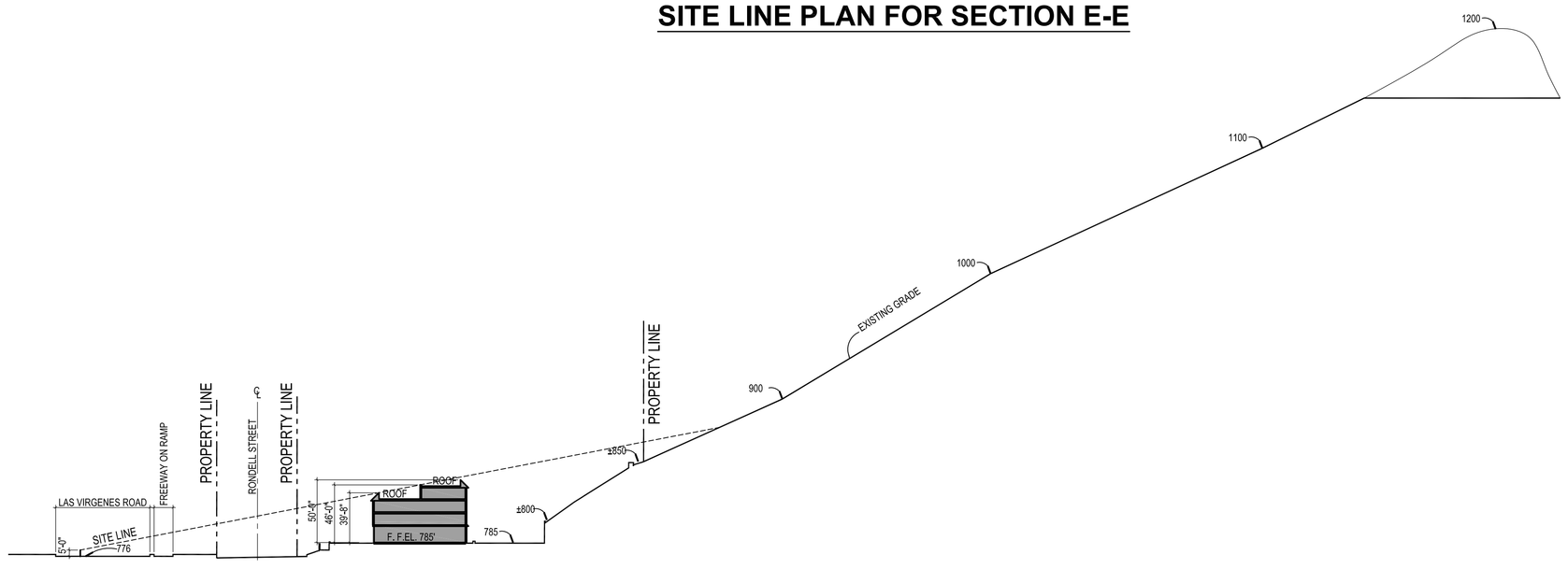
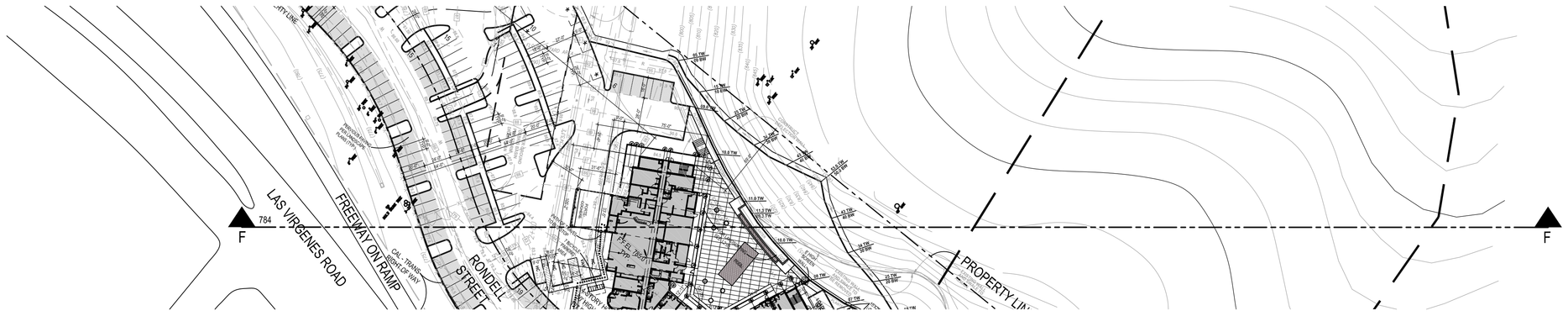



## SECTION E-E

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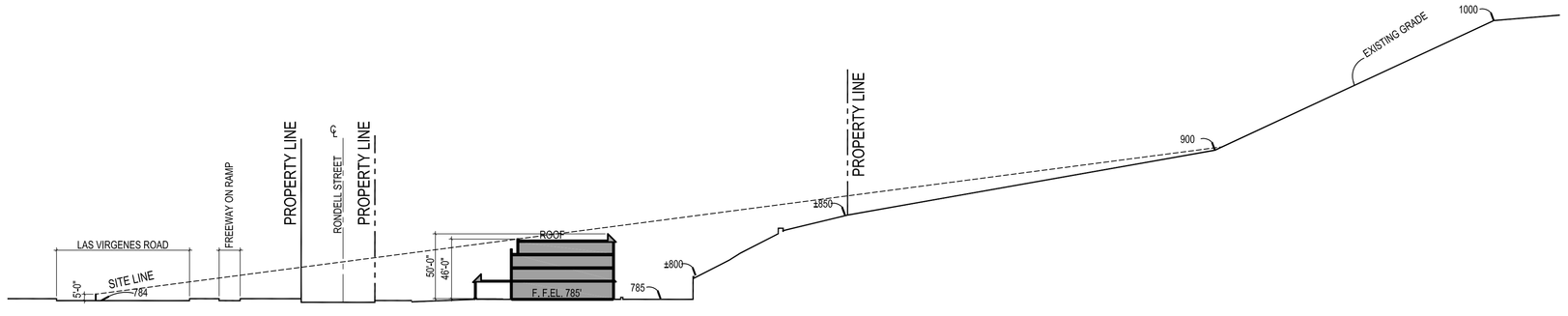
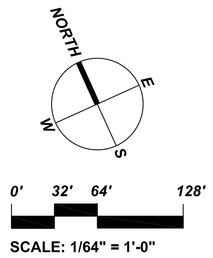



## SECTION F-F

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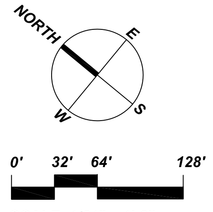


SCALE: 1/64" = 1'-0"

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NADEL RESIDENTIAL &
COMMERCIAL INC
1990 S. BUNDY DRIVE
SUITE 400
LOS ANGELES, CA 90025
**T.** 310.826.2100
**F.** 310.826.0182
**WWW.NADELARC.COM**

LOS ANGELES
COSTA MESA
SAN DIEGO
LAS VEGAS

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DALE N. YOUKI
C-8376
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STATE OF CALIFORNIA

CONSULTANT:

CLIENT:
RONDELL OASIS, LLC
-
-
P.O.BOX 6528
MALIBU , CA 90264
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-

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RONDELL OASIS
HOTEL

PROJECT ADDRESS:
26300 RONDELL STREET
CALABASAS CALIFORNIA

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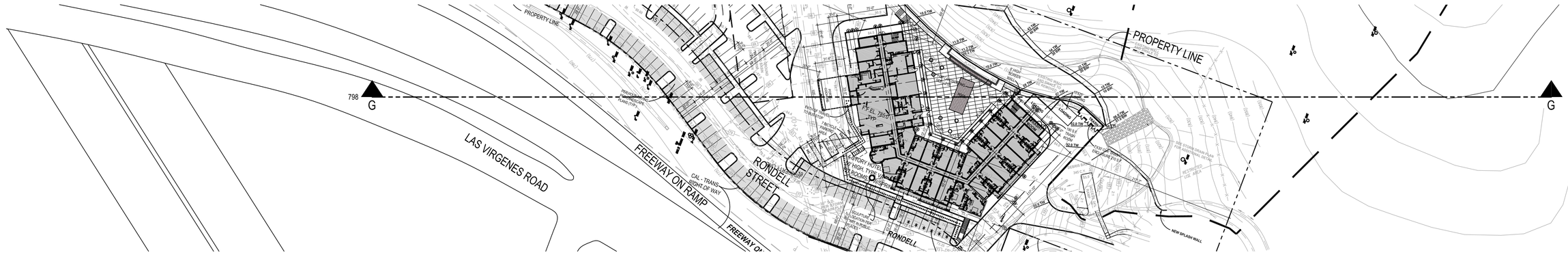
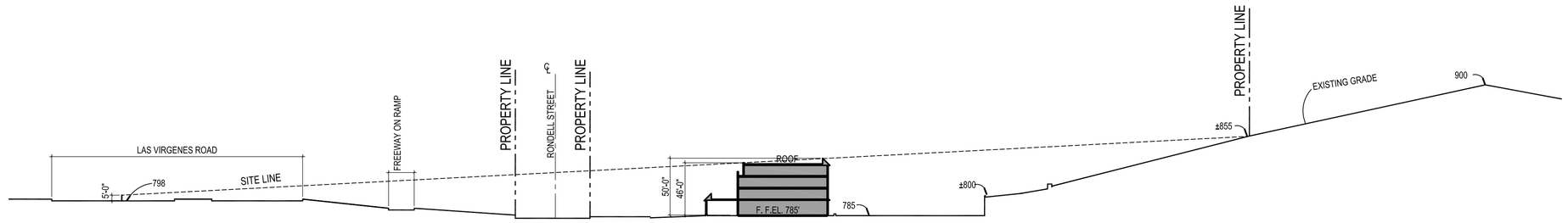
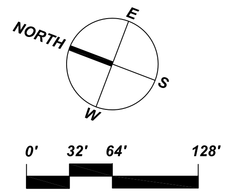



## SITE LINE PLAN FOR SECTION G-G

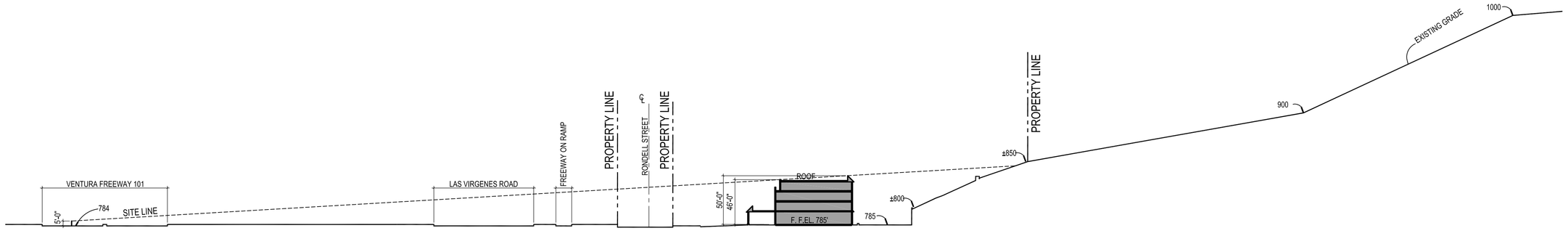


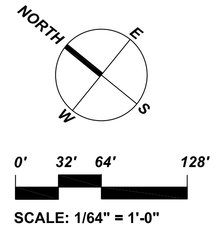




SCALE: 1/64" = 1'-0"

## SECTION G-G

## SITE LINE PLAN FOR SECTION H-H

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SUITE 400
LOS ANGELES, CA 90025
**T.** 310.826.2100
**F.** 310.826.0182
**WWW.NADELARC.COM**

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C-8376
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CLIENT:
RONDELL OASIS, LLC
-
-
P.O.BOX 6528
MALIBU , CA 90264
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RONDELL OASIS HOTEL

PROJECT ADDRESS:
26300 RONDELL STREET
CALABASAS CALIFORNIA

| | |
|---|---|
| PUBLIC AGENCY SUBMITTAL: | - |
| ISSUED FOR BIDDING: | N/A |
| ISSUED FOR CONSTRUCTION: | N/A |

REVISIONS:

| ISSUE NO.: | DESCRIPTION: | ISSUE DATE: |
|---|---|---|

**CONCEPTUAL SET**

| | |
|---|---|
| NADEL PROJECT №: | 13295 |
| PROJECT DATE: | 04.22.2015 |

ISSUE:

DRAWING TITLE:

SITE LINE STUDY
SECTION G-G
AND SECTION H-H

A1.01DE

PLOT DATE: Apr 22, 2015 - 2:16pm

# Appendix C

*Air Quality Modeling Results*

# Rondell Oasis Hotel Project

**South Coast AQMD Air District, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Parking Lot | 151.00 | Space | 1.36 | 60,400.00 | 0 |
| Hotel | 127.00 | Room | 3.64 | 72,954.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 9 | | | **Operational Year** | 2018 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 630.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - Operational year would be 2017, however, for the purposes of CalEEMod, the operational year input must be a year after all construction ends.

Land Use - Square feet of total building area from Nadel Residential & Commercial Inc., Site Plan, 2/13/2015. Project site approximately 5 acres.

Construction Phase - Applicant provided construction schedule.

Grading - Export from applicant provided grading quantities. Construction would occur on approximately 3.5 acres of the project site.

Architectural Coating - Use of low-VOC paint (150 g/L for nonflat coatings) as required by SCAQMD Rule 1113.

Vehicle Trips - Default vehicle trip rates consistent with Traffic Impact Analysis prepared by Overland Traffic Consultants, Inc. (December 2014).

Woodstoves - Project does not include woodstoves or wood burning fireplaces.

Area Coating - Use of low-VOC paint (150 g/L for nonflat coatings) as required by SCAQMD Rule 1113.

Energy Use -

Construction Off-road Equipment Mitigation - Compliance with SCAQMD Fugitive Dust Rule 403. Assumes that equipment used would comply with current EPA and ARB Tier 3 standards for nonroad diesel engines.

Area Mitigation - Use of low-VOC paint (150 g/L for nonflat coatings) as required by SCAQMD Rule 1113. Project would include at most one natural gas hearth and no wood burning hearths or woodstoves.

Trips and VMT -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblArchitecturalCoating | EF_Nonresidential_Exterior | 250.00 | 150.00 |
| tblArchitecturalCoating | EF_Nonresidential_Interior | 250.00 | 150.00 |
| tblAreaCoating | Area_EF_Nonresidential_Exterior | 250 | 150 |
| tblAreaMitigation | UseLowVOCPaintNonresidentialInteriorValue | 250 | 150 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |

| | | | |
|---|---|---|---|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 10.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstructionPhase | NumDays | 18.00 | 101.00 |
| tblConstructionPhase | NumDays | 230.00 | 240.00 |
| tblConstructionPhase | NumDays | 8.00 | 99.00 |
| tblConstructionPhase | NumDays | 18.00 | 21.00 |
| tblConstructionPhase | NumDays | 5.00 | 42.00 |
| tblConstructionPhase | PhaseEndDate | 12/1/2016 | 2/13/2017 |
| tblConstructionPhase | PhaseEndDate | 8/15/2017 | 5/8/2017 |
| tblConstructionPhase | PhaseEndDate | 10/21/2016 | 9/13/2016 |
| tblConstructionPhase | PhaseEndDate | 3/14/2017 | 3/9/2017 |
| tblConstructionPhase | PhaseEndDate | 6/12/2017 | 7/13/2016 |
| tblConstructionPhase | PhaseStartDate | 7/14/2016 | 9/26/2016 |
| tblConstructionPhase | PhaseStartDate | 9/14/2016 | 6/7/2016 |
| tblConstructionPhase | PhaseStartDate | 6/7/2016 | 4/28/2016 |

| | | | |
|---|---|---|---|
| tblConstructionPhase | PhaseStartDate | 2/14/2017 | 2/9/2017 |
| tblConstructionPhase | PhaseStartDate | 5/9/2017 | 6/9/2016 |
| tblGrading | AcresOfGrading | 49.50 | 3.50 |
| tblGrading | MaterialExported | 0.00 | 13,820.00 |
| tblLandUse | LandUseSquareFeet | 184,404.00 | 72,954.00 |
| tblLandUse | LotAcreage | 4.23 | 3.64 |
| tblProjectCharacteristics | OperationalYear | 2014 | 2018 |

## 2.0 Emissions Summary

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2016 | 0.9678 | 5.6883 | 4.3266 | 6.1500e-003 | 0.7673 | 0.3306 | 1.0979 | 0.3962 | 0.3076 | 0.7038 | 0.0000 | 554.5635 | 554.5635 | 0.1149 | 0.0000 | 556.9755 |
| 2017 | 0.3461 | 1.5460 | 1.2780 | 2.1000e-003 | 0.0377 | 0.0972 | 0.1349 | 0.0101 | 0.0912 | 0.1014 | 0.0000 | 182.4849 | 182.4849 | 0.0355 | 0.0000 | 183.2304 |
| **Total** | **1.3139** | **7.2342** | **5.6046** | **8.2500e-003** | **0.8050** | **0.4278** | **1.2329** | **0.4063** | **0.3988** | **0.8051** | **0.0000** | **737.0484** | **737.0484** | **0.1504** | **0.0000** | **740.2059** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2016 | 0.5210 | 2.6766 | 3.6192 | 6.1500e-003 | 0.3932 | 0.1362 | 0.5294 | 0.1912 | 0.1357 | 0.3269 | 0.0000 | 554.5631 | 554.5631 | 0.1149 | 0.0000 | 556.9750 |
| 2017 | 0.2170 | 0.8797 | 1.2863 | 2.1000e-003 | 0.0377 | 0.0503 | 0.0880 | 0.0101 | 0.0502 | 0.0603 | 0.0000 | 182.4847 | 182.4847 | 0.0355 | 0.0000 | 183.2302 |
| **Total** | **0.7380** | **3.5562** | **4.9055** | **8.2500e-003** | **0.4310** | **0.1865** | **0.6175** | **0.2014** | **0.1859** | **0.3872** | **0.0000** | **737.0478** | **737.0478** | **0.1504** | **0.0000** | **740.2052** |

| | **ROG** | **NOx** | **CO** | **SO2** | **Fugitive PM10** | **Exhaust PM10** | **PM10 Total** | **Fugitive PM2.5** | **Exhaust PM2.5** | **PM2.5 Total** | **Bio- CO2** | **NBio-CO2** | **Total CO2** | **CH4** | **N20** | **CO2e** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **43.83** | **50.84** | **12.47** | **0.00** | **46.47** | **56.41** | **49.92** | **50.45** | **53.40** | **51.91** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

**Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.5602 | 3.0000e-005 | 3.6000e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 6.9000e-003 | 6.9000e-003 | 2.0000e-005 | 0.0000 | 7.3000e-003 |
| Energy | 9.8400e-003 | 0.0895 | 0.0752 | 5.4000e-004 | | 6.8000e-003 | 6.8000e-003 | | 6.8000e-003 | 6.8000e-003 | 0.0000 | 290.0705 | 290.0705 | 0.0107 | 3.6200e-003 | 291.4172 |
| Mobile | 0.5255 | 1.3877 | 5.4538 | 0.0134 | 0.9023 | 0.0193 | 0.9216 | 0.2415 | 0.0178 | 0.2593 | 0.0000 | 1,002.5180 | 1,002.5180 | 0.0385 | 0.0000 | 1,003.3264 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 14.1140 | 0.0000 | 14.1140 | 0.8341 | 0.0000 | 31.6303 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 1.0221 | 13.1422 | 14.1643 | 0.1056 | 2.6000e-003 | 17.1886 |
| **Total** | **1.0955** | **1.4772** | **5.5325** | **0.0139** | **0.9023** | **0.0262** | **0.9284** | **0.2415** | **0.0246** | **0.2661** | **15.1360** | **1,305.7375** | **1,320.8736** | **0.9889** | **6.2200e-003** | **1,343.5699** |

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.5342 | 3.0000e-005 | 3.6000e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 6.9000e-003 | 6.9000e-003 | 2.0000e-005 | 0.0000 | 7.3000e-003 |
| Energy | 9.8400e-003 | 0.0895 | 0.0752 | 5.4000e-004 | | 6.8000e-003 | 6.8000e-003 | | 6.8000e-003 | 6.8000e-003 | 0.0000 | 290.0705 | 290.0705 | 0.0107 | 3.6200e-003 | 291.4172 |
| Mobile | 0.5255 | 1.3877 | 5.4538 | 0.0134 | 0.9023 | 0.0193 | 0.9216 | 0.2415 | 0.0178 | 0.2593 | 0.0000 | 1,002.5180 | 1,002.5180 | 0.0385 | 0.0000 | 1,003.3264 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 14.1140 | 0.0000 | 14.1140 | 0.8341 | 0.0000 | 31.6303 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 1.0221 | 13.1422 | 14.1643 | 0.1056 | 2.6000e-003 | 17.1870 |
| **Total** | **1.0695** | **1.4772** | **5.5325** | **0.0139** | **0.9023** | **0.0262** | **0.9284** | **0.2415** | **0.0246** | **0.2661** | **15.1360** | **1,305.7375** | **1,320.8736** | **0.9889** | **6.2200e-003** | **1,343.5682** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **2.37** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Site Preparation | Site Preparation | 4/8/2016 | 6/6/2016 | 5 | 42 | |
| 2 | Grading | Grading | 4/28/2016 | 9/13/2016 | 5 | 99 | |
| 3 | Building Construction | Building Construction | 6/7/2016 | 5/8/2017 | 5 | 240 | |
| 4 | Trenching and Utilities | Trenching | 6/9/2016 | 7/13/2016 | 5 | 25 | |
| 5 | Architectural Coating | Architectural Coating | 9/26/2016 | 2/13/2017 | 5 | 101 | |
| 6 | Paving | Paving | 2/9/2017 | 3/9/2017 | 5 | 21 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 3.5**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 112,149; Non-Residential Outdoor: 37,383 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 255 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 1 | 8.00 | 162 | 0.38 |
| Grading | Graders | 1 | 8.00 | 174 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 255 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 226 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Paving | Pavers | 2 | 8.00 | 125 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 130 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 6 | 15.00 | 0.00 | 1,728.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 56.00 | 22.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Trenching and Utilities | | | | 0.00 | 14.70 | 6.90 | | | | |
| Architectural Coating | 1 | 11.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Clean Paved Roads

## 3.2 Site Preparation - 2016

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.3794 | 0.0000 | 0.3794 | 0.2085 | 0.0000 | 0.2085 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.1066 | 1.1473 | 0.8632 | 8.2000e-004 | | 0.0617 | 0.0617 | | 0.0568 | 0.0568 | 0.0000 | 77.4419 | 77.4419 | 0.0234 | 0.0000 | 77.9325 |
| **Total** | **0.1066** | **1.1473** | **0.8632** | **8.2000e-004** | **0.3794** | **0.0617** | **0.4411** | **0.2085** | **0.0568** | **0.2653** | **0.0000** | **77.4419** | **77.4419** | **0.0234** | **0.0000** | **77.9325** |

## 3.2 Site Preparation - 2016

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.5200e-003 | 2.2300e-003 | 0.0232 | 5.0000e-005 | 4.1500e-003 | 4.0000e-005 | 4.1800e-003 | 1.1000e-003 | 3.0000e-005 | 1.1300e-003 | 0.0000 | 3.8854 | 3.8854 | 2.1000e-004 | 0.0000 | 3.8898 |
| **Total** | **1.5200e-003** | **2.2300e-003** | **0.0232** | **5.0000e-005** | **4.1500e-003** | **4.0000e-005** | **4.1800e-003** | **1.1000e-003** | **3.0000e-005** | **1.1300e-003** | **0.0000** | **3.8854** | **3.8854** | **2.1000e-004** | **0.0000** | **3.8898** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.1707 | 0.0000 | 0.1707 | 0.0938 | 0.0000 | 0.0938 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0200 | 0.4086 | 0.4914 | 8.2000e-004 | | 0.0202 | 0.0202 | | 0.0202 | 0.0202 | 0.0000 | 77.4418 | 77.4418 | 0.0234 | 0.0000 | 77.9324 |
| **Total** | **0.0200** | **0.4086** | **0.4914** | **8.2000e-004** | **0.1707** | **0.0202** | **0.1909** | **0.0938** | **0.0202** | **0.1140** | **0.0000** | **77.4418** | **77.4418** | **0.0234** | **0.0000** | **77.9324** |

## 3.2 Site Preparation - 2016

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.5200e-003 | 2.2300e-003 | 0.0232 | 5.0000e-005 | 4.1500e-003 | 4.0000e-005 | 4.1800e-003 | 1.1000e-003 | 3.0000e-005 | 1.1300e-003 | 0.0000 | 3.8854 | 3.8854 | 2.1000e-004 | 0.0000 | 3.8898 |
| **Total** | **1.5200e-003** | **2.2300e-003** | **0.0232** | **5.0000e-005** | **4.1500e-003** | **4.0000e-005** | **4.1800e-003** | **1.1000e-003** | **3.0000e-005** | **1.1300e-003** | **0.0000** | **3.8854** | **3.8854** | **2.1000e-004** | **0.0000** | **3.8898** |

## 3.3 Grading - 2016

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.3007 | 0.0000 | 0.3007 | 0.1642 | 0.0000 | 0.1642 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.1815 | 1.9031 | 1.2909 | 1.4700e-003 | | 0.1088 | 0.1088 | | 0.1001 | 0.1001 | 0.0000 | 138.9286 | 138.9286 | 0.0419 | 0.0000 | 139.8086 |
| **Total** | **0.1815** | **1.9031** | **1.2909** | **1.4700e-003** | **0.3007** | **0.1088** | **0.4096** | **0.1642** | **0.1001** | **0.2643** | **0.0000** | **138.9286** | **138.9286** | **0.0419** | **0.0000** | **139.8086** |

## 3.3 Grading - 2016

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0154 | 0.2496 | 0.1887 | 6.4000e-004 | 0.0148 | 3.7600e-003 | 0.0186 | 4.0600e-003 | 3.4600e-003 | 7.5200e-003 | 0.0000 | 58.1906 | 58.1906 | 4.2000e-004 | 0.0000 | 58.1994 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.9800e-003 | 4.3800e-003 | 0.0456 | 1.0000e-004 | 8.1500e-003 | 7.0000e-005 | 8.2200e-003 | 2.1600e-003 | 6.0000e-005 | 2.2300e-003 | 0.0000 | 7.6320 | 7.6320 | 4.1000e-004 | 0.0000 | 7.6406 |
| **Total** | **0.0184** | **0.2540** | **0.2342** | **7.4000e-004** | **0.0230** | **3.8300e-003** | **0.0268** | **6.2200e-003** | **3.5200e-003** | **9.7500e-003** | **0.0000** | **65.8226** | **65.8226** | **8.3000e-004** | **0.0000** | **65.8400** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.1353 | 0.0000 | 0.1353 | 0.0739 | 0.0000 | 0.0739 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0359 | 0.7333 | 1.0086 | 1.4700e-003 | | 0.0389 | 0.0389 | | 0.0389 | 0.0389 | 0.0000 | 138.9284 | 138.9284 | 0.0419 | 0.0000 | 139.8084 |
| **Total** | **0.0359** | **0.7333** | **1.0086** | **1.4700e-003** | **0.1353** | **0.0389** | **0.1742** | **0.0739** | **0.0389** | **0.1128** | **0.0000** | **138.9284** | **138.9284** | **0.0419** | **0.0000** | **139.8084** |

## 3.3 Grading - 2016

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0154 | 0.2496 | 0.1887 | 6.4000e-004 | 0.0148 | 3.7600e-003 | 0.0186 | 4.0600e-003 | 3.4600e-003 | 7.5200e-003 | 0.0000 | 58.1906 | 58.1906 | 4.2000e-004 | 0.0000 | 58.1994 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.9800e-003 | 4.3800e-003 | 0.0456 | 1.0000e-004 | 8.1500e-003 | 7.0000e-005 | 8.2200e-003 | 2.1600e-003 | 6.0000e-005 | 2.2300e-003 | 0.0000 | 7.6320 | 7.6320 | 4.1000e-004 | 0.0000 | 7.6406 |
| **Total** | **0.0184** | **0.2540** | **0.2342** | **7.4000e-004** | **0.0230** | **3.8300e-003** | **0.0268** | **6.2200e-003** | **3.5200e-003** | **9.7500e-003** | **0.0000** | **65.8226** | **65.8226** | **8.3000e-004** | **0.0000** | **65.8400** |

## 3.4 Building Construction - 2016

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.2538 | 2.1237 | 1.3787 | 2.0000e-003 | | 0.1466 | 0.1466 | | 0.1377 | 0.1377 | 0.0000 | 180.4044 | 180.4044 | 0.0447 | 0.0000 | 181.3440 |
| **Total** | **0.2538** | **2.1237** | **1.3787** | **2.0000e-003** | | **0.1466** | **0.1466** | | **0.1377** | **0.1377** | **0.0000** | **180.4044** | **180.4044** | **0.0447** | **0.0000** | **181.3440** |

## 3.4 Building Construction - 2016

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0145 | 0.1480 | 0.1908 | 3.6000e-004 | 0.0101 | 2.3400e-003 | 0.0124 | 2.8800e-003 | 2.1500e-003 | 5.0300e-003 | 0.0000 | 32.3040 | 32.3040 | 2.3000e-004 | 0.0000 | 32.3089 |
| Worker | 0.0168 | 0.0246 | 0.2560 | 5.6000e-004 | 0.0458 | 3.9000e-004 | 0.0462 | 0.0122 | 3.6000e-004 | 0.0125 | 0.0000 | 42.8829 | 42.8829 | 2.3100e-003 | 0.0000 | 42.9314 |
| **Total** | **0.0313** | **0.1726** | **0.4467** | **9.2000e-004** | **0.0559** | **2.7300e-003** | **0.0586** | **0.0150** | **2.5100e-003** | **0.0175** | **0.0000** | **75.1869** | **75.1869** | **2.5400e-003** | **0.0000** | **75.2404** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0500 | 1.0560 | 1.3273 | 2.0000e-003 | | 0.0672 | 0.0672 | | 0.0672 | 0.0672 | 0.0000 | 180.4042 | 180.4042 | 0.0447 | 0.0000 | 181.3438 |
| **Total** | **0.0500** | **1.0560** | **1.3273** | **2.0000e-003** | | **0.0672** | **0.0672** | | **0.0672** | **0.0672** | **0.0000** | **180.4042** | **180.4042** | **0.0447** | **0.0000** | **181.3438** |

## 3.4 Building Construction - 2016

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0145 | 0.1480 | 0.1908 | 3.6000e-004 | 0.0101 | 2.3400e-003 | 0.0124 | 2.8800e-003 | 2.1500e-003 | 5.0300e-003 | 0.0000 | 32.3040 | 32.3040 | 2.3000e-004 | 0.0000 | 32.3089 |
| Worker | 0.0168 | 0.0246 | 0.2560 | 5.6000e-004 | 0.0458 | 3.9000e-004 | 0.0462 | 0.0122 | 3.6000e-004 | 0.0125 | 0.0000 | 42.8829 | 42.8829 | 2.3100e-003 | 0.0000 | 42.9314 |
| **Total** | **0.0313** | **0.1726** | **0.4467** | **9.2000e-004** | **0.0559** | **2.7300e-003** | **0.0586** | **0.0150** | **2.5100e-003** | **0.0175** | **0.0000** | **75.1869** | **75.1869** | **2.5400e-003** | **0.0000** | **75.2404** |

## 3.4 Building Construction - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1412 | 1.2015 | 0.8249 | 1.2200e-003 | | 0.0811 | 0.0811 | | 0.0761 | 0.0761 | 0.0000 | 108.9630 | 108.9630 | 0.0268 | 0.0000 | 109.5262 |
| **Total** | **0.1412** | **1.2015** | **0.8249** | **1.2200e-003** | | **0.0811** | **0.0811** | | **0.0761** | **0.0761** | **0.0000** | **108.9630** | **108.9630** | **0.0268** | **0.0000** | **109.5262** |

## 3.4 Building Construction - 2017

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 8.1200e-003 | 0.0822 | 0.1104 | 2.2000e-004 | 6.1600e-003 | 1.2700e-003 | 7.4400e-003 | 1.7600e-003 | 1.1700e-003 | 2.9300e-003 | 0.0000 | 19.4096 | 19.4096 | 1.4000e-004 | 0.0000 | 19.4125 |
| Worker | 9.1700e-003 | 0.0136 | 0.1410 | 3.4000e-004 | 0.0280 | 2.3000e-004 | 0.0282 | 7.4200e-003 | 2.1000e-004 | 7.6400e-003 | 0.0000 | 25.1847 | 25.1847 | 1.3000e-003 | 0.0000 | 25.2120 |
| **Total** | **0.0173** | **0.0958** | **0.2514** | **5.6000e-004** | **0.0341** | **1.5000e-003** | **0.0356** | **9.1800e-003** | **1.3800e-003** | **0.0106** | **0.0000** | **44.5943** | **44.5943** | **1.4400e-003** | **0.0000** | **44.6245** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0305 | 0.6449 | 0.8106 | 1.2200e-003 | | 0.0410 | 0.0410 | | 0.0410 | 0.0410 | 0.0000 | 108.9629 | 108.9629 | 0.0268 | 0.0000 | 109.5260 |
| **Total** | **0.0305** | **0.6449** | **0.8106** | **1.2200e-003** | | **0.0410** | **0.0410** | | **0.0410** | **0.0410** | **0.0000** | **108.9629** | **108.9629** | **0.0268** | **0.0000** | **109.5260** |

## 3.4 Building Construction - 2017

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 8.1200e-003 | 0.0822 | 0.1104 | 2.2000e-004 | 6.1600e-003 | 1.2700e-003 | 7.4400e-003 | 1.7600e-003 | 1.1700e-003 | 2.9300e-003 | 0.0000 | 19.4096 | 19.4096 | 1.4000e-004 | 0.0000 | 19.4125 |
| Worker | 9.1700e-003 | 0.0136 | 0.1410 | 3.4000e-004 | 0.0280 | 2.3000e-004 | 0.0282 | 7.4200e-003 | 2.1000e-004 | 7.6400e-003 | 0.0000 | 25.1847 | 25.1847 | 1.3000e-003 | 0.0000 | 25.2120 |
| **Total** | **0.0173** | **0.0958** | **0.2514** | **5.6000e-004** | **0.0341** | **1.5000e-003** | **0.0356** | **9.1800e-003** | **1.3800e-003** | **0.0106** | **0.0000** | **44.5943** | **44.5943** | **1.4400e-003** | **0.0000** | **44.6245** |

## 3.5 Trenching and Utilities - 2016

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | | | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Trenching and Utilities - 2016

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | | | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Architectural Coating - 2016

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.3603 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0129 | 0.0830 | 0.0659 | 1.0000e-004 | | 6.8800e-003 | 6.8800e-003 | | 6.8800e-003 | 6.8800e-003 | 0.0000 | 8.9364 | 8.9364 | 1.0500e-003 | 0.0000 | 8.9585 |
| **Total** | **0.3732** | **0.0830** | **0.0659** | **1.0000e-004** | | **6.8800e-003** | **6.8800e-003** | | **6.8800e-003** | **6.8800e-003** | **0.0000** | **8.9364** | **8.9364** | **1.0500e-003** | **0.0000** | **8.9585** |

## 3.6 Architectural Coating - 2016

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.5500e-003 | 2.2700e-003 | 0.0236 | 5.0000e-005 | 4.2200e-003 | 4.0000e-005 | 4.2600e-003 | 1.1200e-003 | 3.0000e-005 | 1.1500e-003 | 0.0000 | 3.9573 | 3.9573 | 2.1000e-004 | 0.0000 | 3.9618 |
| **Total** | **1.5500e-003** | **2.2700e-003** | **0.0236** | **5.0000e-005** | **4.2200e-003** | **4.0000e-005** | **4.2600e-003** | **1.1200e-003** | **3.0000e-005** | **1.1500e-003** | **0.0000** | **3.9573** | **3.9573** | **2.1000e-004** | **0.0000** | **3.9618** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.3603 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.0800e-003 | 0.0475 | 0.0641 | 1.0000e-004 | | 3.3300e-003 | 3.3300e-003 | | 3.3300e-003 | 3.3300e-003 | 0.0000 | 8.9364 | 8.9364 | 1.0500e-003 | 0.0000 | 8.9585 |
| **Total** | **0.3623** | **0.0475** | **0.0641** | **1.0000e-004** | | **3.3300e-003** | **3.3300e-003** | | **3.3300e-003** | **3.3300e-003** | **0.0000** | **8.9364** | **8.9364** | **1.0500e-003** | **0.0000** | **8.9585** |

## 3.6 Architectural Coating - 2016

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.5500e-003 | 2.2700e-003 | 0.0236 | 5.0000e-005 | 4.2200e-003 | 4.0000e-005 | 4.2600e-003 | 1.1200e-003 | 3.0000e-005 | 1.1500e-003 | 0.0000 | 3.9573 | 3.9573 | 2.1000e-004 | 0.0000 | 3.9618 |
| **Total** | **1.5500e-003** | **2.2700e-003** | **0.0236** | **5.0000e-005** | **4.2200e-003** | **4.0000e-005** | **4.2600e-003** | **1.1200e-003** | **3.0000e-005** | **1.1500e-003** | **0.0000** | **3.9573** | **3.9573** | **2.1000e-004** | **0.0000** | **3.9618** |

## 3.6 Architectural Coating - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.1596 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 5.1500e-003 | 0.0339 | 0.0290 | 5.0000e-005 | | 2.6900e-003 | 2.6900e-003 | | 2.6900e-003 | 2.6900e-003 | 0.0000 | 3.9575 | 3.9575 | 4.2000e-004 | 0.0000 | 3.9663 |
| **Total** | **0.1647** | **0.0339** | **0.0290** | **5.0000e-005** | | **2.6900e-003** | **2.6900e-003** | | **2.6900e-003** | **2.6900e-003** | **0.0000** | **3.9575** | **3.9575** | **4.2000e-004** | **0.0000** | **3.9663** |

## 3.6 Architectural Coating - 2017

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 6.1000e-004 | 9.1000e-004 | 9.4300e-003 | 2.0000e-005 | 1.8700e-003 | 2.0000e-005 | 1.8900e-003 | 5.0000e-004 | 1.0000e-005 | 5.1000e-004 | 0.0000 | 1.6852 | 1.6852 | 9.0000e-005 | 0.0000 | 1.6871 |
| **Total** | **6.1000e-004** | **9.1000e-004** | **9.4300e-003** | **2.0000e-005** | **1.8700e-003** | **2.0000e-005** | **1.8900e-003** | **5.0000e-004** | **1.0000e-005** | **5.1000e-004** | **0.0000** | **1.6852** | **1.6852** | **9.0000e-005** | **0.0000** | **1.6871** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.1596 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 9.2000e-004 | 0.0210 | 0.0284 | 5.0000e-005 | | 1.4700e-003 | 1.4700e-003 | | 1.4700e-003 | 1.4700e-003 | 0.0000 | 3.9575 | 3.9575 | 4.2000e-004 | 0.0000 | 3.9663 |
| **Total** | **0.1605** | **0.0210** | **0.0284** | **5.0000e-005** | | **1.4700e-003** | **1.4700e-003** | | **1.4700e-003** | **1.4700e-003** | **0.0000** | **3.9575** | **3.9575** | **4.2000e-004** | **0.0000** | **3.9663** |

## 3.6 Architectural Coating - 2017

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 6.1000e-004 | 9.1000e-004 | 9.4300e-003 | 2.0000e-005 | 1.8700e-003 | 2.0000e-005 | 1.8900e-003 | 5.0000e-004 | 1.0000e-005 | 5.1000e-004 | 0.0000 | 1.6852 | 1.6852 | 9.0000e-005 | 0.0000 | 1.6871 |
| **Total** | **6.1000e-004** | **9.1000e-004** | **9.4300e-003** | **2.0000e-005** | **1.8700e-003** | **2.0000e-005** | **1.8900e-003** | **5.0000e-004** | **1.0000e-005** | **5.1000e-004** | **0.0000** | **1.6852** | **1.6852** | **9.0000e-005** | **0.0000** | **1.6871** |

## 3.7 Paving - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0200 | 0.2131 | 0.1546 | 2.3000e-004 | | 0.0120 | 0.0120 | | 0.0110 | 0.0110 | 0.0000 | 21.7281 | 21.7281 | 6.6600e-003 | 0.0000 | 21.8679 |
| Paving | 1.7800e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0218** | **0.2131** | **0.1546** | **2.3000e-004** | | **0.0120** | **0.0120** | | **0.0110** | **0.0110** | **0.0000** | **21.7281** | **21.7281** | **6.6600e-003** | **0.0000** | **21.8679** |

## 3.7 Paving - 2017

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 5.7000e-004 | 8.4000e-004 | 8.7200e-003 | 2.0000e-005 | 1.7300e-003 | 1.0000e-005 | 1.7400e-003 | 4.6000e-004 | 1.0000e-005 | 4.7000e-004 | 0.0000 | 1.5568 | 1.5568 | 8.0000e-005 | 0.0000 | 1.5584 |
| **Total** | **5.7000e-004** | **8.4000e-004** | **8.7200e-003** | **2.0000e-005** | **1.7300e-003** | **1.0000e-005** | **1.7400e-003** | **4.6000e-004** | **1.0000e-005** | **4.7000e-004** | **0.0000** | **1.5568** | **1.5568** | **8.0000e-005** | **0.0000** | **1.5584** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 5.7600e-003 | 0.1162 | 0.1777 | 2.3000e-004 | | 6.2800e-003 | 6.2800e-003 | | 6.2800e-003 | 6.2800e-003 | 0.0000 | 21.7281 | 21.7281 | 6.6600e-003 | 0.0000 | 21.8679 |
| Paving | 1.7800e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **7.5400e-003** | **0.1162** | **0.1777** | **2.3000e-004** | | **6.2800e-003** | **6.2800e-003** | | **6.2800e-003** | **6.2800e-003** | **0.0000** | **21.7281** | **21.7281** | **6.6600e-003** | **0.0000** | **21.8679** |

### 3.7 Paving - 2017

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 5.7000e-004 | 8.4000e-004 | 8.7200e-003 | 2.0000e-005 | 1.7300e-003 | 1.0000e-005 | 1.7400e-003 | 4.6000e-004 | 1.0000e-005 | 4.7000e-004 | 0.0000 | 1.5568 | 1.5568 | 8.0000e-005 | 0.0000 | 1.5584 |
| **Total** | **5.7000e-004** | **8.4000e-004** | **8.7200e-003** | **2.0000e-005** | **1.7300e-003** | **1.0000e-005** | **1.7400e-003** | **4.6000e-004** | **1.0000e-005** | **4.7000e-004** | **0.0000** | **1.5568** | **1.5568** | **8.0000e-005** | **0.0000** | **1.5584** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.5255 | 1.3877 | 5.4538 | 0.0134 | 0.9023 | 0.0193 | 0.9216 | 0.2415 | 0.0178 | 0.2593 | 0.0000 | 1,002.5180 | 1,002.5180 | 0.0385 | 0.0000 | 1,003.3264 |
| Unmitigated | 0.5255 | 1.3877 | 5.4538 | 0.0134 | 0.9023 | 0.0193 | 0.9216 | 0.2415 | 0.0178 | 0.2593 | 0.0000 | 1,002.5180 | 1,002.5180 | 0.0385 | 0.0000 | 1,003.3264 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Hotel | 1,037.59 | 1,040.13 | 755.65 | 2,380,625 | 2,380,625 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Total | 1,037.59 | 1,040.13 | 755.65 | 2,380,625 | 2,380,625 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Hotel | 16.60 | 8.40 | 6.90 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Parking Lot | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

| LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0.511172 | 0.060004 | 0.180590 | 0.138995 | 0.042398 | 0.006681 | 0.016070 | 0.032568 | 0.001938 | 0.002493 | 0.004370 | 0.000586 | 0.002135 |

## 5.0 Energy Detail

## 4.4 Fleet Mix

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 192.6650 | 192.6650 | 8.8600e-003 | 1.8300e-003 | 193.4190 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 192.6650 | 192.6650 | 8.8600e-003 | 1.8300e-003 | 193.4190 |
| NaturalGas Mitigated | 9.8400e-003 | 0.0895 | 0.0752 | 5.4000e-004 | | 6.8000e-003 | 6.8000e-003 | | 6.8000e-003 | 6.8000e-003 | 0.0000 | 97.4054 | 97.4054 | 1.8700e-003 | 1.7900e-003 | 97.9982 |
| NaturalGas Unmitigated | 9.8400e-003 | 0.0895 | 0.0752 | 5.4000e-004 | | 6.8000e-003 | 6.8000e-003 | | 6.8000e-003 | 6.8000e-003 | 0.0000 | 97.4054 | 97.4054 | 1.8700e-003 | 1.7900e-003 | 97.9982 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 1.82531e+006 | 9.8400e-003 | 0.0895 | 0.0752 | 5.4000e-004 | | 6.8000e-003 | 6.8000e-003 | | 6.8000e-003 | 6.8000e-003 | 0.0000 | 97.4054 | 97.4054 | 1.8700e-003 | 1.7900e-003 | 97.9982 |
| **Total** | | **9.8400e-003** | **0.0895** | **0.0752** | **5.4000e-004** | | **6.8000e-003** | **6.8000e-003** | | **6.8000e-003** | **6.8000e-003** | **0.0000** | **97.4054** | **97.4054** | **1.8700e-003** | **1.7900e-003** | **97.9982** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 1.82531e+006 | 9.8400e-003 | 0.0895 | 0.0752 | 5.4000e-004 | | 6.8000e-003 | 6.8000e-003 | | 6.8000e-003 | 6.8000e-003 | 0.0000 | 97.4054 | 97.4054 | 1.8700e-003 | 1.7900e-003 | 97.9982 |
| **Total** | | **9.8400e-003** | **0.0895** | **0.0752** | **5.4000e-004** | | **6.8000e-003** | **6.8000e-003** | | **6.8000e-003** | **6.8000e-003** | **0.0000** | **97.4054** | **97.4054** | **1.8700e-003** | **1.7900e-003** | **97.9982** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Hotel | 620109 | 177.4547 | 8.1600e-003 | 1.6900e-003 | 178.1491 |
| Parking Lot | 53152 | 15.2103 | 7.0000e-004 | 1.4000e-004 | 15.2699 |
| **Total** | | **192.6650** | **8.8600e-003** | **1.8300e-003** | **193.4190** |

## 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Hotel | 620109 | 177.4547 | 8.1600e-003 | 1.6900e-003 | 178.1491 |
| Parking Lot | 53152 | 15.2103 | 7.0000e-004 | 1.4000e-004 | 15.2699 |
| **Total** | | **192.6650** | **8.8600e-003** | **1.8300e-003** | **193.4190** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.5342 | 3.0000e-005 | 3.6000e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 6.9000e-003 | 6.9000e-003 | 2.0000e-005 | 0.0000 | 7.3000e-003 |
| Unmitigated | 0.5602 | 3.0000e-005 | 3.6000e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 6.9000e-003 | 6.9000e-003 | 2.0000e-005 | 0.0000 | 7.3000e-003 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0780 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.4819 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 3.4000e-004 | 3.0000e-005 | 3.6000e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 6.9000e-003 | 6.9000e-003 | 2.0000e-005 | 0.0000 | 7.3000e-003 |
| **Total** | **0.5602** | **3.0000e-005** | **3.6000e-003** | **0.0000** | | **1.0000e-005** | **1.0000e-005** | | **1.0000e-005** | **1.0000e-005** | **0.0000** | **6.9000e-003** | **6.9000e-003** | **2.0000e-005** | **0.0000** | **7.3000e-003** |

## 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0520 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.4819 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 3.4000e-004 | 3.0000e-005 | 3.6000e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 6.9000e-003 | 6.9000e-003 | 2.0000e-005 | 0.0000 | 7.3000e-003 |
| **Total** | **0.5342** | **3.0000e-005** | **3.6000e-003** | **0.0000** | | **1.0000e-005** | **1.0000e-005** | | **1.0000e-005** | **1.0000e-005** | **0.0000** | **6.9000e-003** | **6.9000e-003** | **2.0000e-005** | **0.0000** | **7.3000e-003** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 14.1643 | 0.1056 | 2.6000e-003 | 17.1870 |
| Unmitigated | 14.1643 | 0.1056 | 2.6000e-003 | 17.1886 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Hotel | 3.22158 / 0.357953 | 14.1643 | 0.1056 | 2.6000e-003 | 17.1886 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **14.1643** | **0.1056** | **2.6000e-003** | **17.1886** |

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Hotel | 3.22158 / 0.357953 | 14.1643 | 0.1056 | 2.6000e-003 | 17.1870 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **14.1643** | **0.1056** | **2.6000e-003** | **17.1870** |

# 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 14.1140 | 0.8341 | 0.0000 | 31.6303 |
| Unmitigated | 14.1140 | 0.8341 | 0.0000 | 31.6303 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Hotel | 69.53 | 14.1140 | 0.8341 | 0.0000 | 31.6303 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **14.1140** | **0.8341** | **0.0000** | **31.6303** |

## 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Hotel | 69.53 | 14.1140 | 0.8341 | 0.0000 | 31.6303 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **14.1140** | **0.8341** | **0.0000** | **31.6303** |

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Vegetation

# Rondell Oasis Hotel Project

**South Coast AQMD Air District, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Parking Lot | 151.00 | Space | 1.36 | 60,400.00 | 0 |
| Hotel | 127.00 | Room | 3.64 | 72,954.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 9 | | | **Operational Year** | 2018 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 630.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - Operational year would be 2017, however, for the purposes of CalEEMod, the operational year input must be a year after all construction ends.

Land Use - Square feet of total building area from Nadel Residential & Commercial Inc., Site Plan, 2/13/2015. Project site approximately 5 acres.

Construction Phase - Applicant provided construction schedule.

Grading - Export from applicant provided grading quantities. Construction would occur on approximately 3.5 acres of the project site.

Architectural Coating - Use of low-VOC paint (150 g/L for nonflat coatings) as required by SCAQMD Rule 1113.

Vehicle Trips - Default vehicle trip rates consistent with Traffic Impact Analysis prepared by Overland Traffic Consultants, Inc. (December 2014).

Woodstoves - Project does not include woodstoves or wood burning fireplaces.

Area Coating - Use of low-VOC paint (150 g/L for nonflat coatings) as required by SCAQMD Rule 1113.

Energy Use -

Construction Off-road Equipment Mitigation - Compliance with SCAQMD Fugitive Dust Rule 403. Assumes that equipment used would comply with current EPA and ARB Tier 3 standards for nonroad diesel engines.

Area Mitigation - Use of low-VOC paint (150 g/L for nonflat coatings) as required by SCAQMD Rule 1113. Project would include at most one natural gas hearth and no wood burning hearths or woodstoves.

Trips and VMT -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblArchitecturalCoating | EF_Nonresidential_Exterior | 250.00 | 150.00 |
| tblArchitecturalCoating | EF_Nonresidential_Interior | 250.00 | 150.00 |
| tblAreaCoating | Area_EF_Nonresidential_Exterior | 250 | 150 |
| tblAreaMitigation | UseLowVOCPaintNonresidentialInteriorValue | 250 | 150 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |

| | | | |
|---|---|---|---|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 10.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstructionPhase | NumDays | 18.00 | 101.00 |
| tblConstructionPhase | NumDays | 230.00 | 240.00 |
| tblConstructionPhase | NumDays | 8.00 | 99.00 |
| tblConstructionPhase | NumDays | 18.00 | 21.00 |
| tblConstructionPhase | NumDays | 5.00 | 42.00 |
| tblConstructionPhase | PhaseEndDate | 12/1/2016 | 2/13/2017 |
| tblConstructionPhase | PhaseEndDate | 8/15/2017 | 5/8/2017 |
| tblConstructionPhase | PhaseEndDate | 10/21/2016 | 9/13/2016 |
| tblConstructionPhase | PhaseEndDate | 3/14/2017 | 3/9/2017 |
| tblConstructionPhase | PhaseEndDate | 6/12/2017 | 7/13/2016 |
| tblConstructionPhase | PhaseStartDate | 7/14/2016 | 9/26/2016 |
| tblConstructionPhase | PhaseStartDate | 9/14/2016 | 6/7/2016 |
| tblConstructionPhase | PhaseStartDate | 6/7/2016 | 4/28/2016 |

| | | | |
|---|---|---|---|
| tblConstructionPhase | PhaseStartDate | 2/14/2017 | 2/9/2017 |
| tblConstructionPhase | PhaseStartDate | 5/9/2017 | 6/9/2016 |
| tblGrading | AcresOfGrading | 49.50 | 3.50 |
| tblGrading | MaterialExported | 0.00 | 13,820.00 |
| tblLandUse | LandUseSquareFeet | 184,404.00 | 72,954.00 |
| tblLandUse | LotAcreage | 4.23 | 3.64 |
| tblProjectCharacteristics | OperationalYear | 2014 | 2018 |

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2016 | 14.5311 | 98.0359 | 72.7132 | 0.0864 | 24.8146 | 5.2161 | 30.0307 | 13.4285 | 4.7988 | 18.2273 | 0.0000 | 8,848.4530 | 8,848.4530 | 2.1887 | 0.0000 | 8,894.4158 |
| 2017 | 16.2807 | 51.0026 | 41.6060 | 0.0685 | 1.0541 | 3.1282 | 4.1823 | 0.2823 | 2.9261 | 3.2084 | 0.0000 | 6,612.2320 | 6,612.2320 | 1.4278 | 0.0000 | 6,642.2161 |
| **Total** | **30.8117** | **149.0385** | **114.3192** | **0.1548** | **25.8687** | **8.3443** | **34.2131** | **13.7107** | **7.7249** | **21.4356** | **0.0000** | **15,460.6850** | **15,460.6850** | **3.6165** | **0.0000** | **15,536.6318** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2016 | 11.4870 | 39.2302 | 49.3057 | 0.0864 | 11.5367 | 1.8255 | 13.3623 | 6.1424 | 1.8192 | 7.9616 | 0.0000 | 8,848.4530 | 8,848.4530 | 2.1887 | 0.0000 | 8,894.4157 |
| 2017 | 12.2183 | 28.7111 | 43.4573 | 0.0685 | 1.0541 | 1.6301 | 2.6842 | 0.2823 | 1.6273 | 1.9096 | 0.0000 | 6,612.2320 | 6,612.2320 | 1.4278 | 0.0000 | 6,642.2161 |
| **Total** | **23.7053** | **67.9413** | **92.7630** | **0.1548** | **12.5908** | **3.4557** | **16.0465** | **6.4247** | **3.4465** | **9.8712** | **0.0000** | **15,460.6850** | **15,460.6850** | **3.6165** | **0.0000** | **15,536.6318** |

| | **ROG** | **NOx** | **CO** | **SO2** | **Fugitive PM10** | **Exhaust PM10** | **PM10 Total** | **Fugitive PM2.5** | **Exhaust PM2.5** | **PM2.5 Total** | **Bio- CO2** | **NBio-CO2** | **Total CO2** | **CH4** | **N20** | **CO2e** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **23.06** | **54.41** | **18.86** | **0.00** | **51.33** | **58.59** | **53.10** | **53.14** | **55.38** | **53.95** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 3.0704 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | | 0.0608 | 0.0608 | 1.7000e-004 | | 0.0644 |
| Energy | 0.0539 | 0.4903 | 0.4118 | 2.9400e-003 | | 0.0373 | 0.0373 | | 0.0373 | 0.0373 | | 588.3349 | 588.3349 | 0.0113 | 0.0108 | 591.9154 |
| Mobile | 3.0716 | 7.4373 | 30.8256 | 0.0797 | 5.2643 | 0.1107 | 5.3750 | 1.4066 | 0.1020 | 1.5086 | | 6,575.0266 | 6,575.0266 | 0.2433 | | 6,580.1351 |
| **Total** | **6.1959** | **7.9278** | **31.2662** | **0.0826** | **5.2643** | **0.1481** | **5.4124** | **1.4066** | **0.1393** | **1.5460** | | **7,163.4224** | **7,163.4224** | **0.2547** | **0.0108** | **7,172.1149** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 2.9280 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | | 0.0608 | 0.0608 | 1.7000e-004 | | 0.0644 |
| Energy | 0.0539 | 0.4903 | 0.4118 | 2.9400e-003 | | 0.0373 | 0.0373 | | 0.0373 | 0.0373 | | 588.3349 | 588.3349 | 0.0113 | 0.0108 | 591.9154 |
| Mobile | 3.0716 | 7.4373 | 30.8256 | 0.0797 | 5.2643 | 0.1107 | 5.3750 | 1.4066 | 0.1020 | 1.5086 | | 6,575.0266 | 6,575.0266 | 0.2433 | | 6,580.1351 |
| **Total** | **6.0535** | **7.9278** | **31.2662** | **0.0826** | **5.2643** | **0.1481** | **5.4124** | **1.4066** | **0.1393** | **1.5460** | | **7,163.4224** | **7,163.4224** | **0.2547** | **0.0108** | **7,172.1149** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **2.30** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Site Preparation | Site Preparation | 4/8/2016 | 6/6/2016 | 5 | 42 | |
| 2 | Grading | Grading | 4/28/2016 | 9/13/2016 | 5 | 99 | |
| 3 | Building Construction | Building Construction | 6/7/2016 | 5/8/2017 | 5 | 240 | |
| 4 | Trenching and Utilities | Trenching | 6/9/2016 | 7/13/2016 | 5 | 25 | |
| 5 | Architectural Coating | Architectural Coating | 9/26/2016 | 2/13/2017 | 5 | 101 | |
| 6 | Paving | Paving | 2/9/2017 | 3/9/2017 | 5 | 21 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 3.5**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 112,149; Non-Residential Outdoor: 37,383 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 255 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 1 | 8.00 | 162 | 0.38 |
| Grading | Graders | 1 | 8.00 | 174 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 255 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 226 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Paving | Pavers | 2 | 8.00 | 125 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 130 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 6 | 15.00 | 0.00 | 1,728.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 56.00 | 22.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Trenching and Utilities | | | | 0.00 | 14.70 | 6.90 | | | | |
| Architectural Coating | 1 | 11.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Clean Paved Roads

## 3.2 Site Preparation - 2016

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | 0.0000 |
| Off-Road | 5.0771 | 54.6323 | 41.1053 | 0.0391 | | 2.9387 | 2.9387 | | 2.7036 | 2.7036 | | 4,065.0053 | 4,065.0053 | 1.2262 | | 4,090.7544 |
| **Total** | **5.0771** | **54.6323** | **41.1053** | **0.0391** | **18.0663** | **2.9387** | **21.0049** | **9.9307** | **2.7036** | **12.6343** | | **4,065.0053** | **4,065.0053** | **1.2262** | | **4,090.7544** |

## 3.2 Site Preparation - 2016

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0752 | 0.0940 | 1.1700 | 2.5500e-003 | 0.2012 | 1.6800e-003 | 0.2029 | 0.0534 | 1.5500e-003 | 0.0549 | | 214.1025 | 214.1025 | 0.0110 | | 214.3332 |
| **Total** | **0.0752** | **0.0940** | **1.1700** | **2.5500e-003** | **0.2012** | **1.6800e-003** | **0.2029** | **0.0534** | **1.5500e-003** | **0.0549** | | **214.1025** | **214.1025** | **0.0110** | | **214.3332** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.1298 | 0.0000 | 8.1298 | 4.4688 | 0.0000 | 4.4688 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.9515 | 19.4584 | 23.4003 | 0.0391 | | 0.9611 | 0.9611 | | 0.9611 | 0.9611 | 0.0000 | 4,065.0053 | 4,065.0053 | 1.2262 | | 4,090.7544 |
| **Total** | **0.9515** | **19.4584** | **23.4003** | **0.0391** | **8.1298** | **0.9611** | **9.0909** | **4.4688** | **0.9611** | **5.4299** | **0.0000** | **4,065.0053** | **4,065.0053** | **1.2262** | | **4,090.7544** |

## 3.2 Site Preparation - 2016

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0752 | 0.0940 | 1.1700 | 2.5500e-003 | 0.2012 | 1.6800e-003 | 0.2029 | 0.0534 | 1.5500e-003 | 0.0549 | | 214.1025 | 214.1025 | 0.0110 | | 214.3332 |
| **Total** | **0.0752** | **0.0940** | **1.1700** | **2.5500e-003** | **0.2012** | **1.6800e-003** | **0.2029** | **0.0534** | **1.5500e-003** | **0.0549** | | **214.1025** | **214.1025** | **0.0110** | | **214.3332** |

## 3.3 Grading - 2016

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 6.0754 | 0.0000 | 6.0754 | 3.3167 | 0.0000 | 3.3167 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.6669 | 38.4466 | 26.0787 | 0.0298 | | 2.1984 | 2.1984 | | 2.0225 | 2.0225 | | 3,093.7889 | 3,093.7889 | 0.9332 | | 3,113.3860 |
| **Total** | **3.6669** | **38.4466** | **26.0787** | **0.0298** | **6.0754** | **2.1984** | **8.2738** | **3.3167** | **2.0225** | **5.3392** | | **3,093.7889** | **3,093.7889** | **0.9332** | | **3,113.3860** |

## 3.3 Grading - 2016

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.2986 | 4.7846 | 3.3842 | 0.0129 | 0.3041 | 0.0760 | 0.3801 | 0.0833 | 0.0699 | 0.1532 | | 1,297.1376 | 1,297.1376 | 9.2200e-003 | | 1,297.3312 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0627 | 0.0783 | 0.9750 | 2.1200e-003 | 0.1677 | 1.4000e-003 | 0.1691 | 0.0445 | 1.2900e-003 | 0.0458 | | 178.4188 | 178.4188 | 9.1500e-003 | | 178.6110 |
| **Total** | **0.3612** | **4.8629** | **4.3592** | **0.0150** | **0.4718** | **0.0774** | **0.5492** | **0.1278** | **0.0712** | **0.1989** | | **1,475.5563** | **1,475.5563** | **0.0184** | | **1,475.9421** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 2.7339 | 0.0000 | 2.7339 | 1.4925 | 0.0000 | 1.4925 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.7250 | 14.8148 | 20.3762 | 0.0298 | | 0.7854 | 0.7854 | | 0.7854 | 0.7854 | 0.0000 | 3,093.7889 | 3,093.7889 | 0.9332 | | 3,113.3860 |
| **Total** | **0.7250** | **14.8148** | **20.3762** | **0.0298** | **2.7339** | **0.7854** | **3.5194** | **1.4925** | **0.7854** | **2.2779** | **0.0000** | **3,093.7889** | **3,093.7889** | **0.9332** | | **3,113.3860** |

## 3.3 Grading - 2016

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.2986 | 4.7846 | 3.3842 | 0.0129 | 0.3041 | 0.0760 | 0.3801 | 0.0833 | 0.0699 | 0.1532 | | 1,297.1376 | 1,297.1376 | 9.2200e-003 | | 1,297.3312 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0627 | 0.0783 | 0.9750 | 2.1200e-003 | 0.1677 | 1.4000e-003 | 0.1691 | 0.0445 | 1.2900e-003 | 0.0458 | | 178.4188 | 178.4188 | 9.1500e-003 | | 178.6110 |
| **Total** | **0.3612** | **4.8629** | **4.3592** | **0.0150** | **0.4718** | **0.0774** | **0.5492** | **0.1278** | **0.0712** | **0.1989** | | **1,475.5563** | **1,475.5563** | **0.0184** | | **1,475.9421** |

## 3.4 Building Construction - 2016

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.4062 | 28.5063 | 18.5066 | 0.0268 | | 1.9674 | 1.9674 | | 1.8485 | 1.8485 | | 2,669.2864 | 2,669.2864 | 0.6620 | | 2,683.1890 |
| **Total** | **3.4062** | **28.5063** | **18.5066** | **0.0268** | | **1.9674** | **1.9674** | | **1.8485** | **1.8485** | | **2,669.2864** | **2,669.2864** | **0.6620** | | **2,683.1890** |

## 3.4 Building Construction - 2016

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.1832 | 1.9001 | 2.1910 | 4.7800e-003 | 0.1375 | 0.0313 | 0.1688 | 0.0392 | 0.0288 | 0.0679 | | 479.6636 | 479.6636 | 3.4200e-003 | | 479.7355 |
| Worker | 0.2340 | 0.2925 | 3.6401 | 7.9300e-003 | 0.6260 | 5.2300e-003 | 0.6312 | 0.1660 | 4.8100e-003 | 0.1708 | | 666.0967 | 666.0967 | 0.0342 | | 666.8144 |
| **Total** | **0.4171** | **2.1926** | **5.8311** | **0.0127** | **0.7635** | **0.0365** | **0.8000** | **0.2052** | **0.0336** | **0.2387** | | **1,145.7603** | **1,145.7603** | **0.0376** | | **1,146.5499** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.6712 | 14.1741 | 17.8156 | 0.0268 | | 0.9016 | 0.9016 | | 0.9016 | 0.9016 | 0.0000 | 2,669.2864 | 2,669.2864 | 0.6620 | | 2,683.1890 |
| **Total** | **0.6712** | **14.1741** | **17.8156** | **0.0268** | | **0.9016** | **0.9016** | | **0.9016** | **0.9016** | **0.0000** | **2,669.2864** | **2,669.2864** | **0.6620** | | **2,683.1890** |

## 3.4 Building Construction - 2016

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.1832 | 1.9001 | 2.1910 | 4.7800e-003 | 0.1375 | 0.0313 | 0.1688 | 0.0392 | 0.0288 | 0.0679 | | 479.6636 | 479.6636 | 3.4200e-003 | | 479.7355 |
| Worker | 0.2340 | 0.2925 | 3.6401 | 7.9300e-003 | 0.6260 | 5.2300e-003 | 0.6312 | 0.1660 | 4.8100e-003 | 0.1708 | | 666.0967 | 666.0967 | 0.0342 | | 666.8144 |
| **Total** | **0.4171** | **2.1926** | **5.8311** | **0.0127** | **0.7635** | **0.0365** | **0.8000** | **0.2052** | **0.0336** | **0.2387** | | **1,145.7603** | **1,145.7603** | **0.0376** | | **1,146.5499** |

## 3.4 Building Construction - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.1024 | 26.4057 | 18.1291 | 0.0268 | | 1.7812 | 1.7812 | | 1.6730 | 1.6730 | | 2,639.8053 | 2,639.8053 | 0.6497 | | 2,653.4490 |
| **Total** | **3.1024** | **26.4057** | **18.1291** | **0.0268** | | **1.7812** | **1.7812** | | **1.6730** | **1.6730** | | **2,639.8053** | **2,639.8053** | **0.6497** | | **2,653.4490** |

## 3.4 Building Construction - 2017

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.1679 | 1.7289 | 2.0605 | 4.7800e-003 | 0.1375 | 0.0279 | 0.1654 | 0.0392 | 0.0257 | 0.0648 | | 471.8944 | 471.8944 | 3.3100e-003 | | 471.9639 |
| Worker | 0.2102 | 0.2641 | 3.2926 | 7.9300e-003 | 0.6260 | 5.0300e-003 | 0.6310 | 0.1660 | 4.6400e-003 | 0.1707 | | 640.6028 | 640.6028 | 0.0315 | | 641.2650 |
| **Total** | **0.3781** | **1.9930** | **5.3530** | **0.0127** | **0.7635** | **0.0329** | **0.7964** | **0.2052** | **0.0303** | **0.2355** | | **1,112.4972** | **1,112.4972** | **0.0348** | | **1,113.2289** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.6712 | 14.1741 | 17.8156 | 0.0268 | | 0.9016 | 0.9016 | | 0.9016 | 0.9016 | 0.0000 | 2,639.8053 | 2,639.8053 | 0.6497 | | 2,653.4490 |
| **Total** | **0.6712** | **14.1741** | **17.8156** | **0.0268** | | **0.9016** | **0.9016** | | **0.9016** | **0.9016** | **0.0000** | **2,639.8053** | **2,639.8053** | **0.6497** | | **2,653.4490** |

## 3.4 Building Construction - 2017

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.1679 | 1.7289 | 2.0605 | 4.7800e-003 | 0.1375 | 0.0279 | 0.1654 | 0.0392 | 0.0257 | 0.0648 | | 471.8944 | 471.8944 | 3.3100e-003 | | 471.9639 |
| Worker | 0.2102 | 0.2641 | 3.2926 | 7.9300e-003 | 0.6260 | 5.0300e-003 | 0.6310 | 0.1660 | 4.6400e-003 | 0.1707 | | 640.6028 | 640.6028 | 0.0315 | | 641.2650 |
| **Total** | **0.3781** | **1.9930** | **5.3530** | **0.0127** | **0.7635** | **0.0329** | **0.7964** | **0.2052** | **0.0303** | **0.2355** | | **1,112.4972** | **1,112.4972** | **0.0348** | | **1,113.2289** |

## 3.5 Trenching and Utilities - 2016

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Vendor | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Worker | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | | | | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | | **0.0000** | | | **0.0000** |

## 3.5 Trenching and Utilities - 2016

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Vendor | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Worker | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | | | | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | | **0.0000** | | | **0.0000** |

## 3.6 Architectural Coating - 2016

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 10.2933 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.3685 | 2.3722 | 1.8839 | 2.9700e-003 | | 0.1966 | 0.1966 | | 0.1966 | 0.1966 | | 281.4481 | 281.4481 | 0.0332 | | 282.1449 |
| **Total** | **10.6617** | **2.3722** | **1.8839** | **2.9700e-003** | | **0.1966** | **0.1966** | | **0.1966** | **0.1966** | | **281.4481** | **281.4481** | **0.0332** | | **282.1449** |

## 3.6 Architectural Coating - 2016

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0460 | 0.0575 | 0.7150 | 1.5600e-003 | 0.1230 | 1.0300e-003 | 0.1240 | 0.0326 | 9.4000e-004 | 0.0336 | | 130.8404 | 130.8404 | 6.7100e-003 | | 130.9814 |
| **Total** | **0.0460** | **0.0575** | **0.7150** | **1.5600e-003** | **0.1230** | **1.0300e-003** | **0.1240** | **0.0326** | **9.4000e-004** | **0.0336** | | **130.8404** | **130.8404** | **6.7100e-003** | | **130.9814** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 10.2933 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.0594 | 1.3570 | 1.8324 | 2.9700e-003 | | 0.0951 | 0.0951 | | 0.0951 | 0.0951 | 0.0000 | 281.4481 | 281.4481 | 0.0332 | | 282.1449 |
| **Total** | **10.3527** | **1.3570** | **1.8324** | **2.9700e-003** | | **0.0951** | **0.0951** | | **0.0951** | **0.0951** | **0.0000** | **281.4481** | **281.4481** | **0.0332** | | **282.1449** |

## 3.6 Architectural Coating - 2016

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0460 | 0.0575 | 0.7150 | 1.5600e-003 | 0.1230 | 1.0300e-003 | 0.1240 | 0.0326 | 9.4000e-004 | 0.0336 | | 130.8404 | 130.8404 | 6.7100e-003 | | 130.9814 |
| **Total** | **0.0460** | **0.0575** | **0.7150** | **1.5600e-003** | **0.1230** | **1.0300e-003** | **0.1240** | **0.0326** | **9.4000e-004** | **0.0336** | | **130.8404** | **130.8404** | **6.7100e-003** | | **130.9814** |

## 3.6 Architectural Coating - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 10.2933 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.3323 | 2.1850 | 1.8681 | 2.9700e-003 | | 0.1733 | 0.1733 | | 0.1733 | 0.1733 | | 281.4481 | 281.4481 | 0.0297 | | 282.0721 |
| **Total** | **10.6256** | **2.1850** | **1.8681** | **2.9700e-003** | | **0.1733** | **0.1733** | | **0.1733** | **0.1733** | | **281.4481** | **281.4481** | **0.0297** | | **282.0721** |

## 3.6 Architectural Coating - 2017

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0413 | 0.0519 | 0.6468 | 1.5600e-003 | 0.1230 | 9.9000e-004 | 0.1239 | 0.0326 | 9.1000e-004 | 0.0335 | | 125.8327 | 125.8327 | 6.1900e-003 | | 125.9628 |
| **Total** | **0.0413** | **0.0519** | **0.6468** | **1.5600e-003** | **0.1230** | **9.9000e-004** | **0.1239** | **0.0326** | **9.1000e-004** | **0.0335** | | **125.8327** | **125.8327** | **6.1900e-003** | | **125.9628** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 10.2933 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.0594 | 1.3570 | 1.8324 | 2.9700e-003 | | 0.0951 | 0.0951 | | 0.0951 | 0.0951 | 0.0000 | 281.4481 | 281.4481 | 0.0297 | | 282.0721 |
| **Total** | **10.3527** | **1.3570** | **1.8324** | **2.9700e-003** | | **0.0951** | **0.0951** | | **0.0951** | **0.0951** | **0.0000** | **281.4481** | **281.4481** | **0.0297** | | **282.0721** |

## 3.6 Architectural Coating - 2017

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0413 | 0.0519 | 0.6468 | 1.5600e-003 | 0.1230 | 9.9000e-004 | 0.1239 | 0.0326 | 9.1000e-004 | 0.0335 | | 125.8327 | 125.8327 | 6.1900e-003 | | 125.9628 |
| **Total** | **0.0413** | **0.0519** | **0.6468** | **1.5600e-003** | **0.1230** | **9.9000e-004** | **0.1239** | **0.0326** | **9.1000e-004** | **0.0335** | | **125.8327** | **125.8327** | **6.1900e-003** | | **125.9628** |

## 3.7 Paving - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9074 | 20.2964 | 14.7270 | 0.0223 | | 1.1384 | 1.1384 | | 1.0473 | 1.0473 | | 2,281.0588 | 2,281.0588 | 0.6989 | | 2,295.7360 |
| Paving | 0.1697 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **2.0771** | **20.2964** | **14.7270** | **0.0223** | | **1.1384** | **1.1384** | | **1.0473** | **1.0473** | | **2,281.0588** | **2,281.0588** | **0.6989** | | **2,295.7360** |

## 3.7 Paving - 2017

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0563 | 0.0707 | 0.8819 | 2.1200e-003 | 0.1677 | 1.3500e-003 | 0.1690 | 0.0445 | 1.2400e-003 | 0.0457 | | 171.5900 | 171.5900 | 8.4500e-003 | | 171.7674 |
| **Total** | **0.0563** | **0.0707** | **0.8819** | **2.1200e-003** | **0.1677** | **1.3500e-003** | **0.1690** | **0.0445** | **1.2400e-003** | **0.0457** | | **171.5900** | **171.5900** | **8.4500e-003** | | **171.7674** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.5490 | 11.0645 | 16.9276 | 0.0223 | | 0.5982 | 0.5982 | | 0.5982 | 0.5982 | 0.0000 | 2,281.0588 | 2,281.0588 | 0.6989 | | 2,295.7360 |
| Paving | 0.1697 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **0.7187** | **11.0645** | **16.9276** | **0.0223** | | **0.5982** | **0.5982** | | **0.5982** | **0.5982** | **0.0000** | **2,281.0588** | **2,281.0588** | **0.6989** | | **2,295.7360** |

### 3.7 Paving - 2017

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0563 | 0.0707 | 0.8819 | 2.1200e-003 | 0.1677 | 1.3500e-003 | 0.1690 | 0.0445 | 1.2400e-003 | 0.0457 | | 171.5900 | 171.5900 | 8.4500e-003 | | 171.7674 |
| **Total** | **0.0563** | **0.0707** | **0.8819** | **2.1200e-003** | **0.1677** | **1.3500e-003** | **0.1690** | **0.0445** | **1.2400e-003** | **0.0457** | | **171.5900** | **171.5900** | **8.4500e-003** | | **171.7674** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 3.0716 | 7.4373 | 30.8256 | 0.0797 | 5.2643 | 0.1107 | 5.3750 | 1.4066 | 0.1020 | 1.5086 | | 6,575.0266 | 6,575.0266 | 0.2433 | | 6,580.1351 |
| Unmitigated | 3.0716 | 7.4373 | 30.8256 | 0.0797 | 5.2643 | 0.1107 | 5.3750 | 1.4066 | 0.1020 | 1.5086 | | 6,575.0266 | 6,575.0266 | 0.2433 | | 6,580.1351 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Hotel | 1,037.59 | 1,040.13 | 755.65 | 2,380,625 | 2,380,625 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Total | 1,037.59 | 1,040.13 | 755.65 | 2,380,625 | 2,380,625 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Hotel | 16.60 | 8.40 | 6.90 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Parking Lot | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

| LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0.511172 | 0.060004 | 0.180590 | 0.138995 | 0.042398 | 0.006681 | 0.016070 | 0.032568 | 0.001938 | 0.002493 | 0.004370 | 0.000586 | 0.002135 |

## 4.4 Fleet Mix

# 5.0 Energy Detail

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0539 | 0.4903 | 0.4118 | 2.9400e-003 | | 0.0373 | 0.0373 | | 0.0373 | 0.0373 | | 588.3349 | 588.3349 | 0.0113 | 0.0108 | 591.9154 |
| NaturalGas Unmitigated | 0.0539 | 0.4903 | 0.4118 | 2.9400e-003 | | 0.0373 | 0.0373 | | 0.0373 | 0.0373 | | 588.3349 | 588.3349 | 0.0113 | 0.0108 | 591.9154 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Hotel | 5000.85 | 0.0539 | 0.4903 | 0.4118 | 2.9400e-003 | | 0.0373 | 0.0373 | | 0.0373 | 0.0373 | | 588.3349 | 588.3349 | 0.0113 | 0.0108 | 591.9154 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0539** | **0.4903** | **0.4118** | **2.9400e-003** | | **0.0373** | **0.0373** | | **0.0373** | **0.0373** | | **588.3349** | **588.3349** | **0.0113** | **0.0108** | **591.9154** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 5.00085 | 0.0539 | 0.4903 | 0.4118 | 2.9400e-003 | | 0.0373 | 0.0373 | | 0.0373 | 0.0373 | | 588.3349 | 588.3349 | 0.0113 | 0.0108 | 591.9154 |
| **Total** | | **0.0539** | **0.4903** | **0.4118** | **2.9400e-003** | | **0.0373** | **0.0373** | | **0.0373** | **0.0373** | | **588.3349** | **588.3349** | **0.0113** | **0.0108** | **591.9154** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 2.9280 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | | 0.0608 | 0.0608 | 1.7000e-004 | | 0.0644 |
| Unmitigated | 3.0704 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | | 0.0608 | 0.0608 | 1.7000e-004 | | 0.0644 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.4272 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 2.6404 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 2.7500e-003 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | | 0.0608 | 0.0608 | 1.7000e-004 | | 0.0644 |
| **Total** | **3.0704** | **2.7000e-004** | **0.0288** | **0.0000** | | **1.0000e-004** | **1.0000e-004** | | **1.0000e-004** | **1.0000e-004** | | **0.0608** | **0.0608** | **1.7000e-004** | | **0.0644** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.2848 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 2.6404 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 2.7500e-003 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | | 0.0608 | 0.0608 | 1.7000e-004 | | 0.0644 |
| **Total** | **2.9280** | **2.7000e-004** | **0.0288** | **0.0000** | | **1.0000e-004** | **1.0000e-004** | | **1.0000e-004** | **1.0000e-004** | | **0.0608** | **0.0608** | **1.7000e-004** | | **0.0644** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Vegetation

# Rondell Oasis Hotel Project

**South Coast AQMD Air District, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Parking Lot | 151.00 | Space | 1.36 | 60,400.00 | 0 |
| Hotel | 127.00 | Room | 3.64 | 72,954.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 9 | | | **Operational Year** | 2018 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 630.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - Operational year would be 2017, however, for the purposes of CalEEMod, the operational year input must be a year after all construction ends.

Land Use - Square feet of total building area from Nadel Residential & Commercial Inc., Site Plan, 2/13/2015. Project site approximately 5 acres.

Construction Phase - Applicant provided construction schedule.

Grading - Export from applicant provided grading quantities. Construction would occur on approximately 3.5 acres of the project site.

Architectural Coating - Use of low-VOC paint (150 g/L for nonflat coatings) as required by SCAQMD Rule 1113.

Vehicle Trips - Default vehicle trip rates consistent with Traffic Impact Analysis prepared by Overland Traffic Consultants, Inc. (December 2014).

Woodstoves - Project does not include woodstoves or wood burning fireplaces.

Area Coating - Use of low-VOC paint (150 g/L for nonflat coatings) as required by SCAQMD Rule 1113.

Energy Use -

Construction Off-road Equipment Mitigation - Compliance with SCAQMD Fugitive Dust Rule 403. Assumes that equipment used would comply with current EPA and ARB Tier 3 standards for nonroad diesel engines.

Area Mitigation - Use of low-VOC paint (150 g/L for nonflat coatings) as required by SCAQMD Rule 1113. Project would include at most one natural gas hearth and no wood burning hearths or woodstoves.

Trips and VMT -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblArchitecturalCoating | EF_Nonresidential_Exterior | 250.00 | 150.00 |
| tblArchitecturalCoating | EF_Nonresidential_Interior | 250.00 | 150.00 |
| tblAreaCoating | Area_EF_Nonresidential_Exterior | 250 | 150 |
| tblAreaMitigation | UseLowVOCPaintNonresidentialInteriorValue | 250 | 150 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |

| | | | |
|---|---|---|---|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 10.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstEquipMitigation | Tier | No Change | Tier 3 |
| tblConstructionPhase | NumDays | 18.00 | 101.00 |
| tblConstructionPhase | NumDays | 230.00 | 240.00 |
| tblConstructionPhase | NumDays | 8.00 | 99.00 |
| tblConstructionPhase | NumDays | 18.00 | 21.00 |
| tblConstructionPhase | NumDays | 5.00 | 42.00 |
| tblConstructionPhase | PhaseEndDate | 12/1/2016 | 2/13/2017 |
| tblConstructionPhase | PhaseEndDate | 8/15/2017 | 5/8/2017 |
| tblConstructionPhase | PhaseEndDate | 10/21/2016 | 9/13/2016 |
| tblConstructionPhase | PhaseEndDate | 3/14/2017 | 3/9/2017 |
| tblConstructionPhase | PhaseEndDate | 6/12/2017 | 7/13/2016 |
| tblConstructionPhase | PhaseStartDate | 7/14/2016 | 9/26/2016 |
| tblConstructionPhase | PhaseStartDate | 9/14/2016 | 6/7/2016 |
| tblConstructionPhase | PhaseStartDate | 6/7/2016 | 4/28/2016 |

| | | | |
|---|---|---|---|
| tblConstructionPhase | PhaseStartDate | 2/14/2017 | 2/9/2017 |
| tblConstructionPhase | PhaseStartDate | 5/9/2017 | 6/9/2016 |
| tblGrading | AcresOfGrading | 49.50 | 3.50 |
| tblGrading | MaterialExported | 0.00 | 13,820.00 |
| tblLandUse | LandUseSquareFeet | 184,404.00 | 72,954.00 |
| tblLandUse | LotAcreage | 4.23 | 3.64 |
| tblProjectCharacteristics | OperationalYear | 2014 | 2018 |

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2016 | 14.5546 | 98.2264 | 73.0399 | 0.0861 | 24.8146 | 5.2163 | 30.0309 | 13.4285 | 4.7990 | 18.2274 | 0.0000 | 8,821.0335 | 8,821.0335 | 2.1888 | 0.0000 | 8,866.9989 |
| 2017 | 16.3020 | 51.0829 | 41.6476 | 0.0677 | 1.0541 | 3.1285 | 4.1826 | 0.2823 | 2.9264 | 3.2086 | 0.0000 | 6,549.9852 | 6,549.9852 | 1.4279 | 0.0000 | 6,579.9715 |
| **Total** | **30.8565** | **149.3093** | **114.6874** | **0.1538** | **25.8687** | **8.3448** | **34.2135** | **13.7107** | **7.7253** | **21.4360** | **0.0000** | **15,371.0187** | **15,371.0187** | **3.6168** | **0.0000** | **15,446.9703** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2016 | 11.5105 | 39.4207 | 49.6323 | 0.0861 | 11.5367 | 1.8257 | 13.3624 | 6.1424 | 1.8194 | 7.9618 | 0.0000 | 8,821.0335 | 8,821.0335 | 2.1888 | 0.0000 | 8,866.9989 |
| 2017 | 12.2396 | 28.7914 | 43.4989 | 0.0677 | 1.0541 | 1.6304 | 2.6845 | 0.2823 | 1.6276 | 1.9098 | 0.0000 | 6,549.9852 | 6,549.9852 | 1.4279 | 0.0000 | 6,579.9714 |
| **Total** | **23.7501** | **68.2121** | **93.1313** | **0.1538** | **12.5908** | **3.4561** | **16.0469** | **6.4247** | **3.4469** | **9.8716** | **0.0000** | **15,371.0187** | **15,371.0187** | **3.6168** | **0.0000** | **15,446.9703** |

| | **ROG** | **NOx** | **CO** | **SO2** | **Fugitive PM10** | **Exhaust PM10** | **PM10 Total** | **Fugitive PM2.5** | **Exhaust PM2.5** | **PM2.5 Total** | **Bio- CO2** | **NBio-CO2** | **Total CO2** | **CH4** | **N20** | **CO2e** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **23.03** | **54.31** | **18.80** | **0.00** | **51.33** | **58.58** | **53.10** | **53.14** | **55.38** | **53.95** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 3.0704 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | | 0.0608 | 0.0608 | 1.7000e-004 | | 0.0644 |
| Energy | 0.0539 | 0.4903 | 0.4118 | 2.9400e-003 | | 0.0373 | 0.0373 | | 0.0373 | 0.0373 | | 588.3349 | 588.3349 | 0.0113 | 0.0108 | 591.9154 |
| Mobile | 3.1824 | 7.7978 | 31.0625 | 0.0757 | 5.2643 | 0.1112 | 5.3756 | 1.4066 | 0.1025 | 1.5091 | | 6,261.2531 | 6,261.2531 | 0.2436 | | 6,266.3679 |
| **Total** | **6.3068** | **8.2884** | **31.5031** | **0.0787** | **5.2643** | **0.1486** | **5.4129** | **1.4066** | **0.1399** | **1.5465** | | **6,849.6489** | **6,849.6489** | **0.2550** | **0.0108** | **6,858.3477** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 2.9280 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | | 0.0608 | 0.0608 | 1.7000e-004 | | 0.0644 |
| Energy | 0.0539 | 0.4903 | 0.4118 | 2.9400e-003 | | 0.0373 | 0.0373 | | 0.0373 | 0.0373 | | 588.3349 | 588.3349 | 0.0113 | 0.0108 | 591.9154 |
| Mobile | 3.1824 | 7.7978 | 31.0625 | 0.0757 | 5.2643 | 0.1112 | 5.3756 | 1.4066 | 0.1025 | 1.5091 | | 6,261.2531 | 6,261.2531 | 0.2436 | | 6,266.3679 |
| **Total** | **6.1644** | **8.2884** | **31.5031** | **0.0787** | **5.2643** | **0.1486** | **5.4129** | **1.4066** | **0.1399** | **1.5465** | | **6,849.6489** | **6,849.6489** | **0.2550** | **0.0108** | **6,858.3477** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **2.26** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Site Preparation | Site Preparation | 4/8/2016 | 6/6/2016 | 5 | 42 | |
| 2 | Grading | Grading | 4/28/2016 | 9/13/2016 | 5 | 99 | |
| 3 | Building Construction | Building Construction | 6/7/2016 | 5/8/2017 | 5 | 240 | |
| 4 | Trenching and Utilities | Trenching | 6/9/2016 | 7/13/2016 | 5 | 25 | |
| 5 | Architectural Coating | Architectural Coating | 9/26/2016 | 2/13/2017 | 5 | 101 | |
| 6 | Paving | Paving | 2/9/2017 | 3/9/2017 | 5 | 21 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 3.5**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 112,149; Non-Residential Outdoor: 37,383 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 255 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 1 | 8.00 | 162 | 0.38 |
| Grading | Graders | 1 | 8.00 | 174 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 255 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 226 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Paving | Pavers | 2 | 8.00 | 125 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 130 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 6 | 15.00 | 0.00 | 1,728.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 56.00 | 22.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Trenching and Utilities | | | | 0.00 | 14.70 | 6.90 | | | | |
| Architectural Coating | 1 | 11.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Clean Paved Roads

## 3.2 Site Preparation - 2016

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | 0.0000 |
| Off-Road | 5.0771 | 54.6323 | 41.1053 | 0.0391 | | 2.9387 | 2.9387 | | 2.7036 | 2.7036 | | 4,065.0053 | 4,065.0053 | 1.2262 | | 4,090.7544 |
| **Total** | **5.0771** | **54.6323** | **41.1053** | **0.0391** | **18.0663** | **2.9387** | **21.0049** | **9.9307** | **2.7036** | **12.6343** | | **4,065.0053** | **4,065.0053** | **1.2262** | | **4,090.7544** |

## 3.2 Site Preparation - 2016

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0768 | 0.1032 | 1.0780 | 2.3900e-003 | 0.2012 | 1.6800e-003 | 0.2029 | 0.0534 | 1.5500e-003 | 0.0549 | | 200.8288 | 200.8288 | 0.0110 | | 201.0594 |
| **Total** | **0.0768** | **0.1032** | **1.0780** | **2.3900e-003** | **0.2012** | **1.6800e-003** | **0.2029** | **0.0534** | **1.5500e-003** | **0.0549** | | **200.8288** | **200.8288** | **0.0110** | | **201.0594** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.1298 | 0.0000 | 8.1298 | 4.4688 | 0.0000 | 4.4688 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.9515 | 19.4584 | 23.4003 | 0.0391 | | 0.9611 | 0.9611 | | 0.9611 | 0.9611 | 0.0000 | 4,065.0053 | 4,065.0053 | 1.2262 | | 4,090.7544 |
| **Total** | **0.9515** | **19.4584** | **23.4003** | **0.0391** | **8.1298** | **0.9611** | **9.0909** | **4.4688** | **0.9611** | **5.4299** | **0.0000** | **4,065.0053** | **4,065.0053** | **1.2262** | | **4,090.7544** |

## 3.2 Site Preparation - 2016

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0768 | 0.1032 | 1.0780 | 2.3900e-003 | 0.2012 | 1.6800e-003 | 0.2029 | 0.0534 | 1.5500e-003 | 0.0549 | | 200.8288 | 200.8288 | 0.0110 | | 201.0594 |
| **Total** | **0.0768** | **0.1032** | **1.0780** | **2.3900e-003** | **0.2012** | **1.6800e-003** | **0.2029** | **0.0534** | **1.5500e-003** | **0.0549** | | **200.8288** | **200.8288** | **0.0110** | | **201.0594** |

## 3.3 Grading - 2016

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 6.0754 | 0.0000 | 6.0754 | 3.3167 | 0.0000 | 3.3167 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.6669 | 38.4466 | 26.0787 | 0.0298 | | 2.1984 | 2.1984 | | 2.0225 | 2.0225 | | 3,093.7889 | 3,093.7889 | 0.9332 | | 3,113.3860 |
| **Total** | **3.6669** | **38.4466** | **26.0787** | **0.0298** | **6.0754** | **2.1984** | **8.2738** | **3.3167** | **2.0225** | **5.3392** | | **3,093.7889** | **3,093.7889** | **0.9332** | | **3,113.3860** |

## 3.3 Grading - 2016

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.3154 | 4.9583 | 3.8795 | 0.0129 | 0.3041 | 0.0761 | 0.3803 | 0.0833 | 0.0700 | 0.1533 | | 1,294.0533 | 1,294.0533 | 9.3400e-003 | | 1,294.2495 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0640 | 0.0860 | 0.8984 | 1.9900e-003 | 0.1677 | 1.4000e-003 | 0.1691 | 0.0445 | 1.2900e-003 | 0.0458 | | 167.3573 | 167.3573 | 9.1500e-003 | | 167.5495 |
| **Total** | **0.3794** | **5.0443** | **4.7779** | **0.0148** | **0.4718** | **0.0775** | **0.5493** | **0.1278** | **0.0713** | **0.1991** | | **1,461.4106** | **1,461.4106** | **0.0185** | | **1,461.7990** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 2.7339 | 0.0000 | 2.7339 | 1.4925 | 0.0000 | 1.4925 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.7250 | 14.8148 | 20.3762 | 0.0298 | | 0.7854 | 0.7854 | | 0.7854 | 0.7854 | 0.0000 | 3,093.7889 | 3,093.7889 | 0.9332 | | 3,113.3860 |
| **Total** | **0.7250** | **14.8148** | **20.3762** | **0.0298** | **2.7339** | **0.7854** | **3.5194** | **1.4925** | **0.7854** | **2.2779** | **0.0000** | **3,093.7889** | **3,093.7889** | **0.9332** | | **3,113.3860** |

## 3.3 Grading - 2016

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.3154 | 4.9583 | 3.8795 | 0.0129 | 0.3041 | 0.0761 | 0.3803 | 0.0833 | 0.0700 | 0.1533 | | 1,294.0533 | 1,294.0533 | 9.3400e-003 | | 1,294.2495 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0640 | 0.0860 | 0.8984 | 1.9900e-003 | 0.1677 | 1.4000e-003 | 0.1691 | 0.0445 | 1.2900e-003 | 0.0458 | | 167.3573 | 167.3573 | 9.1500e-003 | | 167.5495 |
| **Total** | **0.3794** | **5.0443** | **4.7779** | **0.0148** | **0.4718** | **0.0775** | **0.5493** | **0.1278** | **0.0713** | **0.1991** | | **1,461.4106** | **1,461.4106** | **0.0185** | | **1,461.7990** |

## 3.4 Building Construction - 2016

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.4062 | 28.5063 | 18.5066 | 0.0268 | | 1.9674 | 1.9674 | | 1.8485 | 1.8485 | | 2,669.2864 | 2,669.2864 | 0.6620 | | 2,683.1890 |
| **Total** | **3.4062** | **28.5063** | **18.5066** | **0.0268** | | **1.9674** | **1.9674** | | **1.8485** | **1.8485** | | **2,669.2864** | **2,669.2864** | **0.6620** | | **2,683.1890** |

## 3.4 Building Construction - 2016

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2008 | 1.9480 | 2.6303 | 4.7500e-003 | 0.1375 | 0.0316 | 0.1691 | 0.0392 | 0.0291 | 0.0682 | | 475.6409 | 475.6409 | 3.5300e-003 | | 475.7150 |
| Worker | 0.2389 | 0.3211 | 3.3539 | 7.4300e-003 | 0.6260 | 5.2300e-003 | 0.6312 | 0.1660 | 4.8100e-003 | 0.1708 | | 624.8005 | 624.8005 | 0.0342 | | 625.5182 |
| **Total** | **0.4397** | **2.2691** | **5.9842** | **0.0122** | **0.7635** | **0.0368** | **0.8003** | **0.2052** | **0.0339** | **0.2390** | | **1,100.4415** | **1,100.4415** | **0.0377** | | **1,101.2332** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.6712 | 14.1741 | 17.8156 | 0.0268 | | 0.9016 | 0.9016 | | 0.9016 | 0.9016 | 0.0000 | 2,669.2864 | 2,669.2864 | 0.6620 | | 2,683.1890 |
| **Total** | **0.6712** | **14.1741** | **17.8156** | **0.0268** | | **0.9016** | **0.9016** | | **0.9016** | **0.9016** | **0.0000** | **2,669.2864** | **2,669.2864** | **0.6620** | | **2,683.1890** |

## 3.4 Building Construction - 2016

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2008 | 1.9480 | 2.6303 | 4.7500e-003 | 0.1375 | 0.0316 | 0.1691 | 0.0392 | 0.0291 | 0.0682 | | 475.6409 | 475.6409 | 3.5300e-003 | | 475.7150 |
| Worker | 0.2389 | 0.3211 | 3.3539 | 7.4300e-003 | 0.6260 | 5.2300e-003 | 0.6312 | 0.1660 | 4.8100e-003 | 0.1708 | | 624.8005 | 624.8005 | 0.0342 | | 625.5182 |
| **Total** | **0.4397** | **2.2691** | **5.9842** | **0.0122** | **0.7635** | **0.0368** | **0.8003** | **0.2052** | **0.0339** | **0.2390** | | **1,100.4415** | **1,100.4415** | **0.0377** | | **1,101.2332** |

## 3.4 Building Construction - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.1024 | 26.4057 | 18.1291 | 0.0268 | | 1.7812 | 1.7812 | | 1.6730 | 1.6730 | | 2,639.8053 | 2,639.8053 | 0.6497 | | 2,653.4490 |
| **Total** | **3.1024** | **26.4057** | **18.1291** | **0.0268** | | **1.7812** | **1.7812** | | **1.6730** | **1.6730** | | **2,639.8053** | **2,639.8053** | **0.6497** | | **2,653.4490** |

## 3.4 Building Construction - 2017

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.1834 | 1.7715 | 2.4970 | 4.7400e-003 | 0.1375 | 0.0282 | 0.1657 | 0.0392 | 0.0259 | 0.0651 | | 467.9272 | 467.9272 | 3.4100e-003 | | 467.9988 |
| Worker | 0.2142 | 0.2898 | 3.0229 | 7.4300e-003 | 0.6260 | 5.0300e-003 | 0.6310 | 0.1660 | 4.6400e-003 | 0.1707 | | 600.8021 | 600.8021 | 0.0315 | | 601.4643 |
| **Total** | **0.3975** | **2.0613** | **5.5198** | **0.0122** | **0.7635** | **0.0332** | **0.7967** | **0.2052** | **0.0306** | **0.2357** | | **1,068.7292** | **1,068.7292** | **0.0349** | | **1,069.4631** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.6712 | 14.1741 | 17.8156 | 0.0268 | | 0.9016 | 0.9016 | | 0.9016 | 0.9016 | 0.0000 | 2,639.8053 | 2,639.8053 | 0.6497 | | 2,653.4490 |
| **Total** | **0.6712** | **14.1741** | **17.8156** | **0.0268** | | **0.9016** | **0.9016** | | **0.9016** | **0.9016** | **0.0000** | **2,639.8053** | **2,639.8053** | **0.6497** | | **2,653.4490** |

## 3.4 Building Construction - 2017

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.1834 | 1.7715 | 2.4970 | 4.7400e-003 | 0.1375 | 0.0282 | 0.1657 | 0.0392 | 0.0259 | 0.0651 | | 467.9272 | 467.9272 | 3.4100e-003 | | 467.9988 |
| Worker | 0.2142 | 0.2898 | 3.0229 | 7.4300e-003 | 0.6260 | 5.0300e-003 | 0.6310 | 0.1660 | 4.6400e-003 | 0.1707 | | 600.8021 | 600.8021 | 0.0315 | | 601.4643 |
| **Total** | **0.3975** | **2.0613** | **5.5198** | **0.0122** | **0.7635** | **0.0332** | **0.7967** | **0.2052** | **0.0306** | **0.2357** | | **1,068.7292** | **1,068.7292** | **0.0349** | | **1,069.4631** |

## 3.5 Trenching and Utilities - 2016

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Vendor | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Worker | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | | | | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | | **0.0000** | | | **0.0000** |

## 3.5 Trenching and Utilities - 2016

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Vendor | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Worker | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | | | | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | | **0.0000** | | | **0.0000** |

## 3.6 Architectural Coating - 2016

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 10.2933 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.3685 | 2.3722 | 1.8839 | 2.9700e-003 | | 0.1966 | 0.1966 | | 0.1966 | 0.1966 | | 281.4481 | 281.4481 | 0.0332 | | 282.1449 |
| **Total** | **10.6617** | **2.3722** | **1.8839** | **2.9700e-003** | | **0.1966** | **0.1966** | | **0.1966** | **0.1966** | | **281.4481** | **281.4481** | **0.0332** | | **282.1449** |

## 3.6 Architectural Coating - 2016

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0469 | 0.0631 | 0.6588 | 1.4600e-003 | 0.1230 | 1.0300e-003 | 0.1240 | 0.0326 | 9.4000e-004 | 0.0336 | | 122.7287 | 122.7287 | 6.7100e-003 | | 122.8697 |
| **Total** | **0.0469** | **0.0631** | **0.6588** | **1.4600e-003** | **0.1230** | **1.0300e-003** | **0.1240** | **0.0326** | **9.4000e-004** | **0.0336** | | **122.7287** | **122.7287** | **6.7100e-003** | | **122.8697** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 10.2933 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.0594 | 1.3570 | 1.8324 | 2.9700e-003 | | 0.0951 | 0.0951 | | 0.0951 | 0.0951 | 0.0000 | 281.4481 | 281.4481 | 0.0332 | | 282.1449 |
| **Total** | **10.3527** | **1.3570** | **1.8324** | **2.9700e-003** | | **0.0951** | **0.0951** | | **0.0951** | **0.0951** | **0.0000** | **281.4481** | **281.4481** | **0.0332** | | **282.1449** |

## 3.6 Architectural Coating - 2016

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0469 | 0.0631 | 0.6588 | 1.4600e-003 | 0.1230 | 1.0300e-003 | 0.1240 | 0.0326 | 9.4000e-004 | 0.0336 | | 122.7287 | 122.7287 | 6.7100e-003 | | 122.8697 |
| **Total** | **0.0469** | **0.0631** | **0.6588** | **1.4600e-003** | **0.1230** | **1.0300e-003** | **0.1240** | **0.0326** | **9.4000e-004** | **0.0336** | | **122.7287** | **122.7287** | **6.7100e-003** | | **122.8697** |

## 3.6 Architectural Coating - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 10.2933 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.3323 | 2.1850 | 1.8681 | 2.9700e-003 | | 0.1733 | 0.1733 | | 0.1733 | 0.1733 | | 281.4481 | 281.4481 | 0.0297 | | 282.0721 |
| **Total** | **10.6256** | **2.1850** | **1.8681** | **2.9700e-003** | | **0.1733** | **0.1733** | | **0.1733** | **0.1733** | | **281.4481** | **281.4481** | **0.0297** | | **282.0721** |

## 3.6 Architectural Coating - 2017

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0421 | 0.0569 | 0.5938 | 1.4600e-003 | 0.1230 | 9.9000e-004 | 0.1239 | 0.0326 | 9.1000e-004 | 0.0335 | | 118.0147 | 118.0147 | 6.1900e-003 | | 118.1448 |
| **Total** | **0.0421** | **0.0569** | **0.5938** | **1.4600e-003** | **0.1230** | **9.9000e-004** | **0.1239** | **0.0326** | **9.1000e-004** | **0.0335** | | **118.0147** | **118.0147** | **6.1900e-003** | | **118.1448** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 10.2933 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.0594 | 1.3570 | 1.8324 | 2.9700e-003 | | 0.0951 | 0.0951 | | 0.0951 | 0.0951 | 0.0000 | 281.4481 | 281.4481 | 0.0297 | | 282.0721 |
| **Total** | **10.3527** | **1.3570** | **1.8324** | **2.9700e-003** | | **0.0951** | **0.0951** | | **0.0951** | **0.0951** | **0.0000** | **281.4481** | **281.4481** | **0.0297** | | **282.0721** |

## 3.6 Architectural Coating - 2017

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0421 | 0.0569 | 0.5938 | 1.4600e-003 | 0.1230 | 9.9000e-004 | 0.1239 | 0.0326 | 9.1000e-004 | 0.0335 | | 118.0147 | 118.0147 | 6.1900e-003 | | 118.1448 |
| **Total** | **0.0421** | **0.0569** | **0.5938** | **1.4600e-003** | **0.1230** | **9.9000e-004** | **0.1239** | **0.0326** | **9.1000e-004** | **0.0335** | | **118.0147** | **118.0147** | **6.1900e-003** | | **118.1448** |

## 3.7 Paving - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9074 | 20.2964 | 14.7270 | 0.0223 | | 1.1384 | 1.1384 | | 1.0473 | 1.0473 | | 2,281.0588 | 2,281.0588 | 0.6989 | | 2,295.7360 |
| Paving | 0.1697 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **2.0771** | **20.2964** | **14.7270** | **0.0223** | | **1.1384** | **1.1384** | | **1.0473** | **1.0473** | | **2,281.0588** | **2,281.0588** | **0.6989** | | **2,295.7360** |

## 3.7 Paving - 2017

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0574 | 0.0776 | 0.8097 | 1.9900e-003 | 0.1677 | 1.3500e-003 | 0.1690 | 0.0445 | 1.2400e-003 | 0.0457 | | 160.9291 | 160.9291 | 8.4500e-003 | | 161.1065 |
| **Total** | **0.0574** | **0.0776** | **0.8097** | **1.9900e-003** | **0.1677** | **1.3500e-003** | **0.1690** | **0.0445** | **1.2400e-003** | **0.0457** | | **160.9291** | **160.9291** | **8.4500e-003** | | **161.1065** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.5490 | 11.0645 | 16.9276 | 0.0223 | | 0.5982 | 0.5982 | | 0.5982 | 0.5982 | 0.0000 | 2,281.0588 | 2,281.0588 | 0.6989 | | 2,295.7360 |
| Paving | 0.1697 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **0.7187** | **11.0645** | **16.9276** | **0.0223** | | **0.5982** | **0.5982** | | **0.5982** | **0.5982** | **0.0000** | **2,281.0588** | **2,281.0588** | **0.6989** | | **2,295.7360** |

### 3.7 Paving - 2017

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0574 | 0.0776 | 0.8097 | 1.9900e-003 | 0.1677 | 1.3500e-003 | 0.1690 | 0.0445 | 1.2400e-003 | 0.0457 | | 160.9291 | 160.9291 | 8.4500e-003 | | 161.1065 |
| **Total** | **0.0574** | **0.0776** | **0.8097** | **1.9900e-003** | **0.1677** | **1.3500e-003** | **0.1690** | **0.0445** | **1.2400e-003** | **0.0457** | | **160.9291** | **160.9291** | **8.4500e-003** | | **161.1065** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 3.1824 | 7.7978 | 31.0625 | 0.0757 | 5.2643 | 0.1112 | 5.3756 | 1.4066 | 0.1025 | 1.5091 | | 6,261.2531 | 6,261.2531 | 0.2436 | | 6,266.3679 |
| Unmitigated | 3.1824 | 7.7978 | 31.0625 | 0.0757 | 5.2643 | 0.1112 | 5.3756 | 1.4066 | 0.1025 | 1.5091 | | 6,261.2531 | 6,261.2531 | 0.2436 | | 6,266.3679 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Hotel | 1,037.59 | 1,040.13 | 755.65 | 2,380,625 | 2,380,625 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Total | 1,037.59 | 1,040.13 | 755.65 | 2,380,625 | 2,380,625 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Hotel | 16.60 | 8.40 | 6.90 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Parking Lot | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

| LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0.511172 | 0.060004 | 0.180590 | 0.138995 | 0.042398 | 0.006681 | 0.016070 | 0.032568 | 0.001938 | 0.002493 | 0.004370 | 0.000586 | 0.002135 |

## 5.0 Energy Detail

### 4.4 Fleet Mix

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0539 | 0.4903 | 0.4118 | 2.9400e-003 | | 0.0373 | 0.0373 | | 0.0373 | 0.0373 | | 588.3349 | 588.3349 | 0.0113 | 0.0108 | 591.9154 |
| NaturalGas Unmitigated | 0.0539 | 0.4903 | 0.4118 | 2.9400e-003 | | 0.0373 | 0.0373 | | 0.0373 | 0.0373 | | 588.3349 | 588.3349 | 0.0113 | 0.0108 | 591.9154 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Hotel | 5000.85 | 0.0539 | 0.4903 | 0.4118 | 2.9400e-003 | | 0.0373 | 0.0373 | | 0.0373 | 0.0373 | | 588.3349 | 588.3349 | 0.0113 | 0.0108 | 591.9154 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0539** | **0.4903** | **0.4118** | **2.9400e-003** | | **0.0373** | **0.0373** | | **0.0373** | **0.0373** | | **588.3349** | **588.3349** | **0.0113** | **0.0108** | **591.9154** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 5.00085 | 0.0539 | 0.4903 | 0.4118 | 2.9400e-003 | | 0.0373 | 0.0373 | | 0.0373 | 0.0373 | | 588.3349 | 588.3349 | 0.0113 | 0.0108 | 591.9154 |
| **Total** | | **0.0539** | **0.4903** | **0.4118** | **2.9400e-003** | | **0.0373** | **0.0373** | | **0.0373** | **0.0373** | | **588.3349** | **588.3349** | **0.0113** | **0.0108** | **591.9154** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 2.9280 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | | 0.0608 | 0.0608 | 1.7000e-004 | | 0.0644 |
| Unmitigated | 3.0704 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | | 0.0608 | 0.0608 | 1.7000e-004 | | 0.0644 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.4272 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 2.6404 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 2.7500e-003 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | | 0.0608 | 0.0608 | 1.7000e-004 | | 0.0644 |
| **Total** | **3.0704** | **2.7000e-004** | **0.0288** | **0.0000** | | **1.0000e-004** | **1.0000e-004** | | **1.0000e-004** | **1.0000e-004** | | **0.0608** | **0.0608** | **1.7000e-004** | | **0.0644** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.2848 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 2.6404 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 2.7500e-003 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | | 0.0608 | 0.0608 | 1.7000e-004 | | 0.0644 |
| **Total** | **2.9280** | **2.7000e-004** | **0.0288** | **0.0000** | | **1.0000e-004** | **1.0000e-004** | | **1.0000e-004** | **1.0000e-004** | | **0.0608** | **0.0608** | **1.7000e-004** | | **0.0644** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Vegetation

# Appendix D

*Hydrology Study*

**PROJECT SITE:**

U.S. 101 Highway, Las Virgenes Road and Rondell Street
Calabasas, California

Rondell Oasis Hotel

**PREPARED FOR:**

Rondell Oasis LLC
C/o Weintraub Real Estate Group
P. O. Box 6528
Malibu, CA 90264
Tel: (310) 457-8130

**PREPARED BY:**

Spindler Engineering, Inc.
16823 Saticoy Street
Van Nuys, California 91406
Tel (818) 782-2788
Job No. 7467.01

**August, 2014**

**Revised January 23, 2015**

# Drainage Concept

## Introduction

This Hydrology Study addresses the hydrological issues associated with the proposed development of Rondell Oasis Hotel in City of Calabasas, County of Los Angeles. The total tributary area to the site and including the site encompasses approximately 35 acres of undeveloped land at the south east corner of intersection of 101 freeway and Las Virgenes Road.

## Existing Conditions

The project site in its existing condition consists of two natural watershed tributaries which drain in general westerly direction to an existing inlet on Cal Trans Right of Way.

## Proposed Development

The proposed development is approximately 5 acres of fairly flat portion of the tributary which is just to the east of the existing inlet in Las Virgenes Road. This development will cause an increase in the discharge of about 7 cfs for a 50 year storm which will be detained on site through a proposed debris/detention basin on the North side of the building in the parking lot approximately 12 feet north of the utility corridor and the LVMWD water mains.

The detained water causes an additional water height of about 6' which can go on top of the stored debris in the basin creating a water height elevation approximately 778 with an overflow at 779.

- The detention tank underneath the parking lot will have a 2 stand pipes inside the basin, which will provide a method of controlling the water and debris as follows.
    - For debris, there will be a slotted stand pipe, which will be designed to allow the debris to settle in the basin and drain reasonably clear water to the storm drain system, which would connect with the pipe overflow pipe. This pipe would be restricted to detain water at the peak of the storm so as to not exceed pre-construction levels during the peak storm.
    - A second and larger stand pipe without slots, would be set above the first stand pipe to serve as an over flow in the event the first pipe becomes plugged. This stand pipe would then tie into the storm drain adjacent to the Las Virgenes Road freeway on ramp.

The basin will be privately maintained and is designed so that a small Bob-Cat or other similar piece of equipment can access the basin and remove debris as needed.

There will be a second debris basin is in the location of the existing basin on the south side of the building. This basin will be designed to hold 345 CY of debris and will have a 9.5 foot high retaining wall around the north and west side of the basin. This basin will have a stand pipe to serve both filtration of the debris and as an over flow in the event the slots in the pipe become plugged. This stand pipe would then tie into the storm drain adjacent to the Las Virgenes Road freeway on ramp. This

stand pipe would then tie into the storm drain adjacent to the Las Virgenes Road freeway on ramp.

## B.M.P. Measures (SWPPP) and (SUSMP)

This project will incorporate Best Management Practices (B.M.P.s) guidelines and standards. A Storm Water Pollution Prevention Plan (SWPPP) will be prepared prior to issuance of a Grading Permit and uploaded to the State SMARTS SWPPP web site. The SWPPP will provide guidelines for best management during construction.

The Standard Urban Storm Water Mitigated Plan (SUSMP) will be prepared based on the following concept.

- The first flush water for all impervious portions of the site including the roof of the building, will be captured before the water goes into the storm drain line, which connects to the storm drain in the Las Virgenes Road freeway on ramp. This is generally performed by placing a smaller pipe in certain catch basins that will carry no more water than the first flush allowing major flows to bi-pass to the storm drain. This first flush water will be taken either to a rain water harvesting tank for reuse in the landscaping of the site or to infiltration cells to recharge the ground water. The final decision on whether to use rainwater harvesting tanks or ground water recharge or a combination of both will be based on Soils and Geological report on the site, which will include percolation rates if ground water recharge is selected. The amount of water that will need to go either to the rain water harvesting tanks or ground water re charge or both is calculated to the 58,228 gallons, calculations for this re charge amount are shown below.

Rondell – SUSMP Volume (Preliminary)

Area of pad area (On-site): 86,500 Sq. Ft.

Area of Rondell (Off-site parking): 38,052 Sq. Ft.

At ¾" of rain to be mitigated:

<u>On-site</u>: 86,500 x ¾ " = 5,406 Cu. Ft

5406 x 7.48 = 40,439 Gallons

<u>Off-site</u>: 38,052 x ¾" = 2,378 Cu. Ft.

2378 x 7.48 = 17,789 Gallons

<u>40, 439 x 17,789 = 58,228 Gallons</u>

**Los Angeles County Criteria For**

**Debris Production – Rondell Oasis Hotel**

**Job No. 7467.01**

Project Tributary area falls in DPA = 6

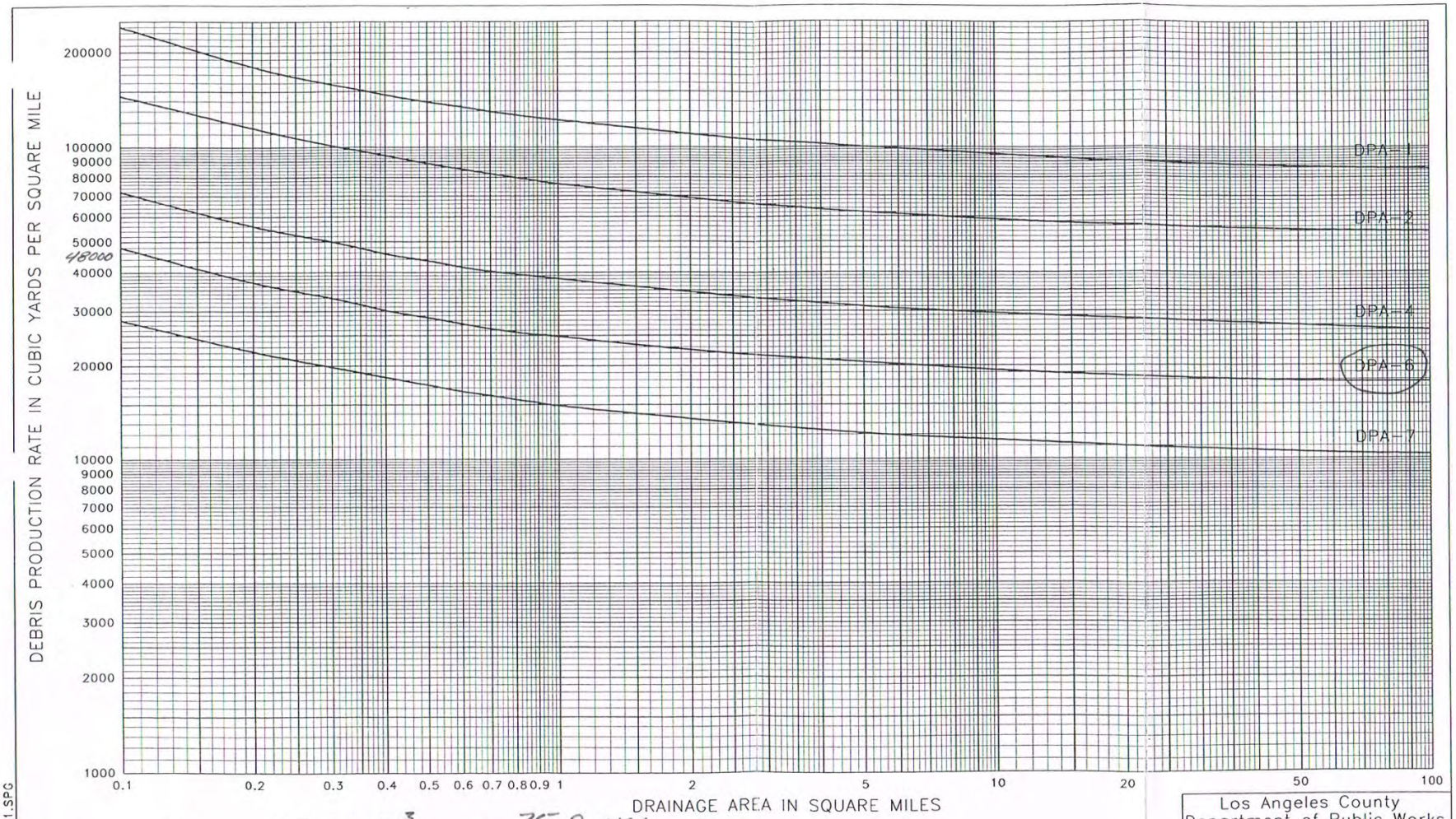
Debris = 48,000 CY per 640 acres (75.0 CY/AC)

North Area = 27.2 acres

North Debris = 2040 CY to underground basin

South Area = 4.6 acres

South Debris = 345 CY to modified basin

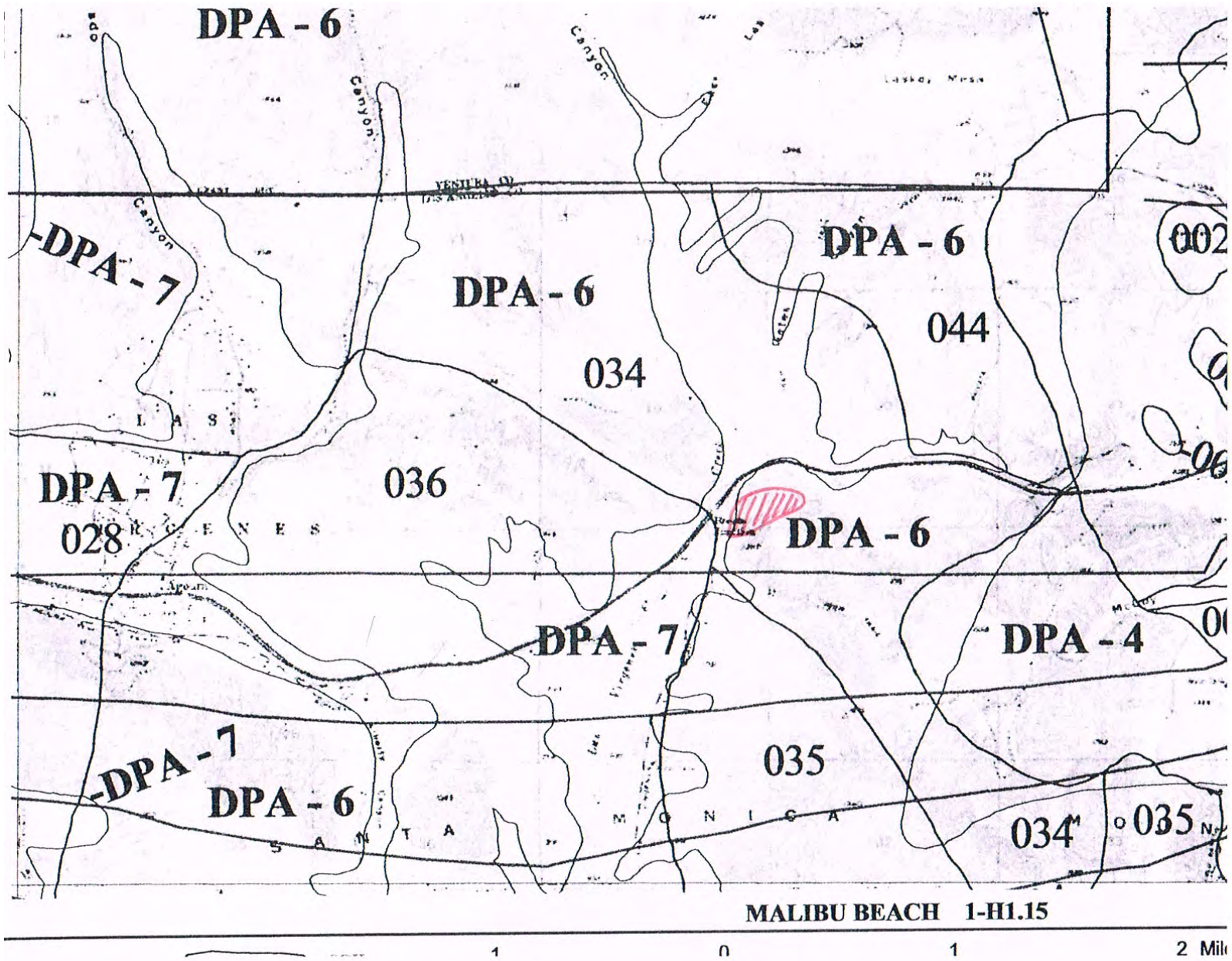



$D.P. = 48{,}000\ Yd^3 / 640\ Ac/Miles^2 = 75.0\ cY/Ac$

Los Angeles County
Department of Public Works

DEBRIS PRODUCTION RATES
for Los Angeles Basin

ABH1.SPG


DPA - 6
DPA - 7
DPA - 6
DPA - 6
044
034
DPA - 7
036
028
DPA - 6
DPA - 7
DPA - 4
DPA - 7
DPA - 6
035
034
035
MALIBU BEACH 1-H1.15
1
0
1
2 Mil

# Pre & Post Hydrology Calculations

PRE

Program Package Serial Number: 2050
08/08/14 FILE: 746U INPUT DATA: English Units RAINFALL SOIL FILE: English (In) OUTPUT DATA: English Units PAGE 1
LOS ANGELES COUNTY FLOOD CONTROL DISTRICT PROG
F0601M

MODIFIED RATIONAL METHOD HYDROLOGY - STORM YEAR = 50 SOIL DATA FILE: C:\Program Files\Civild\lar04 & Retard exe file\la

S.E.C. CIVIL ENGR'S, JOB NO. 7467.01 Weintraub STORM DAY 4

| LOCATION | | SUBAREA AREA(Ac) | SUBAREA Q(CFS) | TOTAL AREA(Ac) | TOTAL Q(CFS) | CONV TYPE | CONV LNGTH(Ft) | CONV SLOPE | CONV SIZE(Ft) | CONV Z | CONTROL Q(CFS) | SOIL NAME | TC | RAIN ZONE | PCT IMPV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 1A | 11.8 | 77.3 B | 48. | 11.8 | 77.3 B 48. | 1 | 872. | .12040 | .00 | .00 | 0. | 234 | 5 | A37 | .01 |
| 5 | 2A | 15.4 | 91.8 | 57. | 27.2 | 148.1 92. | 2 | 346. | .08090 | .00 | .00 | 0. | 234 | 6 | A37 | .01 |
| 5 | 3A | 3.0 | 19.3 | 12. | 30.2 | 161.0 100. | 0 | 0. | .00000 | .00 | .00 | 0. | 234 | 5 | A37 | .01 |
| 5 | 4B | 4.6 | 30.6 | 19. | 4.6 | 30.6 19. | 2 | 310. | .05160 | .00 | .00 | 0. | 234 | 5 | A37 | .01 |

**********
**
*
CONFLUENCE Q'S
*
* 5 5A TA 1155 QA 100. QAB 116. QB 17. 5 5B TB 1154 QB 18. QBA 117. QA 99.
*
* 5 5AB TAB 1154 QAB 117. QA 99. QB 18.
*
**********
**

| LOCATION | | SUBAREA AREA(Ac) | SUBAREA Q(CFS) | TOTAL AREA(Ac) | TOTAL Q(CFS) | CONV TYPE | CONV LNGTH(Ft) | CONV SLOPE | CONV SIZE(Ft) | CONV Z | CONTROL Q(CFS) | SOIL NAME | TC | RAIN ZONE | PCT IMPV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 5AB | 4.6 | 18. | 34.8 | 188.4 117. | 4 | 100. | .03000 | 3.00 | .00 | 0. | 234 | 0 | A37 | .00 |

POST

Program Package Serial Number: 2050
08/12/14 FILE: 746d INPUT DATA: English Units RAINFALL SOIL FILE: English (In) OUTPUT DATA: English Units PAGE 1
LOS ANGELES COUNTY FLOOD CONTROL DISTRICT PROG
F0601M

MODIFIED RATIONAL METHOD HYDROLOGY - STORM YEAR = 50 SOIL DATA FILE: C:\Program Files\Civild\lar04\lar_soilx_71.dat
S.E.C. CIVIL ENGR'S, JOB NO. 7467.01 Weintraub STORM DAY 4

| LOCATION | | SUBAREA AREA(Ac) | SUBAREA Q(CFS) | TOTAL AREA(Ac) | TOTAL Q(CFS) | CONV TYPE | CONV LNGTH(Ft) | CONV SLOPE | CONV SIZE(Ft) | CONV Z | CONTROL Q(CFS) | SOIL NAME | TC | RAIN ZONE | PCT IMPV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 1A | 11.8 | 48. | 11.8 | 48. | 1 | 872. | .12040 | .00 | .00 | 0. | 234 | 5 | A37 | .01 |
| 5 | 2A | 15.4 | 57. | 27.2 | 92. | 2 | 346. | .08090 | .00 | .00 | 0. | 234 | 6 | A37 | .01 |
| 5 | 3A | 4.7 | 21. | 31.9 | 107. | 0 | 0. | .00000 | .00 | .00 | 0. | 234 | 5 | A37 | .90 |
| 5 | 4B | 4.6 | 19. | 4.6 | 19. | 2 | 310. | .05160 | .00 | .00 | 0. | 234 | 5 | A37 | .01 |

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*****************************************************************************************************************
**
*                                                CONFLUENCE Q'S
*
*      5    5A  TA 1154 QA     107. QAB     124. QB      18.       5    5B  TB 1154 QB      18. QBA     124. QA     107.
*
*                                  5    5AB TAB 1154 QAB     124. QA     107. QB      18.
*
*****************************************************************************************************************
**
```

| LOCATION | | SUBAREA AREA(Ac) | SUBAREA Q(CFS) | TOTAL AREA(Ac) | TOTAL Q(CFS) | CONV TYPE | CONV LNGTH(Ft) | CONV SLOPE | CONV SIZE(Ft) | CONV Z | CONTROL Q(CFS) | SOIL NAME | TC | RAIN ZONE | PCT IMPV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 5AB | 4.6 | 18. | 36.5 | 124. | 4 | 100. | .03000 | 3.25 | .00 | 0. | 234 | 0 | A37 | .00 |

Discharge to be Detained, $\Delta Q = Q_{POST@INLET} - Q_{PRE@INLET}$

$\Delta Q = 124 - 117 = 7$ cfs

About 10 cfs will be detained

$\therefore Q_{OUT} = 124 - 10 = 114$ cfs $< 117$ cfs

OK

parameters

PRE & POST

## Tc Calculator

| Subarea No. | Area (acres) | Imp. % | Frequency | Soil Type | Length | Slope | Isohyet |
|---|---|---|---|---|---|---|---|
| 1A | 11.8 | 0.01 | 50 | 34 | 999 | 0.2252 | 7.4 |

Equation, given parameters above:
Undeveloped subarea coeff. (0<%imp<.21):

bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135
0 0

Tc=(10)^-0.507*(Cd*I)^-0.519*(L)^0.483*(S)^-0.135

Undeveloped subarea coeff. (%imp=0):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Undeveloped subarea coeff. (0<%imp<.21):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Developed subarea coeff. (.21<%imp<.68):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Developed subarea coeff. (.68<%imp<1):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Equations for Tc: Tc=(10)^bo*(Cd*I)^b1*(L)^b2*(S)^b3

I1440=Isohyet/24hrs: 0.308
It=I1440*Ix/I1440: 4.148

Iterations 2 RESET Tc estimate: 5.71 Tc calc: 5.26 Diff: 0.45 RUN Cu 0.89 Cd 0.89 Ix=Cd*I 3.930 It 4.42

Tolerance (min) 0.5

Interpolated value for I: Tc high 6.00 Tc low 5.00 It/I1440 low 13.14 It/I1440 high 14.32 Interpolated It/I1440 13.48 (1440/Tc)^0.47 13.45

**Use Tc value: 5.00 minutes**

parameters

PRE & POST

## Tc Calculator

| Subarea No. | Area (acres) | Imp. % | Frequency | Soil Type | Length | Slope | Isohyet |
|---|---|---|---|---|---|---|---|
| 2A | 15.4 | 0.01 | 50 | 34 | 872 | 0.1204 | 7.4 |

Equation, given parameters above:
Undeveloped subarea coeff. (0<%imp<.21):

bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135
0 0

Tc=(10)^-0.507*(Cd*I)^-0.519*(L)^0.483*(S)^-0.135

Undeveloped subarea coeff. (%imp=0):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Undeveloped subarea coeff. (0<%imp< .21):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Developed subarea coeff. ( .21<%imp<.68):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Developed subarea coeff. ( .68<%imp<1):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Equations for Tc: Tc=(10)^bo*(Cd*I)^b1*(L)^b2*(S)^b3

I1440=Isohyet/24hrs: 0.308
It=I1440*Ix/I1440: 4.102

Iterations
2

RESET

Tc estimate: 5.85
Tc calc: 5.64
Diff: 0.21

RUN

Cu 0.88
Cd 0.88
Ix=Cd*I 3.560
It 4.05

Interpolated value for I:
Tc high 6.00
Tc low 5.00
It/I1440 low 13.14
It/I1440 high 14.32
Interpolated It/I1440 13.32
(1440/Tc)^0.47 13.30

Tolerance (min)
0.5

**Use Tc value: 6.00 minutes**

PRE ONLY

## Tc Calculator

| Subarea No. | Area (acres) | Imp. % | Frequency | Soil Type | Length | Slope | Isohyet |
|---|---|---|---|---|---|---|---|
| 3A | 3 | 0.01 | 50 | 34 | 346 | 0.0809 | 7.4 |

Equation, given parameters above:
Undeveloped subarea coeff. (0<%imp<.21):

bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135
0 0

Tc=(10)^-0.507*(Cd*I)^-0.519*(L)^0.483*(S)^-0.135

Undeveloped subarea coeff. (%imp=0):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Undeveloped subarea coeff. (0<%imp< .21):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Developed subarea coeff. ( .21<%imp< .68):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Developed subarea coeff. ( .68<%imp<1):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Equations for Tc: Tc=(10)^bo*(Cd*I)^b1*(L)^b2*(S)^b3

I1440=Isohyet/24hrs: 0.308
It=I1440*Ix/I1440: 4.415

Iterations 2 RESET Tc estimate: 3.62 Tc calc: 3.62 Diff: 0.00 RUN Cu 0.89 Cd 0.89 Ix=Cd*I 3.930 It 4.42

Q50 = 11.8 cfs

Tolerance (min) 0.5

Interpolated value for I: Tc high 4.00 Tc low 3.00 It/I1440 low 14.32 It/I1440 high 14.32 Interpolated It/I1440 14.32 (1440/Tc)^0.47 14.32

**Use Tc value: 5.00 minutes**

parameters

PRE & POST

## Tc Calculator

| Subarea No. | Area (acres) | Imp. % | Frequency | Soil Type | Length | Slope | Isohyet |
|---|---|---|---|---|---|---|---|
| 4B | 4.6 | 0.01 | 50 | 34 | 827 | 0.4569 | 7.4 |

Equation, given parameters above:
Undeveloped subarea coeff. (0<%imp<.21):

bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135
0 0

Tc=(10)^-0.507*(Cd*I)^-0.519*(L)^0.483*(S)^-0.135

Undeveloped subarea coeff. (%imp=0):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Undeveloped subarea coeff. (0<%imp<.21):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Developed subarea coeff. (.21<%imp<.68):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Developed subarea coeff. (.68<%imp<1):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Equations for Tc: Tc=(10)^bo*(Cd*I)^b1*(L)^b2*(S)^b3

I1440=Isohyet/24hrs: 0.308
It=I1440*Ix/I1440: 4.415

Iterations 2

RESET

Tc estimate: 4.47
Tc calc: 4.36
Diff: 0.11

RUN

Cu 0.89
Cd 0.89
Ix=Cd*I 3.930
It 4.42

Tolerance (min) 0.5

Interpolated value for I:

| Tc high | Tc low | It/I1440 low | It/I1440 high | Interpolated It/I1440 | (1440/Tc)^0.47 |
|---|---|---|---|---|---|
| 5.00 | 4.00 | 14.32 | 14.32 | 14.32 | 14.32 |

**Use Tc value: 5.00 minutes**

parameters

POST, Amax = 4.7 Ac

POST ONLY

## Tc Calculator

OK

| Subarea No. | Area (acres) | Imp. % | Frequency | Soil Type | Length | Slope | Isohyet |
|---|---|---|---|---|---|---|---|
| 3A | 4.7 | 0.9 | 50 | 34 | 346 | 0.0809 | 7.4 |

Equation, given parameters above:
Developed subarea coeff. (.68<%imp<1):

bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135
0 0

Tc=(10)^-0.507*(Cd*I)^-0.519*(L)^0.483*(S)^-0.135

Undeveloped subarea coeff. (%imp=0):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Undeveloped subarea coeff. (0<%imp<.21):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Developed subarea coeff. (.21<%imp<.68):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Developed subarea coeff. (.68<%imp<1):
bo= -0.507
b1= -0.519
b2= 0.483
b3= -0.135

Equations for Tc: Tc=(10)^bo*(Cd*I)^b1*(L)^b2*(S)^b3

I1440=Isohyet/24hrs: 0.308
It=I1440*Ix/I1440: 4.415

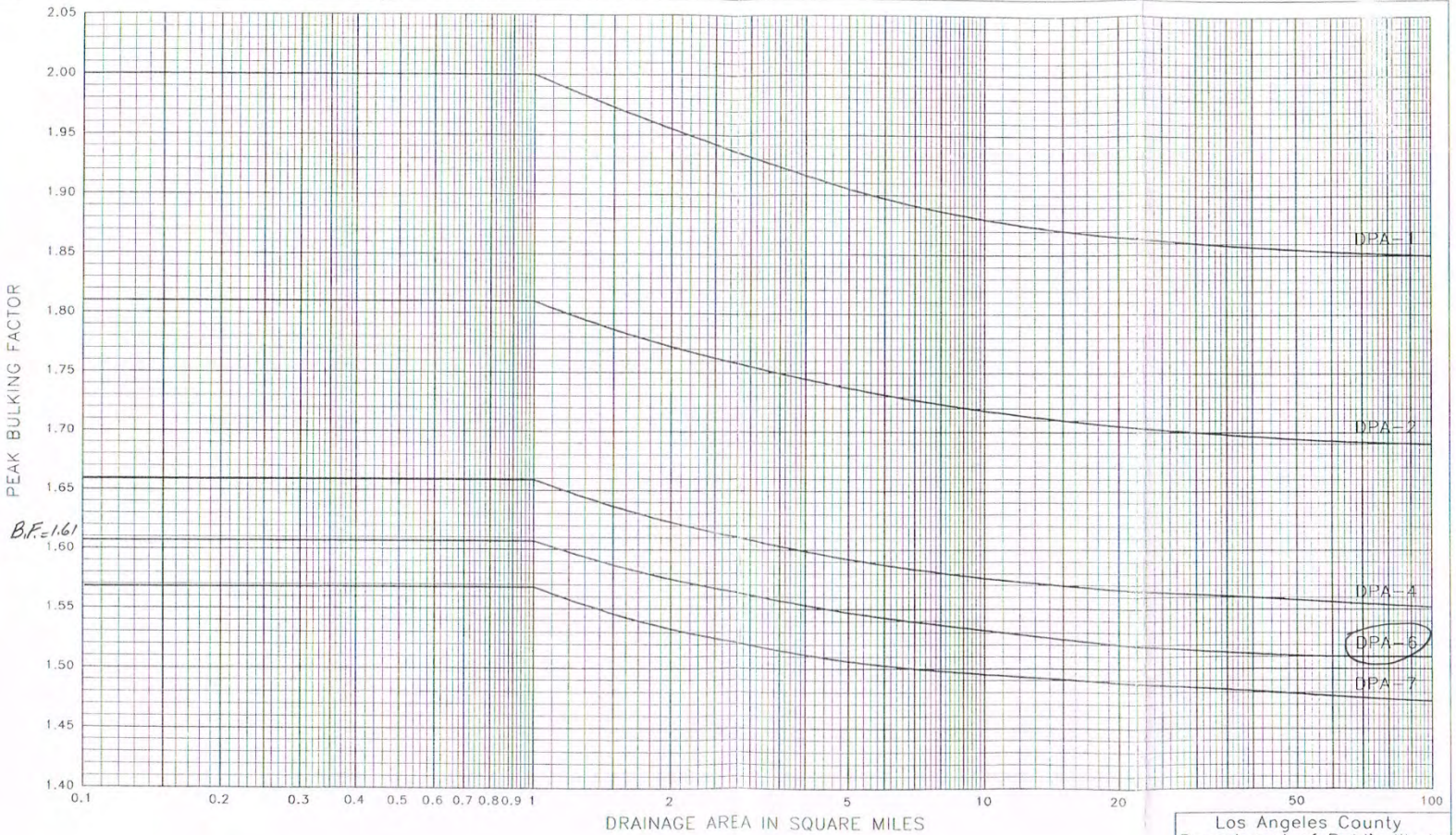
Iterations 2 RESET Tc estimate: 3.60 Tc calc: 3.59 Diff: 0.00 RUN Cu 0.89 Cd 0.90 Ix=Cd*I 3.980 It 4.42

Tolerance (min) 0.5

Interpolated value for I: Tc high 4.00 Tc low 3.00 It/I1440 low 14.32 It/I1440 high 14.32 Interpolated It/I1440 14.32 (1440/Tc)^0.47 14.32

Q50 = 18.7 cfs

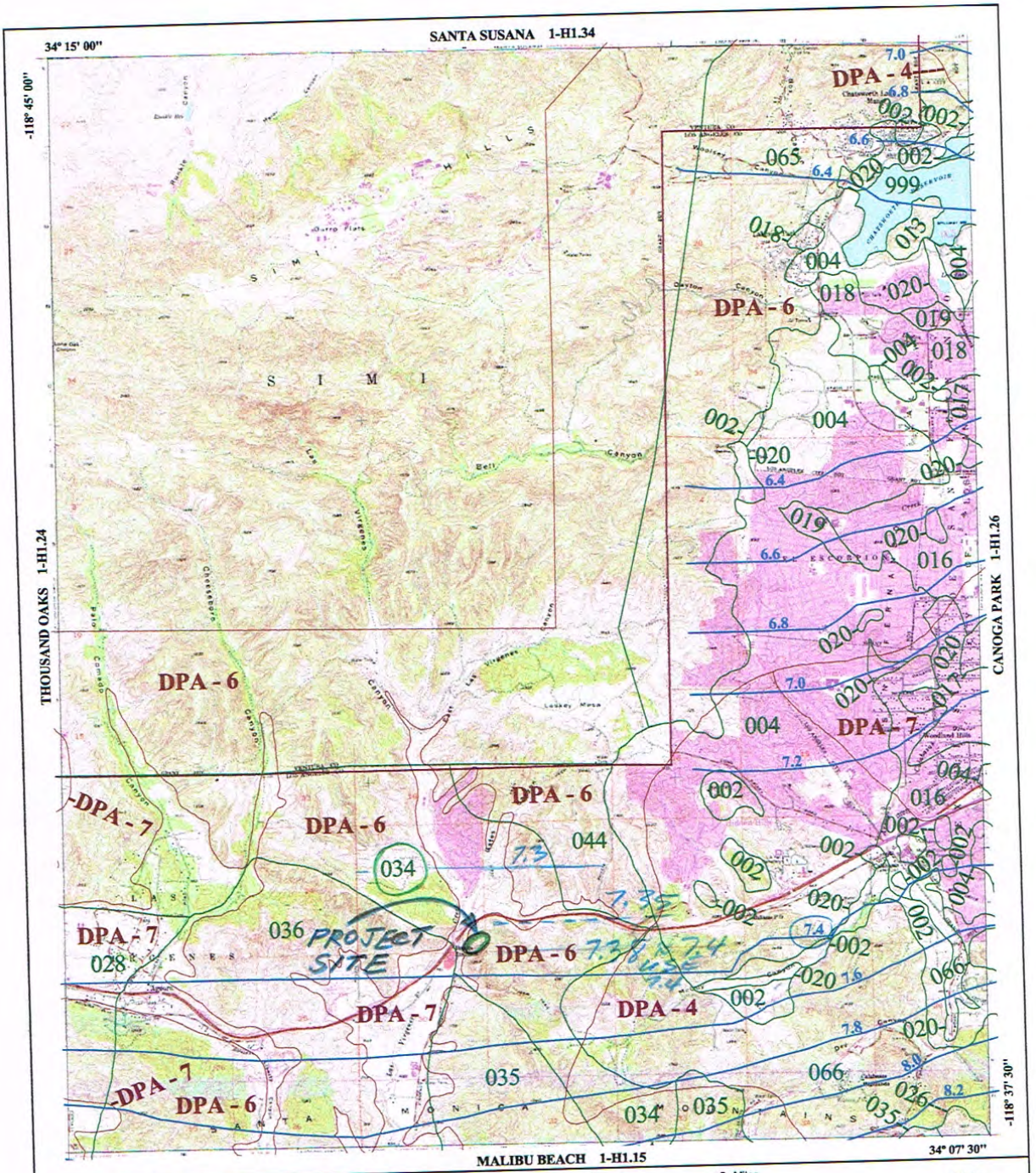
**Use Tc value: 5.00 minutes**




Los Angeles County
Department of Public Works

PEAK BULKING FACTORS
for Los Angeles Basin

ABH1.SPG


SANTA SUSANA 1-H1.34
34° 15' 00"
-118° 45' 00"
THOUSAND OAKS 1-H1.24
CANOGA PARK 1-H1.26
MALIBU BEACH 1-H1.15
34° 07' 30"
-118° 37' 30"
DPA - 4
DPA - 6
DPA - 7
PROJECT SITE
S I M I
H I L L S
M O N I C A
M O U N T A I N S
S A N T A
L A S
R I D G E S
E S C O R I A L
7.0
6.8
6.6
6.4
7.2
7.3
7.35
7.4
7.6
7.8
8.0
8.2
065
020
002
999
013
004
018
019
017
016
044
034
036
028
035
066
026
N
S
E
W
016 SOIL CLASSIFICATION AREA
7.2 INCHES OF RAINFALL
DPA - 6 DEBRIS POTENTIAL AREA
1 0 1 2 Miles
25-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.878
10-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.714
CALABASAS
50-YEAR 24-HOUR ISOHYET
1-H1.25
LOS ANGELES COUNTY
PUBLIC WORKS
Public Service That Works

# Hydrology Maps

## LEGEND:

- TRACT BOUNDARY
- STREET CENTERLINE
- PAVED DRAIN AND DOWNDRAIN
- DAYLIGHT LINE
- DIRECTION OF FLOW
- 2:1 – PROPOSED SLOPE AS INDICATED
- STORM DRAIN LINE
- CATCH BASIN
- (B) – DRAINAGE AREA DESIGNATION
- Lo=100' – OVERLAND PATH & LENGTH
- DRAINAGE AREA BOUNDARY

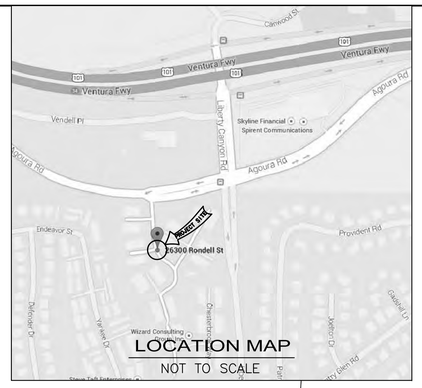
$Q_{25}$ – 25 YEAR FREQUENCY FLOW RATE
$Q_{50}$ – 50 YEAR FREQUENCY FLOW RATE
$Q_{CB}$ – Q CATCH BASIN
$Q_{IN}$ – Q INLET
$Q_{OUT}$ – Q OUTLET
A – SUBAREA IN ACRE
ΣA – SUMMATION OF AREA
ΣQ – SUMMATION OF FLOW RATE
Tc – TIME OF CONCENTRATION IN MINUTE
T.EL. – TOP ELEVATION
B.EL. – BOTTOM ELEVATION

## HYDROLOGY INFORMATION

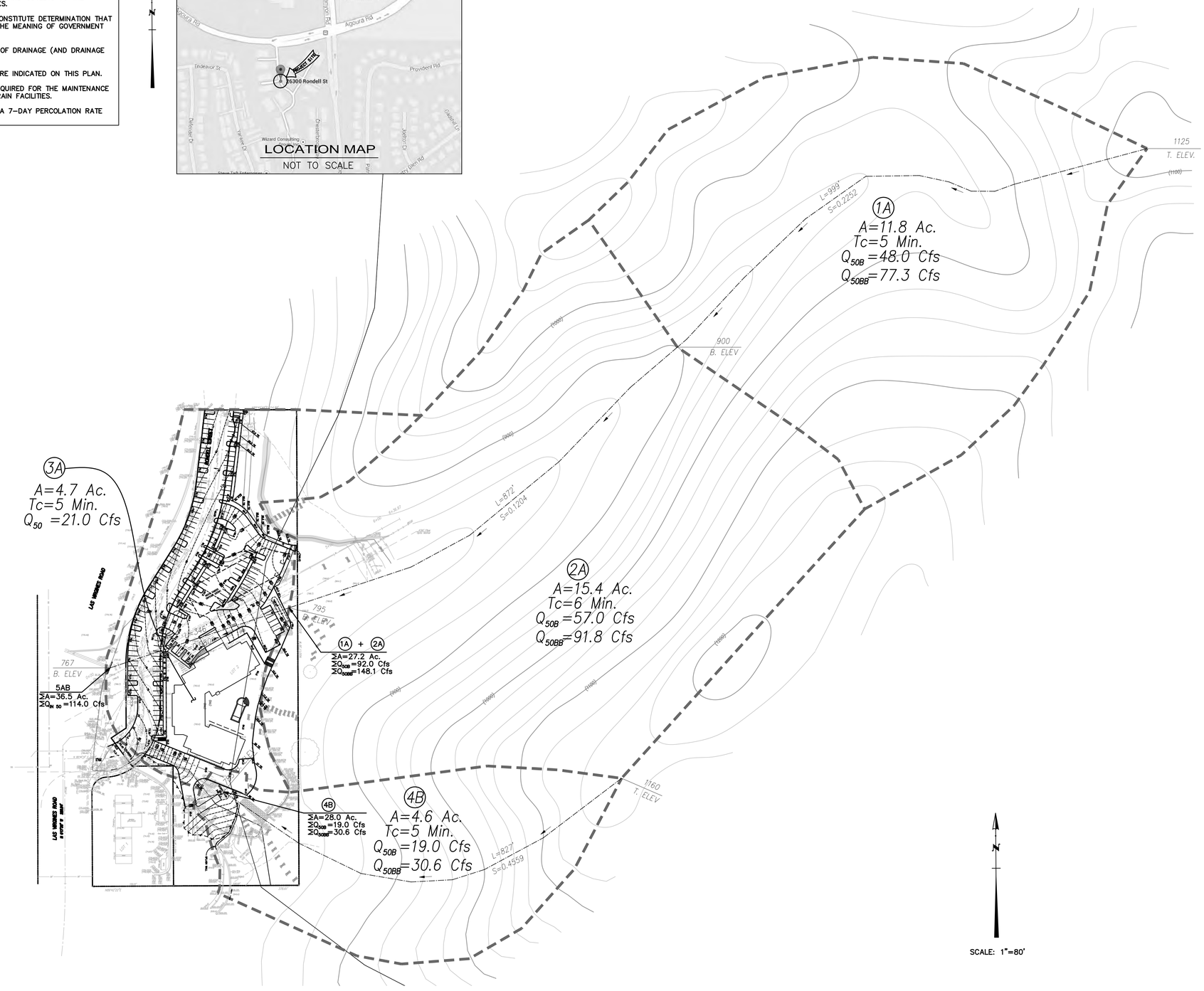
| | |
|---|---|
| RAINFALL ZONE: | K |
| SOIL TYPE: | 034 |
| FREQUENCY: | 50 YEAR |
| IMPERVIOUSNESS: | 1% (OPEN SPACE)<br>92% (COMMERCIAL) |
| DEBRIS ZONE: | DPA-6 |
| DEBRIS POTENTIAL (DP): | 75 CY/AC |
| BULKING RATE: | 1.61 |
| RUNOFF COEFFICIENT: | $C_b = 1.0 - K(1.0 - C)$<br>K= BURNED FACTOR |
| FLOW RATE: | $Q_b = C_b IA$ (BURNED)<br>$Q_{bb} = 1.61\ Q_b$ (BURNED & BULKED) |

## DRAINAGE CONCEPT NOTES:

1. HYDROLOGY INFORMATION AND STORM DRAIN ALIGNMENTS SHOWN ARE NOT NECESSARILY APPROVED
2. COMPLIANCE OF ALL STREET DRAINAGE REQUIREMENTS WILL BE MET TO THE SATISFACTION OF THE DEPARTMENT OF PUBLIC WORKS.
3. NECESSARY EASEMENTS WILL BE DEDICATED FOR THE STORM DRAIN SYSTEM TO THE SATISFACTION OF THE DEPARTMENT OF PUBLIC WORKS.
4. VEHICULAR ACCESS WILL BE PROVIDED TO ALL INLETS AND OUTLETS TO THE SATISFACTION OF THE DEPARTMENT OF PUBLIC WORKS.
5. APPROVAL OF THE DRAINAGE CONCEPT DOES NOT CONSTITUTE DETERMINATION THAT THE OFFSITE IMPROVEMENTS ARE REQUIRED WITHIN THE MEANING OF GOVERNMENT CODE SECTION 66462.5, (EXCEPT AS NOTED).
6. AN OFFSITE DRAINAGE COVENANT FOR ACCEPTANCE OF DRAINAGE (AND DRAINAGE FACILITIES) MY BE REQUIRED WHERE INDICATED.
7. A NOTE FOR FLOOD HAZARD MAY BE REQUIRED WHERE INDICATED ON THIS PLAN.
8. A DRAINAGE BENEFIT ASSESSMENT AREA WILL BE REQUIRED FOR THE MAINTENANCE OF THE PROPOSED DETENTION BASIN AND STORM DRAIN FACILITIES.
9. A SOIL REPORT WILL BE REQUIRED TO VERIFY THAT A 7-DAY PERCOLATION RATE CAN BE OBTAINED.




LOCATION MAP
NOT TO SCALE




SCALE: 1"=80'

| NO. | BY | DATE | SHEET | DESCRIPTION |
|---|---|---|---|---|
| | | | | |

▽ REVISIONS ▽

JOB NO. 7467.01
SCALE: 1"=80'
DATE: JULY 2014
REVISION:
REVISION:

**SPINDLER ENGINEERING CP**
16823 SATICOY STREET VAN NUYS, CA. 91406
(818) 782-2788 (323) 873-1788 FAX:(818) 782-0111
RONALD W. SPINDLER R.C.E. 13194

SHEET 1 OF 1

CLIENT: WEINTRAUB FINANCIAL SERVICES, INC.

PROJECT: POST DEVELOPMENT HYDROLOGY PLAN

JOB NO. 7467.01

PROJECT: POST DEVELOPMENT HYDROLOGY PLAN

These plans are instruments of service and the property of Spindler Engineering CP. All information contained on these drawings is for use on this specified project. If plans are provided in an electronic format (computer disk, compact disk, or via e-mail or modem transmission, etc) as a courtesy to our client, the delivery of electronic files does not constitute the delivery of our professional work product. Only paper prints signed by a registered engineer employed by Spindler Engineering CP constitute our professional work product. Spindler Engineering CP shall not be responsible for any modifications made to the electronic files, or for any products derived from electronic files which are not reviewed and signed by a registered engineer employed by Spindler Engineering CP.

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## LEGEND:

- TRACT BOUNDARY
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ΣQ – SUMMATION OF FLOW RATE
Tc – TIME OF CONCENTRATION IN MINUTE
T.EL. – TOP ELEVATION
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## HYDROLOGY INFORMATION

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| DEBRIS POTENTIAL (DP): | 75 CY/AC |
| BULKING RATE: | 1.61 |
| RUNOFF COEFFICIENT: | $C_b = 1.0 - K(1.0 - C)$<br>K= BURNED FACTOR |
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## DRAINAGE CONCEPT NOTES:

1. HYDROLOGY INFORMATION AND STORM DRAIN ALIGNMENTS SHOWN ARE NOT NECESSARILY APPROVED
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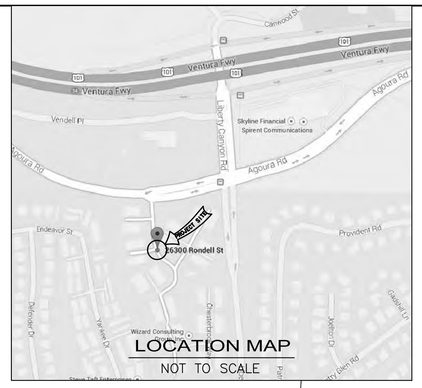
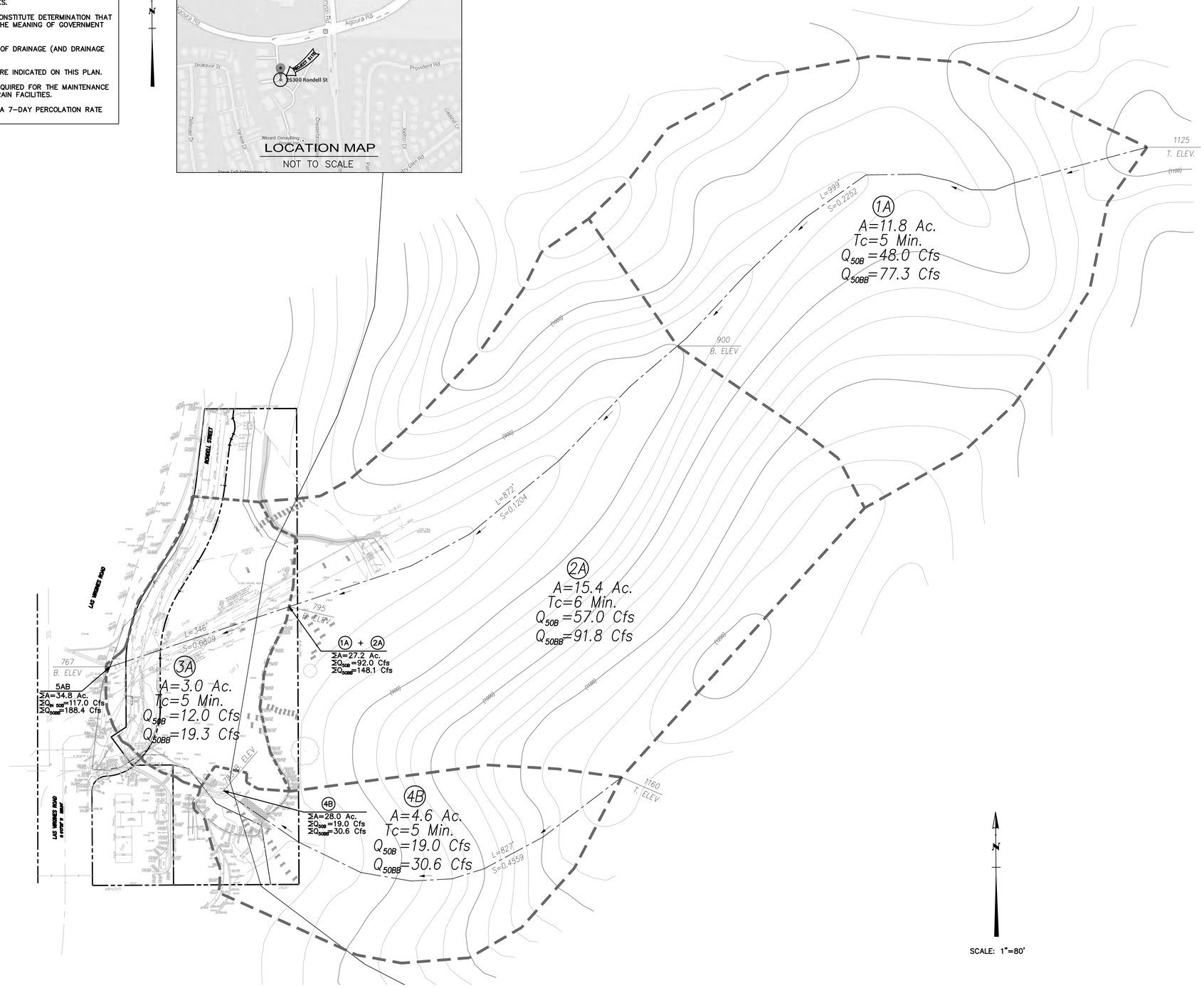



LOCATION MAP
NOT TO SCALE




SCALE: 1"=80'

| NO. | BY | DATE | SHEET | DESCRIPTION |
|---|---|---|---|---|
| | | | | |
| | | | | |
| | | | | |
| | | | | |

▽ REVISIONS ▽

JOB NO. 7467.01
SCALE: 1"=80'
DATE: JULY 2014
REVISION:
REVISION:


SPINDLER ENGINEERING CP
16823 SATICOY STREET VAN NUYS, CA. 91406
(818) 782-2788 (323) 873-1788 FAX:(818) 782-0111
RONALD W. SPINDLER R.C.E. 13194


SHEET 1 OF 1

CLIENT: WEINTRAUB FINANCIAL SERVICES, INC.

PROJECT: PRE-DEVELOPMENT HYDROLOGY PLAN

PROJECT: PRE-DEVELOPMENT HYDROLOGY PLAN
JOB NO. 7467.01


These plans are instruments of service and the property of Spindler Engineering CP. All information contained on these drawings is for use on this specified project. If plans are provided in an electronic format (computer disk, compact disk, or via e-mail or modem transmission, etc) as a courtesy to our client, the delivery of electronic files does not constitute the delivery of our professional work product. Only paper prints signed by a registered engineer employed by Spindler Engineering CP constitute our professional work product. Spindler Engineering CP shall not be responsible for any modifications made to the electronic files, or for any products derived from electronic files which are not reviewed and signed by a registered engineer employed by Spindler Engineering CP.

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# Appendix E

*Noise Measurements and Modeling Results*

| | |
|---|---|
| File name | AU2_0201 |
| File number | 1 |
| Data number | 2 |
| Frequency-weight | A |
| Time-weight | Fast |
| Filter | - |
| Center/High pass filter cutoff | - |
| Low pass filter cutoff | - |
| Time setting | 15min |
| Start Time | 3/6/2015 8:50 |
| Stop Time | 3/6/2015 9:05 |
| Lx1 | L10 |
| Lx2 | L33 |
| Lx3 | L50 |
| Lx4 | L90 |
| Lx5 | L95 |
| Ly | Lppeak |

| Address | Time | Measurment Time | LAeq | LAE | LAmax | LAmin | LA10 | LA33 | LA50 |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 3/6/2015 8:50 | 0:15:00 | 69.2 | 98.8 | 79.5 | 59.1 | 73.1 | 68.7 | 66.9 |

| Address | Time | Measurment Time | LA90 | LA95 | Lppeak | Over | Under | Pause |
|---|---|---|---|---|---|---|---|---|
| 1 | 3/6/2015 8:50 | 0:15:00 | 62.6 | 61.6 | 106.5 | - | - | - |

| | |
|---|---|
| File name | AU2_0202 |
| File number | 1 |
| Data number | 2 |
| Frequency-weight | A |
| Time-weight | Fast |
| Filter | - |
| Center/High pass filter cutoff | - |
| Low pass filter cutoff | - |
| Time setting | 15min |
| Start Time | 3/6/2015 9:10 |
| Stop Time | 3/6/2015 9:25 |
| Lx1 | L10 |
| Lx2 | L33 |
| Lx3 | L50 |
| Lx4 | L90 |
| Lx5 | L95 |
| Ly | Lppeak |

| Address | Time | Measurment Time | LAeq | LAE | LAmax | LAmin | LA10 | LA33 | LA50 |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 3/6/2015 9:10 | 0:15:00 | 64.6 | 94.1 | 76.1 | 57 | 66.6 | 64.5 | 63.4 |

| Address | Time | Measurment Time | LA90 | LA95 | Lppeak | Over | Under | Pause |
|---|---|---|---|---|---|---|---|---|
| 1 | 3/6/2015 9:10 | 0:15:00 | 60.9 | 60.3 | 112 | - | - | - |

| | |
|---|---|
| File name | AU2_0203 |
| File number | 1 |
| Data number | 2 |
| Frequency-weight | A |
| Time-weight | Fast |
| Filter | - |
| Center/High pass filter cutoff | - |
| Low pass filter cutoff | - |
| Time setting | 15min |
| Start Time | 3/6/2015 9:30 |
| Stop Time | 3/6/2015 9:45 |
| Lx1 | L10 |
| Lx2 | L33 |
| Lx3 | L50 |
| Lx4 | L90 |
| Lx5 | L95 |
| Ly | Lppeak |

| Address | Time | Measurment Ti | LAeq | LAE | LAmax | LAmin | LA10 | LA33 |
|---|---|---|---|---|---|---|---|---|
| 1 | 3/6/2015 9:30 | 0:15:00 | 59.5 | 89 | 72 | 54.2 | 61.4 | 59.7 |

| Address | Time | Measurment Ti | LA50 | LA90 | LA95 | Lppeak | Over | Under | Pause |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 3/6/2015 9:30 | 0:15:00 | 59 | 57 | 56.4 | 112.4 | - | - | - |

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

C+P: N of Agoura

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

| | |
|---|---|
| Automobile volume (v/h): | 3240.0 |
| Average automobile speed (mph): | 35.0 |
| Medium truck volume (v/h): | 162.0 |
| Average medium truck speed (mph): | 35.0 |
| Heavy truck volume (v/h): | 0.0 |
| Average heavy truck speed (mph): | 0.0 |
| Bus volume (v/h): | 0.0 |
| Average bus speed (mph): | 0.0 |
| Motorcycle volume (v/h): | 0.0 |
| Average Motorcycle speed (mph): | 0.0 |

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: soft

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Residence

| | |
|---|---|
| Distance from center of 12-ft wide, single lane roadway (ft): | 50.0 |
| A-weighted Hourly Equivalent Sound Level without Barrier (dBA): | 69.1 |

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

C+P: S of Agoura

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

| | |
|---|---|
| Automobile volume (v/h): | 1929.0 |
| Average automobile speed (mph): | 40.0 |
| Medium truck volume (v/h): | 96.4 |
| Average medium truck speed (mph): | 40.0 |
| Heavy truck volume (v/h): | 0.0 |
| Average heavy truck speed (mph): | 0.0 |
| Bus volume (v/h): | 0.0 |
| Average bus speed (mph): | 0.0 |
| Motorcycle volume (v/h): | 0.0 |
| Average Motorcycle speed (mph): | 0.0 |

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: soft

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Residence

| | |
|---|---|
| Distance from center of 12-ft wide, single lane roadway (ft): | 50.0 |
| A-weighted Hourly Equivalent Sound Level without Barrier (dBA): | 68.5 |

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

C+P: West of Las Virgenes

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

| | |
|---|---|
| Automobile volume (v/h): | 1271.0 |
| Average automobile speed (mph): | 45.0 |
| Medium truck volume (v/h): | 63.5 |
| Average medium truck speed (mph): | 45.0 |
| Heavy truck volume (v/h): | 0.0 |
| Average heavy truck speed (mph): | 0.0 |
| Bus volume (v/h): | 0.0 |
| Average bus speed (mph): | 0.0 |
| Motorcycle volume (v/h): | 0.0 |
| Average Motorcycle speed (mph): | 0.0 |

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: soft

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Residence

| | |
|---|---|
| Distance from center of 12-ft wide, single lane roadway (ft): | 50.0 |
| A-weighted Hourly Equivalent Sound Level without Barrier (dBA): | 68.1 |

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

E+P_N of Agoura

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

| | |
|---|---|
| Automobile volume (v/h): | 3032.0 |
| Average automobile speed (mph): | 35.0 |
| Medium truck volume (v/h): | 151.6 |
| Average medium truck speed (mph): | 35.0 |
| Heavy truck volume (v/h): | 0.0 |
| Average heavy truck speed (mph): | 0.0 |
| Bus volume (v/h): | 0.0 |
| Average bus speed (mph): | 0.0 |
| Motorcycle volume (v/h): | 0.0 |
| Average Motorcycle speed (mph): | 0.0 |

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: soft

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Residence

| | |
|---|---|
| Distance from center of 12-ft wide, single lane roadway (ft): | 50.0 |
| A-weighted Hourly Equivalent Sound Level without Barrier (dBA): | 68.9 |

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

E+P: S of Agoura

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

| | |
|---|---|
| Automobile volume (v/h): | 1818.0 |
| Average automobile speed (mph): | 40.0 |
| Medium truck volume (v/h): | 90.9 |
| Average medium truck speed (mph): | 40.0 |
| Heavy truck volume (v/h): | 0.0 |
| Average heavy truck speed (mph): | 0.0 |
| Bus volume (v/h): | 0.0 |
| Average bus speed (mph): | 0.0 |
| Motorcycle volume (v/h): | 0.0 |
| Average Motorcycle speed (mph): | 0.0 |

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: soft

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Residence

| | |
|---|---|
| Distance from center of 12-ft wide, single lane roadway (ft): | 50.0 |
| A-weighted Hourly Equivalent Sound Level without Barrier (dBA): | 68.2 |

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

E+P: W of Las Virgenes

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

| | |
|---|---|
| Automobile volume (v/h): | 1174.0 |
| Average automobile speed (mph): | 45.0 |
| Medium truck volume (v/h): | 58.7 |
| Average medium truck speed (mph): | 45.0 |
| Heavy truck volume (v/h): | 0.0 |
| Average heavy truck speed (mph): | 0.0 |
| Bus volume (v/h): | 0.0 |
| Average bus speed (mph): | 0.0 |
| Motorcycle volume (v/h): | 0.0 |
| Average Motorcycle speed (mph): | 0.0 |

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: soft

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Residence

| | |
|---|---|
| Distance from center of 12-ft wide, single lane roadway (ft): | 50.0 |
| A-weighted Hourly Equivalent Sound Level without Barrier (dBA): | 67.8 |

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Existing_N of Agoura

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

| | |
|---|---|
| Automobile volume (v/h): | 2979.0 |
| Average automobile speed (mph): | 35.0 |
| Medium truck volume (v/h): | 148.9 |
| Average medium truck speed (mph): | 35.0 |
| Heavy truck volume (v/h): | 0.0 |
| Average heavy truck speed (mph): | 0.0 |
| Bus volume (v/h): | 0.0 |
| Average bus speed (mph): | 0.0 |
| Motorcycle volume (v/h): | 0.0 |
| Average Motorcycle speed (mph): | 0.0 |

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: soft

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Residence

| | |
|---|---|
| Distance from center of 12-ft wide, single lane roadway (ft): | 50.0 |
| A-weighted Hourly Equivalent Sound Level without Barrier (dBA): | 68.8 |

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Existing: S of Agoura

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

| | |
|---|---|
| Automobile volume (v/h): | 1810.0 |
| Average automobile speed (mph): | 40.0 |
| Medium truck volume (v/h): | 90.5 |
| Average medium truck speed (mph): | 40.0 |
| Heavy truck volume (v/h): | 0.0 |
| Average heavy truck speed (mph): | 0.0 |
| Bus volume (v/h): | 0.0 |
| Average bus speed (mph): | 0.0 |
| Motorcycle volume (v/h): | 0.0 |
| Average Motorcycle speed (mph): | 0.0 |

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: soft

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Residence

| | |
|---|---|
| Distance from center of 12-ft wide, single lane roadway (ft): | 50.0 |
| A-weighted Hourly Equivalent Sound Level without Barrier (dBA): | 68.2 |

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Existing: W of Las Virgenes

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

| | |
|---|---|
| Automobile volume (v/h): | 1162.0 |
| Average automobile speed (mph): | 45.0 |
| Medium truck volume (v/h): | 58.1 |
| Average medium truck speed (mph): | 45.0 |
| Heavy truck volume (v/h): | 0.0 |
| Average heavy truck speed (mph): | 0.0 |
| Bus volume (v/h): | 0.0 |
| Average bus speed (mph): | 0.0 |
| Motorcycle volume (v/h): | 0.0 |
| Average Motorcycle speed (mph): | 0.0 |

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: soft

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Residence

| | |
|---|---|
| Distance from center of 12-ft wide, single lane roadway (ft): | 50.0 |
| A-weighted Hourly Equivalent Sound Level without Barrier (dBA): | 67.7 |

# Appendix F

*Traffic Analysis*

Overland Traffic Consultants, Inc.

# TRAFFIC IMPACT ANALYSIS FOR

# RONDELL OASIS HOTEL

## 26300 Rondell Street
## in the City of Calabasas

Prepared by:
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100
Manhattan Beach, California 90266
(310) 545-1235

December 2014

# TRAFFIC IMPACT ANALYSIS FOR PROPOSED RONDELL OASIS HOTEL

Located at 26300 Rondell Street
In the City of Calabasas

Prepared by:

Overland Traffic Consultants, Inc.
952 Manhattan Beach Boulevard, #100
Manhattan Beach, CA 90266
(310) 545-1235

December 2014

## EXECUTIVE SUMMARY

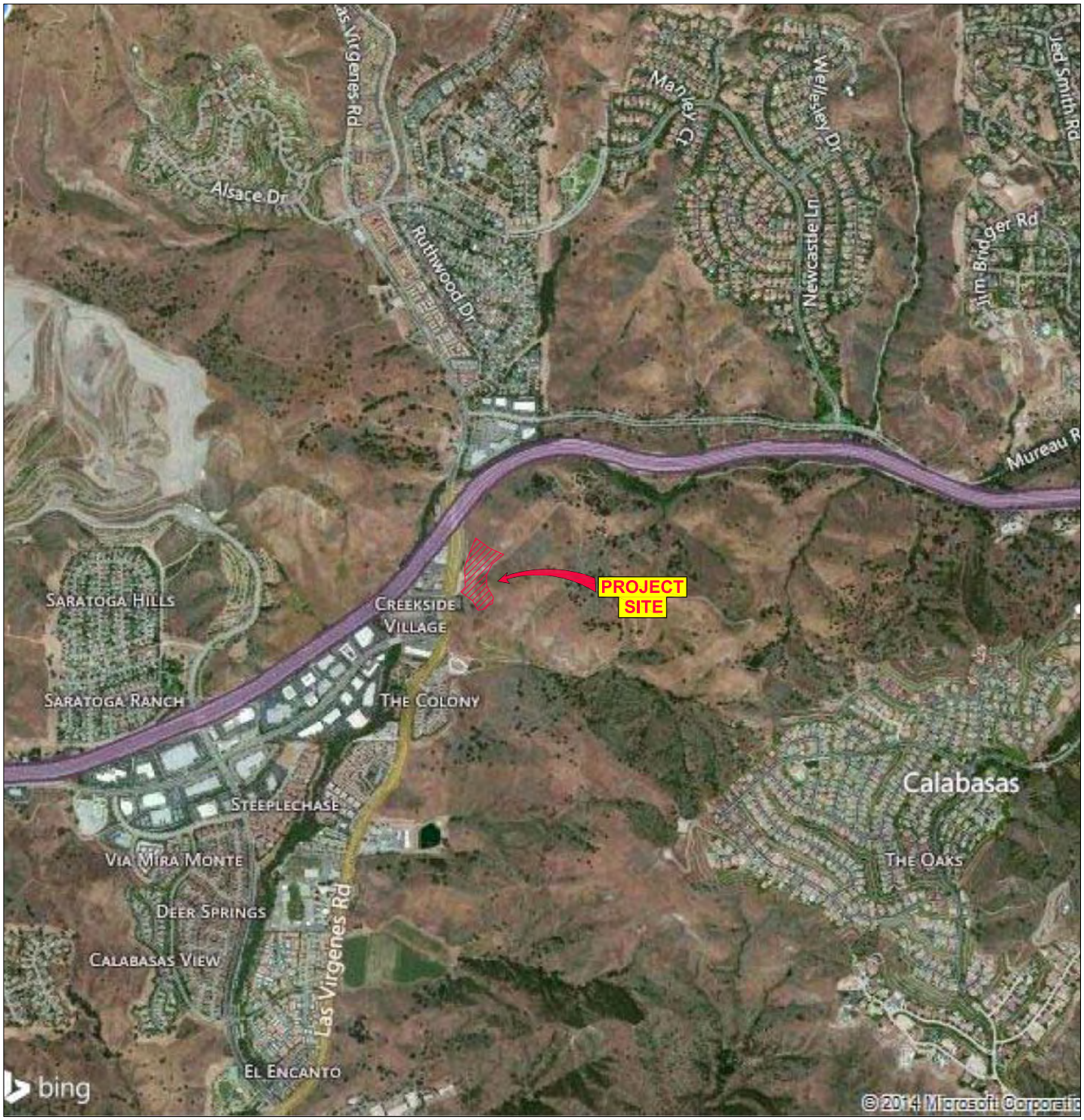
This report documents the results of a study evaluating the potential traffic impacts created by the construction of a 127 room hotel on the east side of Rondell Street east of Las Virgenes Road in the City of Calabasas. The proposed project would be constructed on land that is currently vacant.

As part of the development of the site, Rondell Street will be improved adjacent to the site as directed by the Department of Public Works. Rondell Street will be constructed along the project frontage and terminate at the north end of the site. Vehicular access to the new hotel will be from Rondell Street off of Las Virgenes Road. A portion of the project parking will be provided by new perpendicular parking provided along Rondell Street with the balance up a hill with surface parking at the same level as the hotel. A total of 151 parking spaces are proposed. Rondell Street is the four legged intersection of the southbound on/off ramps of the 101 Freeway, Las Virgenes Road and Rondell Street.

It is estimated that the 127-room hotel would generate an increase of 1,038 vehicle trips daily with 67 new trips during the morning peak hour and 76 trips during the evening peak hour.

Using the criteria established by the City of Calabasas, 2030 General Plan, December 2008 it has been determined that the added traffic volume generated by the project will not significantly impact any of the five study intersections.

Parking - The project will provide in excess of City of Calabasas code required parking for the hotel. No parking impacts are anticipated.




9/2014

**PROJECT SETTING**

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

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## CHAPTER 1 INTRODUCTION

As part of the project's environmental review for the proposed Rondell Oasis Hotel, an evaluation of the potential traffic impacts of the proposed development on the surrounding area is required. Therefore, the traffic impact analyses in this traffic study have been conducted using the procedures adopted by the City of Calabasas to analyze the potential traffic impact of development projects. The intersections of non-freeway ramp locations were evaluated using the Intersection Capacity Utilization (ICU) process. The ICU method calculates the operating conditions of each individual study intersection using a ratio of peak hour traffic volume to the intersection's lane capacity. Any change to the intersection's peak hour operating conditions caused by an increase/decrease in traffic volume can be quantified using this analysis method to show the traffic impact of a proposed project. The intersections of freeway ramp locations were evaluated using the Highway Capacity Manual (HCM) pursuant to the Caltrans' guide for Preparation of Traffic Impact Studies, December 2002. Synchro 8 software was used to conduct the HCM analysis.

Potential traffic impacts caused by a development project that exceed limits established by the City of Calabasas as specified in City's Circulation Element of the 2030 General Plan. Any significantly impacted intersections are then evaluated for possible traffic mitigation measures.

Pursuant to the City of Calabasas, the following steps have been taken to develop the future traffic volume estimate:

(a) Traffic counts 2014 existing;

(b) Existing 2014 traffic + the proposed project traffic;

(c) Traffic in (b) plus recommended traffic mitigation, if necessary;

(d) Base year 2014 plus ambient growth to 2016 (added additional 1% per year) plus related projects (future "cumulative without project" scenario);

(e) Traffic in (d) plus the proposed project traffic (future “with project” scenario);

(f) Traffic in (e) plus recommended traffic mitigation, if necessary.

The ambient growth rate used for the project was based on Southern California Association of Governments (SCAG) Profile of the City of Calabasas dated May 2013. Growth between years 2000 and 2012 was 10.9% which equates to an average of 0.91% per year (10.9%/12years = 0.91%/year). This was rounded to 1% per year.

An ICU or HCM analysis of the existing and future traffic conditions analysis has been completed at those locations expected to have the highest potential for significant traffic impacts. Morning and evening peak hour conditions have been evaluated at five (5) key intersections approved by City of Calabasas for review. The intersections most likely to be affected by the new hotel project were selected for analysis. It should be noted that future traffic conditions include the potential construction of the development of six other land development projects in the general vicinity of the project site.

The intersections analyzed in this study are:

1. Las Virgenes Road & Mureau Road;
2. Las Virgenes Road & Southbound 101 Freeway Ramps;
3. Las Virgenes Road & Northbound 101 Freeway Ramps/Rondell Street;
4. Las Virgenes Road & Agoura Road; and,
5. Lost Hills Road & Agoura Road.

## CHAPTER 2 PROJECT DESCRIPTION

The Rondell Oasis Hotel site is proposed to be located on the southeast side of Rondell Street east of Las Virgenes Road. Rondell Street is currently a short access road that provides a secondary vehicular access point for the neighboring gas station with a gated dirt road beyond. The project proposes a four story hotel with 23 rooms on the ground floor and 35 rooms on the second and third floor and 34 rooms on the 4$^{th}$ floor for a total of 127 hotel rooms. The hotel will provide a lounge area, exercise room, and food service and outdoor pool for use by guests of the hotel on the first floor. The project site is currently vacant.

As part of the development of the site, Rondell Street will be improved adjacent to the site as directed by the Department of Public Works. Rondell Street will be constructed along the project frontage and terminate at the north end of the site. The hotel will provide 151 parking spaces for the project. Rondell Street will be paved beyond the current terminus. Parking will be provided on both sides of Rondell Street with parking spaces perpendicular to the street curb. No other projects or parking are provided beyond the hotel property. Additional parking will be provided from a surface lot with two access ways off of Rondell Street up a hill to grade level with the hotel. A porte cochere will be provided at the main entry to the hotel for the guests. Additionally a fire access road will be provided on the south side of the hotel. Access will be from Rondell Street off of Las Virgenes Road. The location of the project is depicted on Figure 1.

Figure 2 illustrates the proposed project site plan.

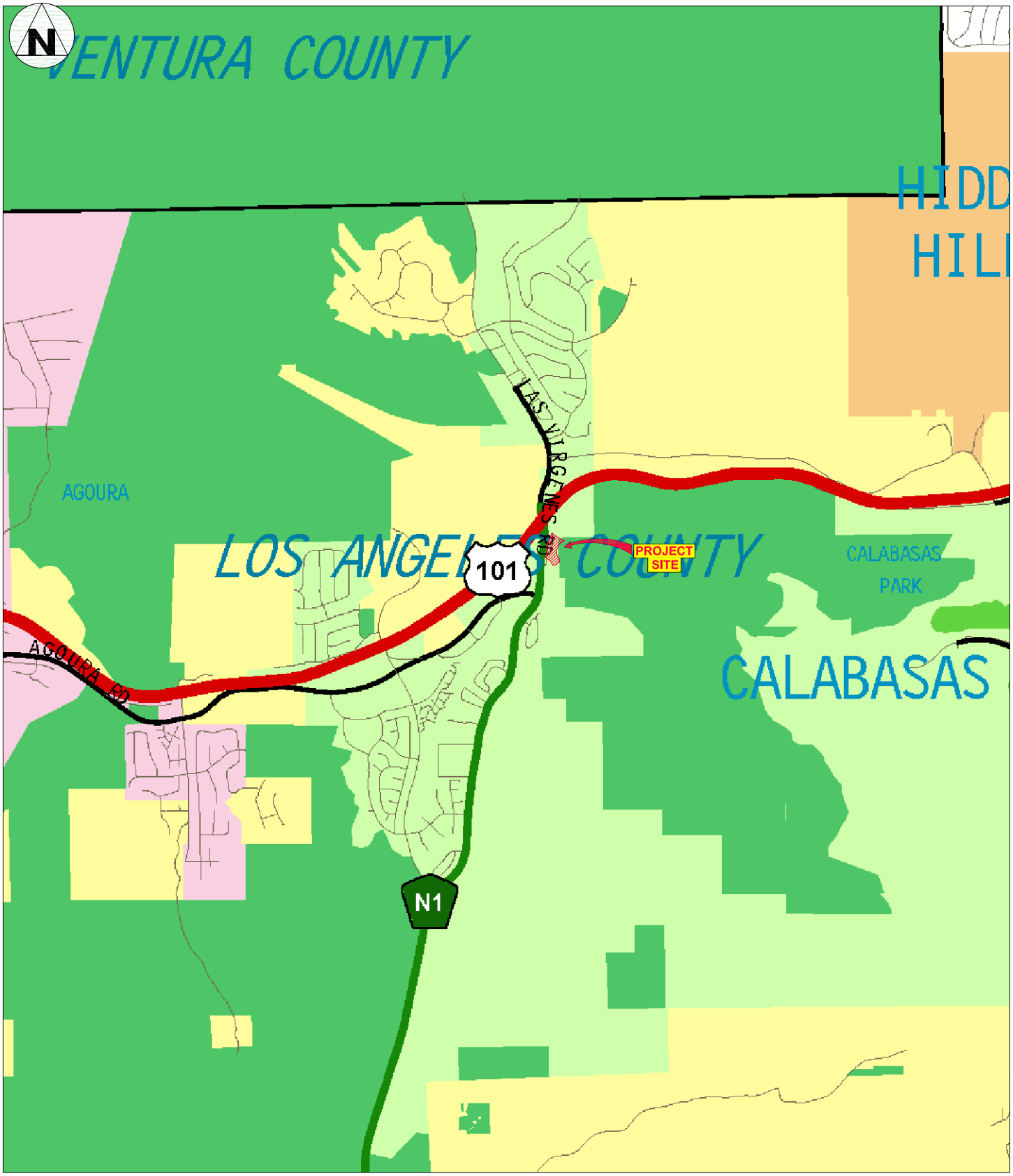


**FIGURE 1**

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**PROJECT LOCATION**

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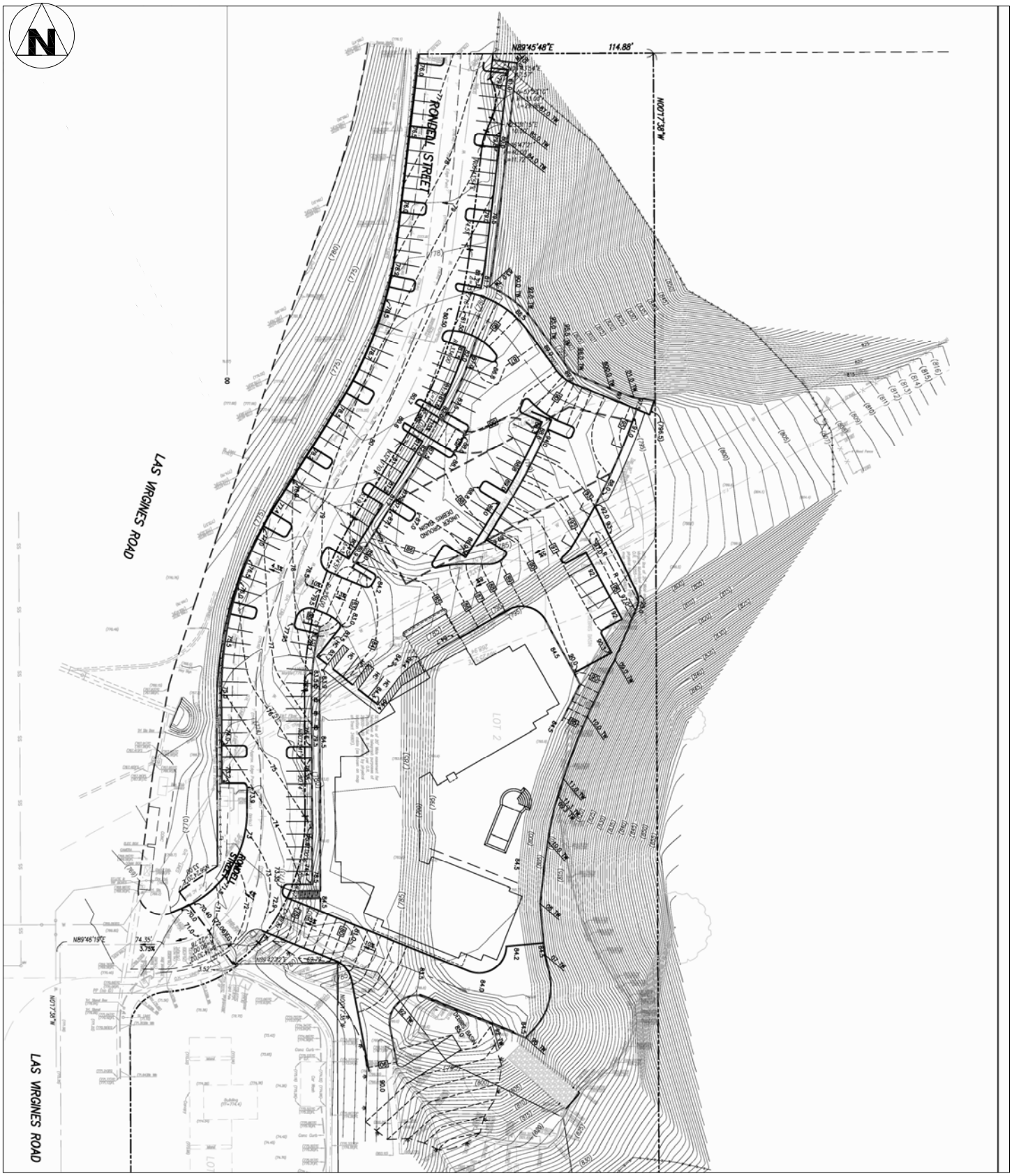
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com




SPINDLER ENGINEERING, MAY 2014

**FIGURE 2**

10/2014

**PROJECT SITE PLAN**

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## CHAPTER 3 ENVIRONMENTAL SETTING

### Land Use

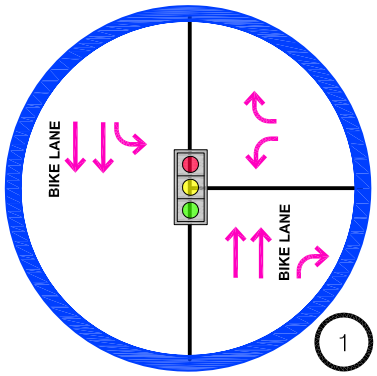
The project is located in the northeast area of the City of Calabasas along the Ventura Freeway (State Route 101) corridor. The surrounding area includes existing commercial along Las Virgenes Road, to the south is an existing gas station and the Ventura Freeway located to the northwest. The City's land use plan is provided in Appendix A.

### Transportation Facilities

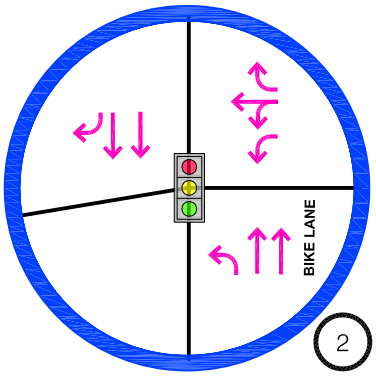
In addition to collecting traffic volume data, field surveys were conducted to determine the roadway and intersection geometry and traffic signal operations. Figure 3 illustrates the study locations, type of intersection traffic control and lane configurations. The study intersection aerial plans are contained in Appendix B. The nearest regional transportation system facility serving the site is the Ventura Freeway. A brief description of the nearby freeway and adjacent roadways is provided below.

The Ventura Freeway (SR-101) operates predominately in the north-south direction but is essentially operating in the east-west direction in the project area. The freeway provides four mixed-flow lanes plus an auxiliary lane in each direction between Lost Hills Road and Las Virgenes Road. Project access to the freeway is provided by ramps located on Las Virgenes Road.

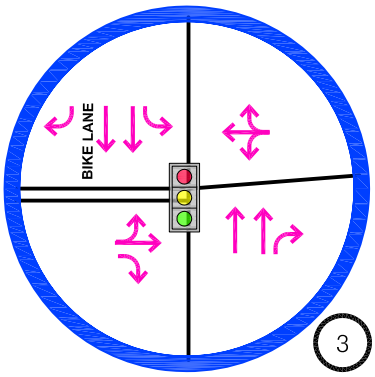
Average daily traffic volume on the Ventura Freeway at Las Virgenes Road is approximately 192,500 vehicles per day (VPD) with 14,700 vehicles per hour southbound during the morning peak hours and 14,300 vehicles per hour northbound during the evening peak hours. Freeway capacity is typically 2,000 vehicles per hour per lane. Using this capacity, the 101 Freeway is operating over capacity in the peak directions during commuter peak hours.



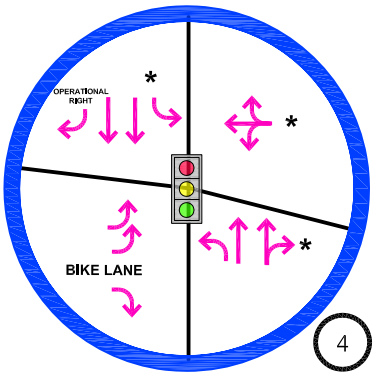

Las Virgenes Rd &
Mureau Rd




Las Virgenes Rd &
NB (WB) 101 Freeway Ramps

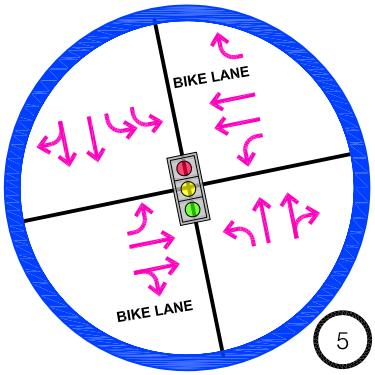



Las Virgenes Rd &
SB (EB) 101 Freeway Ramps/Rondell St




Las Virgenes Rd &
Agoura Rd

* Future lane with cumulative project proposed (not this project)




Lost Hills Rd &
Agoura Rd

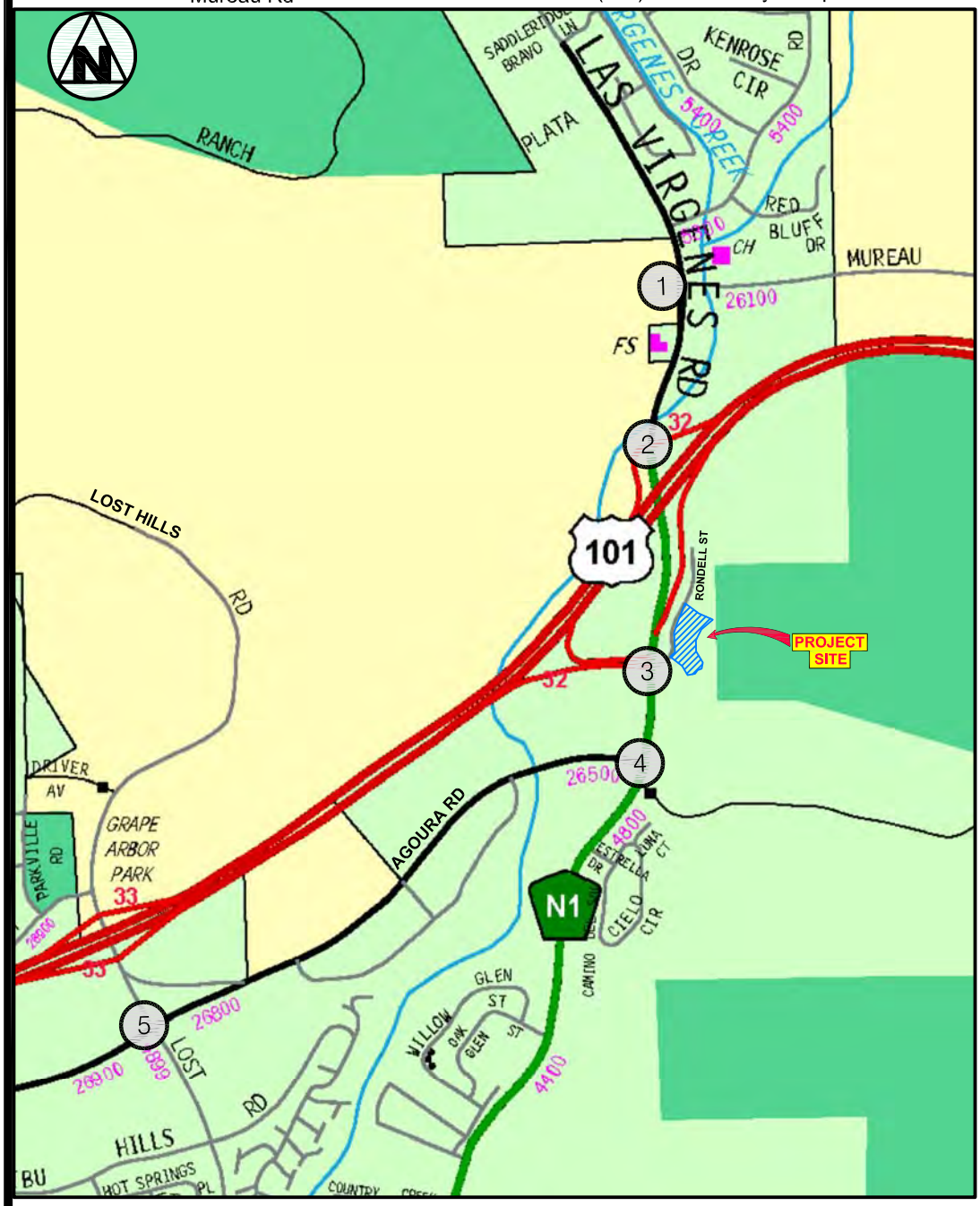



**FIGURE 3**

9/2014

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952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266
(310)766-5222, (661)799-8423 , liz@overlandtraffic.com

**INTERSECTION CHARACTERISTICS**

Agoura Road is an east-west major roadway located south of the freeway. The roadway begins at Las Virgenes Road and extends westerly through the cities of Agoura Hills, Westlake Village to Thousand Oaks. In the vicinity of the project site, Agoura Road currently provides two lanes in each direction with a left-turn median lane and bike lanes. The roadway is posted for a 45 MPH speed limit and provides on-street parking.

Las Virgenes Road is designated as a north-south major arterial in the Circulation Element of the City of Calabasas 2030 General Plan. The road provides access between Calabasas and the Malibu area. South of Mulholland Highway, Las Virgenes Road changes its name to Malibu Canyon Road. Las Virgenes Road terminates approximately 1 ½ miles north of the 101 Freeway.

Lost Hills Road is designated as a north-south major arterial in the Circulation Element of the City of Calabasas 2030 General Plan. The road provides two lanes in each direction in the project vicinity with access from approximately one half mile north of the Ventura Freeway where the road terminates to Las Virgenes Road south of El Encanto Drive.

Mureau Road is designated as a north-south major arterial in the Circulation Element of the City of Calabasas 2030 General Plan. The road provides access between Las Virgenes Road and Calabasas Road with two lanes in each direction.

Rondell Street is currently a short segment of road that provides secondary access to a gas station, is dirt beyond the gas station and used as a small parking lot. It appears that this parking area is being used for commuter parking on weekdays. The road is gated beyond the area used for parking.

Transit Information

Public transportation in the study area is provided by the City of Calabasas, Metropolitan Transportation Authority (Metro) and the City of Los Angeles Department of Transportation (LADOT). Calabasas Public Transportation provides shuttle service via routes 1, 2, and 5, and trolley service. Line 1 operates throughout the City of Calabasas seven days a week. Metro provides transit service between Warner Center and the Thousand Oaks Transit Center via Route 161 with direct service to the site as it travels along Las Virgenes Road. LADOT provides the Commuter Express line 423 connecting the cities of Newbury Park, Thousand Oaks, Agoura Hills, Calabasas, Woodland Hills and Encino with downtown Los Angeles. An existing transit stop is provided directly in front of the project site on the north east side of the intersection of Las Virgenes Road and Rondell Street. Transit facilities include a bench, shade cover, transit signs and trash receptacle. Transit service maps are illustrated in Appendix C.

Project Traffic Generation

Traffic-generating characteristics of many land uses including the proposed hotel have been surveyed by the Institute of Transportation Engineers (ITE). The results of the traffic generation studies have been published in a handbook titled Trip Generation, 9th Edition. This publication of traffic generation data has become the industry standard for estimating traffic generation for different land uses.

The ITE publication provides trip generation estimates for a hotel. A hotel is described as a place of lodging with supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention faculties including limited recreational faculties and/or retail shops for the guests use. The proposed Rondell Oasis Hotel will incorporate a restaurant and recreational facilities for the use of the guests. The ITE studies indicate that the proposed hotel generally exhibits the trip-making characteristics as shown by the trip rates in Table 1.

Table 1
Project Traffic Generation Rates

| | ITE | | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| **Description** | **Code** | **Daily** | **Total** | **In** | **Out** | **Total** | **In** | **Out** |
| Hotel | 310 | 8.17 | 0.53 | 59% | 41% | 0.60 | 51% | 49% |

Rates are per room for hotel

The new trips associated with the proposed hotel are presented in Table 2.

Table 2
Estimated Project Traffic Generation

| ITE | | | | | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Code** | **Description** | **Size** | | **Daily** | **Total** | **In** | **Out** | **Total** | **In** | **Out** |
| 310 | Hotel | 127 | Rooms | 1,038 | 67 | 40 | 27 | 76 | 39 | 37 |

Trip Distribution and Assignment of Project Traffic

A primary factor affecting trip direction is the spatial distribution of population centers and business and entertainment venues which would generate project visitors and employees' trip origins and destinations. The estimated project directional trip distribution is also based on the study area roadway network, traffic flow patterns in and out of this area of the City of Calabasas and consistency with previously approved traffic studies for this area.

Figure 4 illustrates the estimated area wide project traffic distribution percentages. Figure 5 shows the estimated project traffic percentages detailed at each of the selected study intersections. Using the traffic assignment at each intersection and the estimated peak hour traffic volume as provided in the Table 2, peak hour traffic volumes at each study locations has been calculated and are shown in Figure 6 for the new hotel. This estimated assignment of the project traffic flow provides the information necessary to analyze the potential traffic impacts generated by the project at the study intersections.

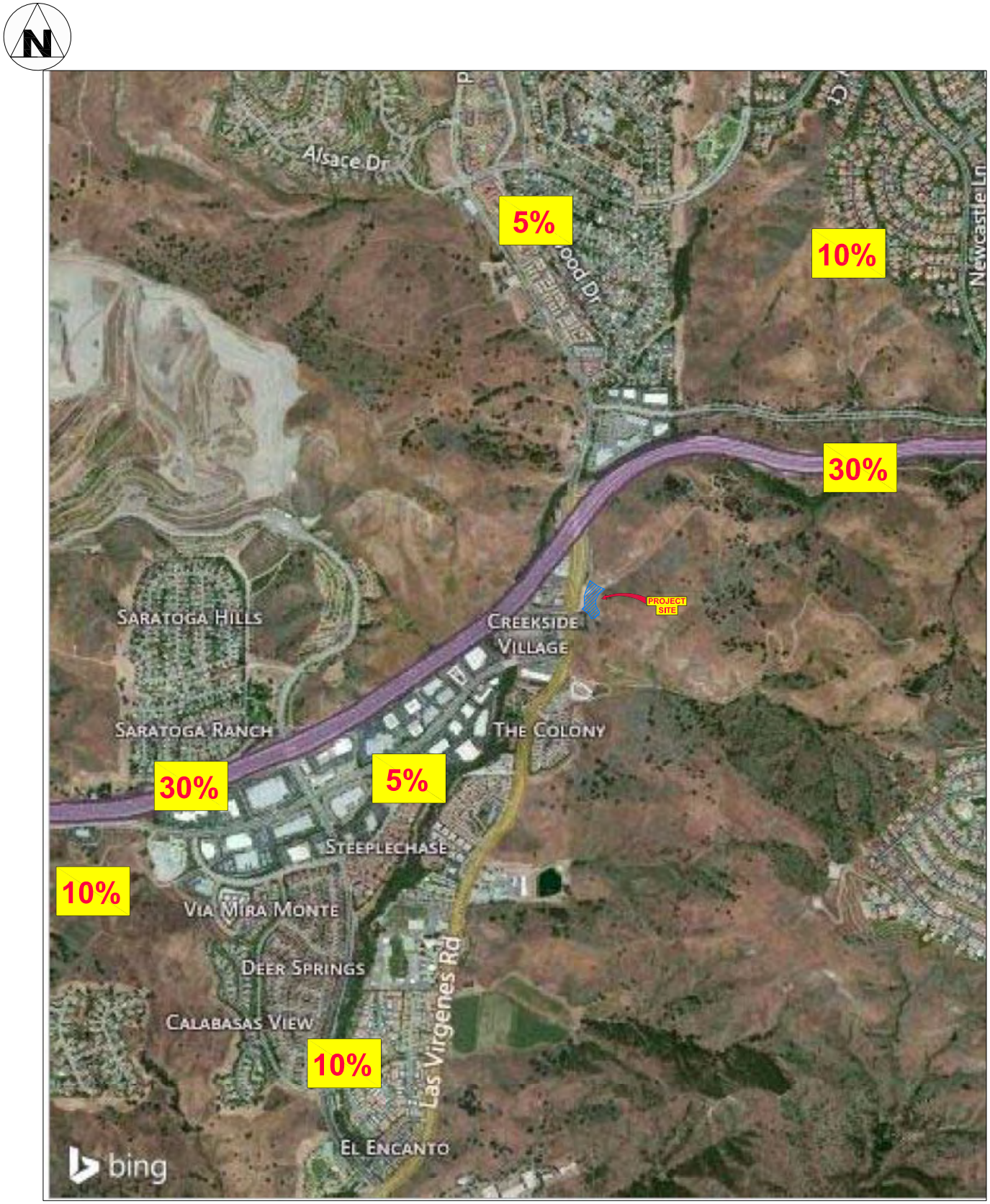


**FIGURE 4**

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**OVERALL PROJECT DISTRIBUTION**

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952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
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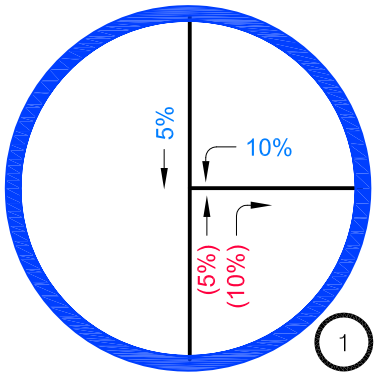
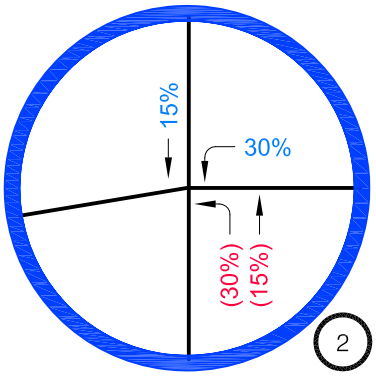
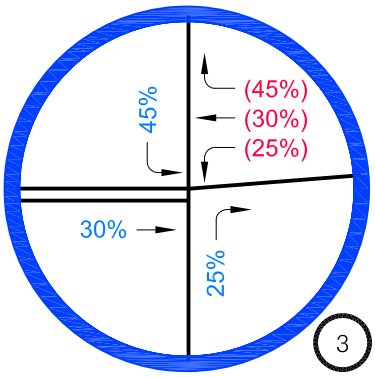


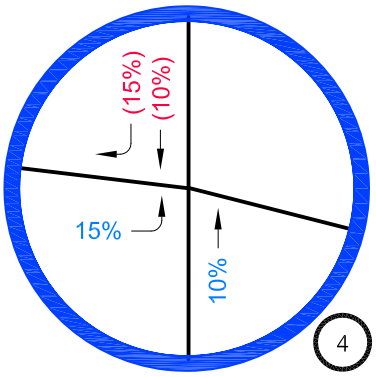

Las Virgenes Rd &
Mureau Rd



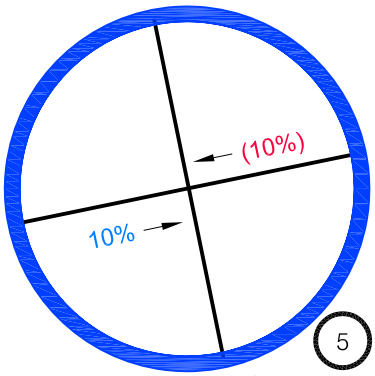

Las Virgenes Rd &
NB (WB) 101 Freeway Ramps




Las Virgenes Rd &
SB (EB) 101 Freeway Ramps/Rondell St




Las Virgenes Rd &
Agoura Rd




Lost Hills Rd &
Agoura Rd



**FIGURE 5**

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**PROJECT DISTRIBUTION PERCENTAGES AT STUDY INTERSECTIONS**

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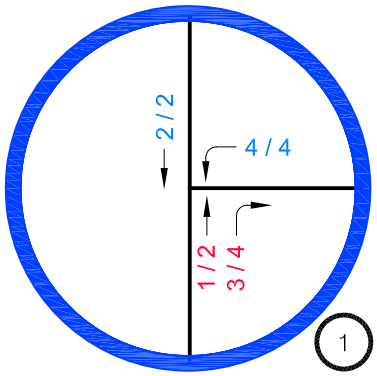
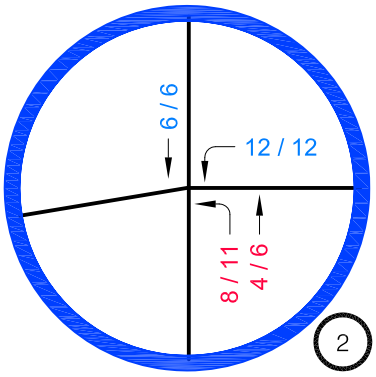
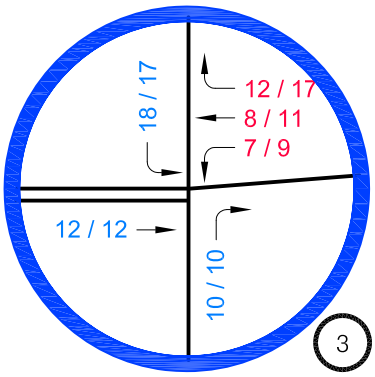


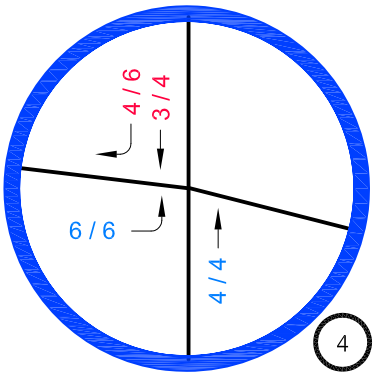

Las Virgenes Rd &
Mureau Rd



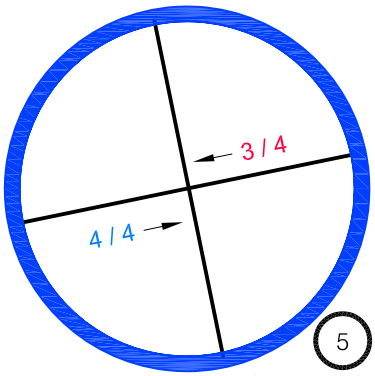

Las Virgenes Rd &
NB (WB) 101 Freeway Ramps




Las Virgenes Rd &
SB (EB) 101 Freeway Ramps/Rondell St




Las Virgenes Rd &
Agoura Rd




Lost Hills Rd &
Agoura Rd

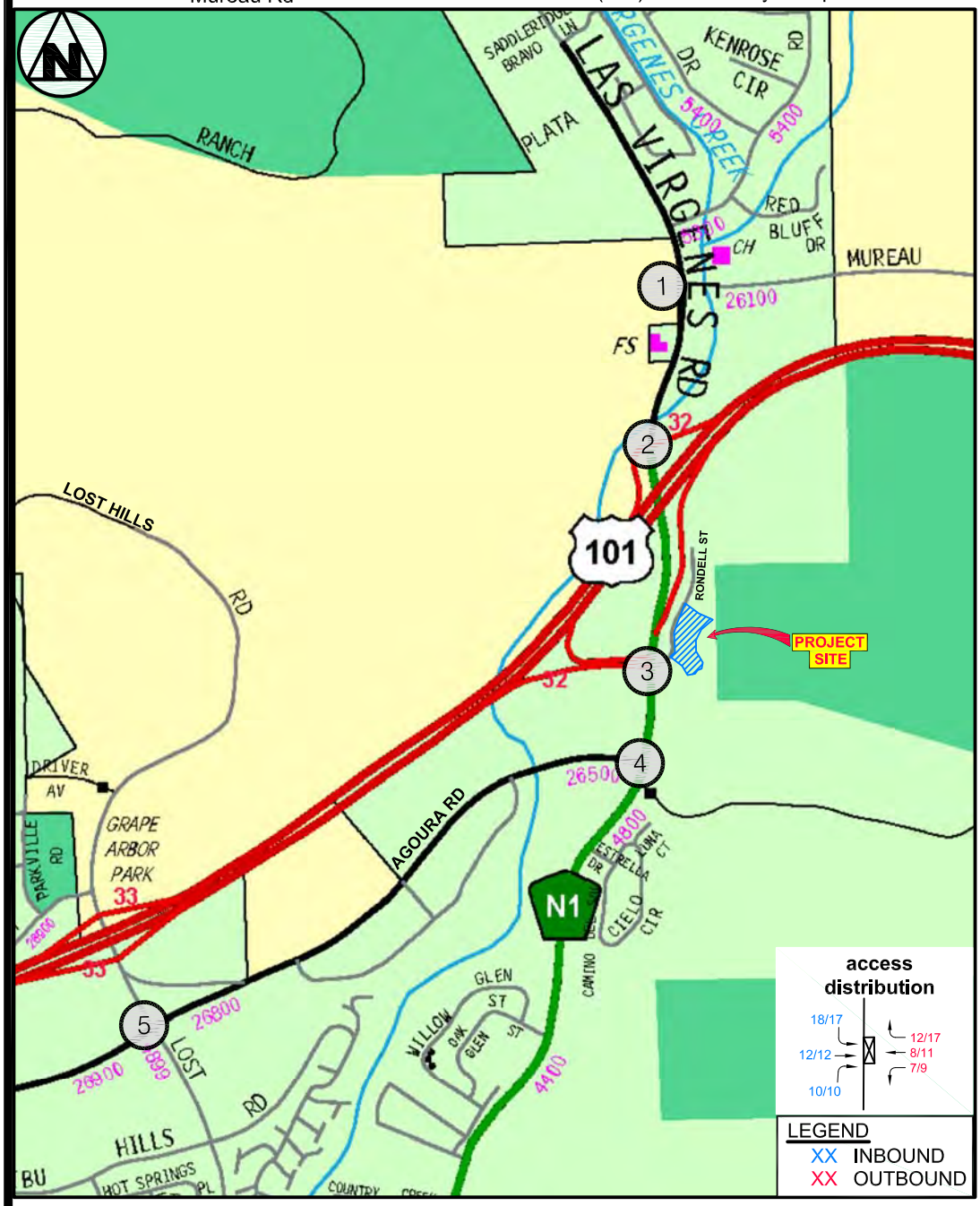



**FIGURE 6**

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**PROJECT TRIPS ONLY**
**AM PEAK HOUR/PM PEAK HOUR**

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952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266
(310)766-5222, (661)799-8423 , liz@overlandtraffic.com

Parking, Access & Circulation

The proposed parking lot for the Rondell Oasis Hotel is to be provided with surface parking on grade with the hotel and perpendicular parking along the portion of Rondell Street that will be constructed as part of this project. The lot that is on grade with the hotel will be accessible from two access ways off of Rondell Street. A porte corchere will be provided at the entry to the hotel.

Rondell Street currently exists as a short segment transitioning to a dirt road that is gated. Rondell Street provides secondary access to a gas station and a dirt lot used currently used for parking. Rondell Street connects to Las Virgenes Road across from the Southbound 101 Freeway ramps. This intersection is signalized. Full access will be provided to and from the site at this intersection.

A total of 151 parking spaces are proposed for the new hotel project. According to City of Calabasas Municipal Code Requirements 17.28.040, hotel vehicle parking shall be provided with one parking space per hotel room plus one additional space per ten hotel rooms. Table 3 displays the project parking requirements for a total of 140 parking spaces.

Table 3
City Vehicle Parking Requirements for Hotel

| Land Use | Size | Vehicle Parking Requirement | Number of Required Spaces | Number of Provided Spaces |
|---|---|---|---|---|
| Hotel | 127 rooms | 1 space per room +<br>1 space per 10 rooms | 127<br>13 | |
| | | **TOTAL** | **140** | **151** |

The project site will provide 11 more vehicle parking spaces than required by City code.

No parking impacts are anticipated for this project.

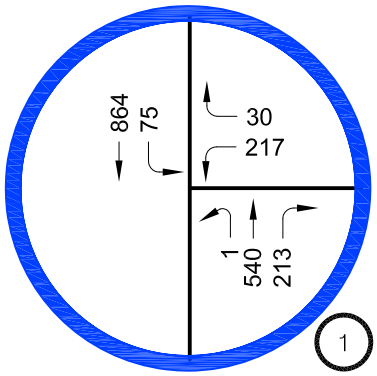
Analysis of Existing Traffic Conditions

Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted by National Data Systems an independent traffic data collection company. Traffic counts were conducted on Thursday, September 11, 2014 a typical weekday when there were no holidays and schools were in session.

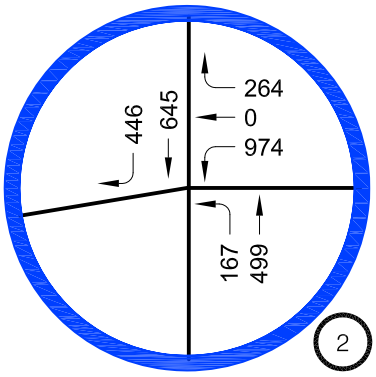
Existing peak hour traffic volumes at the study intersections are illustrated in Figure 7 for the morning rush hour and Figure 8 for the evening rush hour. Data collection worksheets for the peak hour counts are contained in Appendix D.

The traffic conditions analysis was conducted using the Intersection Capacity Utilization (ICU) method at the non freeway interchange locations. The study intersections were evaluated using this methodology pursuant to the criteria established by the City of Calabasas for signalized intersections. The ICU technique compares the volume and capacity of an intersection. The existing peak hour traffic counts were used along with intersection lane configurations and traffic controls to determine the intersection's current operating condition.

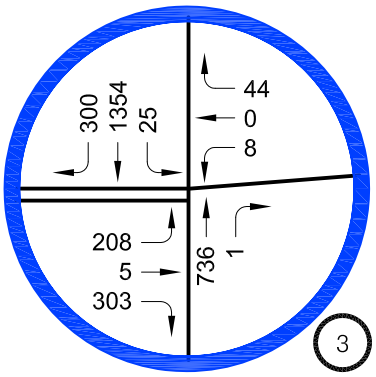
ICU analysis consist of determining the amount of signal time needed to serve each conflicting traffic movement, adding the times for movements and comparing the total time available. The available capacity for key movements is directly related to traffic demand. The capacity per hour of green time for each approach is calculated based upon Highway Capacity Manual methodology at signalized locations. A lane capacity of 1,600 vehicles per hour per lane (reduced to 2,880 vehicles per hour for dual left turn lanes) and 10% yellow clearance time were used. To calculate capacity, the proportion of total signal time needed by key traffic movement is determined and compared to the total available time. The key movements are the opposing movements whose combined green time demands are the greatest, and the conflicting key movements are added and expressed as a decimal fraction.



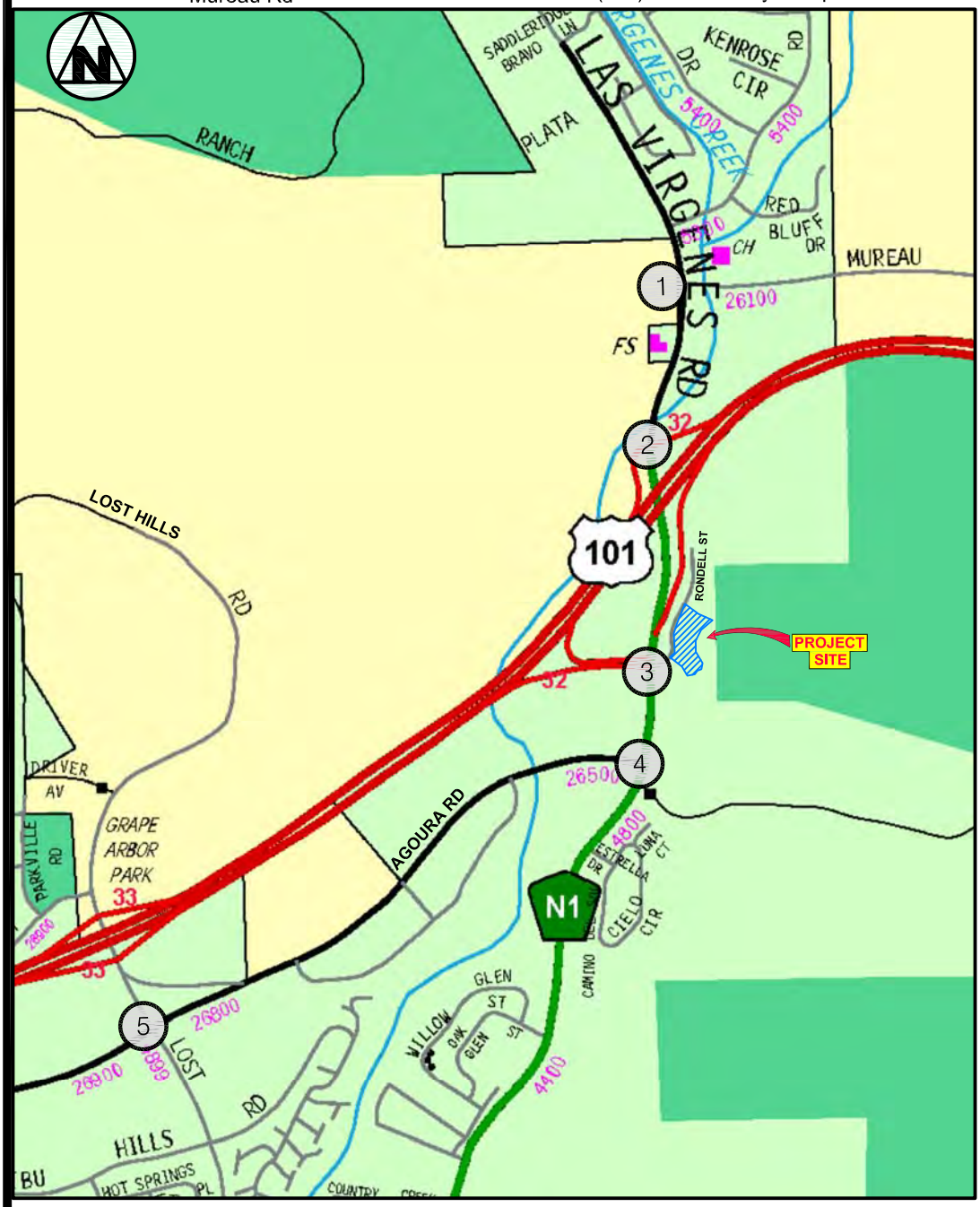

Las Virgenes Rd &
Mureau Rd

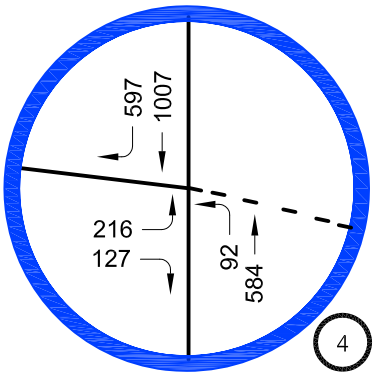



Las Virgenes Rd &
NB (WB) 101 Freeway Ramps

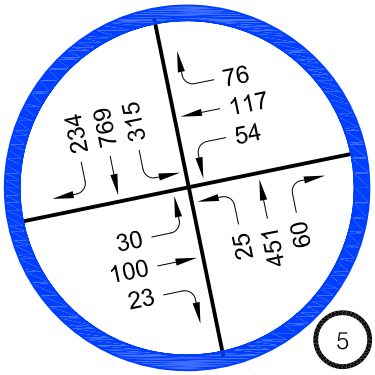



Las Virgenes Rd &
SB (EB) 101 Freeway Ramps/Rondell St




Las Virgenes Rd &
Agoura Rd



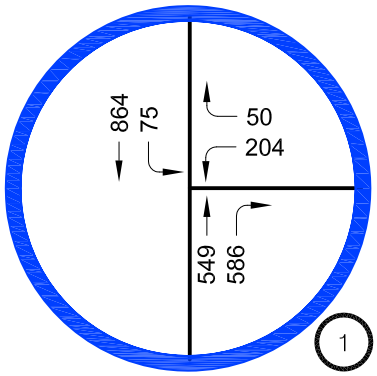

Lost Hills Rd &
Agoura Rd

**FIGURE 7**

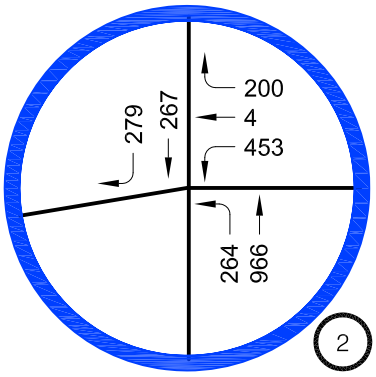
9/2014

**EXISTING (2014) TRAFFIC VOLUMES**
**AM PEAK HOUR**

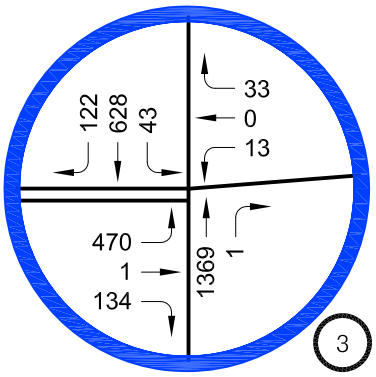
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266
(310)766-5222, (661)799-8423 , liz@overlandtraffic.com



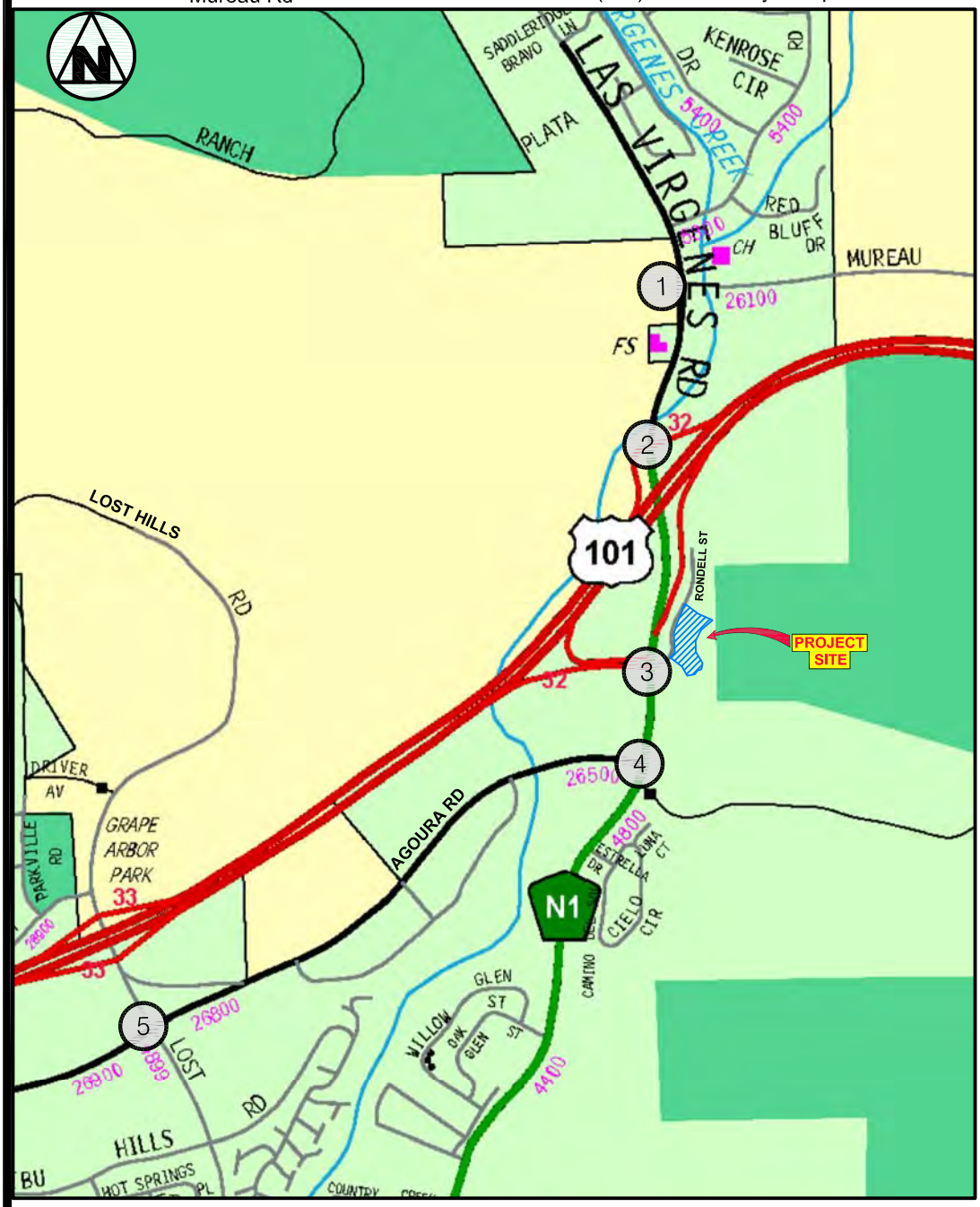

Las Virgenes Rd &
Mureau Rd

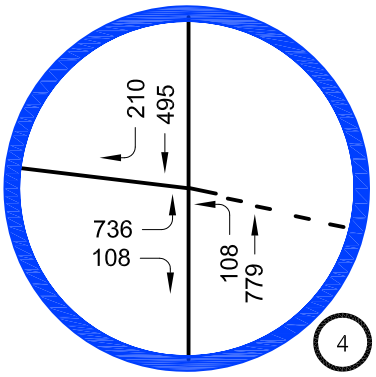



Las Virgenes Rd &
NB (WB) 101 Freeway Ramps

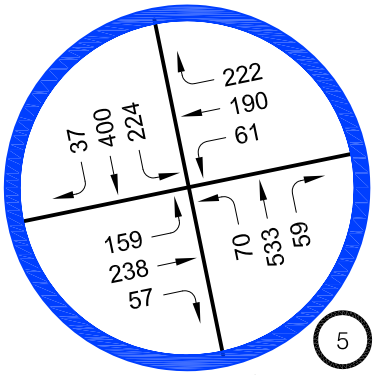



Las Virgenes Rd &
SB (EB) 101 Freeway Ramps/Rondell St




Las Virgenes Rd &
Agoura Rd




Lost Hills Rd &
Agoura Rd

**FIGURE 8**

9/2014

**EXISTING (2014) TRAFFIC VOLUMES**
**PM PEAK HOUR**

Overland Traffic Consultants, Inc.
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(310)766-5222, (661)799-8423 , liz@overlandtraffic.com

There resulting ICU displays the proportion of the total hour required to meet the intersection demand volumes in the key conflicting traffic movements.

The HCM method uses control daily to determine the Level of Service. Capacity of a movement or lane group is measured based on the green period to cycle length ratio multiplied by the saturation flow rate (1,900 passenger cars per hour per lane) for the movement lane group.

Once the ICU and HCM value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades as indicated in the City Of Calabasas Circulation Element of the General Plan are shown in Table 4 for ICU volume to capacity and HCM delay in seconds per vehicle.

Table 4
Level of Service Definitions

| LOS | ICU Value (volume/capacity) | HCM Value* Delay | Operating Conditions |
|---|---|---|---|
| A | 0.00 – 0.60 | ≤ 10 sec | Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all. |
| B | >0.60 – 0.70 | 10-20 sec | Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay. |
| C | >0.70 – 0.80 | 20-35 sec | Only fair progression, longer cycle lengths, or both. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many may still pass through intersection without stopping. |
| D | >0.80 – 0.90 | 35-55 sec | Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable. |
| E | >0.90 – 1.00 | 55-80 sec | High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent. |
| F | >1.00 | ≥ 80 sec | Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels. |

* Signalized locations, sec = seconds

By applying these procedures to the intersection data, the ICU and HCM values (Delay) and corresponding LOS for the existing traffic conditions were determined for each intersection.

The ICU/Delay and LOS valuated are summarized in Table 5. Supporting analysis worksheets are contained in Appendix G of this report.

Table 5
Level of Service for Existing (2014) Conditions

| No. | Intersection | Peak Hour | Existing ICU/Delay | Existing LOS |
|---|---|---|---|---|
| 1 | Las Virgenes Rd & | AM | 0.506 | A |
| | Mureau Rd | PM | 0.641 | B |
| *2* | *Las Virgenes Rd &* | *AM* | *24.0* | *C* |
| | *NB (WB) 101 Freeway Ramps* | *PM* | *18.7* | *B* |
| *3* | *Las Virgenes Rd &* | *AM* | *11.5* | *B* |
| | *SB (EB) 101 Fwy Ramps/Rondell* | *PM* | *21.1* | *C* |
| 4 | Las Virgenes Rd & | AM | 0.610 | B |
| | Agoura Rd | PM | 0.599 | A |
| 5 | Los Hills Road & | AM | 0.501 | A |
| | Agoura Rd | PM | 0.601 | B |

Intersectons 1, 4 and 5 are analyzed using ICU volume/capacity
*Intersections 2 & 4 are analyzed using HCM Delay seconds per vehicle*

As shown in Table 5, all the study intersections are operating at LOS C or better during the morning and evening peak hours.

Significant Impact Definition

Comparing the changes in traffic conditions between existing conditions and existing + project provides the necessary information to determine if the added traffic volume creates a significant impact on the study intersections with conditions. According to standards adopted by the City of Calabasas Circulation Element of the General Plan 2030 an impact is identified as significant under the following conditions:

The minimum acceptable LOS at an intersection is LOS C except at freeway interchanges and the two lane segment of Calabasas Road that traverses Old Town Calabasas. The performance level for the interchange locations is LOS D and the Old Town Calabasas section of Calabasas Road is LOS F.

The City of Calabasas has developed policies to address potential traffic impacts created by new development. Policy VI-2 states a need to limit the intensity and traffic generation of new development in the City to that which would compromise attainment of the maintenance of roadway level of service standards indicated above. Police VI-3 states that where existing or projected traffic volumes at General Plan buildout prevent a project from complying with VI-2, the development should be limited in intensity during the peak hours to not exceed the criteria displayed in Table 6.

Table 6
Criteria for Significant Traffic Impact

| LOS | Final ICU Value | Project-related increase in ICU value |
|---|---|---|
| D | 0.81 - 0.90 | + 0.020 |
| E | 0.91 – 1.00 | + 0.015 |
| F | > 1.00 | + 0.010 or more |

Exceeding these limits is defined as a significant traffic impact and mitigation would be required to reduce the level of impact below these thresholds.

Analysis of Existing + Project Conditions

An evaluation has been conducted to evaluate potential project impacts to the existing conditions. This has been done by adding the project traffic to the existing traffic volumes. As noted below in Table 7, no significant traffic project impacts occur.

Table 7
Traffic Conditions for Existing + Project

| | | | Existing | | Existing +Project | | | |
|---|---|---|---|---|---|---|---|---|
| **No.** | **Intersection** | **Peak Hour** | **ICU/Delay** | **LOS** | **ICU/Delay** | **LOS** | **Impact** | **Significant Impact** |
| 1 | Las Virgenes Rd & | AM | 0.506 | A | 0.509 | A | + 0.003 | NO |
| | Mureau Rd | PM | 0.641 | B | 0.646 | B | + 0.005 | NO |
| *2* | *Las Virgenes Rd &* | *AM* | *24.0* | *C* | *24.8* | *C* | *+ 0.8* | *NO* |
| | *NB (WB) 101 Freeway Ramps* | *PM* | *18.7* | *B* | *18.8* | *B* | *+ 0.1* | *NO* |
| *3* | *Las Virgenes Rd &* | *AM* | *11.5* | *B* | *11.6* | *C* | *+ 0.1* | *NO* |
| | *SB (EB) 101 Fwy Ramps/Rondell* | *PM* | *21.1* | *C* | *22.4* | *C* | *+ 1.3* | *NO* |
| 4 | Las Virgenes Rd & | AM | 0.610 | B | 0.613 | B | + 0.003 | NO |
| | Agoura Rd | PM | 0.599 | A | 0.603 | B | + 0.004 | NO |
| 5 | Lost Hills Road & | AM | 0.501 | A | 0.504 | A | + 0.003 | NO |
| | Agoura Rd | PM | 0.601 | B | 0.602 | B | + 0.001 | NO |

Intersectons 1, 4 and 5 are analyzed using ICU volume/capacity

*Intersections 2 & 4 are analyzed using HCM Delay seconds per vehicle*

Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed project. Pursuant to the City of Calabasas requirements, the following steps have been taken to develop the future traffic volume estimate:

(a) Existing traffic + ambient growth to reflect 2016 conditions (1% per year added);

(b) Traffic in (a ) + other planned or anticipated projects in the area for cumulative growth conditions;

(c) Traffic in (b) + proposed Project traffic (future with cumulative + project conditions);

(d) Traffic in (b and/or c) + the proposed traffic mitigation, if necessary.

Ambient growth represents projects being developed outside of the analysis area or project not currently identified which may add traffic to the area intersections. The ambient growth rate used for the project was based on Southern California Association of Governments (SCAG) Profile of the City of Calabasas dated May 2013. Growth between years 2000 and 2012 was 10.9% which equates to an average of 0.91% per year (10.9%/12years = 0.91%/year). This was rounded to 1% per year.

The future cumulative analysis includes other development projects located within the study area that are either under construction or planned. As part of this analysis, the related project information was obtained from the City of Calabasas and Los Angeles County. It should be noted that this project, or any actions taken by the City regarding this project, does not have a direct bearing on these other proposed cumulative projects. The locations of the cumulative projects are shown in Figure 9 and described in Table 8. The number of trips added to the area by the cumulative projects alone is displayed in Figure 10.

To evaluate future traffic conditions with the cumulative project, estimates of the peak hour trips generated were developed. The potential net increase in traffic from the cumulative projects is shown in Appendix E.

The traffic impact of traffic volume increases has been calculated by adding the existing traffic volume, the ambient growth factor and traffic from the other development project. Future cumulative "without project" peak hour traffic volume estimates are shown in Figures 11 and 12 for the morning and evening peak hours, respectively.

Table 8
Related Projects Descriptions

| # | ADDRESS | SIZE | | PROJECT & LAND USE | STATUS |
|---|---|---|---|---|---|
| 1 | 4240 Las Virgenes Rd | | | Paxton Calabasas | Application Process |
| | | 78 | units | Townhomes | |
| 2 | 4790 Las Virgenes Rd | | | Canyon Oaks | Feasability Stage |
| | | 138 | units | Single Family Homes | |
| | | 8 | units | Affordable Condominiums | |
| | | 120 | room | Hotel | |
| 3 | NW Corner Las Virgenes & Thousand Oaks Bl | | | Commercial Center | Approved by LA Co. |
| | | 25,820 | sf | Retail | |
| | | 35,074 | sf | Office | |
| 4 | 26901 Malibu Hills Rd | | | Cheesecake Factory | Construction |
| | | 18,628 | sf | Quality Restaurant | |
| 5 | 26705 Malibu Hills Rd | | | Horizons Senior Center | Final Construction |
| | | 60 | units | Senior Condominiums | |
| 6 | 5300 Lost Hills Rd | | | Calabasas Landfill Expansion | LA Co MND |
| | | 600 | tons/day | Current Solid Waste | |
| | | 1,500 | tons/day | Previous Solid Waste | |
| | | | | Expand for Contract from both inside & outside Watershed | |
| | | | | Net Increase from 2007 baseline | |
| | | | | Estimate conservative 20% during peaks with 50-50 split | |

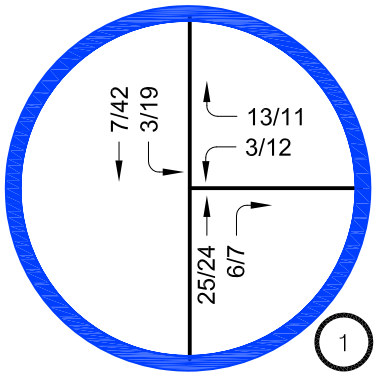
not to scale

**FIGURE 9**

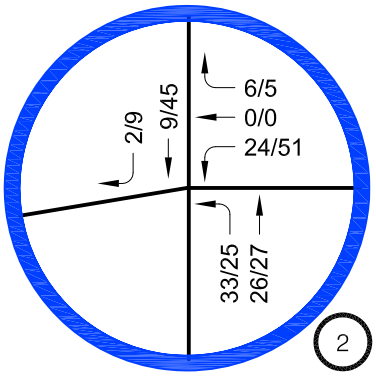
9/2014

**RELATED PROJECT LOCATIONS**

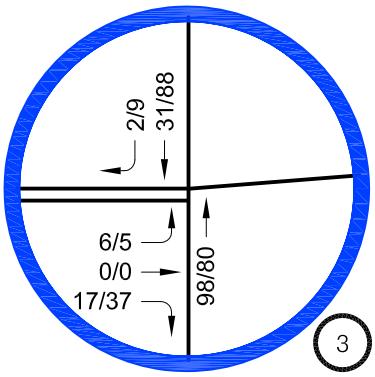
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl #100, Manhattan Beach, Ca 90266
(310) 545-1235 phone, liz@overlandtraffic.com



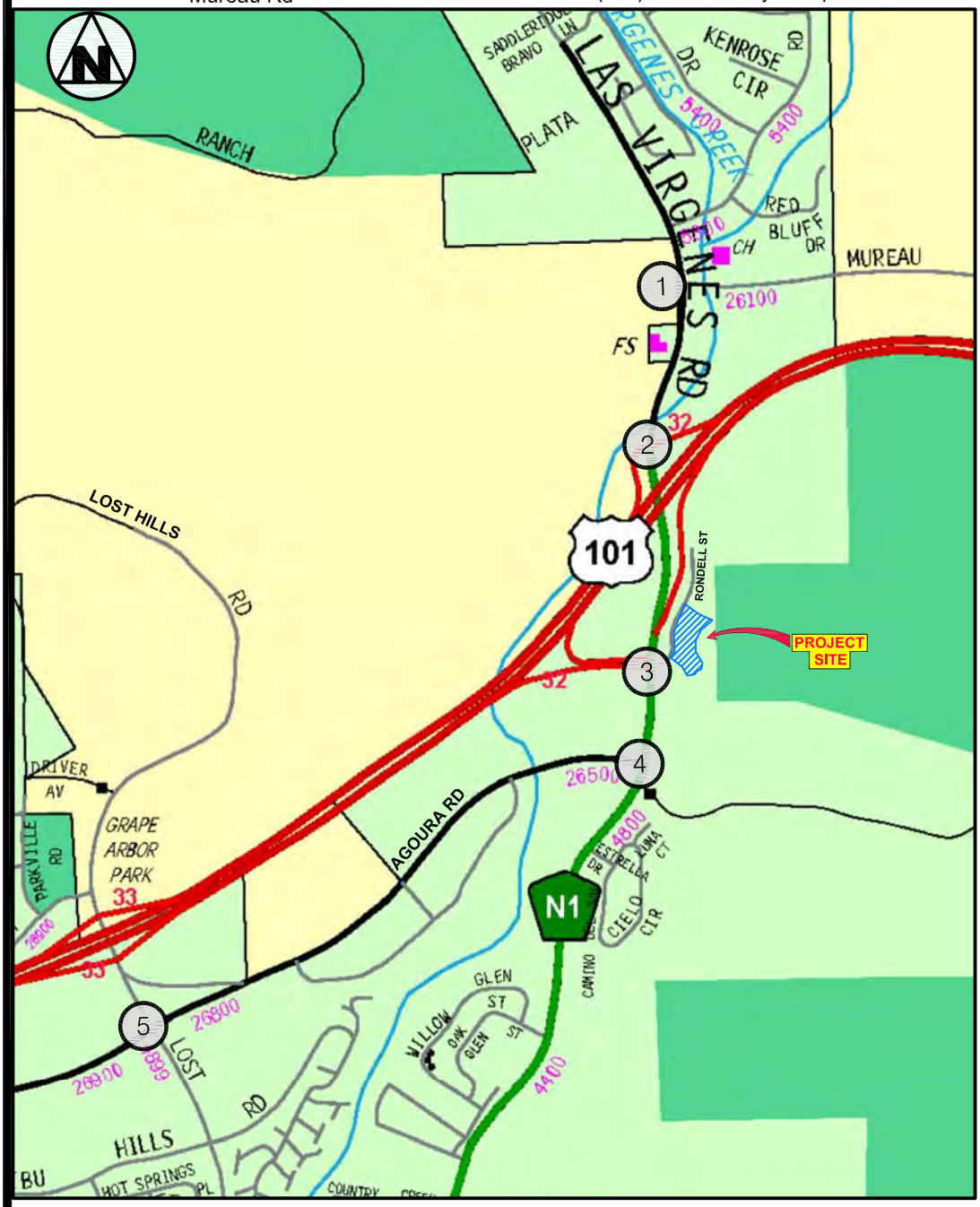

Las Virgenes Rd &
Mureau Rd

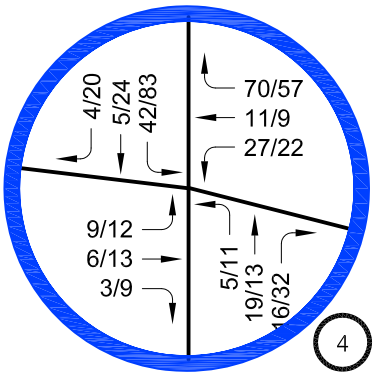



Las Virgenes Rd &
NB (WB) 101 Freeway Ramps

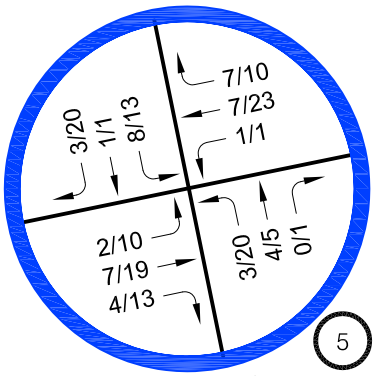



Las Virgenes Rd &
SB (EB) 101 Freeway Ramps/Rondell St




Las Virgenes Rd &
Agoura Rd




Lost Hills Rd &
Agoura Rd

**FIGURE 10**

12/2014

**RELATED PROJECT ONLY TRAFFIC VOLUMES**
**AM PEAK HOUR/PM PEAK HOUR**

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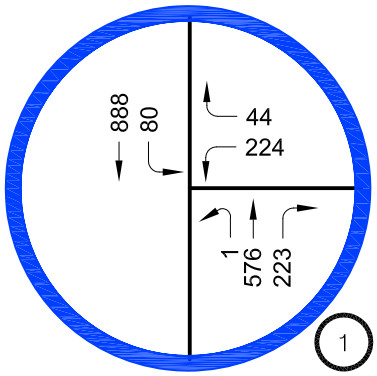
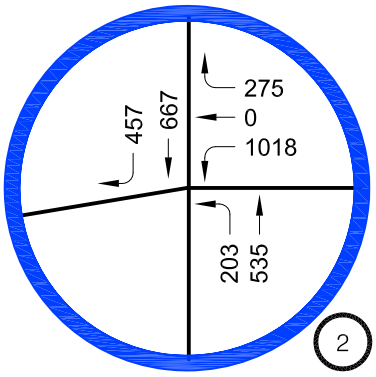
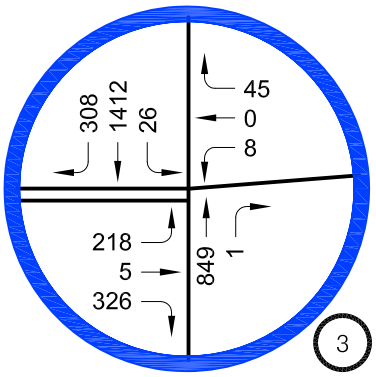


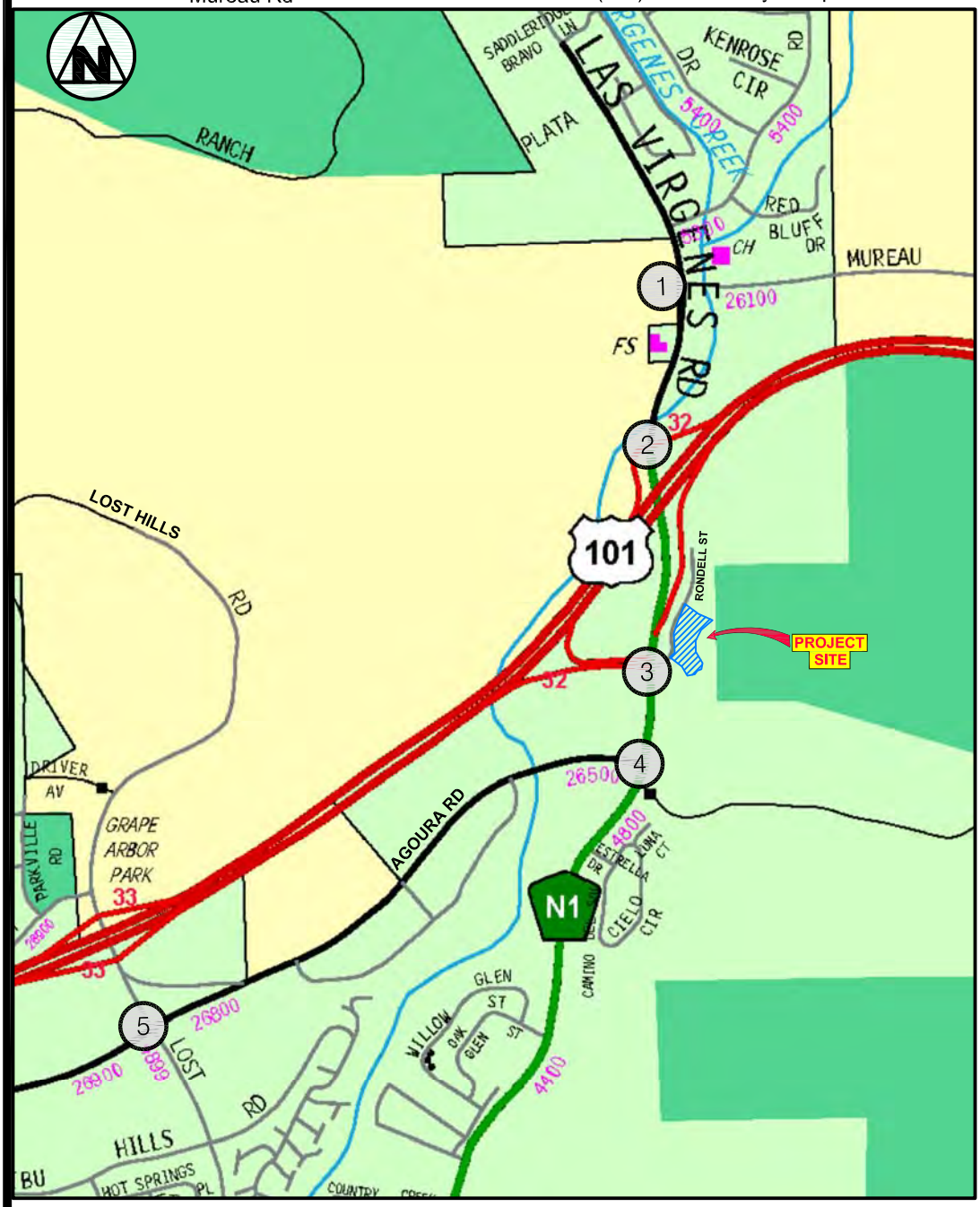

Las Virgenes Rd &
Mureau Rd

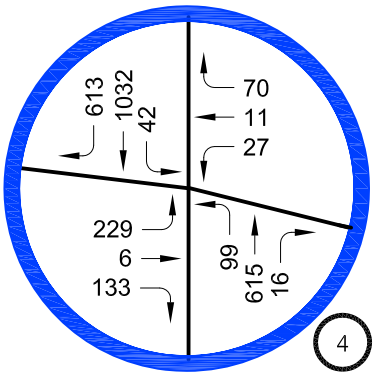



Las Virgenes Rd &
NB (WB) 101 Freeway Ramps

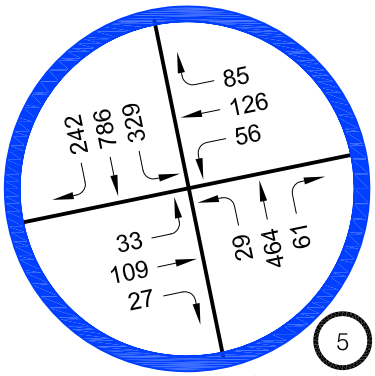



Las Virgenes Rd &
SB (EB) 101 Freeway Ramps/Rondell St




Las Virgenes Rd &
Agoura Rd




Lost Hills Rd &
Agoura Rd

**FIGURE 11**

12/2014

**FUTURE (2016) TRAFFIC VOLUMES**
**WITHOUT PROJECT**
**AM PEAK HOUR**

Overland Traffic Consultants, Inc.
*952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266*
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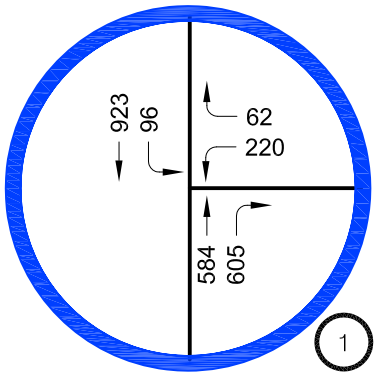
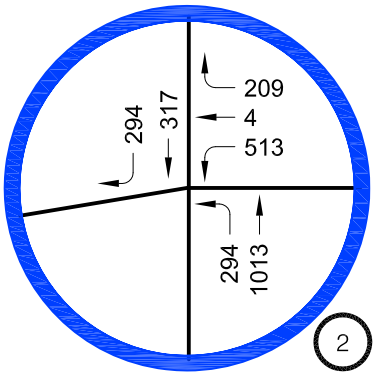
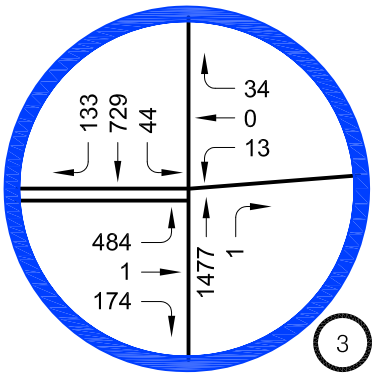


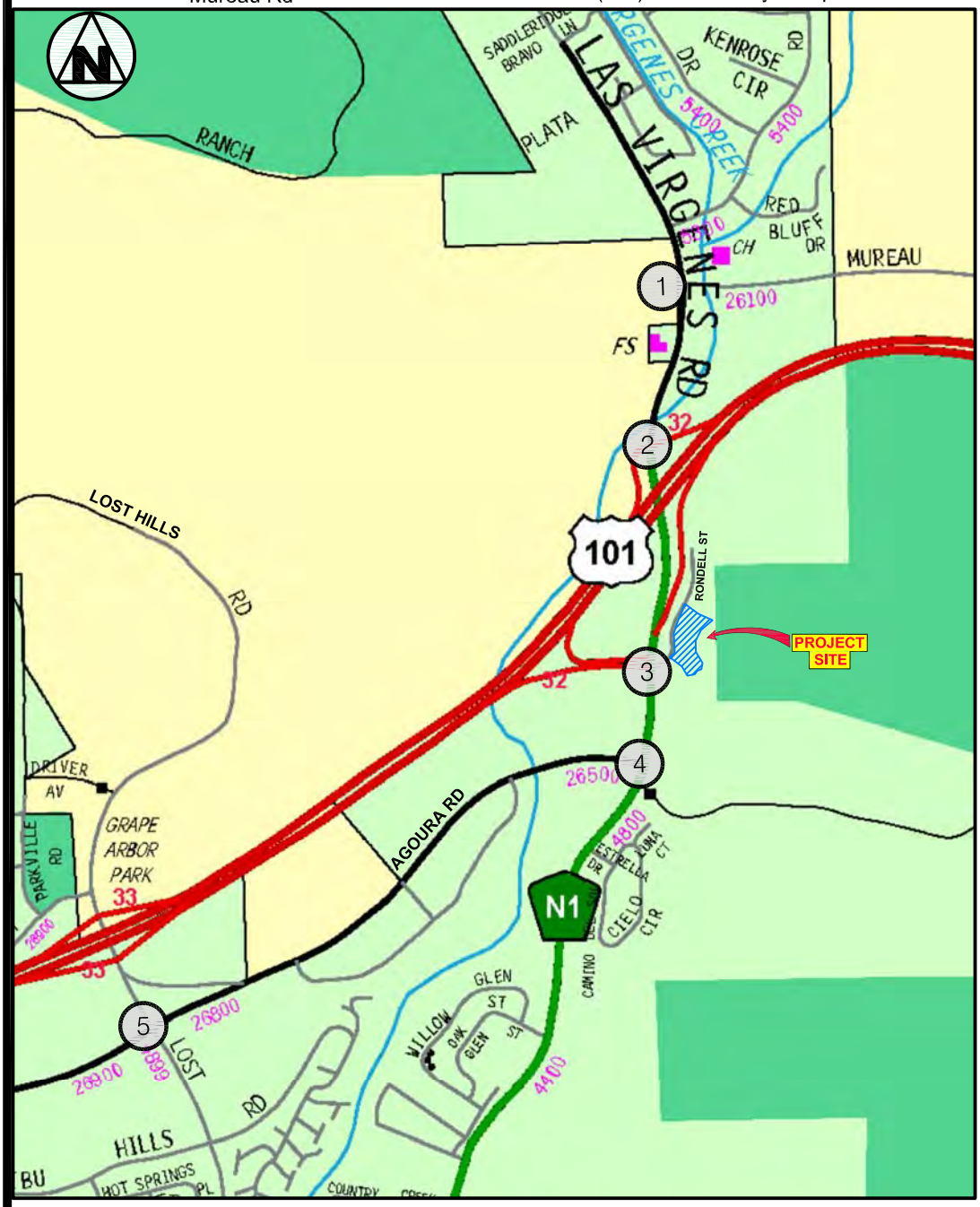

Las Virgenes Rd &
Mureau Rd

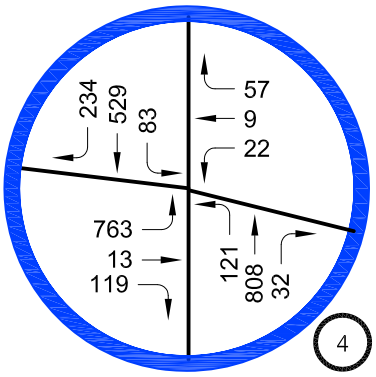



Las Virgenes Rd &
NB (WB) 101 Freeway Ramps

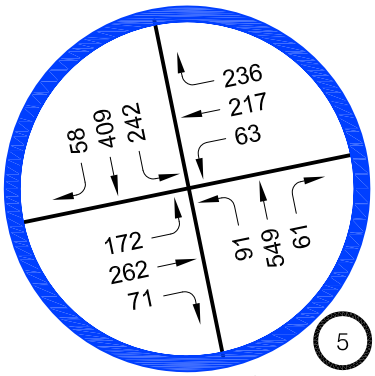



Las Virgenes Rd &
SB (EB) 101 Freeway Ramps/Rondell St




Las Virgenes Rd &
Agoura Rd




Lost Hills Rd &
Agoura Rd

**FIGURE 12**

12/2014

**FUTURE (2016) TRAFFIC VOLUMES**
**WITHOUT PROJECT**
**PM PEAK HOUR**

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*952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266*
*(310)766-5222, (661)799-8423 , liz@overlandtraffic.com*

The future cumulative analysis was conducted without the project. These future ICU and HCM and LOS results were compared to the existing traffic conditions. It was determined that none of the intersections will exceed the City LOS requirements. Note that this future analysis includes worst case assumptions of traffic generation, all projects being constructed and does not incorporate intersection improvements proposed and required by some of the other projects. Table 9 displays the results of the future cumulative conditions without the project.

Table 9
Summary of Future Cumulative Traffic Conditions
Without the Project

| No. | Intersection | Peak Hour | Existing ICU/Delay | Existing LOS | Future (2016) Without Project ICU/Delay | Future (2016) Without Project LOS | Growth |
|---|---|---|---|---|---|---|---|
| 1 | Las Virgenes Rd & | AM | 0.506 | A | 0.518 | A | + 0.012 |
| | Mureau Rd | PM | 0.641 | B | 0.676 | B | + 0.035 |
| *2* | *Las Virgenes Rd &* | *AM* | *24.0* | *C* | *28.5* | *C* | *+ 4.5* |
| | *NB (WB) 101 Freeway Ramps* | *PM* | *18.7* | *B* | *19.4* | *B* | *+ 0.7* |
| *3* | *Las Virgenes Rd &* | *AM* | *11.5* | *B* | *12.8* | *B* | *+ 1.3* |
| | *SB (EB) 101 Fwy Ramps/Rondell* | *PM* | *21.1* | *C* | *24.2* | *C* | *+ 3.1* |
| 4 | Las Virgenes Rd & | AM | 0.610 | B | 0.693 | B | + 0.083 |
| | Agoura Rd | PM | 0.599 | A | 0.734 | C | + 0.135 |
| 5 | Los Hills Road & | AM | 0.501 | A | 0.517 | A | + 0.016 |
| | Agoura Rd | PM | 0.601 | B | 0.631 | B | + 0.030 |

Intersectons 1, 4 and 5 are analyzed using ICU volume/capacity
*Intersections 2 & 4 are analyzed using HCM Delay seconds per vehicle*

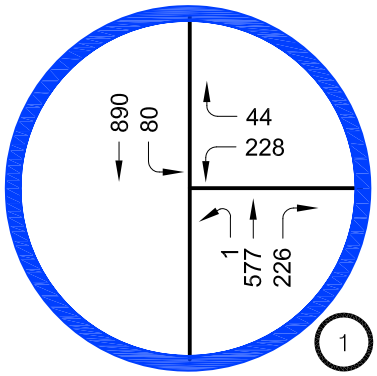
Traffic conditions after completion of the project have been determined by adding the project volume to the without traffic volume. The traffic impact of the added project traffic at the study intersections is shown in the Table 10 with the comparison of the without and with project traffic conditions at the study intersections. As shown in Table 10, no project related significant traffic impacts occur at the study intersections. It should be noted that the impact analysis does not consider any changes to the existing intersection configuration (i.e., future roadway improvements), including improvements to freeway ramps at Los Hills Road. Future cumulative "with project" peak hour traffic volumes are shown in Figures 13 and 14 for the morning and afternoon, respectively.

Table 10
Summary of Future Cumulative Traffic Conditions
With the Project

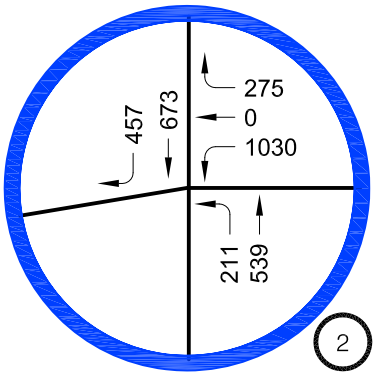
| | | | **Future (2016) Without Project** | | **Future (2016) With Project** | | | |
|---|---|---|---|---|---|---|---|---|
| **No.** | **Intersection** | **Peak Hour** | **ICU/Delay** | **LOS** | **ICU/Delay** | **LOS** | **IMPACT** | **Significant Impact** |
| 1 | Las Virgenes Rd & | AM | 0.518 | A | 0.521 | A | + 0.003 | NO |
| | Mureau Rd | PM | 0.676 | B | 0.681 | B | + 0.005 | NO |
| *2* | *Las Virgenes Rd &* | *AM* | *28.5* | *C* | *29.7* | *C* | *+ 1.2* | *NO* |
| | *NB (WB) 101 Freeway Ramps* | *PM* | *19.4* | *B* | *19.7* | *B* | *+ 0.3* | *NO* |
| *3* | *Las Virgenes Rd &* | *AM* | *12.8* | *B* | *13.2* | *B* | *+ 0.4* | *NO* |
| | *SB (EB) 101 Fwy Ramps/Rondell* | *PM* | *24.2* | *C* | *26.1* | *C* | *+ 1.9* | *NO* |
| 4 | Las Virgenes Rd & | AM | 0.693 | B | 0.698 | B | + 0.005 | NO |
| | Agoura Rd | PM | 0.734 | C | 0.738 | B | + 0.004 | NO |
| 5 | Los Hills Road & | AM | 0.517 | A | 0.518 | A | + 0.001 | NO |
| | Agoura Rd | PM | 0.631 | B | 0.631 | B | + 0.000 | NO |

Intersectons 1, 4 and 5 are analyzed using ICU volume/capacity

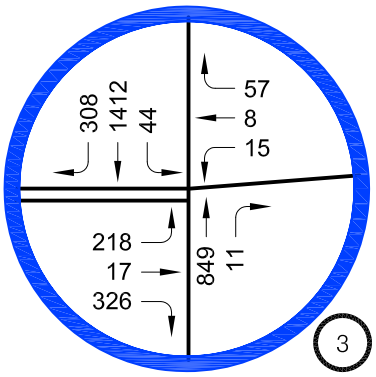
*Intersections 2 & 4 are analyzed using HCM Delay seconds per vehicle*



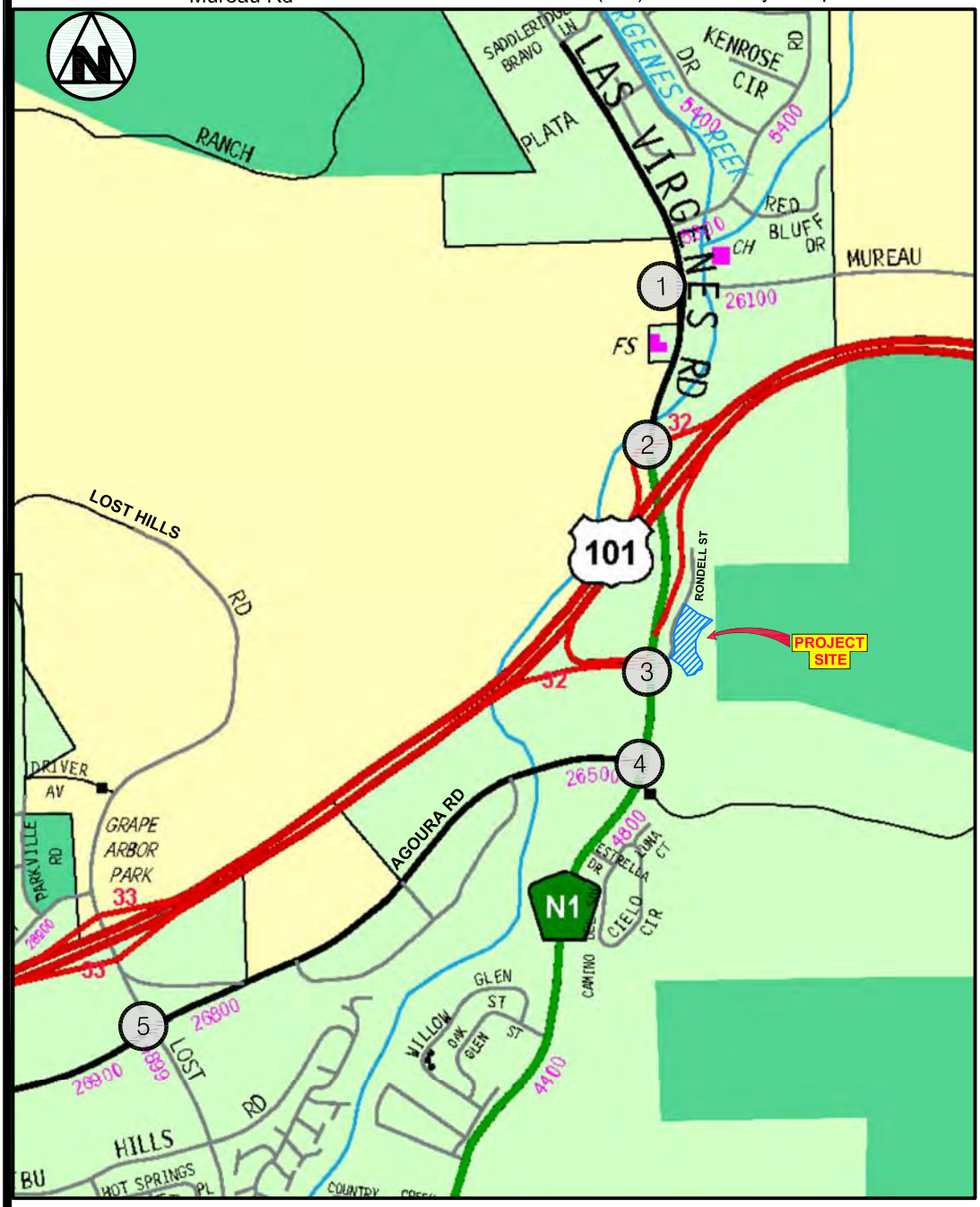

Las Virgenes Rd &
Mureau Rd

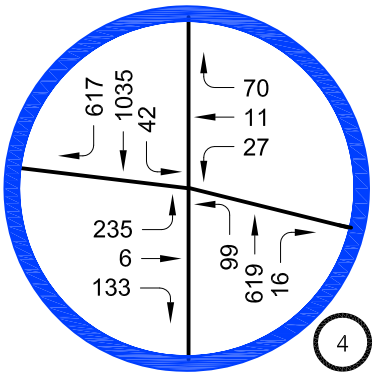



Las Virgenes Rd &
NB (WB) 101 Freeway Ramps

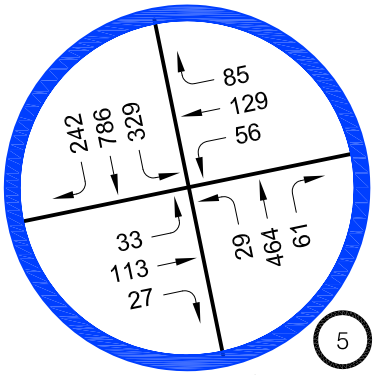



Las Virgenes Rd &
SB (EB) 101 Freeway Ramps/Rondell St




Las Virgenes Rd &
Agoura Rd



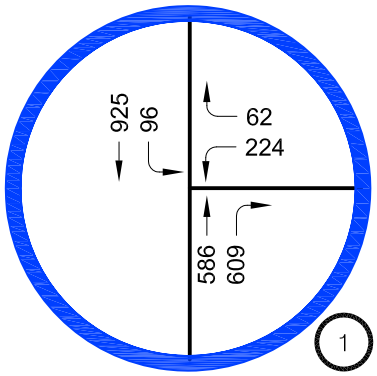

Lost Hills Rd &
Agoura Rd

**FIGURE 13**

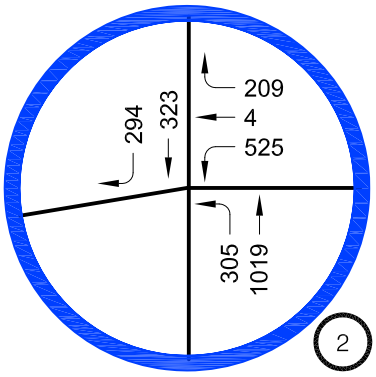
12/2014

**FUTURE (2016) TRAFFIC VOLUMES**
**WITH PROJECT**
**AM PEAK HOUR**

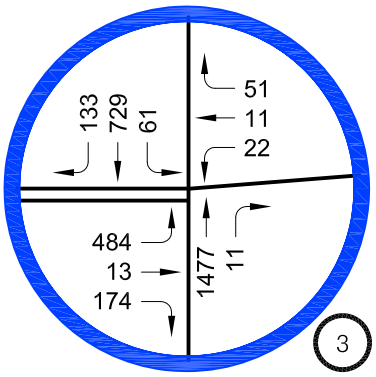
Overland Traffic Consultants, Inc.
*952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266*
*(310)766-5222, (661)799-8423 , liz@overlandtraffic.com*



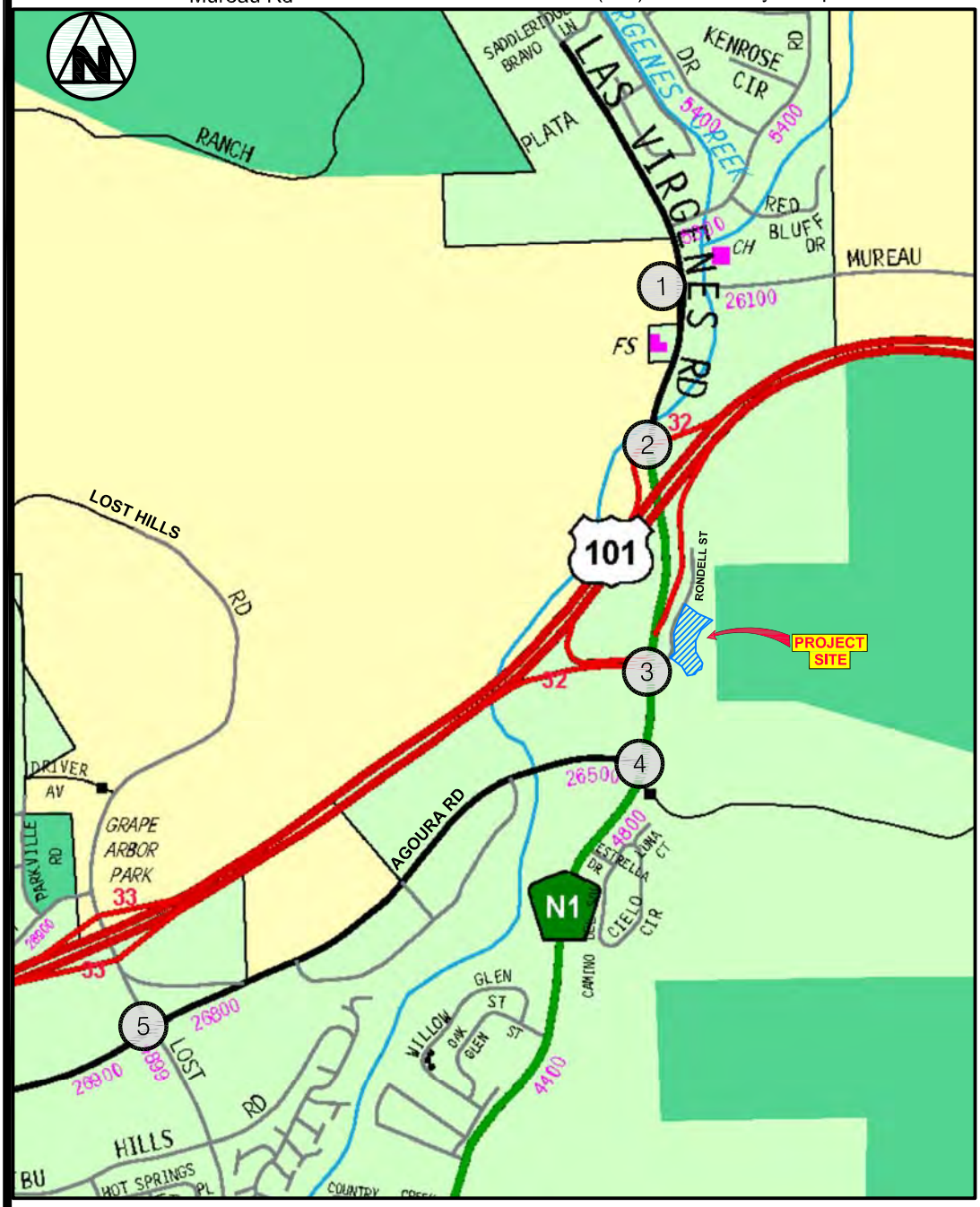

Las Virgenes Rd &
Mureau Rd

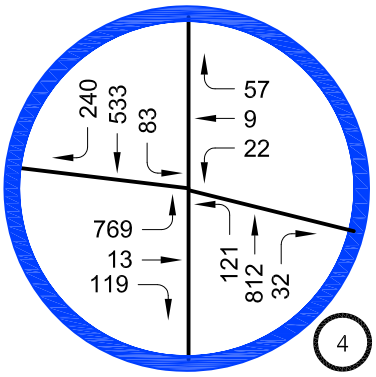



Las Virgenes Rd &
NB (WB) 101 Freeway Ramps

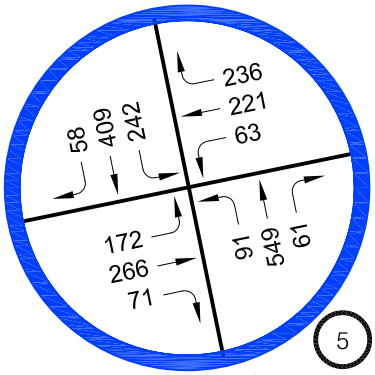



Las Virgenes Rd &
SB (EB) 101 Freeway Ramps/Rondell St




Las Virgenes Rd &
Agoura Rd




Lost Hills Rd &
Agoura Rd

**FIGURE 14**

12/2014

**FUTURE (2016) TRAFFIC VOLUMES**
**WITH PROJECT**
**PM PEAK HOUR**

Overland Traffic Consultants, Inc.
*952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266*
*(310)766-5222, (661)799-8423 , liz@overlandtraffic.com*

Bicycle Plan Improvements

The City of Calabasas developed a Bicycle Master Plan in October 2013 to encourage alternative modes of transportation throughout the. The Master Plan was developed to address local and regional desires to enhance the viability of cycling as a mode of transportation and reduce traffic in local communities. The Master Plan Mission Statement is as follows:

*To develop a cycling network that affords the citizens of Calabasas and outlying communities a safe and comfortable environment for commuters, children, and cycling enthusiasts. To provide an emphasis on "safety first" through the education of both cyclists and non-cyclists.*

The plan has mapped out the existing, funded and potential future Bicycle Paths, Bicycle Lanes, and Bicycle Routes. Copies of the Bicycle Plan maps are provided in Appendix F. A brief definition of the facilities is provided below:

Shared Use Path – A facility that provides right-of-way separated from the vehicular traffic for the exclusive use of the cyclist and pedestrians. The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right-of-way assigned through signals or stop signs.

Bicycle Lane – A bicycle lane is restricted right-of-way that is typically provided on street with a designated lane striped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right-of-way with the vehicle.

Existing bicycle lanes are provided on Las Virgenes Road between Parkmor Road and Agoura Road and on Agoura Road between the City Limits and Las Virgenes Road. A

future bike lane is proposed on Lost Hills Road between the Ventura Freeway and Las Virgenes Road.

Municipal code 17.28.040 requires new projects to provide bicycle parking spaces. Hotel projects are required to provide bicycle parking in the amount of 5% of the number of required vehicle parking spaces. As required and demonstrated below in Table 11, the new Project will provide, at a minimum, 7 bicycle parking spaces.

Table 11
Calabasas Municipal Code 17.28.040
Required Bicycle Parking

| Land Use | Size | Bicycle Parking Requirement | Number of Required Spaces |
|---|---|---|---|
| Hotel | 127 rooms | 5% of Required Vehicle Parking Spaces<br>(0.05 X 140) = 7 | 7 |
| | | **TOTAL** | **7** |

Transit Analysis

The proposed office addition project, is forecast to generate approximately 1,038 weekday daily trips with 67 trips during the AM Peak Hour and 76 trips during the PM Peak Hour. As per Congestion Management Program (CMP) 2004 guidelines person trips can be estimated by multiplying the total trips generated by 1.4. The trips assigned to transit may be calculated by multiplying the person trips generated by 3.5%. The CMP Transit trip generation calculation is displayed below in Table 12.

Table 12
Transit Trips

| | DAILY | AM PEAK HOUR | PM PEAK HOUR |
|---|---|---|---|
| **PROJECT TRIPS** (from Table 2 ) | 1,038 | 67 | 76 |
| PERSON TRIPS (trips x 1.4) | 1,453 | 94 | 106 |
| **TRANSIT TRIPS** (person trips x 3.5%) | **51** | **3** | **4** |

The analysis above indicates a small increase in ridership due to the hotel project and is not expected to adversely affect the current ridership of the transit services in the area.

Impacts on Regional Transportation System

The Congestion Management program (CMP) was adopted to monitor regional traffic growth and related transportation improvements. The CMP designated a transportation network including all state highways and some arterials within the County to be monitored by of local jurisdictions. If LOS standards deteriorate on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the program. Local jurisdictions found to be in nonconformance with the CMP risk the loss of state gas tax funding.

For purposes of the CMP LOS analysis, an increase in the freeway volume by 150 vehicles per hour during the am or pm peak hours in any direction requires further analysis. A substantial change in freeway segments is defined as an increase or decrease of 2% in the demand to capacity ratio when at LOS F. For purposes of CMP intersections, an increase of 50 vehicles or more during the am or pm peak requires further analysis. The intersection of PCH & Malibu Canyon is the nearest CMP intersection. This intersection is approximately 10 miles from the project site. It is anticipated that less than 8 vehicle trips will be passing through the intersection during peak hours and does not exceed the CMP intersection threshold.

The proposed project may add approximately 12 single direction freeway trips in the project area State Route 101 during the peak hours. This is below the CMP significance thresholds of 150 vehicles per hour for potential significant freeway impact. As demonstrated in Table 13, no significant freeway traffic impact is anticipated.

CMP impacts would be less than significant.

Table 13
Freeway CMP Analysis

| Location | Time Period | Freeway Capacity | Existing 2014 Volume | Existing 2014 D/C | Existing 2014 LOS | Future (2016) Without Project Volume | Future (2016) Without Project D/C | Future (2016) Without Project LOS | Added Project Traffic | Future (2016) With Project Volume | Future (2016) With Project D/C | Future (2016) With Project LOS | Impact | Significant? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ventura Freeway | Daily | | 192,500 | | | 196,389 | | | 156 | 196,545 | | | | |
| | Peak Hour | 20,000 | 14,700 | 0.735 | D | 14,997 | 0.750 | C | 12 | 15,009 | 0.750 | C | 0.0% | No |

| | | | Future (2030) Without Project Volume | Future (2030) Without Project D/C | Future (2030) Without Project LOS | Project Traffic | Future (2030) With Project Volume | Future (2030) With Project D/C | Future (2030) With Project LOS | Impact | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Ventura Freeway | Daily | | 223,300 | | | 156 | 223,456 | | | | |
| | Peak Hour | 20,000 | 17,052 | 0.853 | D | 12 | 17,064 | 0.853 | D | 0.0% | No |

D/C = demand over capacity

| LOS | D/C RATIO |
|---|---|
| A | 0.00 - 0.35 |
| B | >0.35 - 0.54 |
| C | >0.64 - 0.77 |
| D | >0.77 - 0.93 |
| E | >0.93 - 1.00 |

| LOS | D/C RATIO |
|---|---|
| F(0) | >1.00 - 1.25 |
| F(1) | >1.25 - 1.35 |
| F(2) | >1.35 - 1.45 |
| F(3) | >1.45 |

## CHAPTER 6 MITIGATION MEASURES

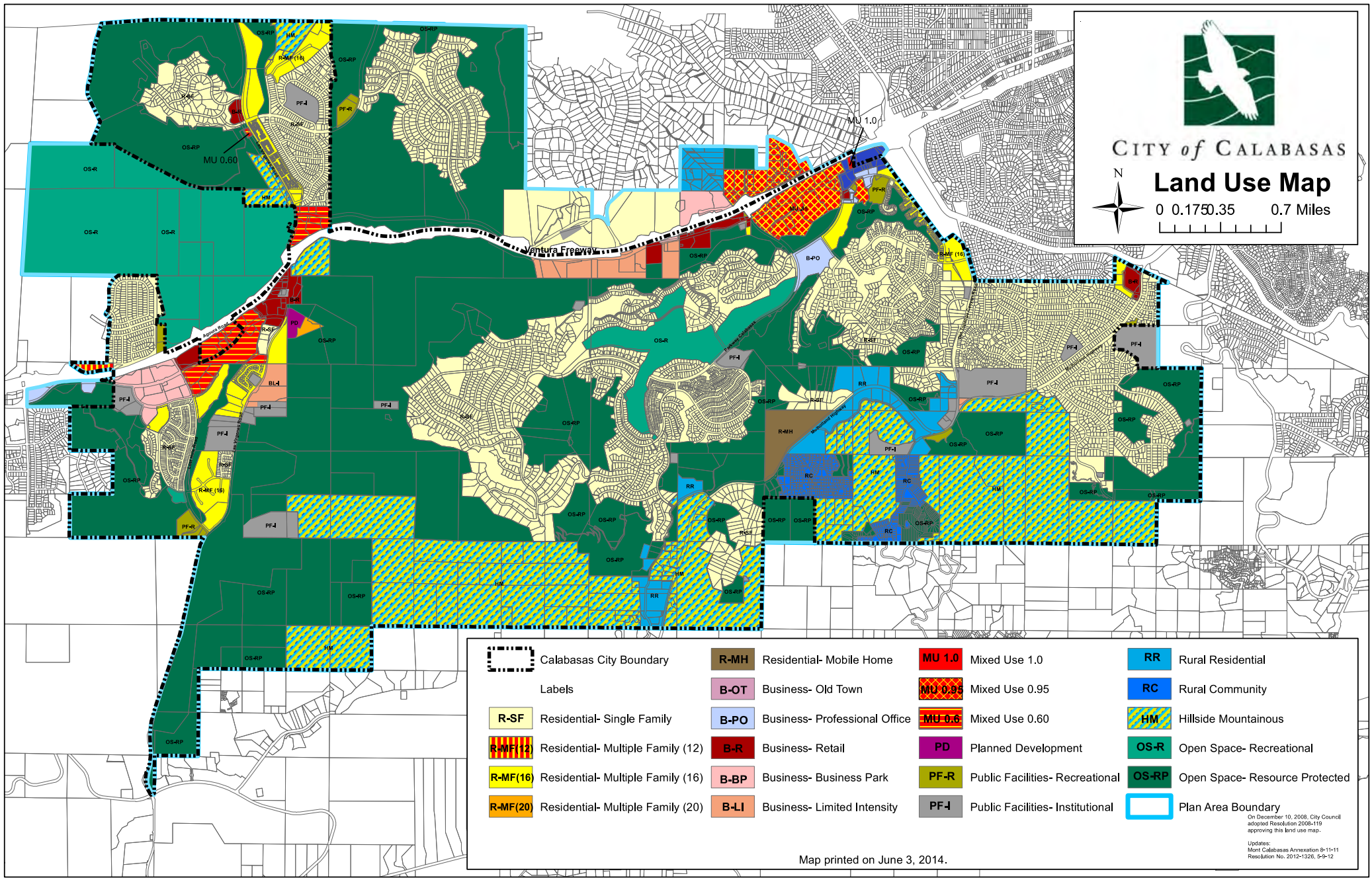
This study has determined that the added traffic volume generated by the proposed new 127 room hotel project will not create any significant project related impacts to the study intersections, bicycle plans, transit services, CMP or access.

The project is providing 11 vehicle parking spaces over code required parking. No parking impacts are anticipated with the project.

The project will construct an extension of Rondell Street as required by the Public Works Department of the City of Calabasas.

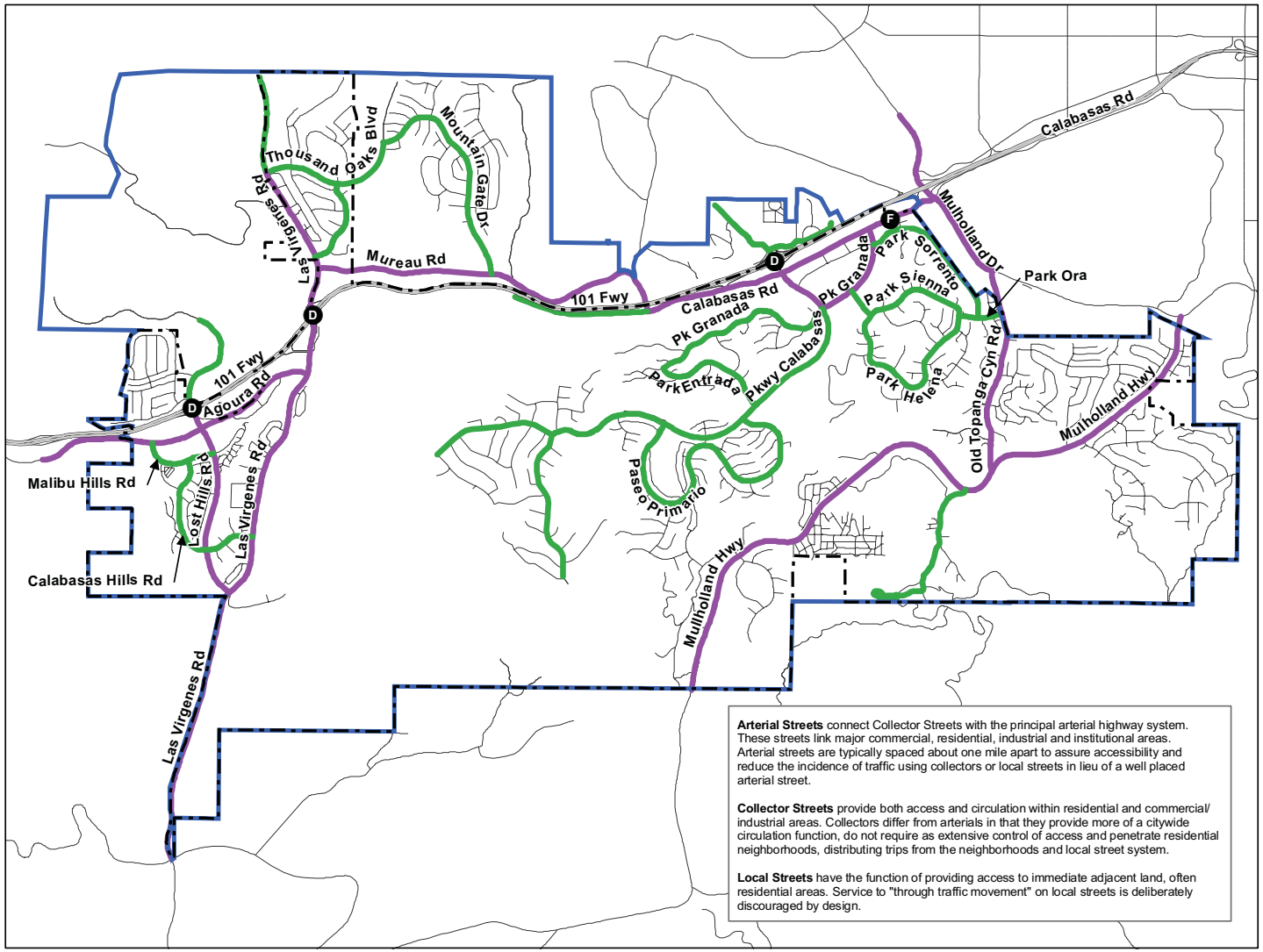
# APPENDIX A

# COMMUNITY PLAN LAND USE INFORMATION


CITY of CALABASAS
Land Use Map
N
0 0.175 0.35 0.7 Miles
Ventura Freeway
MU 0.60
MU 1.0
Calabasas City Boundary
Labels
R-SF Residential- Single Family
R-MF(12) Residential- Multiple Family (12)
R-MF(16) Residential- Multiple Family (16)
R-MF(20) Residential- Multiple Family (20)
R-MH Residential- Mobile Home
B-OT Business- Old Town
B-PO Business- Professional Office
B-R Business- Retail
B-BP Business- Business Park
B-LI Business- Limited Intensity
MU 1.0 Mixed Use 1.0
MU 0.95 Mixed Use 0.95
MU 0.6 Mixed Use 0.60
PD Planned Development
PF-R Public Facilities- Recreational
PF-I Public Facilities- Institutional
RR Rural Residential
RC Rural Community
HM Hillside Mountainous
OS-R Open Space- Recreational
OS-RP Open Space- Resource Protected
Plan Area Boundary
On December 10, 2008, City Council adopted Resolution 2008-119 approving this land use map.
Updates:
Mont Calabasas Annexation 8-11-11
Resolution No. 2012-1326, 5-9-12
Map printed on June 3, 2014.

# APPENDIX B

## STREET DESIGNATIONS
## AND
## AERIAL PHOTOS




*Source: City of Calabasas, 2007, and Rincon Consultants, 2008.*

LEGEND

- Calabasas City Boundary
- Plan Area Boundary
- Arterial
- Collector
- Local Street
- Level of Service Standard

*Except where indicated, the level of service standard for all roads and intersections in the City is C. The LOS F on Calabasas Road applies to the Old Town Segment.*

N

0 0.5 1 Mile

Figure VI-1
Calabasas Roadway System

LAS VIRGENES ROAD & MUREAU ROAD

LAS VIRGENES ROAD & NORTHBOUND 101 FREEWAY RAMPS

LAS VIRGENES ROAD & SOUTHBOUND 101 FREEWAY RAMPS/RONDELL STREET

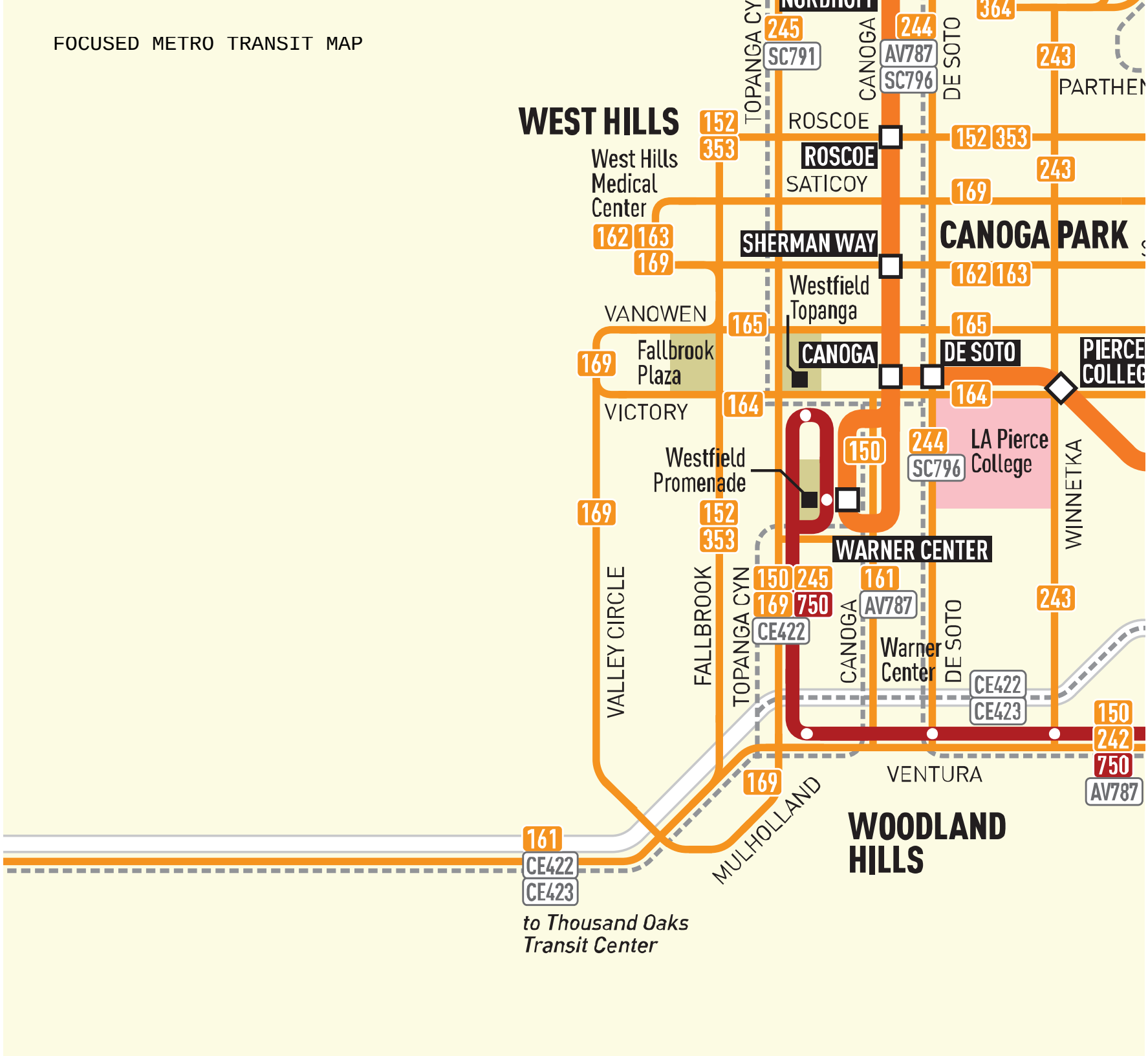
LAS VIRGENES ROAD & AGOURA HILLS ROAD

AGOURA ROAD AND LOST HILLS ROAD

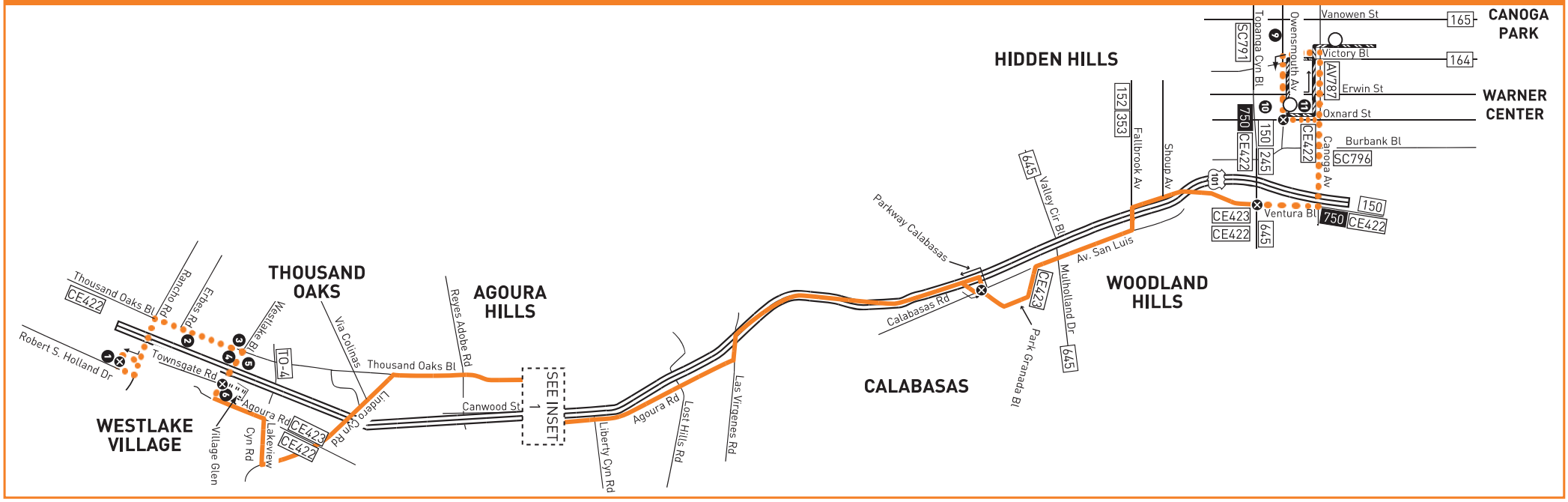
# APPENDIX C

# TRANSIT ROUTES

FOCUSED METRO TRANSIT MAP



## ROUTE MAP




## INSET MAP 1

## MAP NOTES

1. **Thousand Oaks Transit Center**
   TO-1, 2, 3, 4: VISTA Conejo Connection; CE422, CE423
2. **Thousand Oaks Civic Arts Plaza**
3. **North Ranch Mall**
4. **Northgate Shopping Center**
5. **The Promenade at Westlake**
6. **Hyatt Westlake Plaza**
7. **Twin Oaks Shopping Center**
8. **Whizins Center**
9. **Westfield Topanga**
10. **Westfield Promenade**
11. **Warner Center Transit Hub**
    Metro 161, 164, 245, 645, 750, Orange Line, VISTA Conejo Connection, Nearby transfer to Metro 150, CE422

## LEGEND

- Route of Line 161
- Shortline, Sunday and Holiday Turnaround loop
- Route of Line 161 Monday thru Saturday
- Route of Orange Line
- ⊗ Timepoint
- ○ Metro Orange Line Station
- AV Antelope Valley Transit Authority
- CE LADOT Commuter Express
- SC Santa Clarita Transit
- TO Thousand Oaks Transit
- VISTA Ventura Intercity Service Transit Authority

### INSET MAP LEGEND

- ✸ Park/Ride Lots

# COMMUTER EXPRESS 423

EFFECTIVE JULY 1, 2014
EFECTIVO 1 JULIO, 2014

## TO DOWNTOWN LOS ANGELES/USC

| TOCTC Park & Ride Bay 1 (A) | Agoura & Lindero Canyon (B) | Kanan & Roadside (C) | Las Virgenes & Ventura Fwy Ramps (D) | Pkway Calabasas & Calabasas (E) | Ventura Blvd & Fallbrook (F) | Topanga Canyon & Ventura Blvd (G) | LADOT Encino Park & Ride (H) | Temple & Broadway (I) | Flower & Olympic (J) | Jefferson & Hoover (L) |
|---|---|---|---|---|---|---|---|---|---|---|
| 5:15 | 5:25 | 5:32 | 5:41 | 5:46 | 5:55 | 6:00 | — | 6:25 | 6:36 | 6:44 |
| — | — | — | — | — | — | — | 6:05 | 6:29 | 6:39 | 6:47 |
| 5:27 | 5:37 | 5:44 | 5:52 | 5:57 | 6:05 | 6:11 | 6:25 | 6:55 | 7:05 | 7:14 |
| 5:40 | 5:52 | 5:59 | 6:07 | — | — | — | — | 6:57 | 7:07 | 7:16 |
| — | — | — | — | 6:14 | 6:22 | 6:28 | 6:42 | 7:13 | 7:23 | 7:32 |
| 6:00 | 6:13 | 6:20 | 6:30 | — | — | — | — | 7:22 | 7:32 | 7:40 |
| — | — | — | — | 6:32 | 6:40 | 6:46 | 7:02 | 7:43 | 7:53 | 8:02 |
| — | — | — | — | 6:47 | 6:54 | 6:59 | 7:20 | 8:06 | 8:16 | 8:25 |
| 6:40 | 6:53 | 7:01 | 7:09 | 7:13 | 7:20 | 7:25 | 7:46 | 8:36 | 8:45 | 8:54 |

For this AM commuter service, no drop-offs except at Parkway Calabasas/Calabasas Rd., Ventura Bl./Topanga Cyn., the Encino Park & Ride and in Downtown LA, Figueroa Corridor and USC. No pick-ups in Downtown LA, Figueroa Corridor and USC. Use DASH or Metro Bus for local trips.

## TO LADOT ENCINO PARK & RIDE/CALABASAS/THOUSAND OAKS

| Jefferson & Hoover (L) | Figueroa & Olympic (K) | Broadway & Temple (I) | LADOT Encino Park & Ride (H) | Topanga Canyon & Ventura Blvd (G) | Ventura Blvd & Fallbrook (F) | Pkway Calabasas & Calabasas (E) | Las Virgenes & Ventura Fwy Ramps (D) | Kanan & Roadside (C) | Agoura & Lindero Canyon (B) | TOCTC Park & Ride Bay 1 (A) |
|---|---|---|---|---|---|---|---|---|---|---|
| **3:40** | **3:48** | **4:02** | **4:42** | **4:57** | **5:00** | **5:10** | **5:17** | **5:25** | **5:32** | **5:47** |
| **3:55** | **4:03** | **4:17** | **4:57** | **5:12** | **5:16** | **5:26** | — | — | — | — |
| **4:00** | **4:09** | **4:23** | — | — | — | — | **5:24** | **5:33** | **5:43** | **5:58** |
| **4:15** | **4:24** | **4:38** | **5:20** | **5:35** | **5:39** | **5:49** | — | — | — | — |
| **4:20** | **4:30** | **4:46** | — | — | — | — | **5:51** | **6:00** | **6:10** | **6:25** |
| **4:35** | **4:45** | **5:01** | **5:51** | **6:06** | **6:10** | **6:20** | — | — | — | — |
| **4:50** | **5:00** | **5:16** | — | — | — | — | **6:26** | **6:35** | **6:45** | **7:00** |
| **5:05** | **5:17** | **5:35** | **6:27** | **6:42** | **6:46** | **6:54** | — | — | — | — |
| **5:30** | **5:40** | **5:56** | **6:45** | **6:56** | **6:59** | **7:07** | **7:13** | **7:20** | **7:27** | **7:42** |
| **6:35** | **6:45** | **6:59** | **7:38** | **7:49** | **7:52** | **8:00** | **8:06** | **8:13** | **8:20** | **8:35** |

**PM times are indicated in bold type.**

For this PM commuter service, no drop-offs in Downtown LA, Figueroa Corridor or USC. No pick-ups except in Downtown LA, Figueroa Corridor or USC and the Encino Park & Ride, Parkway Calabasas/Calabasas Rd., and Ventura Bl./Topanga Cyn. Use DASH or Metro Bus for local trips.

Times are approximate and may vary due to traffic and weather conditions. Please plan your trip accordingly.

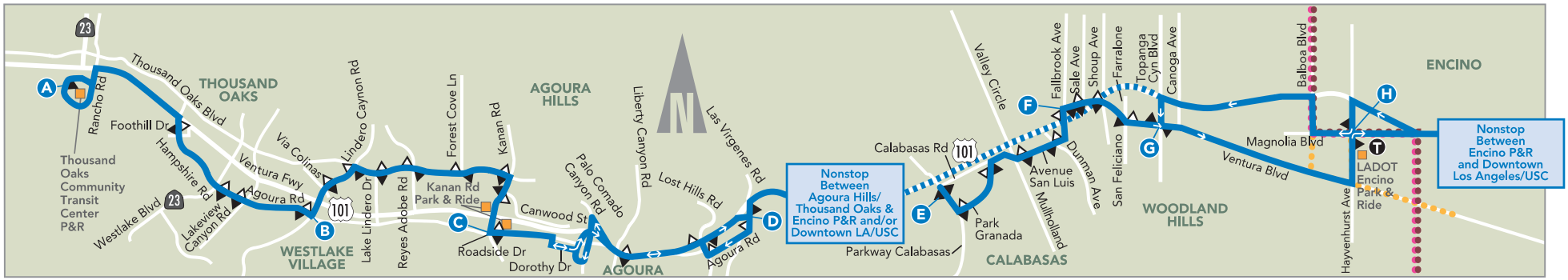
LADOT
City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
www.ladottransit.com

# COMMUTER EXPRESS 423

EFFECTIVE JULY 1, 2014
EFECTIVO 1 JULIO, 2014

## THOUSAND OAKS/AGOURA HILLS/AGOURA/CALABASAS/WOODLAND HILLS/LADOT ENCINO PARK & RIDE




## DOWNTOWN LOS ANGELES/USC

- Commuter Express Route 423
- Nonstop Service
- Commuter Express Route 549
- Commuter Express Route 573
- Commuter Express Route 574
- Metro Gold Line
- Metro Red Line
- Metro Purple Line
- Metro Blue Line
- Metro Expo Line
- Metro Silver Line
- Metro Rail Station
- Bus Stop
- Drop-off Only
- Points of Interest
- Park & Ride Lot
- Time Point
- Transfer Point

## PARK & RIDE LOCATIONS

**Thousand Oaks Community Transportation Center (TOCTC) Park & Ride**
265 S. Rancho Road, Thousand Oaks

**Caltrans Park & Ride**
(NW) Canwood and Kanan, Agoura Hills
(SW) Kanan and Roadside, Agoura Hills
(SE) Kanan and 101 Fwy, Agoura Hills

**LADOT Encino Park & Ride**
5174 Hayvenhurst Avenue, Encino


City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
www.ladottransit.com

# CALABASAS TROLLEY SCHEDULE

## For Friday and Saturday Service

***FREE - NO CHARGE***

City of Calabasas
Transportation
DIVISION

**Hours of operation are:**
**Fridays:** 6pm to 10pm
**Saturdays:** 10am to 10pm
*There is no service between 3pm & 4pm*

The Trolley requires mid-day refueling. Service will not be available during the 3:00pm hour.

The Calabasas Trolley performs a loop route in one direction throughout the City. A route map is included on the backside of this schedule for your convenience.

There is no charge to ride the Calabasas Trolley. The driver may be requested to stop along the route for unscheduled passenger drop-off. This request shall be where it is safe to do so at the discretion of the driver. For more information, contact Calabasas Transportation Customer Service (805) 557-7372.

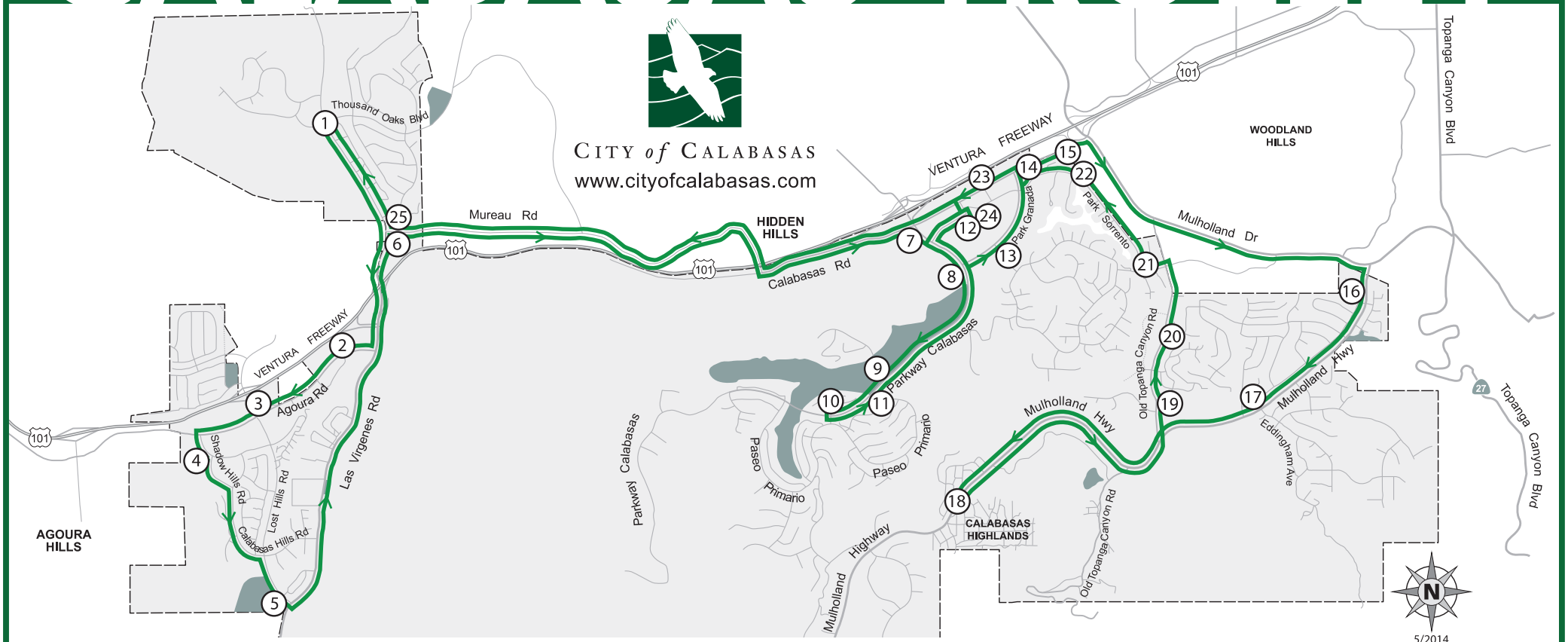
CITY of CALABASAS

100 Civic Center Way, Calabasas CA 91302
www.cityofcalabasas.com
(818) 224-1600

All times noted are minutes after each hour.

| TROLLEY STOPS | | |
|---|---|---|
| **STOP** | **LOCATION** | **TIMES** |
| 1 | Las Virgenes Rd. @ Thousand Oaks Blvd. (SW) | 0:00 |
| 2 | Agoura Rd. @ Las Virgenes (Albertson's) | 0:03 |
| 3 | Agoura Rd. @ Lost Hills Rd. | 0:04 |
| 4 | Malibu Hills Rd. @ Agoura Rd. (Community Center) | 0:05 |
| 5 | Lost Hills Rd. @ Las Virgenes Rd. (De Anza Park) | 0:08 |
| 6 | Mureau Rd. @ Las Virgenes Rd. (SE) | 0:11 |
| 7 | Parkway Calabasas @ Calabasas Rd. | 0:16 |
| 8 | Parkway Calabasas @ Park Granada | 0:17 |
| 9 | Parkway Calabasas @ Park Entrada | 0:19 |
| 10 | Parkway Calabasas @ Camino Portal | 0:20 |
| 11 | Parkway Calabasas @ Paseo Primario (North) | 0:21 |
| 12 | Park Sorrento @ Civic Center Way (City Hall/Library) | 0:25 |
| 13 | Park Granada @ Park Capri | 0:28 |
| 14 | Park Granada @ Calabasas Rd. (Downtown) | 0:30 |
| 15 | Calabasas Rd. @ El Canon Ave. (Oldtown) | 0:31 |
| 16 | Mulholland Hwy. @ Freedom Dr. | 0:36 |
| 17 | Mulholland Hwy. @ Eddingham | 0:38 |
| 18 | Mulholland Hwy. @ Mobil Home Park | 0:42 |
| 19 | Old Topanga Cyn. @ Calabasas High School | 0:45 |
| 20 | Old Topanga Cyn. @ Wrencrest Dr. | 0:46 |
| 21 | Park Sorrento @ Park Ora | 0:48 |
| 22 | Park Sorrento @ Park Mirasol (Tennis & Swim Ctr.) | 0:49 |
| 23 | Calabasas Rd. @ Commons Way (Babies "R" Us) | 0:50 |
| 24 | Park Sorrento @ Civic Center Way (City Hall/Library) | 0:52 |
| 25 | Mureau Rd. @ Las Virgenes Rd. (NE) | 0:59 |

# CALABASAS TROLLEY




| STOP | LOCATION | TIMES |
|---|---|---|
| 1 | Las Virgenes Rd. @ Thousand Oaks Blvd. (SW) | 0:00 |
| 2 | Agoura Rd. @ Las Virgenes (Albertson's) | 0:03 |
| 3 | Agoura Rd. @ Lost Hills Rd. | 0:04 |
| 4 | Malibu Hills Rd. @ Agoura Rd. (Community Center) | 0:05 |
| 5 | Lost Hills Rd. @ Las Virgenes Rd. (De Anza Park) | 0:08 |
| 6 | Mureau Rd. @ Las Virgenes Rd. (SE) | 0:11 |
| 7 | Parkway Calabasas @ Calabasas Rd. | 0:16 |
| 8 | Parkway Calabasas @ Park Granada | 0:17 |
| 9 | Parkway Calabasa @ Park Entrada | 0:19 |
| 10 | Parkway Calabasas @ Camino Portal | 0:20 |
| 11 | Parkway Calabasas @ Paseo Primario (North) | 0:21 |
| 12 | Park Sorrento @ Civic Center Way (City Hall/Library) | 0:25 |
| 13 | Park Granada @ Park Capri | 0:28 |

| STOP | LOCATION | TIMES |
|---|---|---|
| 14 | Park Granada @ Calabasas Rd. (Downtown) | 0:30 |
| 15 | Calabasas Rd. @ El Canon Ave. (Oldtown) | 0:31 |
| 16 | Mulholland Highway @ Freedom Dr. | 0:36 |
| 17 | Mulholland Hwy. @ Eddingham | 0:38 |
| 18 | Mulholland Hwy. @ Mobil Home Park | 0:42 |
| 19 | Old Topanga Cyn. @ Calabasas High School | 0:45 |
| 20 | Old Topanga Cyn. @ Wrencrest Dr. | 0:46 |
| 21 | Park Sorrento @ Park Ora | 0:48 |
| 22 | Park Sorrento @ Park Mirasol (Tennis & Swim Ctr.) | 0:49 |
| 23 | Calabasas Rd. @ Commons Way (Babies "R" Us) | 0:50 |
| 24 | Park Sorrento @ Civic Center Way (City Hall/Library) | 0:52 |
| 25 | Mureau Rd. @ Las Virgenes Rd. (NE) | 0:59 |

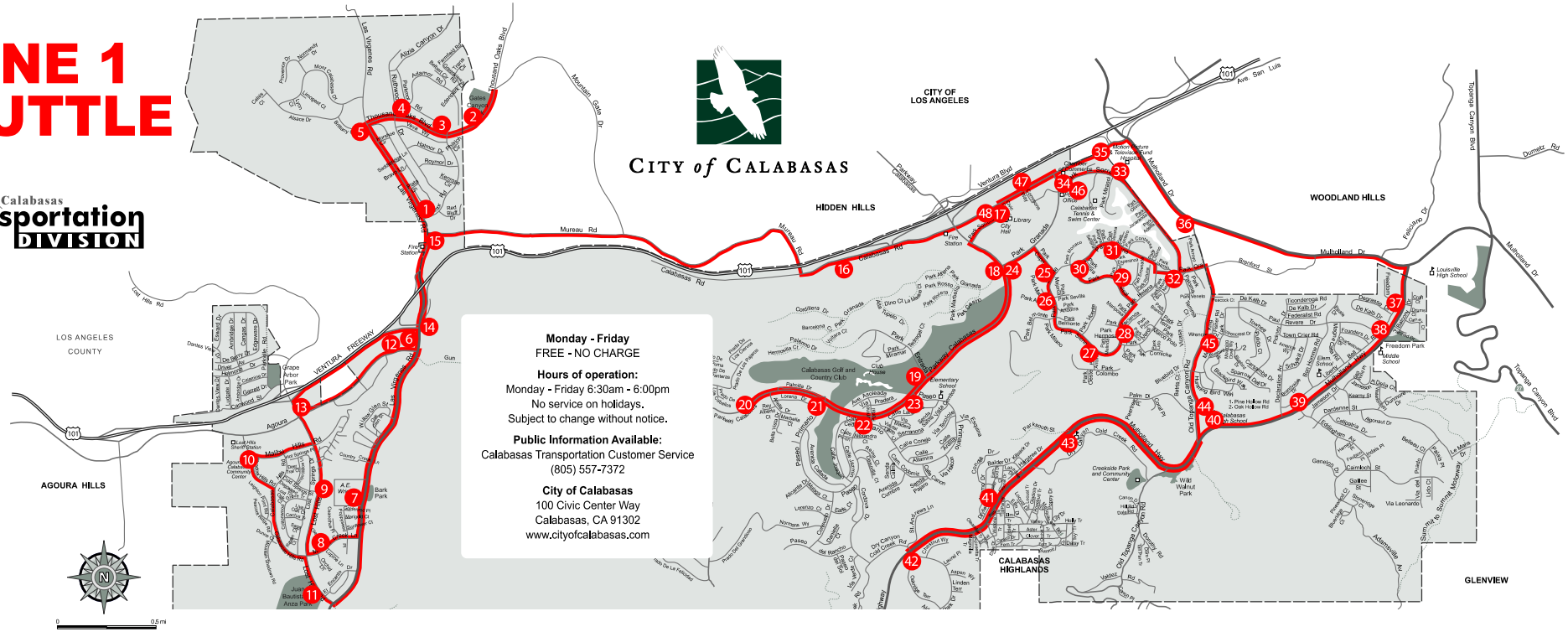
**Hours of Operation:** Friday 6pm to 10pm
Saturday 10am to 10pm
Please Note: There is no service between 3pm & 4pm

- Subject to change without notice.
- Public information available at Calabasas Transportation Customer Service (805) 557-7372

# LINE 1 SHUTTLE

City of Calabasas
Transportation DIVISION

CITY of CALABASAS




| STOP | LOCATION | TIMES | TIMES | TIMES | TIMES | TIMES | TIMES | TIMES |
|---|---|---|---|---|---|---|---|---|
| 1 | Las Virgenes Road at Parkmor Road | 6:30 AM | 8:18 AM | 10:06 AM | 12:04 PM | 1:52 PM | 3:40 PM | 5:38 PM |
| 2 | Thousand Oaks Boulevard at Gates Canyon Park | 6:34 AM | 8:22 AM | 10:10 AM | 12:08 PM | 1:56 PM | 3:44 PM | 5:42 PM |
| 3 | Thousand Oaks Boulevard at Parkmor Road | 6:35 AM | 8:23 AM | 10:11 AM | 12:09 PM | 1:57 PM | 3:45 PM | 5:43 PM |
| 4 | Thousand Oaks Boulevard at Ruthwood Drive | 6:36 AM | 8:24 AM | 10:12 AM | 12:10 PM | 1:58 PM | 3:46 PM | 5:44 PM |
| 5 | Las Virgenes Road at Thousand Oaks Boulevard | 6:38 AM | 8:26 AM | 10:14 AM | 12:12 PM | 2:00 PM | 3:48 PM | 5:46 PM |
| 6 | Las Virgenes Road at Shell Station | 6:41 AM | 8:29 AM | 10:17 AM | 12:15 PM | 2:03 PM | 3:51 PM | 5:49 PM |
| 7 | Las Virgenes Road at A.E. Wright Middle School | 6:44 AM | 8:32 AM | 10:30 AM | 12:18 PM | 2:06 PM | 4:04 PM | 5:52 PM |
| 8 | Meadow Creek Lane at Oleander Court | 6:45 AM | 8:33 AM | 10:31 AM | 12:19 PM | 2:07 PM | 4:05 PM | 5:53 PM |
| 9 | Lost Hills Road at Cold Springs Street | 6:46 AM | 8:34 AM | 10:32 AM | 12:20 PM | 2:08 PM | 4:06 PM | 5:54 PM |
| 10 | Malibu Hills Road at Agoura Hills/Calabasas Community Center | 6:49 AM | 8:37 AM | 10:35 AM | 12:23 PM | 2:11 PM | 4:09 PM | 5:57 PM |
| 11 | Lost Hills Road at Juan Bautista de Anza Park | 6:52 AM | 8:40 AM | 10:38 AM | 12:26 PM | 2:14 PM | 4:12 PM | 6:00 PM |
| 12 | Agoura Road at Las Virgenes Road (Metro) | 6:57 AM | 8:45 AM | 10:43 AM | 12:31 PM | 2:19 PM | 4:17 PM | |
| 13 | Agoura Road at Lost Hills Road (Metro - Summit) | 6:59 AM | 8:47 AM | 10:45 AM | 12:33 PM | 2:21 PM | 4:19 PM | |
| 14 | Las Virgenes Road at Southbound US 101 | 7:01 AM | 8:49 AM | 10:47 AM | 12:35 PM | 2:23 PM | 4:21 PM | |
| 15 | Las Virgenes Road at Mureau Road | 7:03 AM | 8:51 AM | 10:49 AM | 12:37 PM | 2:25 PM | 4:23 PM | |
| 16 | Calabasas Road between BMW/Acura Dealerships | 7:10 AM | 8:58 AM | 10:56 AM | 12:44 PM | 2:32 PM | 4:30 PM | |
| 17 | Park Sorrento at Civic Center Way (City Hall) | 7:12 AM | 9:00 AM | 10:58 AM | 12:46 PM | 2:34 PM | 4:32 PM | |
| 18 | Parkway Calabasas at Park Granada | 7:13 AM | 9:01 AM | 10:59 AM | 12:47 PM | 2:35 PM | 4:33 PM | |
| 19 | Parkway Calabasas at Park Entrada | 7:15 AM | 9:03 AM | 11:01 AM | 12:49 PM | 2:37 PM | 4:35 PM | |
| 20 | Parkway Calabasas at the Oaks Gate | 7:19 AM | 9:07 AM | 11:05 AM | 12:53 PM | 2:41 PM | 4:39 PM | |
| 21 | Parkway Calabasas at Paseo Primario (South) | 7:20 AM | 9:08 AM | 11:06 AM | 12:54 PM | 2:42 PM | 4:40 PM | |
| 22 | Parkway Calabasas at Camino Portal | 7:21 AM | 9:09 AM | 11:07 AM | 12:55 PM | 2:43 PM | 4:41 PM | |
| 23 | Parkway Calabasas at Paseo Primario (North) | 7:22 AM | 9:10 AM | 11:08 AM | 12:56 PM | 2:44 PM | 4:42 PM | |
| 24 | Park Granada at Parkway Calabasas | 7:25 AM | 9:13 AM | 11:11 AM | 12:59 PM | 2:47 PM | 4:45 PM | |

| STOP | LOCATION | TIMES | TIMES | TIMES | TIMES | TIMES | TIMES |
|---|---|---|---|---|---|---|---|
| 25 | Park Sienna at Park Capri | 7:26 AM | 9:14 AM | 11:12 AM | 1:00 PM | 2:48 PM | 4:46 PM |
| 26 | Park Sienna at Park Antigua | 7:27 AM | 9:15 AM | 11:13 AM | 1:01 PM | 2:49 PM | 4:47 PM |
| 27 | Park Sienna at Park Antonio | 7:28 AM | 9:16 AM | 11:14 AM | 1:02 PM | 2:50 PM | 4:48 PM |
| 28 | Park Helena at Park Hacienda | 7:29 AM | 9:17 AM | 11:15 AM | 1:03 PM | 2:51 PM | 4:49 PM |
| 29 | Park Alisal at Park Corona | 7:30 AM | 9:18 AM | 11:16 AM | 1:04 PM | 2:52 PM | 4:50 PM |
| 30 | Park Sienna at Park Alisal | 7:31 AM | 9:19 AM | 11:17 AM | 1:05 PM | 2:53 PM | 4:51 PM |
| 31 | Park Sienna at Park Cordero | 7:32 AM | 9:20 AM | 11:18 AM | 1:06 PM | 2:54 PM | 4:52 PM |
| 32 | Park Sorrento at Park Ora | 7:33 AM | 9:21 AM | 11:19 AM | 1:07 PM | 2:55 PM | 4:53 PM |
| 33 | Park Sorrento at Park Mirasol | 7:35 AM | 9:23 AM | 11:21 AM | 1:09 PM | 2:57 PM | 4:55 PM |
| 34 | Park Sorrento at Park Granada | 7:36 AM | 9:24 AM | 11:22 AM | 1:10 PM | 2:58 PM | 4:56 PM |
| 35 | Calabasas Road at El Canon Avenue | 7:37 AM | 9:25 AM | 11:23 AM | 1:11 PM | 2:59 PM | 4:57 PM |
| 36 | Mulholland Drive at Valmar Road | 7:39 AM | 9:27 AM | 11:25 AM | 1:13 PM | 3:01 PM | 4:59 PM |
| 37 | Mulholland Highway at Freedom Drive | 7:43 AM | 9:31 AM | 11:29 AM | 1:17 PM | 3:05 PM | 5:03 PM |
| 38 | Mulholland Highway at Paul Revere Drive | 7:44 AM | 9:32 AM | 11:30 AM | 1:18 PM | 3:06 PM | 5:04 PM |
| 39 | Mulholland Highway at Eddingham Avenue | 7:46 AM | 9:34 AM | 11:32 AM | 1:20 PM | 3:08 PM | 5:06 PM |
| 40 | Mulholland Highway at Calabasas High School | 7:47 AM | 9:35 AM | 11:33 AM | 1:21 PM | 3:09 PM | 5:07 PM |
| 41 | Mulholland Highway at Mobile Home Estates | 7:52 AM | 9:40 AM | 11:38 AM | 1:26 PM | 3:14 PM | 5:12 PM |
| 42 | Mulholland Highway at Mountain Park Drive | 7:54 AM | 9:42 AM | 11:40 AM | 1:28 PM | 3:16 PM | 5:14 PM |
| 43 | Mulholland Highway at Viewpoint School | 7:57 AM | 9:45 AM | 11:43 AM | 1:31 PM | 3:19 PM | 5:17 PM |
| 44 | Old Topanga Canyon Road at Calabasas High School | 8:00 AM | 9:48 AM | 11:46 AM | 1:34 PM | 3:21 PM | 5:19 PM |
| 45 | Old Topanga Canyon Road at Wrencrest Drive | 8:01 AM | 9:49 AM | 11:47 AM | 1:35 PM | 3:23 PM | 5:21 PM |
| 46 | Park Sorrento at Park Granada | 8:04 AM | 9:52 AM | 11:50 AM | 1:38 PM | 3:26 PM | 5:24 PM |
| 47 | Calabasas Road at Commons Way | 8:06 AM | 9:54 AM | 11:52 AM | 1:40 PM | 3:28 PM | 5:26 PM |
| 48 | Park Sorrento at Civic Center Way (City Hall) | 8:07 AM | 9:55 AM | 11:53 AM | 1:41 PM | 3:29 PM | 5:27 PM |

**CALABASAS PUBLIC TRANSPORTATION SHUTTLE SERVICE**

# FALL LINE 2AM

**With Stops at A.E. Wright & Lupin Hill**

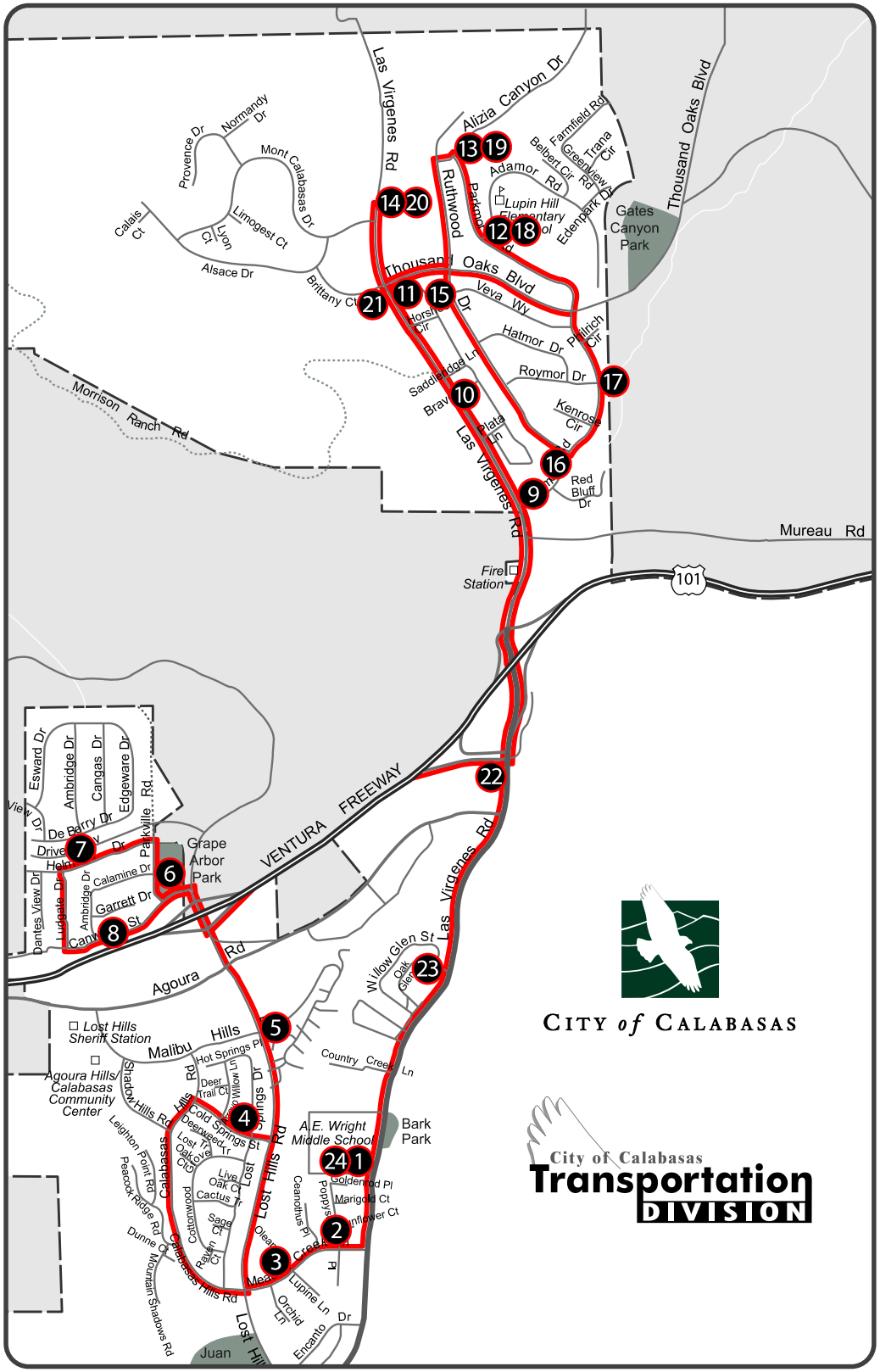
**Hours of operation:**
Monday - Friday
Transit Pass or Transit tickets required.
No service on holidays.
Subject to change without notice.

**Public Information Available:**
Calabasas Transportation
Customer Service
(805) 557-7372

100 Civic Center Way
Calabasas, CA 91302
www.cityofcalabasas.com

Updated: September 2012

| LINE 2 PEAK ROUTE AM | | | | |
|---|---|---|---|---|
| STOP | LOCATION | TIMES | TIMES | TIMES |
| 1 | Las Virgenes Rd. @ A.E. Wright (South Driveway) | 7:07 | - | - |
| 2 | Meadow Creek Ln. @ Poppyseed Pl. | 7:08 | - | 8:15 |
| 3 | Meadow Creek Ln. @ Oleander | 7:09 | - | 8:17 |
| 4 | Lost Springs Rd. @ Cold Springs St. | 7:11 | - | 8:19 |
| 5 | Lost Hills Rd. @ Malibu Hills Rd. | 7:14 | - | 8:21 |
| 6 | Parkville Rd. @ Calamine Dr. | 7:17 | - | 8:22 |
| 7 | Helmond Dr. @ Ludgate Dr. | 7:18 | - | 8:23 |
| 8 | Canwood St. @ Ambridge Dr. | 7:19 | - | 8:24 |
| 9 | Las Virgenes Rd. @ Parkmor Rd. | 7:23 | - | 8:28 |
| 10 | Las Virgenes Rd. @ Bravo Ln. | 7:24 | - | 8:29 |
| 11 | Las Virgenes Rd. @ Thousand Oaks Blvd. (SE) | 7:25 | - | 8:30 |
| 12 | Parkmor Rd. @ Adamor Rd. (Lupin Hill) | 7:30 | - | - |
| 13 | Parkmor Rd. @ Alizia Canyon Dr. | 7:31 | - | - |
| 14 | Las Virgenes Rd. @ Malibu Cyn. Apts. Leasing Ct. | 7:34 | - | 8:35 |
| 15 | Ruthwood Dr. @ Veva Way | 7:40 | 7:48 | - |
| 16 | Ruthwood Dr. @ Parkmor Rd. | 7:42 | 7:49 | - |
| 17 | Parkmor Rd. @ Roymor Dr. | 7:44 | 7:51 | - |
| 18 | Parkmor Rd. @ Adamor Rd. (Lupin Hill) | 7:46 | - | - |
| 19 | Parkmor Rd. @ Alizia Canyon Dr. | 7:47 | - | - |
| 20 | Las Virgenes Rd. @ Malibu Cyn. Apts. Leasing Ct. | - | 7:55 | - |
| 21 | Las Virgenes Rd. @ Thousand Oaks Blvd. (SW) | - | 8:01 | - |
| 22 | Las Virgenes Road @ Shell Station | - | 8:05 | - |
| 23 | Las Virgenes Rd. @ Willow Glen St. | - | 8:08 | 8:40 |
| 24 | Las Virgenes Rd. @ A.E. Wright (South Driveway) | - | 8:09 | 8:45 |



# CALABASAS PUBLIC TRANSPORTATION SHUTTLE SERVICE

# FALL LINE 2PM

**With Stops at A.E. Wright & Lupin Hill**

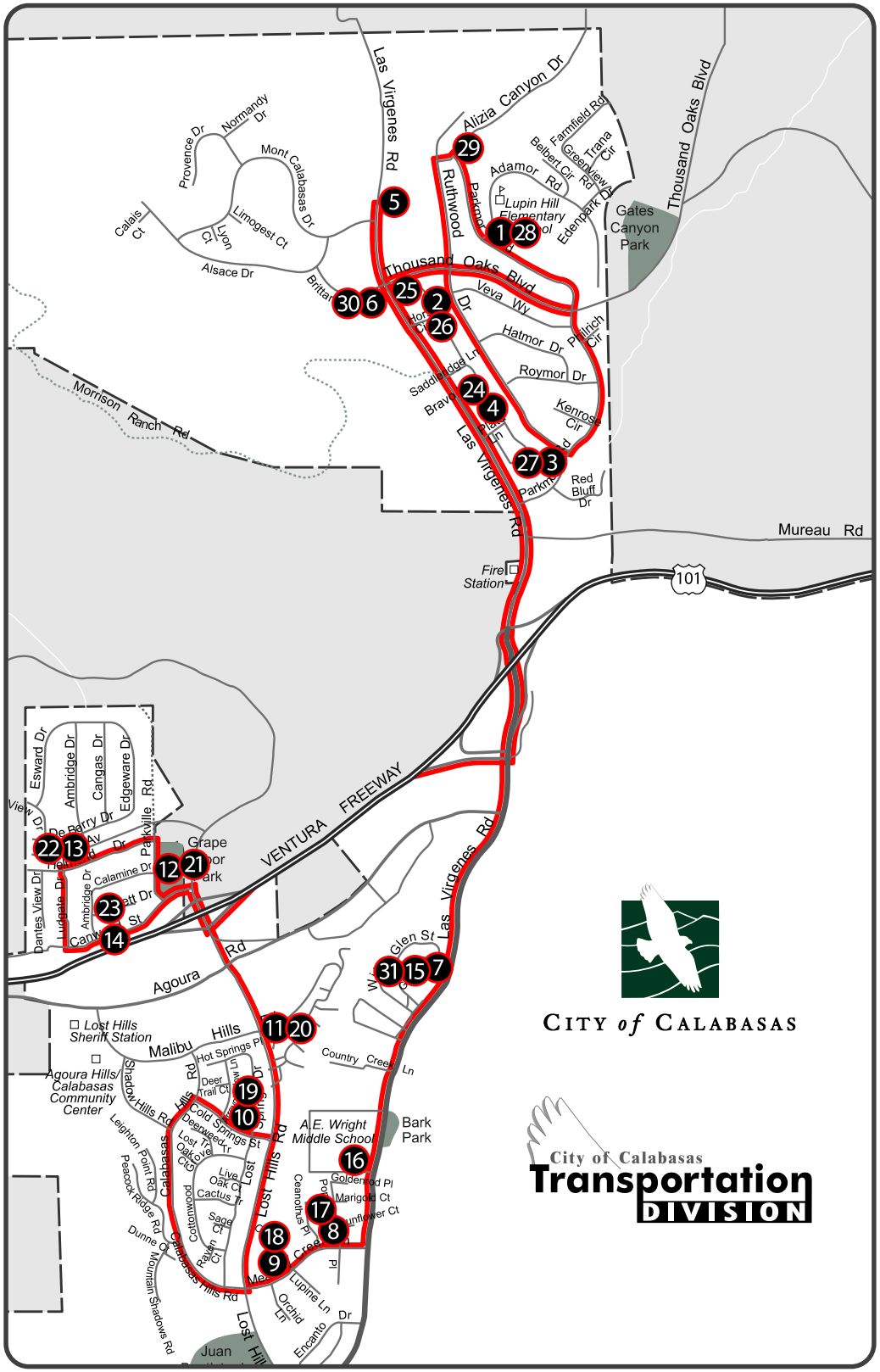
**Hours of operation:**
Monday - Friday
Transit Pass or Transit tickets required.
No service on holidays.
Subject to change without notice.

**Public Information Available:**
Calabasas Transportation
Customer Service
(805) 557-7372

100 Civic Center Way
Calabasas, CA 91302
www.cityofcalabasas.com

Updated: September 2012

| LINE 2 PEAK ROUTE PM | | | | | | | |
|---|---|---|---|---|---|---|---|
| STOP | LOCATION | TIMES | TIMES | WED | THUR | THUR | THUR |
| 1 | Parkmor Rd. @ Adamor Rd. (Lupin Hill) | 2:15 | 2:40 | 12:30 | - | 2:15 | 2:40 |
| 2 | Ruthwood Dr. @ Veva Way | 2:16 | 2:41 | 12:31 | - | 2:16 | 2:41 |
| 3 | Ruthwood Dr. @ Parkmor Rd. | 2:17 | 2:42 | 12:32 | - | 2:17 | 2:42 |
| 4 | Las Virgenes Rd. @ Bravo Ln. | 2:19 | 2:44 | 12:34 | | 2:19 | 2:44 |
| 5 | Las Virgenes Rd. @ Malibu Cyn. Apts. Leasing Ct. | 2:20 | 2:44 | 12:35 | - | 2:20 | 2:44 |
| 6 | Las Virgenes Rd. @ Thousand Oaks Blvd. (SW) | 2:22 | 2:46 | 12:36 | - | 2:22 | 2:46 |
| 7 | Las Virgenes Rd. @ Willow Glen St. | 2:24 | 2:48 | 12:39 | - | 2:24 | 2:48 |
| 8 | Meadow Creek Ln. @ Poppyseed Pl. | 2:25 | 2:49 | 12:40 | - | 2:25 | 2:49 |
| 9 | Meadow Creek Ln. @ Oleander | 2:26 | 2:50 | 12:41 | - | 2:26 | 2:50 |
| 10 | Lost Springs Rd. @ Cold Springs St. | 2:27 | 2:51 | 12:43 | - | 2:27 | 2:51 |
| 11 | Lost Hills Rd. @ Malibu Hills Rd. | 2:32 | 2:56 | 12:48 | - | 2:32 | 2:56 |
| 12 | Parkville Rd. @ Calamine Dr. | 2:35 | 2:59 | 12:52 | - | 2:35 | 2:59 |
| 13 | Helmond Dr. @ Ludgate Dr. | 2:36 | 3:00 | 12:53 | - | 2:36 | 3:00 |
| 14 | Canwood St. @ Ambridge Dr. | 2:37 | 3:01 | 12:54 | - | 2:37 | 3:01 |
| 15 | Las Virgenes Rd. @ Willow Glen St. | - | 3:06 | 12:59 | - | - | 3:06 |
| 16 | Las Virgenes Rd. @ A.E. Wright (South Driveway) | - | 3:20 | 3:20 | 1:15 | - | - |
| 17 | Meadow Creek Ln. @ Poppyseed Pl. | - | 3:21 | 3:21 | 1:16 | - | - |
| 18 | Meadow Creek Ln. @ Oleander | - | 3:22 | 3:22 | 1:17 | - | - |
| 19 | Lost Springs Rd. @ Cold Springs St. | - | 3:23 | 3:23 | 1:18 | - | - |
| 20 | Lost Hills Rd. @ Malibu Hills Rd. | - | 3:26 | 3:26 | 1:21 | - | - |
| 21 | Parkville Rd. @ Calamine Dr. | - | 3:29 | 3:29 | 1:24 | - | - |
| 22 | Helmond Dr. @ Ludgate Dr. | - | 3:30 | 3:30 | 1:25 | - | - |
| 23 | Canwood St. @ Ambridge Dr. | - | 3:31 | 3:31 | 1:26 | - | - |
| 24 | Las Virgenes Rd. @ Bravo Ln. | - | 3:36 | 3:36 | 1:31 | - | - |
| 25 | Las Virgenes Rd. @ Thousand Oaks Blvd. (SE) | - | 3:37 | 3:37 | 1:32 | - | - |
| 26 | Ruthwood Dr. @ Veva Way | - | 3:39 | 3:39 | 1:34 | - | - |
| 27 | Ruthwood Dr. @ Parkmor Rd. | - | 3:40 | 3:40 | 1:35 | - | - |
| 28 | Parkmor Rd. @ Adamor Rd. | - | 3:42 | 3:42 | 1:37 | - | - |
| 29 | Parkmor Rd. @ Alizia Canyon Dr. | - | 3:43 | 3:43 | 1:38 | - | - |
| 30 | Las Virgenes Rd. @ Thousand Oaks Blvd. (SW) | - | 3:45 | 3:45 | 1:39 | - | - |
| 31 | Las Virgenes Rd. @ Willow Glen St. | - | 3:48 | 3:48 | 1:43 | - | - |



**CALABASAS PUBLIC TRANSPORTATION SHUTTLE SERVICE**

# FALL LINE 5AM

**With Stops at C.H.S.**

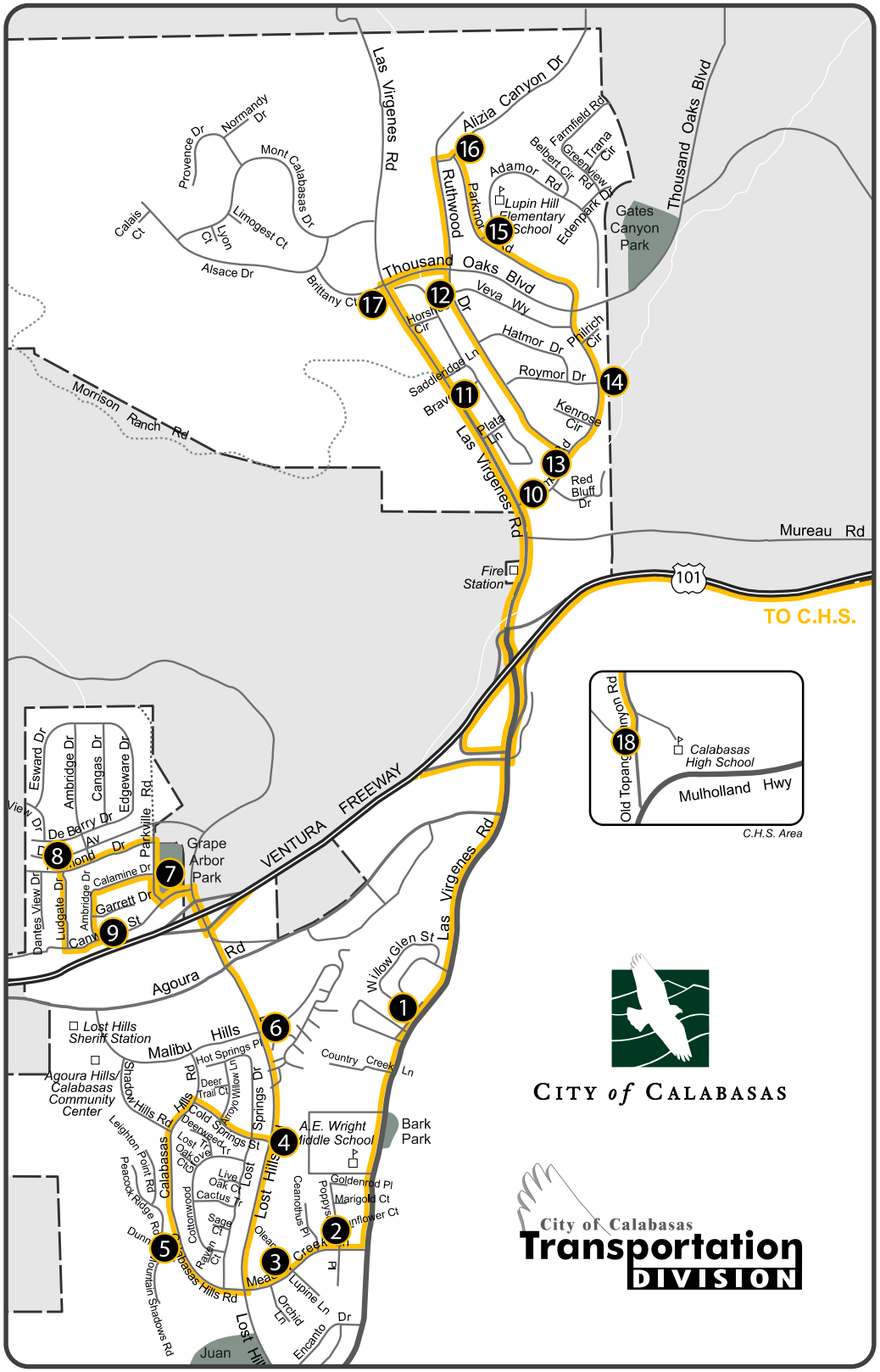
**Hours of operation:**
Monday - Friday
Transit Pass or Transit tickets required.
No service on holidays.
Subject to change without notice.

**Public Information Available:**
Calabasas Transportation
Customer Service
(805) 557-7372

100 Civic Center Way
Calabasas, CA 91302
www.cityofcalabasas.com

Updated: September 2012

| LINE 5AM PEAK ROUTE | | | |
|---|---|---|---|
| STOP | LOCATION | TIMES | TUES |
| 1 | Las Virgenes Rd. @ Willow Glen St. | 6:50 | 7:50 |
| 2 | Meadow Creek Ln. @ Poppyseed Pl. | 6:52 | 7:52 |
| 3 | Meadow Creek Ln. @ Oleander | 6:53 | 7:53 |
| 4 | Lost Hills Rd. @ Cold Springs St. | 6:54 | 7:54 |
| 5 | Calabasas Hills Rd. @ Peacock Ridge Rd. | 6:56 | 7:56 |
| 6 | Lost Hills Rd. @ Malibu Hills Rd. | 6:58 | 7:58 |
| 7 | Parkville Rd. @ Calamine Dr. | 7:01 | 8:01 |
| 8 | Helmond Dr. @ Ludgate Dr. | 7:02 | 8:02 |
| 9 | Canwood St. @ Ambridge Dr. | 7:03 | 8:03 |
| 10 | Las Virgenes Rd. @ Parkmor Rd. | 7:10 | 8:10 |
| 11 | Las Virgenes Rd. @ Bravo Ln. | 7:11 | 8:11 |
| 12 | Ruthwood Dr. @ Veva Way | 7:13 | 8:13 |
| 13 | Ruthwood Dr. @ Parkmor Rd. | 7:15 | 8:15 |
| 14 | Parkmor Rd. @ Roymor Dr. | 7:17 | 8:17 |
| 15 | Parkmor Rd. @ Adamor Rd. | 7:19 | 8:19 |
| 16 | Parkmor Rd. @ Alizia Canyon Dr. | 7:21 | 8:21 |
| 17 | Las Virgenes Rd. @ Thousand Oaks Blvd. (SW) | 7:23 | 8:23 |
| 18 | Old Topanga Canyon Rd. @ C.H.S. | 7:38 | 8:37 |



**CALABASAS PUBLIC TRANSPORTATION SHUTTLE SERVICE**

# FALL LINE 5PM

**With Stops at C.H.S.**

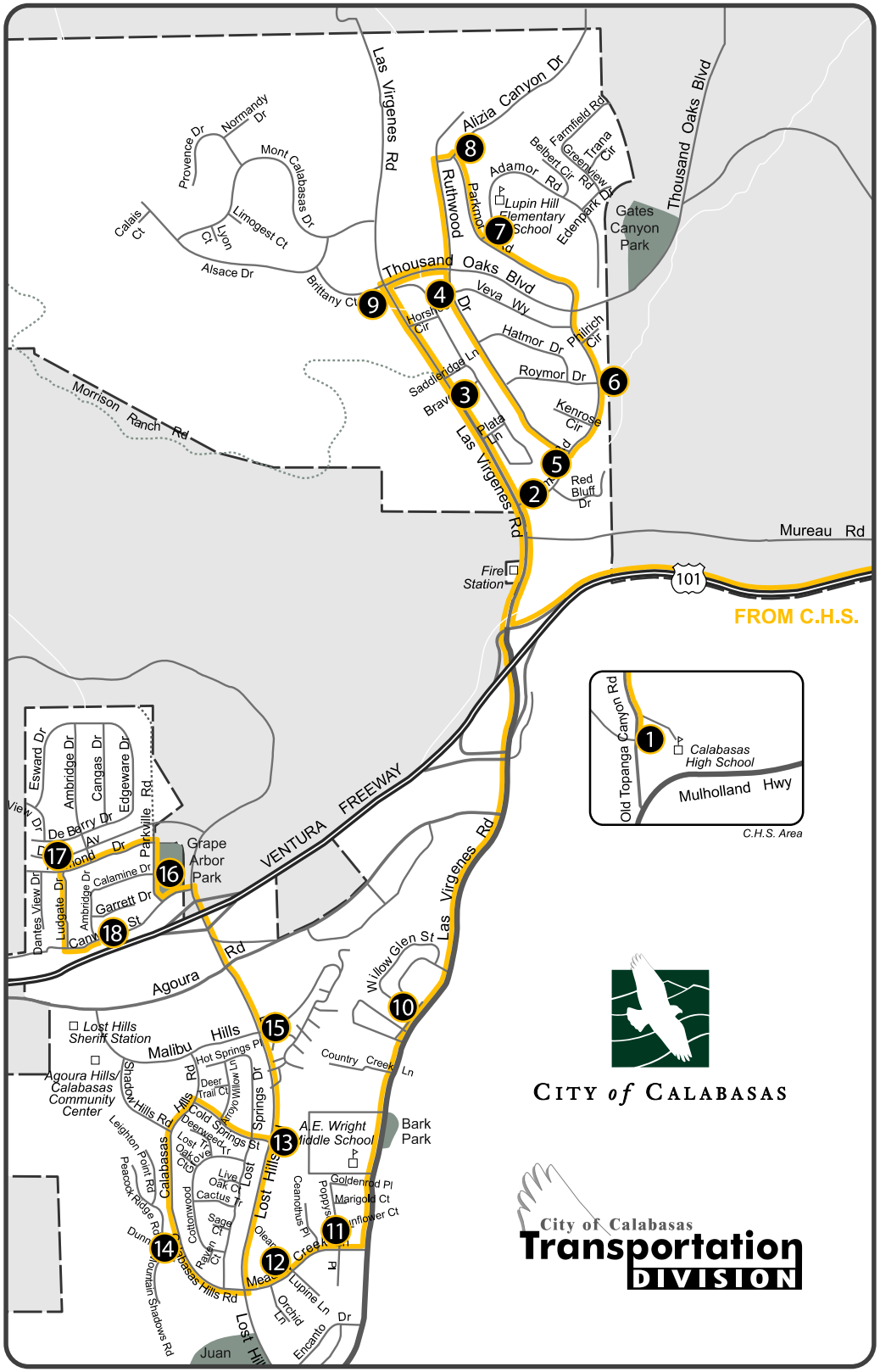
**Hours of operation:**
Monday - Friday
Transit Pass or Transit tickets required.
No service on holidays.
Subject to change without notice.

**Public Information Available:**
Calabasas Transportation
Customer Service
(805) 557-7372

100 Civic Center Way
Calabasas, CA 91302
www.cityofcalabasas.com

Updated: September 2012

| LINE 5 PM PEAK ROUTE | | | |
|---|---|---|---|
| **STOP** | **LOCATION** | **TIMES** | **FRI** |
| 1 | Old Topanga Canyon Rd. @ C.H.S. | 3:20 | 2:00 |
| 2 | Las Virgenes Rd. @ Parkmor Rd. | 3:33 | 2:13 |
| 3 | Las Virgenes Rd. @ Bravo Ln. | 3:34 | 2:14 |
| 4 | Ruthwood Dr. @ Veva Way | 3:35 | 2:15 |
| 5 | Ruthwood Dr. @ Parkmor Rd. | 3:36 | 2:16 |
| 6 | Parkmor Rd. @ Roymor Rd. | 3:37 | 2:17 |
| 7 | Parkmor Rd @ Adamor Rd. | 3:38 | 2:18 |
| 8 | Parkmor Rd. @ Alizia Canyon Dr. | 3:40 | 2:20 |
| 9 | Las Virgenes Rd. @ Thousand Oaks Blvd. (SW) | 3:43 | 2:23 |
| 10 | Las Virgenes Rd. @ Willow Glen St. | 3:49 | 2:29 |
| 11 | Meadow Creek Ln. @ Poppyseed Pl. | 3:50 | 2:30 |
| 12 | Meadow Creek Ln. @ Oleander | 3:51 | 2:31 |
| 13 | Lost Hills Rd. @ Cold Spring St. | 3:52 | 2:32 |
| 14 | Calabasas Hills Rd. @ Peacock Ridge Rd. | 3:53 | 2:33 |
| 15 | Lost Hills Rd. @ Malibu Hills Rd. | 3:54 | 2:34 |
| 16 | Parkville Rd. @ Calamine Dr. | 3:56 | 2:36 |
| 17 | Helmond Dr. @ Ludgate Dr. | 3:57 | 2:37 |
| 18 | Canwood St. @ Ambridge Dr. | 4:00 | 2:40 |



# CALABASAS PUBLIC TRANSPORTATION SHUTTLE SERVICE

# SUMMER LINE 2 AM PM

**Service: June 17 – July 24**

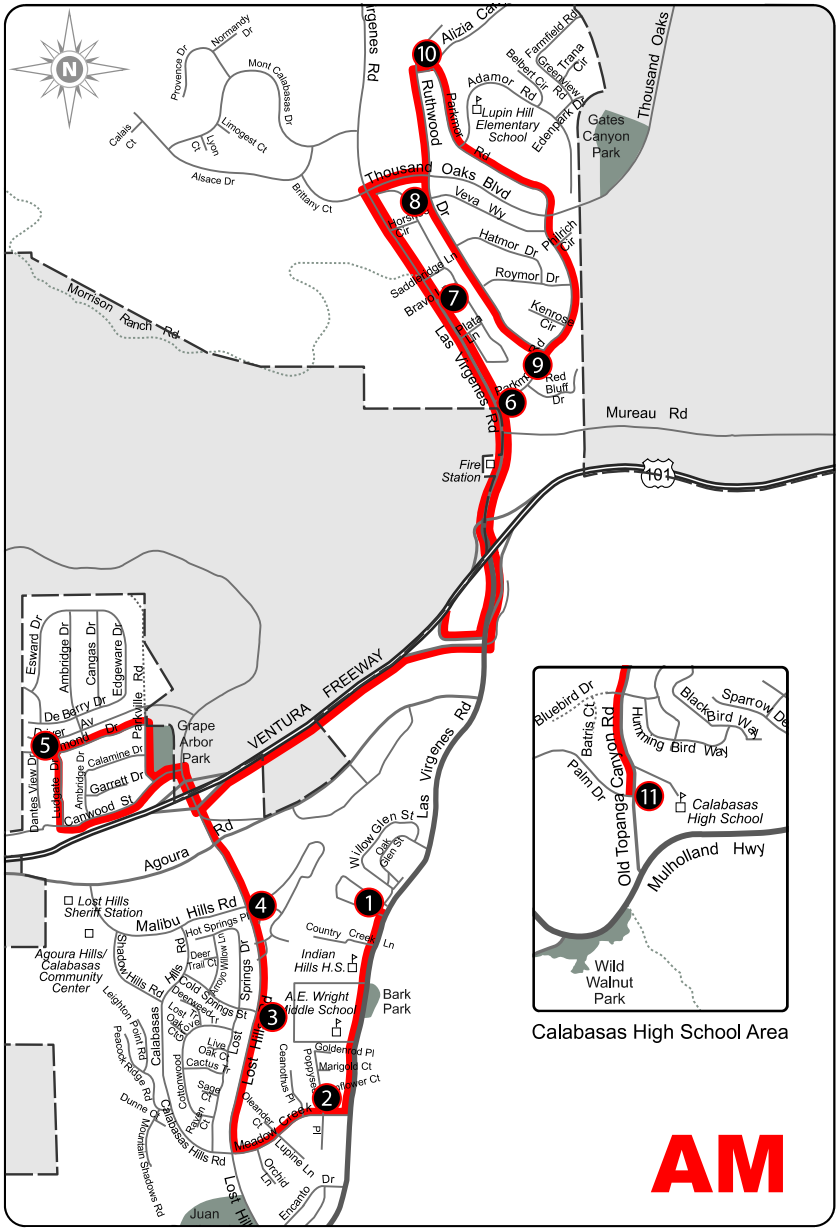
**Hours of operation:**
Monday - Thursday
Transit Pass required.
No service on holidays.
Subject to change without notice.

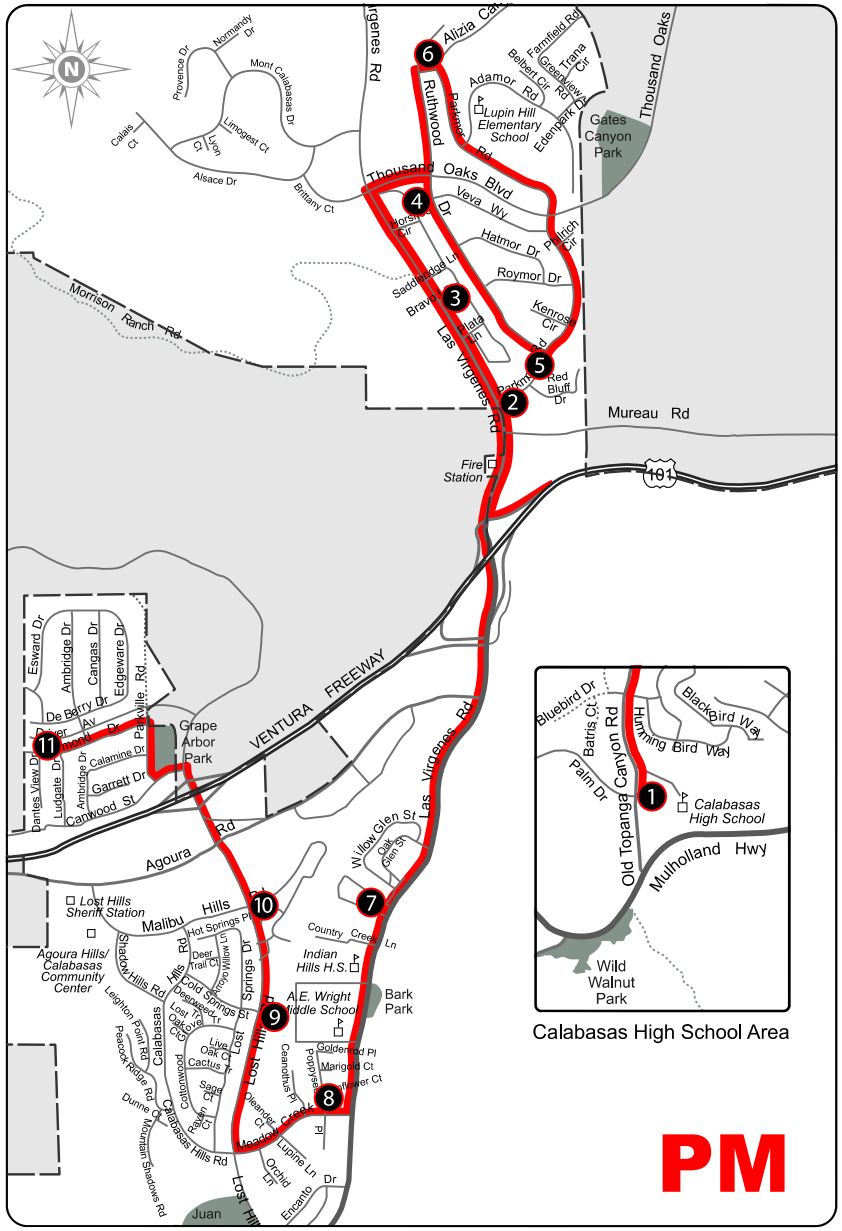
**Public Information Available:**
Calabasas Transportation
Customer Service
(805) 557-7372

www.cityofcalabasas.com

City of Calabasas Transportation DIVISION

CITY of CALABASAS




Updated: May 2014

**AM**

| STOP | LOCATION | TIMES |
|---|---|---|
| 1 | Las Virgenes Rd. @ Willow Glen St. | 6:32 |
| 2 | Meadow Creek Ln. @ Poppyseed Pl. | 6:34 |
| 3 | Lost Hills Rd. @ Cold Springs St. | 6:36 |
| 4 | Lost Hills Rd. @ Malibu Hills Rd. | 6:38 |
| 5 | Helmond Dr. @ Ludgate Dr. | 6:41 |
| 6 | Las Virgenes Rd. @ Parkmor Rd. | 6:46 |
| 7 | Las Virgenes Rd. @ Bravo Ln. | 6:48 |
| 8 | Ruthwood Dr. @ Veva Way | 6:50 |
| 9 | Ruthwood Dr. @ Parkmor Rd. | 6:52 |
| 10 | Parkmor Rd. @ Alizia Canyon Dr. | 6:55 |
| 11 | Old Topanga Canyon Rd. @ C.H.S. | 7:10 |

**PM**

| STOP | LOCATION | TIMES |
|---|---|---|
| 1 | Old Topanga Canyon Rd. @ C.H.S. | 1:00 |
| 2 | Las Virgenes Rd. @ Parkmor Rd. | 1:15 |
| 3 | Las Virgenes Rd. @ Bravo Ln. | 1:17 |
| 4 | Ruthwood Dr. @ Veva Way | 1:19 |
| 5 | Ruthwood Dr. @ Parkmor Rd. | 1:21 |
| 6 | Parkmor Rd. @ Alizia Canyon Dr. | 1:24 |
| 7 | Las Virgenes Rd. @ Willow Glen St. | 1:30 |
| 8 | Meadow Creek Ln. @ Poppyseed Pl. | 1:32 |
| 9 | Lost Hills Rd. @ Cold Springs St. | 1:34 |
| 10 | Lost Hills Rd. @ Malibu Hills Rd. | 1:36 |
| 11 | Helmond Dr. @ Ludgate Dr. | 1:40 |

# APPENDIX D

# TRAFFIC VOLUME DATA

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-001

**Day:** Thursday

**City:** Calabasas

**Date:** 9/11/2014

**TOTALS**

**AM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | Mureau Rd | | | Mureau Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| 7:00 AM | 0 | 141 | 33 | 11 | 115 | 0 | 0 | 0 | 0 | 32 | 0 | 2 | 334 |
| 7:15 AM | 0 | 129 | 45 | 17 | 170 | 0 | 0 | 0 | 0 | 29 | 0 | 3 | 393 |
| 7:30 AM | 0 | 188 | 69 | 23 | 188 | 0 | 0 | 0 | 0 | 39 | 0 | 5 | 512 |
| 7:45 AM | 0 | 107 | 57 | 20 | 249 | 0 | 0 | 0 | 0 | 55 | 0 | 9 | 497 |
| 8:00 AM | 0 | 136 | 41 | 22 | 241 | 0 | 0 | 0 | 0 | 66 | 0 | 10 | 516 |
| 8:15 AM | 1 | 109 | 46 | 10 | 186 | 0 | 0 | 0 | 0 | 57 | 0 | 6 | 415 |
| 8:30 AM | 1 | 114 | 54 | 5 | 132 | 0 | 0 | 0 | 0 | 60 | 0 | 3 | 369 |
| 8:45 AM | 0 | 110 | 42 | 12 | 106 | 0 | 0 | 0 | 0 | 42 | 0 | 6 | 318 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 2 | 1034 | 387 | 120 | 1387 | 0 | 0 | 0 | 0 | 380 | 0 | 44 | 3354 |
| **APPROACH %'s :** | 0.14% | 72.66% | 27.20% | 7.96% | 92.04% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | 89.62% | 0.00% | 10.38% | |
| **PEAK HR START TIME :** | 730 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 540 | 213 | 75 | 864 | 0 | 0 | 0 | 0 | 217 | 0 | 30 | 1940 |
| **PEAK HR FACTOR :** | | 0.733 | | | 0.873 | | | 0.000 | | | 0.813 | | 0.940 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-001

**Day:** Thursday

**City:** Calabasas

**Date:** 9/11/2014

**TOTALS**

**PM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | Mureau Rd | | | Mureau Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| 4:00 PM | 0 | 134 | 126 | 17 | 80 | 0 | 0 | 0 | 0 | 48 | 0 | 6 | 411 |
| 4:15 PM | 1 | 146 | 132 | 23 | 61 | 0 | 0 | 0 | 0 | 41 | 0 | 13 | 417 |
| 4:30 PM | 0 | 121 | 155 | 20 | 74 | 0 | 0 | 0 | 0 | 54 | 0 | 5 | 429 |
| 4:45 PM | 0 | 156 | 116 | 26 | 104 | 0 | 0 | 0 | 0 | 49 | 0 | 14 | 465 |
| 5:00 PM | 0 | 125 | 158 | 17 | 92 | 0 | 0 | 0 | 0 | 66 | 0 | 13 | 471 |
| 5:15 PM | 0 | 138 | 154 | 27 | 72 | 0 | 0 | 0 | 0 | 34 | 0 | 8 | 433 |
| 5:30 PM | 0 | 130 | 158 | 19 | 84 | 0 | 0 | 0 | 0 | 55 | 0 | 15 | 461 |
| 5:45 PM | 0 | 134 | 163 | 11 | 69 | 0 | 0 | 0 | 0 | 47 | 0 | 6 | 430 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 1 | 1084 | 1162 | 160 | 636 | 0 | 0 | 0 | 0 | 394 | 0 | 80 | 3517 |
| **APPROACH %'s :** | 0.04% | 48.24% | 51.71% | 20.10% | 79.90% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | 83.12% | 0.00% | 16.88% | |
| **PEAK HR START TIME :** | 445 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 549 | 586 | 89 | 352 | 0 | 0 | 0 | 0 | 204 | 0 | 50 | 1830 |
| **PEAK HR FACTOR :** | | 0.972 | | | 0.848 | | | 0.000 | | | 0.804 | | 0.971 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Las Virgenes Rd and Mureau Rd , Calabasas*

Date: 9/11/2014

Day: Thursday

Project #: 14-5572-001

City: Calabasas

| | |
|---|---|
| AM Peak Hour | 730 AM |
| NOON Peak Hour | |
| PM Peak Hour | 445 PM |

### Peak Hour Summary

**Southbound Approach** (Las Virgenes Rd)

| Lanes | 0 | 2 | 1 | | |
|---|---|---|---|---|---|
| AM | 0 | 864 | 75 | 570 | AM |
| NOON | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 352 | 89 | 599 | PM |

**Eastbound Approach** (Mureau Rd)

| | AM | NOON | PM |
|---|---|---|---|
| | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| Lanes | AM | NOON | PM |

**Westbound Approach**

| AM | NOON | PM | Lanes |
|---|---|---|---|
| 30 | 0 | 50 | 1 |
| 0 | 0 | 0 | 0 |
| 217 | 0 | 204 | 1 |
| 288 | 0 | 675 | |
| AM | NOON | PM | |

**CONTROL**

Signalized

**Northbound Approach**

| | | | | |
|---|---|---|---|---|
| AM | 1081 | 1 | 540 | 213 | AM |
| NOON | 0 | 0 | 0 | 0 | NOON |
| PM | 556 | 0 | 549 | 586 | PM |
| | | 0 | 2 | 1 | Lanes |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

### Total Ins & Outs

| | North Leg | | |
|---|---|---|---|
| | 939 | 570 | AM |
| | 0 | 0 | NOON |
| | 441 | 599 | PM |

| West Leg AM | West Leg NOON | West Leg PM | | East Leg AM | East Leg NOON | East Leg PM |
|---|---|---|---|---|---|---|
| 1 | 0 | 0 | | 247 | 0 | 254 |
| 0 | 0 | 0 | | 288 | 0 | 675 |

| | South Leg | |
|---|---|---|
| AM | 1081 | 754 |
| NOON | 0 | 0 |
| PM | 556 | 1135 |

### Total Volume Per Leg

| | North Leg |
|---|---|
| AM | 1509 |
| NOON | 0 |
| PM | 1040 |

| West Leg AM | West Leg NOON | West Leg PM | | East Leg AM | East Leg NOON | East Leg PM |
|---|---|---|---|---|---|---|
| 1 | 0 | 0 | | 535 | 0 | 929 |

| | South Leg |
|---|---|
| AM | 1835 |
| NOON | 0 |
| PM | 1691 |

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-001

**Day:** Thursday

**City:** Calabasas

**Cars**

**Date:** 9/11/2014

**AM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | Mureau Rd | | | Mureau Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| 7:00 AM | 0 | 141 | 32 | 11 | 115 | 0 | 0 | 0 | 0 | 32 | 0 | 2 | 333 |
| 7:15 AM | 0 | 129 | 45 | 17 | 170 | 0 | 0 | 0 | 0 | 29 | 0 | 3 | 393 |
| 7:30 AM | 0 | 188 | 68 | 23 | 188 | 0 | 0 | 0 | 0 | 39 | 0 | 5 | 511 |
| 7:45 AM | 0 | 107 | 55 | 20 | 248 | 0 | 0 | 0 | 0 | 55 | 0 | 8 | 493 |
| 8:00 AM | 0 | 136 | 41 | 22 | 241 | 0 | 0 | 0 | 0 | 66 | 0 | 10 | 516 |
| 8:15 AM | 1 | 109 | 46 | 10 | 186 | 0 | 0 | 0 | 0 | 57 | 0 | 6 | 415 |
| 8:30 AM | 1 | 114 | 54 | 5 | 132 | 0 | 0 | 0 | 0 | 60 | 0 | 3 | 369 |
| 8:45 AM | 0 | 109 | 42 | 12 | 106 | 0 | 0 | 0 | 0 | 42 | 0 | 5 | 316 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 2 | 1033 | 383 | 120 | 1386 | 0 | 0 | 0 | 0 | 380 | 0 | 42 | 3346 |
| **APPROACH %'s :** | 0.14% | 72.85% | 27.01% | 7.97% | 92.03% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | 90.05% | 0.00% | 9.95% | |
| **PEAK HR START TIME :** | 730 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 540 | 210 | 75 | 863 | 0 | 0 | 0 | 0 | 217 | 0 | 29 | 1935 |
| **PEAK HR FACTOR :** | | 0.733 | | | 0.875 | | | 0.000 | | | 0.809 | | 0.938 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-001

**Day:** Thursday

**City:** Calabasas

**Cars**

**Date:** 9/11/2014

**PM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | Mureau Rd | | | Mureau Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| 4:00 PM | 0 | 134 | 126 | 17 | 79 | 0 | 0 | 0 | 0 | 48 | 0 | 6 | 410 |
| 4:15 PM | 1 | 145 | 132 | 23 | 61 | 0 | 0 | 0 | 0 | 41 | 0 | 13 | 416 |
| 4:30 PM | 0 | 121 | 155 | 20 | 74 | 0 | 0 | 0 | 0 | 54 | 0 | 5 | 429 |
| 4:45 PM | 0 | 156 | 116 | 26 | 104 | 0 | 0 | 0 | 0 | 49 | 0 | 14 | 465 |
| 5:00 PM | 0 | 125 | 158 | 17 | 92 | 0 | 0 | 0 | 0 | 66 | 0 | 13 | 471 |
| 5:15 PM | 0 | 138 | 154 | 27 | 72 | 0 | 0 | 0 | 0 | 34 | 0 | 8 | 433 |
| 5:30 PM | 0 | 130 | 158 | 19 | 83 | 0 | 0 | 0 | 0 | 55 | 0 | 15 | 460 |
| 5:45 PM | 0 | 134 | 163 | 11 | 69 | 0 | 0 | 0 | 0 | 47 | 0 | 6 | 430 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 1 | 1083 | 1162 | 160 | 634 | 0 | 0 | 0 | 0 | 394 | 0 | 80 | 3514 |
| **APPROACH %'s :** | 0.04% | 48.22% | 51.74% | 20.15% | 79.85% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | 83.12% | 0.00% | 16.88% | |
| **PEAK HR START TIME :** | 445 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 549 | 586 | 89 | 351 | 0 | 0 | 0 | 0 | 204 | 0 | 50 | 1829 |
| **PEAK HR FACTOR :** | | 0.972 | | | 0.846 | | | 0.000 | | | 0.804 | | 0.971 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-001

**Day:** Thursday

**City:** Calabasas

**3 Axle+ Trucks**

**Date:** 9/11/2014

**AM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | Mureau Rd | | | Mureau Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| **APPROACH %'s :** | 0.00% | 20.00% | 80.00% | 0.00% | 100.00% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 0.00% | 100.00% | |
| **PEAK HR START TIME :** | 730 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| **PEAK HR FACTOR :** | 0.375 | | | 0.250 | | | 0.000 | | | 0.250 | | | 0.938 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-001

**Day:** Thursday

**City:** Calabasas

**3 Axle+ Trucks**

**Date:** 9/11/2014

**PM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | Mureau Rd | | | Mureau Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 445 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.250 | | | 0.000 | | | 0.000 | | | 0.971 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5572-001
N/S Street: Las Virgenes
E/W Street: Mureau Rd
DATE: 9/11/2014
CITY: Calabasas

DAY: Thursday

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 |
| 7:15 AM | 1 | 0 | 0 | 0 | 4 | 2 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| **TOTALS** | **1** | **0** | **0** | **0** | **15** | **8** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 7:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **3** | **0** | **3** | **0** | **0** | **0** | **0** | **3** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** |

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-003

**Day:** Thursday

**City:** Calabasas

**Date:** 9/11/2014

**TOTALS**

**AM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 NB Ramps | | | US-101 NB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 1 | 1 | 2 | 1 | 0.5 | 0.5 | 1 | 0 | 1 | 0 | |
| 7:00 AM | 0 | 100 | 0 | 8 | 263 | 48 | 39 | 2 | 87 | 0 | 0 | 4 | 32 |
| 7:15 AM | 0 | 149 | 0 | 3 | 305 | 62 | 88 | 0 | 98 | 1 | 0 | 8 | 66 |
| 7:30 AM | 0 | 237 | 0 | 7 | 265 | 65 | 83 | 0 | 61 | 2 | 2 | 5 | 143 |
| 7:45 AM | 0 | 122 | 0 | 7 | 286 | 91 | 54 | 2 | 80 | 1 | 0 | 11 | 58 |
| 8:00 AM | 0 | 173 | 1 | 5 | 350 | 81 | 55 | 0 | 70 | 1 | 0 | 12 | 74 |
| 8:15 AM | 0 | 205 | 0 | 7 | 381 | 78 | 47 | 2 | 80 | 2 | 0 | 10 | 67 |
| 8:30 AM | 0 | 236 | 0 | 6 | 337 | 50 | 52 | 1 | 73 | 4 | 0 | 11 | 80 |
| 8:45 AM | 0 | 157 | 0 | 4 | 252 | 39 | 42 | 1 | 67 | 1 | 0 | 4 | 52 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1379 | 1 | 47 | 2439 | 514 | 460 | 8 | 616 | 12 | 2 | 65 | 5543 |
| **APPROACH %'s :** | 0.00% | 99.93% | 0.07% | 1.57% | 81.30% | 17.13% | 42.44% | 0.74% | 56.83% | 15.19% | 2.53% | 82.28% | |
| **PEAK HR START TIME :** | 745 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 736 | 1 | 25 | 1354 | 300 | 208 | 5 | 303 | 8 | 0 | 44 | 2984 |
| **PEAK HR FACTOR :** | | 0.781 | | | 0.901 | | | 0.949 | | | 0.867 | | 0.919 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| 7:00 AM | | 5 | | |
| 7:15 AM | | 1 | | |
| 7:30 AM | | 6 | | |
| 7:45 AM | | 4 | | |
| 8:00 AM | | 3 | | |
| 8:15 AM | | 5 | | |
| 8:30 AM | | 3 | | |
| 8:45 AM | | 1 | | |
| **TOTAL VOLUMES :** | 0 | 28 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-003

**Day:** Thursday

**City:** Calabasas

**Date:** 9/11/2014

**TOTALS**

**PM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 NB Ramps | | | US-101 NB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 1 | 1 | 2 | 1 | 0.5 | 0.5 | 1 | 0 | 1 | 0 | |
| 4:00 PM | 0 | 341 | 0 | 5 | 161 | 30 | 109 | 2 | 35 | 2 | 0 | 13 | 146 |
| 4:15 PM | 0 | 357 | 1 | 15 | 129 | 22 | 101 | 2 | 28 | 3 | 0 | 6 | 177 |
| 4:30 PM | 0 | 343 | 1 | 8 | 128 | 34 | 107 | 1 | 42 | 5 | 0 | 11 | 164 |
| 4:45 PM | 0 | 347 | 0 | 9 | 158 | 32 | 90 | 0 | 28 | 5 | 0 | 16 | 167 |
| 5:00 PM | 0 | 366 | 1 | 10 | 162 | 34 | 132 | 1 | 44 | 2 | 0 | 8 | 180 |
| 5:15 PM | 1 | 335 | 0 | 11 | 156 | 26 | 128 | 0 | 26 | 3 | 0 | 4 | 167 |
| 5:30 PM | 0 | 321 | 0 | 13 | 152 | 30 | 120 | 0 | 36 | 3 | 0 | 5 | 161 |
| 5:45 PM | 0 | 286 | 0 | 3 | 126 | 24 | 135 | 1 | 56 | 1 | 0 | 7 | 134 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 1 | 2696 | 3 | 74 | 1172 | 232 | 922 | 7 | 295 | 24 | 0 | 70 | 5496 |
| **APPROACH %'s :** | 0.04% | 99.85% | 0.11% | 5.01% | 79.30% | 15.70% | 75.33% | 0.57% | 24.10% | 25.53% | 0.00% | 74.47% | |
| **PEAK HR START TIME :** | 445 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 1369 | 1 | 43 | 628 | 122 | 470 | 1 | 134 | 13 | 0 | 33 | 2815 |
| **PEAK HR FACTOR :** | | 0.934 | | | 0.962 | | | 0.855 | | | 0.548 | | 0.926 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| 4:00 PM | | 1 | | |
| 4:15 PM | | 11 | | |
| 4:30 PM | | 3 | | |
| 4:45 PM | | 5 | | |
| 5:00 PM | | 7 | | |
| 5:15 PM | | 7 | | |
| 5:30 PM | | 9 | | |
| 5:45 PM | | 2 | | |
| | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 0 | 45 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Las Virgenes Rd and US-101 NB Ramps , Calabasas*

Date: 9/11/2014

Day: Thursday

Project #: 14-5572-003

City: Calabasas

| | |
|---|---|
| AM Peak Hour | 745 AM |
| NOON Peak Hour | |
| PM Peak Hour | 445 PM |

### Peak Hour Summary

**Southbound Approach** (Las Virgenes Rd)

| | Lanes 1 | 2 | 1 | | |
|---|---|---|---|---|---|
| AM | 300 | 1354 | 25 | 988 | AM |
| NOON | 0 | 0 | 0 | 0 | NOON |
| PM | 122 | 628 | 43 | 1872 | PM |

**Eastbound Approach** (US-101 NB Ramps)

| Lanes | AM | NOON | PM |
|---|---|---|---|
| | 300 | 0 | 123 |
| 0.5 | 208 | 0 | 470 |
| 0.5 | 5 | 0 | 1 |
| 1 | 303 | 0 | 134 |

**Westbound Approach**

| Lanes | AM | NOON | PM |
|---|---|---|---|
| 0 | 44 | 0 | 33 |
| 1 | 0 | 0 | 0 |
| 0 | 8 | 0 | 13 |
| | 31 | 0 | 45 |

**Northbound Approach**

| | | | | |
|---|---|---|---|---|
| AM | 1665 | 0 | 736 | 1 |
| NOON | 0 | 0 | 0 | 0 |
| PM | 775 | 1 | 1369 | 1 |
| Lanes | | 0 | 2 | 1 |

**CONTROL**

Signalized

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs

| | North Leg | | East Leg | | | West Leg | | | South Leg | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM | 1679 | 988 | 52 | 0 | 46 | 300 | 0 | 123 | 1665 | 737 |
| NOON | 0 | 0 | 31 | 0 | 45 | 516 | 0 | 605 | 0 | 0 |
| PM | 793 | 1872 | | | | | | | 775 | 1371 |

## Total Volume Per Leg

| | North Leg | East Leg | West Leg | South Leg |
|---|---|---|---|---|
| AM | 2667 | 83 | 816 | 2402 |
| NOON | 0 | 0 | 0 | 0 |
| PM | 2665 | 91 | 728 | 2146 |

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-003

**Day:** Thursday

**Cars**

**City:** Calabasas

**Date:** 9/11/2014

**AM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 NB Ramps | | | US-101 NB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 1 | 1 | 2 | 1 | 0.5 | 0.5 | 1 | 0 | 1 | 0 | |
| 7:00 AM | 0 | 100 | 0 | 8 | 263 | 48 | 38 | 2 | 87 | 0 | 0 | 4 | 32 |
| 7:15 AM | 0 | 149 | 0 | 3 | 305 | 62 | 88 | 0 | 98 | 1 | 0 | 8 | 66 |
| 7:30 AM | 0 | 235 | 0 | 7 | 265 | 65 | 83 | 0 | 61 | 2 | 2 | 5 | 143 |
| 7:45 AM | 0 | 122 | 0 | 7 | 286 | 91 | 54 | 2 | 80 | 1 | 0 | 10 | 58 |
| 8:00 AM | 0 | 171 | 1 | 5 | 350 | 81 | 55 | 0 | 70 | 1 | 0 | 12 | 74 |
| 8:15 AM | 0 | 204 | 0 | 7 | 381 | 78 | 47 | 2 | 80 | 2 | 0 | 10 | 67 |
| 8:30 AM | 0 | 235 | 0 | 6 | 336 | 50 | 51 | 1 | 73 | 4 | 0 | 11 | 80 |
| 8:45 AM | 0 | 156 | 0 | 4 | 252 | 38 | 42 | 1 | 67 | 1 | 0 | 4 | 52 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1372 | 1 | 47 | 2438 | 513 | 458 | 8 | 616 | 12 | 2 | 64 | 5531 |
| **APPROACH %'s :** | 0.00% | 99.93% | 0.07% | 1.57% | 81.32% | 17.11% | 42.33% | 0.74% | 56.93% | 15.38% | 2.56% | 82.05% | |
| **PEAK HR START TIME :** | 745 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 732 | 1 | 25 | 1353 | 300 | 207 | 5 | 303 | 8 | 0 | 43 | 2977 |
| **PEAK HR FACTOR :** | | 0.780 | | | 0.900 | | | 0.947 | | | 0.850 | | 0.918 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| 7:00 AM | | 5 | | |
| 7:15 AM | | 1 | | |
| 7:30 AM | | 6 | | |
| 7:45 AM | | 4 | | |
| 8:00 AM | | 3 | | |
| 8:15 AM | | 5 | | |
| 8:30 AM | | 3 | | |
| 8:45 AM | | 1 | | |
| **TOTAL VOLUMES :** | 0 | 28 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-003

**Day:** Thursday

**City:** Calabasas

**Cars**

**Date:** 9/11/2014

**PM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 NB Ramps | | | US-101 NB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 1 | 1 | 2 | 1 | 0.5 | 0.5 | 1 | 0 | 1 | 0 | |
| 4:00 PM | 0 | 341 | 0 | 5 | 160 | 29 | 109 | 2 | 35 | 2 | 0 | 13 | 146 |
| 4:15 PM | 0 | 356 | 1 | 15 | 129 | 22 | 101 | 2 | 28 | 3 | 0 | 6 | 177 |
| 4:30 PM | 0 | 341 | 1 | 8 | 128 | 34 | 107 | 1 | 42 | 5 | 0 | 11 | 164 |
| 4:45 PM | 0 | 346 | 0 | 9 | 158 | 32 | 90 | 0 | 28 | 5 | 0 | 16 | 167 |
| 5:00 PM | 0 | 364 | 1 | 10 | 162 | 34 | 132 | 1 | 44 | 2 | 0 | 8 | 180 |
| 5:15 PM | 1 | 335 | 0 | 11 | 154 | 26 | 128 | 0 | 26 | 3 | 0 | 4 | 167 |
| 5:30 PM | 0 | 321 | 0 | 13 | 152 | 29 | 120 | 0 | 36 | 3 | 0 | 5 | 161 |
| 5:45 PM | 0 | 286 | 0 | 3 | 126 | 24 | 135 | 1 | 56 | 1 | 0 | 7 | 134 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 1 | 2690 | 3 | 74 | 1169 | 230 | 922 | 7 | 295 | 24 | 0 | 70 | 5485 |
| **APPROACH %'s :** | 0.04% | 99.85% | 0.11% | 5.02% | 79.36% | 15.61% | 75.33% | 0.57% | 24.10% | 25.53% | 0.00% | 74.47% | |
| **PEAK HR START TIME :** | 445 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 1366 | 1 | 43 | 626 | 121 | 470 | 1 | 134 | 13 | 0 | 33 | 2809 |
| **PEAK HR FACTOR :** | | 0.937 | | | 0.959 | | | 0.855 | | | 0.548 | | 0.926 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| | | 1 | | |
| | | 11 | | |
| | | 3 | | |
| | | 5 | | |
| | | 7 | | |
| | | 7 | | |
| | | 9 | | |
| | | 2 | | |
| | NB | SB | EB | WB |
| | 0 | 45 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-003

**Day:** Thursday

**3 Axle+ Trucks**

**City:** Calabasas

**Date:** 9/11/2014

**AM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 NB Ramps | | | US-101 NB Ramps | | | | UTURNS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| LANES: | 0 | 2 | 1 | 1 | 2 | 1 | 0.5 | 0.5 | 1 | 0 | 1 | 0 | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 32 | | | | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | | | | |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | | | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 58 | | | | |
| 8:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | | | | |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | | | | |
| 8:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 80 | | | | |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 0 | 7 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 50.00% | 50.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | | | | | |
| **PEAK HR START TIME :** | 745 AM | | | | | | | | | | | | TOTAL | | | | |
| **PEAK HR VOL :** | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | | | | |
| **PEAK HR FACTOR :** | 0.500 | | | 0.250 | | | 0.250 | | | 0.250 | | | 0.918 | | | | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-003

**Day:** Thursday

**3 Axle+ Trucks**

**City:** Calabasas

**Date:** 9/11/2014

**PM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 NB Ramps | | | US-101 NB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 1 | 1 | 2 | 1 | 0.5 | 0.5 | 1 | 0 | 1 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 |
| 5:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 6 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 60.00% | 40.00% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 445 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.375 | | | 0.375 | | | 0.000 | | | 0.000 | | | 0.926 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5572-003
N/S Street: Las Virgenes Rd
E/W Street: NB 101 Freeway Ramps/Driveway/Rondel Rd
DATE: 9/11/2014 DAY: Thursday
CITY: Calabasas

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **2** | **0** | **2** | **0** | **5** | **2** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **5** | **0** | **0** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 3 |
| 4:15 PM | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **10** | **0** | **10** | **0** | **1** | **7** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **3** | **0** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-002

**Day:** Thursday

**City:** Calabasas

**Date:** 9/11/2014

**TOTALS**

**AM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 SB Ramps | | | US-101 SB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1.5 | 0.5 | 1 | |
| 7:00 AM | 19 | 105 | 0 | 0 | 110 | 51 | 0 | 0 | 0 | 219 | 0 | 61 | 565 |
| 7:15 AM | 29 | 144 | 0 | 1 | 133 | 60 | 0 | 0 | 0 | 230 | 0 | 81 | 678 |
| 7:30 AM | 39 | 126 | 0 | 0 | 152 | 90 | 0 | 0 | 0 | 204 | 0 | 77 | 688 |
| 7:45 AM | 34 | 94 | 0 | 0 | 171 | 130 | 0 | 0 | 0 | 224 | 0 | 71 | 724 |
| 8:00 AM | 44 | 137 | 0 | 0 | 170 | 125 | 0 | 0 | 0 | 251 | 0 | 68 | 795 |
| 8:15 AM | 50 | 142 | 0 | 0 | 152 | 101 | 0 | 0 | 0 | 295 | 0 | 48 | 788 |
| 8:30 AM | 45 | 157 | 0 | 0 | 119 | 67 | 0 | 0 | 0 | 235 | 0 | 41 | 664 |
| 8:45 AM | 34 | 124 | 0 | 0 | 99 | 55 | 0 | 0 | 0 | 202 | 0 | 60 | 574 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 294 | 1059 | 0 | 1 | 1106 | 679 | 0 | 0 | 0 | 1860 | 0 | 507 | 5506 |
| **APPROACH %'s :** | 21.73% | 78.27% | 0.00% | 0.06% | 61.93% | 38.02% | #DIV/0! | #DIV/0! | #DIV/0! | 78.58% | 0.00% | 21.42% | |
| **PEAK HR START TIME :** | 730 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 167 | 499 | 0 | 0 | 645 | 446 | 0 | 0 | 0 | 974 | 0 | 264 | 2995 |
| **PEAK HR FACTOR :** | | 0.867 | | | 0.906 | | | 0.000 | | | 0.902 | | 0.942 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| 7:00 AM | 1 | 0 | | |
| 7:15 AM | 0 | 1 | | |
| 7:30 AM | 0 | 0 | | |
| 7:45 AM | 0 | 0 | | |
| 8:00 AM | 0 | 0 | | |
| 8:15 AM | 0 | 0 | | |
| 8:30 AM | 0 | 0 | | |
| 8:45 AM | 0 | 0 | | |
| | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 1 | 1 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-002

**Day:** Thursday

**City:** Calabasas

**Date:** 9/11/2014

**TOTALS**

**PM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 SB Ramps | | | US-101 SB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1.5 | 0.5 | 1 | |
| 4:00 PM | 81 | 217 | 0 | 0 | 59 | 54 | 0 | 0 | 0 | 120 | 2 | 68 | 601 |
| 4:15 PM | 74 | 205 | 0 | 0 | 58 | 55 | 0 | 0 | 0 | 101 | 0 | 64 | 557 |
| 4:30 PM | 62 | 214 | 0 | 2 | 73 | 65 | 0 | 0 | 0 | 98 | 1 | 49 | 564 |
| 4:45 PM | 67 | 220 | 0 | 0 | 65 | 85 | 0 | 0 | 0 | 112 | 2 | 49 | 600 |
| 5:00 PM | 68 | 241 | 0 | 0 | 84 | 71 | 0 | 0 | 0 | 116 | 0 | 48 | 628 |
| 5:15 PM | 61 | 252 | 0 | 0 | 54 | 48 | 0 | 0 | 0 | 118 | 0 | 53 | 586 |
| 5:30 PM | 68 | 253 | 0 | 0 | 64 | 75 | 0 | 0 | 0 | 107 | 2 | 50 | 619 |
| 5:45 PM | 41 | 228 | 0 | 0 | 54 | 54 | 0 | 0 | 0 | 104 | 0 | 45 | 526 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 522 | 1830 | 0 | 2 | 511 | 507 | 0 | 0 | 0 | 876 | 7 | 426 | 4681 |
| **APPROACH %'s :** | 22.19% | 77.81% | 0.00% | 0.20% | 50.10% | 49.71% | #DIV/0! | #DIV/0! | #DIV/0! | 66.92% | 0.53% | 32.54% | |
| **PEAK HR START TIME :** | 445 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 264 | 966 | 0 | 0 | 267 | 279 | 0 | 0 | 0 | 453 | 4 | 200 | 2433 |
| **PEAK HR FACTOR :** | | 0.958 | | | 0.881 | | | 0.000 | | | 0.961 | | 0.969 |

| UTURNS | | | |
|---|---|---|---|
| NB | SB | EB | WB |
| 0 | 0 | | |
| 1 | 0 | | |
| 0 | 2 | | |
| 0 | 0 | | |
| 2 | 0 | | |
| 0 | 0 | | |
| 0 | 0 | | |
| 0 | 0 | | |
| NB | SB | EB | WB |
| 3 | 2 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Las Virgenes Rd and US-101 SB Ramps , Calabasas*

Date: 9/11/2014

Day: Thursday

Project #: 14-5572-002

City: Calabasas

| | |
|---|---|
| AM Peak Hour | 730 AM |
| NOON Peak Hour | |
| PM Peak Hour | 445 PM |

### Peak Hour Summary

**Southbound Approach** (Las Virgenes Rd)

| | Lanes 1 | 2 | 0 | | |
|---|---|---|---|---|---|
| AM | 446 | 645 | 0 | 763 | AM |
| NOON | 0 | 0 | 0 | 0 | NOON |
| PM | 279 | 267 | 0 | 1166 | PM |

**Eastbound Approach** (US-101 SB Ramps)

| Lanes | AM | NOON | PM |
|---|---|---|---|
| | 613 | 0 | 547 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

**Westbound Approach**

| AM | NOON | PM | Lanes |
|---|---|---|---|
| 264 | 0 | 200 | 1 |
| 0 | 0 | 4 | 0.5 |
| 974 | 0 | 453 | 1.5 |
| 0 | 0 | 0 | |

**Northbound Approach**

| | 1 | 2 | 0 | | Lanes |
|---|---|---|---|---|---|
| AM | 1619 | 167 | 499 | 0 | AM |
| NOON | 0 | 0 | 0 | 0 | NOON |
| PM | 720 | 264 | 966 | 0 | PM |

**CONTROL**

Signalized

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

### Total Ins & Outs

| | North Leg | | |
|---|---|---|---|
| | 1091 | 763 | AM |
| | 0 | 0 | NOON |
| | 546 | 1166 | PM |

| West Leg AM | NOON | PM | East Leg AM | NOON | PM |
|---|---|---|---|---|---|
| 613 | 0 | 547 | 1238 | 0 | 657 |
| 0 | 0 | 0 | 0 | 0 | 0 |

| | South Leg | |
|---|---|---|
| AM | 1619 | 666 |
| NOON | 0 | 0 |
| PM | 720 | 1230 |

### Total Volume Per Leg

| | North Leg |
|---|---|
| AM | 1854 |
| NOON | 0 |
| PM | 1712 |

| West Leg AM | NOON | PM | East Leg AM | NOON | PM |
|---|---|---|---|---|---|
| 613 | 0 | 547 | 1238 | 0 | 657 |

| | South Leg |
|---|---|
| AM | 2285 |
| NOON | 0 |
| PM | 1950 |

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-002

**Day:** Thursday

**Cars**

**City:** Calabasas

**Date:** 9/11/2014

**AM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 SB Ramps | | | US-101 SB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1.5 | 0.5 | 1 | |
| 7:00 AM | 19 | 105 | 0 | 0 | 110 | 51 | 0 | 0 | 0 | 219 | 0 | 61 | 565 |
| 7:15 AM | 29 | 144 | 0 | 1 | 133 | 60 | 0 | 0 | 0 | 230 | 0 | 81 | 678 |
| 7:30 AM | 39 | 124 | 0 | 0 | 152 | 90 | 0 | 0 | 0 | 204 | 0 | 77 | 686 |
| 7:45 AM | 34 | 94 | 0 | 0 | 171 | 129 | 0 | 0 | 0 | 224 | 0 | 71 | 723 |
| 8:00 AM | 43 | 137 | 0 | 0 | 170 | 125 | 0 | 0 | 0 | 251 | 0 | 68 | 794 |
| 8:15 AM | 50 | 142 | 0 | 0 | 152 | 101 | 0 | 0 | 0 | 294 | 0 | 48 | 787 |
| 8:30 AM | 45 | 156 | 0 | 0 | 119 | 67 | 0 | 0 | 0 | 234 | 0 | 40 | 661 |
| 8:45 AM | 33 | 124 | 0 | 0 | 99 | 55 | 0 | 0 | 0 | 202 | 0 | 60 | 573 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 292 | 1026 | 0 | 1 | 1106 | 678 | 0 | 0 | 0 | 1858 | 0 | 506 | 5467 |
| **APPROACH %'s :** | 22.15% | 77.85% | 0.00% | 0.06% | 61.96% | 37.98% | #DIV/0! | #DIV/0! | #DIV/0! | 78.60% | 0.00% | 21.40% | |
| **PEAK HR START TIME :** | 730 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 166 | 497 | 0 | 0 | 645 | 445 | 0 | 0 | 0 | 973 | 0 | 264 | 2990 |
| **PEAK HR FACTOR :** | | 0.863 | | | 0.908 | | | 0.000 | | | 0.904 | | 0.941 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| 7:00 AM | 1 | 0 | | |
| 7:15 AM | 0 | 1 | | |
| 7:30 AM | 0 | 0 | | |
| 7:45 AM | 0 | 0 | | |
| 8:00 AM | 0 | 0 | | |
| 8:15 AM | 0 | 0 | | |
| 8:30 AM | 0 | 0 | | |
| 8:45 AM | 0 | 0 | | |
| | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 1 | 1 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-002

**Day:** Thursday

**City:** Calabasas

**Cars**

**Date:** 9/11/2014

**PM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 SB Ramps | | | US-101 SB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1.5 | 0.5 | 1 | |
| 4:00 PM | 80 | 217 | 0 | 0 | 58 | 54 | 0 | 0 | 0 | 119 | 2 | 67 | 597 |
| 4:15 PM | 74 | 205 | 0 | 0 | 58 | 55 | 0 | 0 | 0 | 101 | 0 | 64 | 557 |
| 4:30 PM | 61 | 214 | 0 | 2 | 73 | 65 | 0 | 0 | 0 | 98 | 1 | 49 | 563 |
| 4:45 PM | 67 | 220 | 0 | 0 | 65 | 85 | 0 | 0 | 0 | 112 | 2 | 49 | 600 |
| 5:00 PM | 68 | 241 | 0 | 0 | 84 | 71 | 0 | 0 | 0 | 115 | 0 | 48 | 627 |
| 5:15 PM | 61 | 252 | 0 | 0 | 54 | 48 | 0 | 0 | 0 | 117 | 0 | 53 | 585 |
| 5:30 PM | 68 | 253 | 0 | 0 | 63 | 75 | 0 | 0 | 0 | 106 | 2 | 50 | 617 |
| 5:45 PM | 41 | 228 | 0 | 0 | 54 | 54 | 0 | 0 | 0 | 104 | 0 | 45 | 526 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 520 | 1830 | 0 | 2 | 509 | 507 | 0 | 0 | 0 | 872 | 7 | 425 | 4672 |
| **APPROACH %'s :** | 22.13% | 77.87% | 0.00% | 0.20% | 50.00% | 49.80% | #DIV/0! | #DIV/0! | #DIV/0! | 66.87% | 0.54% | 32.59% | |
| **PEAK HR START TIME :** | 445 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 264 | 966 | 0 | 0 | 266 | 279 | 0 | 0 | 0 | 450 | 4 | 200 | 2429 |
| **PEAK HR FACTOR :** | | 0.958 | | | 0.879 | | | 0.000 | | | 0.962 | | 0.969 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| 4:00 PM | 0 | 0 | | |
| 4:15 PM | 1 | 0 | | |
| 4:30 PM | 0 | 2 | | |
| 4:45 PM | 0 | 0 | | |
| 5:00 PM | 2 | 0 | | |
| 5:15 PM | 0 | 0 | | |
| 5:30 PM | 0 | 0 | | |
| 5:45 PM | 0 | 0 | | |
| | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 3 | 2 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-002

**Day:** Thursday

**3 Axle+ Trucks**

**City:** Calabasas

**Date:** 9/11/2014

**AM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 SB Ramps | | | US-101 SB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1.5 | 0.5 | 1 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 8:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 9 |
| **APPROACH %'s :** | 40.00% | 60.00% | 0.00% | 0.00% | 0.00% | 100.00% | #DIV/0! | #DIV/0! | #DIV/0! | 66.67% | 0.00% | 33.33% | |
| **PEAK HR START TIME :** | 730 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.375 | | | 0.250 | | | 0.000 | | | 0.250 | | | 0.941 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-002

**Day:** Thursday

**3 Axle+ Trucks**

**City:** Calabasas

**Date:** 9/11/2014

**PM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 SB Ramps | | | US-101 SB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1.5 | 0.5 | 1 | |
| 4:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 9 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | 80.00% | 0.00% | 20.00% | |
| **PEAK HR START TIME :** | 445 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 4 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.250 | | | 0.000 | | | 0.750 | | | 0.969 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5572-002
N/S Street: Las Virgenes Rd
E/W Street: SB 101 Freeway Ramps
DATE: 9/11/2014 DAY: Thursday
CITY: Calabasas

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 7 | 1 | 0 | 0 | 0 | 0 | 7 | 1 |
| 7:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 8:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| **TOTALS** | **14** | **2** | **0** | **0** | **0** | **0** | **15** | **1** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **4** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **3** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **4** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-004

**Day:** Thursday

**City:** Calabasas

**Date:** 9/11/2014

**TOTALS**

**AM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | Agoura Rd | | | Agoura Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | |
| 7:00 AM | 16 | 42 | 0 | 0 | 237 | 94 | 50 | 0 | 23 | 0 | 0 | 0 | 462 |
| 7:15 AM | 12 | 119 | 0 | 0 | 291 | 95 | 53 | 0 | 24 | 0 | 0 | 0 | 594 |
| 7:30 AM | 26 | 127 | 0 | 0 | 214 | 110 | 57 | 0 | 18 | 0 | 0 | 0 | 552 |
| 7:45 AM | 17 | 110 | 0 | 0 | 233 | 155 | 44 | 0 | 29 | 0 | 0 | 0 | 588 |
| 8:00 AM | 14 | 130 | 0 | 0 | 236 | 146 | 55 | 0 | 30 | 0 | 0 | 0 | 611 |
| 8:15 AM | 27 | 168 | 0 | 0 | 305 | 162 | 49 | 0 | 53 | 0 | 0 | 0 | 764 |
| 8:30 AM | 34 | 176 | 0 | 0 | 233 | 134 | 66 | 0 | 15 | 0 | 0 | 0 | 658 |
| 8:45 AM | 17 | 99 | 0 | 0 | 169 | 131 | 52 | 0 | 11 | 0 | 0 | 0 | 479 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 163 | 971 | 0 | 0 | 1918 | 1027 | 426 | 0 | 203 | 0 | 0 | 0 | 4708 |
| **APPROACH %'s :** | 14.37% | 85.63% | 0.00% | 0.00% | 65.13% | 34.87% | 67.73% | 0.00% | 32.27% | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 745 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 92 | 584 | 0 | 0 | 1007 | 597 | 214 | 0 | 127 | 0 | 0 | 0 | 2621 |
| **PEAK HR FACTOR :** | | 0.805 | | | 0.859 | | | 0.836 | | | 0.000 | | 0.858 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-004

**Day:** Thursday

**City:** Calabasas

**Date:** 9/11/2014

**TOTALS**

**PM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | Agoura Rd | | | Agoura Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | |
| 4:00 PM | 20 | 207 | 0 | 0 | 126 | 55 | 155 | 0 | 27 | 0 | 0 | 0 | 590 |
| 4:15 PM | 26 | 219 | 0 | 0 | 121 | 49 | 183 | 0 | 29 | 0 | 0 | 0 | 627 |
| 4:30 PM | 24 | 167 | 0 | 1 | 115 | 49 | 161 | 0 | 26 | 0 | 0 | 0 | 543 |
| 4:45 PM | 35 | 207 | 0 | 0 | 121 | 43 | 196 | 0 | 30 | 0 | 0 | 0 | 632 |
| 5:00 PM | 23 | 186 | 0 | 0 | 138 | 69 | 196 | 0 | 23 | 0 | 0 | 0 | 635 |
| 5:15 PM | 17 | 184 | 0 | 0 | 111 | 61 | 175 | 0 | 27 | 0 | 0 | 0 | 575 |
| 5:30 PM | 15 | 173 | 0 | 0 | 111 | 55 | 163 | 0 | 24 | 0 | 0 | 0 | 541 |
| 5:45 PM | 18 | 161 | 0 | 0 | 119 | 44 | 141 | 0 | 32 | 0 | 0 | 0 | 515 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 178 | 1504 | 0 | 1 | 962 | 425 | 1370 | 0 | 218 | 0 | 0 | 0 | 4658 |
| **APPROACH %'s :** | 10.58% | 89.42% | 0.00% | 0.07% | 69.31% | 30.62% | 86.27% | 0.00% | 13.73% | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 415 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 108 | 779 | 0 | 1 | 495 | 210 | 736 | 0 | 108 | 0 | 0 | 0 | 2437 |
| **PEAK HR FACTOR :** | | 0.905 | | | 0.853 | | | 0.934 | | | 0.000 | | 0.959 |

UTURNS

| | NB | SB | EB | WB |
|---|---|---|---|---|
| | | 0 | | |
| | | 0 | | |
| | | 1 | | |
| | | 0 | | |
| | | 0 | | |
| | | 0 | | |
| | | 0 | | |
| | | 0 | | |
| | NB | SB | EB | WB |
| | 0 | 1 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Las Virgenes Rd and Agoura Rd , Calabasas*

Date: 9/11/2014

Day: Thursday

Project #: 14-5572-004

City: Calabasas

| | |
|---|---|
| AM Peak Hour | 745 AM |
| NOON Peak Hour | |
| PM Peak Hour | 415 PM |

### Peak Hour Summary

**Southbound Approach** (Las Virgenes Rd)

| | Lanes 0 | 2 | 0 | | |
|---|---|---|---|---|---|
| AM | 597 | 1007 | 0 | 798 | AM |
| NOON | 0 | 0 | 0 | 0 | NOON |
| PM | 210 | 495 | 1 | 1515 | PM |

**Eastbound Approach** (Agoura Rd)

| Lanes | AM | NOON | PM |
|---|---|---|---|
| | 689 | 0 | 318 |
| 2 | 214 | 0 | 736 |
| 0 | 0 | 0 | 0 |
| 1 | 127 | 0 | 108 |

**Westbound Approach**

| AM | NOON | PM | Lanes |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | |

**Northbound Approach**

| | | | | | |
|---|---|---|---|---|---|
| AM | 1134 | 92 | 584 | 0 | AM |
| NOON | 0 | 0 | 0 | 0 | NOON |
| PM | 603 | 108 | 779 | 0 | PM |
| | | 1 | 2 | 0 | Lanes |

**CONTROL**

Signalized

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs

| | North Leg | | |
|---|---|---|---|
| | 1604 | 798 | AM |
| | 0 | 0 | NOON |
| | 706 | 1515 | PM |

| West Leg AM | NOON | PM | | East Leg AM | NOON | PM |
|---|---|---|---|---|---|---|
| 689 | 0 | 318 | | 0 | 0 | 0 |
| 341 | 0 | 844 | | 0 | 0 | 1 |

| | South Leg | |
|---|---|---|
| AM | 1134 | 676 |
| NOON | 0 | 0 |
| PM | 603 | 887 |

## Total Volume Per Leg

| | North Leg |
|---|---|
| AM | 2402 |
| NOON | 0 |
| PM | 2221 |

| West Leg AM | NOON | PM | | East Leg AM | NOON | PM |
|---|---|---|---|---|---|---|
| 1030 | 0 | 1162 | | 0 | 0 | 1 |

| | South Leg |
|---|---|
| AM | 1810 |
| NOON | 0 |
| PM | 1490 |

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-004

**Day:** Thursday

**City:** Calabasas

**Cars**

**Date:** 9/11/2014

**AM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | Agoura Rd | | | Agoura Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | |
| 7:00 AM | 16 | 42 | 0 | 0 | 237 | 94 | 50 | 0 | 23 | 0 | 0 | 0 | 462 |
| 7:15 AM | 12 | 119 | 0 | 0 | 291 | 95 | 52 | 0 | 24 | 0 | 0 | 0 | 593 |
| 7:30 AM | 26 | 126 | 0 | 0 | 214 | 110 | 56 | 0 | 18 | 0 | 0 | 0 | 550 |
| 7:45 AM | 17 | 108 | 0 | 0 | 233 | 155 | 44 | 0 | 29 | 0 | 0 | 0 | 586 |
| 8:00 AM | 14 | 129 | 0 | 0 | 236 | 146 | 55 | 0 | 30 | 0 | 0 | 0 | 610 |
| 8:15 AM | 27 | 168 | 0 | 0 | 305 | 162 | 48 | 0 | 53 | 0 | 0 | 0 | 763 |
| 8:30 AM | 34 | 176 | 0 | 0 | 232 | 133 | 65 | 0 | 15 | 0 | 0 | 0 | 655 |
| 8:45 AM | 17 | 96 | 0 | 0 | 169 | 131 | 52 | 0 | 11 | 0 | 0 | 0 | 476 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 163 | 964 | 0 | 0 | 1917 | 1026 | 422 | 0 | 203 | 0 | 0 | 0 | 4695 |
| **APPROACH %'s :** | 14.46% | 85.54% | 0.00% | 0.00% | 65.14% | 34.86% | 67.52% | 0.00% | 32.48% | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 745 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 92 | 581 | 0 | 0 | 1006 | 596 | 212 | 0 | 127 | 0 | 0 | 0 | 2614 |
| **PEAK HR FACTOR :** | | 0.801 | | | 0.858 | | | 0.839 | | | 0.000 | | 0.856 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-004

**Day:** Thursday

**City:** Calabasas

**Cars**

**Date:** 9/11/2014

**PM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | Agoura Rd | | | Agoura Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | |
| 4:00 PM | 20 | 207 | 0 | 0 | 125 | 55 | 155 | 0 | 27 | 0 | 0 | 0 | 589 |
| 4:15 PM | 26 | 219 | 0 | 0 | 121 | 49 | 183 | 0 | 29 | 0 | 0 | 0 | 627 |
| 4:30 PM | 24 | 165 | 0 | 1 | 115 | 49 | 161 | 0 | 26 | 0 | 0 | 0 | 541 |
| 4:45 PM | 35 | 207 | 0 | 0 | 121 | 43 | 196 | 0 | 30 | 0 | 0 | 0 | 632 |
| 5:00 PM | 23 | 184 | 0 | 0 | 138 | 68 | 196 | 0 | 23 | 0 | 0 | 0 | 632 |
| 5:15 PM | 17 | 184 | 0 | 0 | 111 | 60 | 175 | 0 | 27 | 0 | 0 | 0 | 574 |
| 5:30 PM | 15 | 173 | 0 | 0 | 111 | 54 | 163 | 0 | 24 | 0 | 0 | 0 | 540 |
| 5:45 PM | 18 | 161 | 0 | 0 | 119 | 43 | 141 | 0 | 32 | 0 | 0 | 0 | 514 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 178 | 1500 | 0 | 1 | 961 | 421 | 1370 | 0 | 218 | 0 | 0 | 0 | 4649 |
| **APPROACH %'s :** | 10.61% | 89.39% | 0.00% | 0.07% | 69.49% | 30.44% | 86.27% | 0.00% | 13.73% | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 415 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 108 | 775 | 0 | 1 | 495 | 209 | 736 | 0 | 108 | 0 | 0 | 0 | 2432 |
| **PEAK HR FACTOR :** | | 0.901 | | | 0.856 | | | 0.934 | | | 0.000 | | 0.962 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| | 0 | | |
| | 0 | | |
| | 1 | | |
| | 0 | | |
| | 0 | | |
| | 0 | | |
| | 0 | | |
| | 0 | | |
| NB | SB | EB | WB |
| 0 | 1 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-004

**Day:** Thursday

**City:** Calabasas

**3 Axle+ Trucks**

**Date:** 9/11/2014

**AM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | Agoura Rd | | | Agoura Rd | | | | UTURNS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| LANES: | 1 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | | | | |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | | | | |
| 7:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | | | |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | | | | |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | | | | |
| 8:45 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |
| **TOTAL VOLUMES :** | 0 | 7 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 50.00% | 50.00% | 100.00% | 0.00% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | | | | | |
| **PEAK HR START TIME :** | 745 AM | | | | | | | | | | | | TOTAL | | | | |
| **PEAK HR VOL :** | 0 | 3 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | | | | |
| **PEAK HR FACTOR :** | 0.375 | | | 0.250 | | | 0.500 | | | 0.000 | | | 0.856 | | | | |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-004

**Day:** Thursday

**City:** Calabasas

**3 Axle+ Trucks**

**Date:** 9/11/2014

**PM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | Agoura Rd | | | Agoura Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 4 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 20.00% | 80.00% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 415 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.500 | | | 0.250 | | | 0.000 | | | 0.000 | | | 0.962 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5572-004
N/S Street: Las Virgenes Rd
E/W Street: Agoura Rd
DATE: 9/11/2014
CITY: Calabasas

DAY: Thursday

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 8:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **1** | **1** | **2** | **0** | **0** | **4** | **4** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **1** | **0** | **0** | **0** | **3** | **4** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 4:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **1** | **0** | **0** | **9** | **8** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **2** | **0** | **0** | **1** | **2** | **4** | **0** | **2** | **0** | **0** | **0** |

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-005

**Day:** Thursday

**City:** Calabasas

**Date:** 9/11/2014

**TOTALS**

**AM**

| **NS/EW Streets:** | Lost Hills Rd | | | Lost Hills Rd | | | Agoura Rd | | | Agoura Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 1 | 2 | 1 | |
| 7:00 AM | 3 | 59 | 10 | 35 | 244 | 30 | 4 | 18 | 8 | 4 | 14 | 6 | 435 |
| 7:15 AM | 4 | 90 | 15 | 51 | 183 | 26 | 5 | 18 | 6 | 12 | 26 | 22 | 458 |
| 7:30 AM | 3 | 114 | 22 | 58 | 171 | 34 | 5 | 20 | 3 | 12 | 20 | 10 | 472 |
| 7:45 AM | 3 | 119 | 19 | 61 | 201 | 59 | 4 | 11 | 9 | 9 | 28 | 13 | 536 |
| 8:00 AM | 8 | 104 | 9 | 71 | 171 | 53 | 11 | 30 | 4 | 17 | 30 | 19 | 527 |
| 8:15 AM | 5 | 120 | 12 | 85 | 200 | 65 | 6 | 26 | 5 | 17 | 24 | 22 | 587 |
| 8:30 AM | 9 | 108 | 20 | 98 | 197 | 57 | 9 | 33 | 5 | 11 | 35 | 22 | 604 |
| 8:45 AM | 6 | 96 | 9 | 74 | 167 | 52 | 8 | 24 | 8 | 5 | 28 | 19 | 496 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 41 | 810 | 116 | 533 | 1534 | 376 | 52 | 180 | 48 | 87 | 205 | 133 | 4115 |
| **APPROACH %'s :** | 4.24% | 83.76% | 12.00% | 21.82% | 62.79% | 15.39% | 18.57% | 64.29% | 17.14% | 20.47% | 48.24% | 31.29% | |
| **PEAK HR START TIME :** | 745 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 25 | 451 | 60 | 315 | 769 | 234 | 30 | 100 | 23 | 54 | 117 | 76 | 2254 |
| **PEAK HR FACTOR :** | | 0.950 | | | 0.936 | | | 0.814 | | | 0.908 | | 0.933 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-005

**Day:** Thursday

**City:** Calabasas

**Date:** 9/11/2014

**TOTALS**

**PM**

| **NS/EW Streets:** | Lost Hills Rd | | | Lost Hills Rd | | | Agoura Rd | | | Agoura Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 1 | 2 | 1 | |
| 4:00 PM | 13 | 126 | 6 | 58 | 84 | 13 | 46 | 53 | 17 | 12 | 24 | 50 | 502 |
| 4:15 PM | 11 | 95 | 12 | 69 | 86 | 11 | 22 | 51 | 13 | 14 | 26 | 45 | 455 |
| 4:30 PM | 16 | 118 | 7 | 74 | 101 | 8 | 35 | 44 | 7 | 17 | 44 | 61 | 532 |
| 4:45 PM | 14 | 129 | 21 | 65 | 79 | 8 | 30 | 46 | 14 | 20 | 36 | 52 | 514 |
| 5:00 PM | 19 | 127 | 14 | 29 | 91 | 9 | 55 | 68 | 12 | 9 | 47 | 59 | 539 |
| 5:15 PM | 23 | 148 | 14 | 79 | 96 | 11 | 36 | 59 | 22 | 15 | 47 | 52 | 602 |
| 5:30 PM | 14 | 129 | 10 | 51 | 134 | 9 | 38 | 65 | 9 | 17 | 60 | 59 | 595 |
| 5:45 PM | 15 | 119 | 14 | 38 | 88 | 6 | 28 | 41 | 13 | 18 | 34 | 40 | 454 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 125 | 991 | 98 | 463 | 759 | 75 | 290 | 427 | 107 | 122 | 318 | 418 | 4193 |
| **APPROACH %'s :** | 10.30% | 81.63% | 8.07% | 35.70% | 58.52% | 5.78% | 35.19% | 51.82% | 12.99% | 14.22% | 37.06% | 48.72% | |
| **PEAK HR START TIME :** | 445 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 70 | 533 | 59 | 224 | 400 | 37 | 159 | 238 | 57 | 61 | 190 | 222 | 2250 |
| **PEAK HR FACTOR :** | | 0.895 | | | 0.852 | | | 0.841 | | | 0.869 | | 0.934 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Lost Hills Rd and Agoura Rd , Calabasas*

| | |
|---|---|
| Date: | 9/11/2014 |
| Day: | Thursday |

| | |
|---|---|
| Project #: | 14-5572-005 |
| City: | Calabasas |

| | |
|---|---|
| AM Peak Hour | 745 AM |
| NOON Peak Hour | |
| PM Peak Hour | 445 PM |

### Peak Hour Summary

**Southbound Approach** (Lost Hills Rd)

| | Lanes 0 | 2 | 2 | | |
|---|---|---|---|---|---|
| AM | 234 | 769 | 315 | 557 | AM |
| NOON | 0 | 0 | 0 | 0 | NOON |
| PM | 37 | 400 | 224 | 914 | PM |

**Eastbound Approach** (Agoura Rd)

| Lanes | AM | NOON | PM |
|---|---|---|---|
| | 376 | 0 | 297 |
| 1 | 30 | 0 | 159 |
| 3 | 100 | 0 | 238 |
| 0 | 23 | 0 | 57 |

**Westbound Approach**

| Lanes | AM | NOON | PM |
|---|---|---|---|
| 1 | 76 | 0 | 222 |
| 2 | 117 | 0 | 190 |
| 1 | 54 | 0 | 61 |
| | 475 | 0 | 521 |

**CONTROL**

Signalized

**Northbound Approach**

| | | | | |
|---|---|---|---|---|
| AM | 846 | 25 | 451 | 60 |
| NOON | 0 | 0 | 0 | 0 |
| PM | 518 | 70 | 533 | 59 |
| Lanes | | 1 | 2 | 0 |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs

| | North Leg | | |
|---|---|---|---|
| | 1318 | 557 | AM |
| | 0 | 0 | NOON |
| | 661 | 914 | PM |

| West Leg AM | NOON | PM | | East Leg AM | NOON | PM |
|---|---|---|---|---|---|---|
| 376 | 0 | 297 | | 247 | 0 | 473 |
| 153 | 0 | 454 | | 475 | 0 | 521 |

| | South Leg | |
|---|---|---|
| AM | 846 | 536 |
| NOON | 0 | 0 |
| PM | 518 | 662 |

## Total Volume Per Leg

| | North Leg |
|---|---|
| AM | 1875 |
| NOON | 0 |
| PM | 1575 |

| West Leg AM | NOON | PM | East Leg AM | NOON | PM |
|---|---|---|---|---|---|
| 529 | 0 | 751 | 722 | 0 | 994 |

| | South Leg |
|---|---|
| AM | 1382 |
| NOON | 0 |
| PM | 1180 |

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-005

**Day:** Thursday

**City:** Calabasas

**Cars**

**Date:** 9/11/2014

**AM**

| **NS/EW Streets:** | Lost Hills Rd | | | Lost Hills Rd | | | Agoura Rd | | | Agoura Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 1 | 2 | 1 | |
| 7:00 AM | 3 | 59 | 10 | 35 | 238 | 30 | 4 | 18 | 8 | 4 | 14 | 6 | 429 |
| 7:15 AM | 4 | 90 | 15 | 51 | 182 | 26 | 5 | 18 | 5 | 12 | 26 | 21 | 455 |
| 7:30 AM | 3 | 113 | 22 | 58 | 171 | 34 | 5 | 19 | 2 | 12 | 20 | 10 | 469 |
| 7:45 AM | 3 | 119 | 19 | 61 | 199 | 59 | 3 | 11 | 9 | 9 | 28 | 13 | 533 |
| 8:00 AM | 8 | 104 | 9 | 71 | 170 | 53 | 10 | 30 | 4 | 17 | 30 | 19 | 525 |
| 8:15 AM | 5 | 120 | 12 | 84 | 197 | 65 | 6 | 26 | 5 | 17 | 24 | 21 | 582 |
| 8:30 AM | 9 | 108 | 20 | 97 | 197 | 57 | 9 | 33 | 5 | 11 | 35 | 22 | 603 |
| 8:45 AM | 6 | 96 | 9 | 74 | 166 | 52 | 7 | 24 | 8 | 5 | 28 | 18 | 493 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 41 | 809 | 116 | 531 | 1520 | 376 | 49 | 179 | 46 | 87 | 205 | 130 | 4089 |
| **APPROACH %'s :** | 4.24% | 83.75% | 12.01% | 21.88% | 62.63% | 15.49% | 17.88% | 65.33% | 16.79% | 20.62% | 48.58% | 30.81% | |
| **PEAK HR START TIME :** | 745 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 25 | 451 | 60 | 313 | 763 | 234 | 28 | 100 | 23 | 54 | 117 | 75 | 2243 |
| **PEAK HR FACTOR :** | | 0.950 | | | 0.933 | | | 0.803 | | | 0.904 | | 0.930 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-005

**Day:** Thursday

**City:** Calabasas

**Cars**

**Date:** 9/11/2014

**PM**

| **NS/EW Streets:** | Lost Hills Rd | | | Lost Hills Rd | | | Agoura Rd | | | Agoura Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 1 | 2 | 1 | |
| 4:00 PM | 13 | 125 | 6 | 58 | 84 | 13 | 46 | 53 | 17 | 12 | 24 | 50 | 501 |
| 4:15 PM | 11 | 95 | 12 | 69 | 86 | 11 | 22 | 51 | 13 | 14 | 26 | 45 | 455 |
| 4:30 PM | 16 | 118 | 7 | 74 | 101 | 8 | 35 | 44 | 7 | 17 | 44 | 61 | 532 |
| 4:45 PM | 14 | 129 | 21 | 65 | 79 | 8 | 30 | 45 | 14 | 20 | 36 | 52 | 513 |
| 5:00 PM | 19 | 127 | 14 | 29 | 91 | 9 | 55 | 68 | 12 | 9 | 47 | 59 | 539 |
| 5:15 PM | 23 | 147 | 14 | 79 | 96 | 11 | 36 | 59 | 22 | 15 | 47 | 51 | 600 |
| 5:30 PM | 14 | 129 | 10 | 51 | 134 | 9 | 38 | 65 | 9 | 17 | 60 | 58 | 594 |
| 5:45 PM | 15 | 119 | 14 | 38 | 88 | 6 | 28 | 41 | 13 | 18 | 34 | 40 | 454 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 125 | 989 | 98 | 463 | 759 | 75 | 290 | 426 | 107 | 122 | 318 | 416 | 4188 |
| **APPROACH %'s :** | 10.31% | 81.60% | 8.09% | 35.70% | 58.52% | 5.78% | 35.24% | 51.76% | 13.00% | 14.25% | 37.15% | 48.60% | |
| **PEAK HR START TIME :** | 445 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 70 | 532 | 59 | 224 | 400 | 37 | 159 | 237 | 57 | 61 | 190 | 220 | 2246 |
| **PEAK HR FACTOR :** | | 0.898 | | | 0.852 | | | 0.839 | | | 0.872 | | 0.936 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-005

**Day:** Thursday

**3 Axle+ Trucks**

**City:** Calabasas

**Date:** 9/11/2014

**AM**

| **NS/EW Streets:** | Lost Hills Rd | | | Lost Hills Rd | | | Agoura Rd | | | Agoura Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 1 | 2 | 1 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 0 | 2 | 14 | 0 | 3 | 1 | 2 | 0 | 0 | 3 | 26 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 12.50% | 87.50% | 0.00% | 50.00% | 16.67% | 33.33% | 0.00% | 0.00% | 100.00% | |
| **PEAK HR START TIME :** | 745 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 2 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 11 |
| **PEAK HR FACTOR :** | 0.000 | | | 0.500 | | | 0.500 | | | 0.250 | | | 0.930 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-005

**Day:** Thursday

**3 Axle+ Trucks**

**City:** Calabasas

**Date:** 9/11/2014

**PM**

| **NS/EW Streets:** | Lost Hills Rd | | | Lost Hills Rd | | | Agoura Rd | | | Agoura Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 1 | 2 | 1 | |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 5 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | |
| **PEAK HR START TIME :** | 445 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 4 |
| **PEAK HR FACTOR :** | 0.250 | | | 0.000 | | | 0.250 | | | 0.500 | | | 0.936 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5572-005
N/S Street: Lost Hills Rd
E/W Street: Agoura Rd
DATE: 9/11/2014
CITY: Calabasas

DAY: Thursday

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **1** | **0** | **2** | **1** | **0** | **2** | **1** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **1** | **0** | **7** | **1** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **2** | **2** | **0** | **1** | **1** | **2** | **2** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **1** | **6** | **0** |

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-103

**Day:** Thursday

**City:** Calabasas

**Date:** 9/11/2014

**TOTALS**

**AM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 NB Ramps | | | US-101 NB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 1 | 1 | 2 | 1 | 0.5 | 0.5 | 1 | 0 | 1 | 0 | |
| 7:00 AM | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 7:15 AM | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 7:30 AM | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 7:45 AM | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 8:00 AM | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 8:15 AM | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 8:30 AM | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 8:45 AM | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 572 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 572 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 730 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 342 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 342 |
| **PEAK HR FACTOR :** | 0.598 | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.598 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-103

**Day:** Thursday

**City:** Calabasas

**Date:** 9/11/2014

**TOTALS**

**PM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 NB Ramps | | | US-101 NB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 1 | 1 | 2 | 1 | 0.5 | 0.5 | 1 | 0 | 1 | 0 | |
| 4:00 PM | 0 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 4:15 PM | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 |
| 4:30 PM | 0 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 |
| 4:45 PM | 0 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| 5:00 PM | 0 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 |
| 5:15 PM | 0 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| 5:30 PM | 0 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| 5:45 PM | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1296 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1296 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 415 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 688 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 688 |
| **PEAK HR FACTOR :** | 0.956 | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.956 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Las Virgenes Rd and US-101 NB Ramps , Calabasas*

Date: 9/11/2014

Day: Thursday

Project #: 14-5572-103

City: Calabasas

| | |
|---|---|
| AM Peak Hour | 730 AM |
| NOON Peak Hour | |
| PM Peak Hour | 415 PM |

### Peak Hour Summary

**Southbound Approach** (Las Virgenes Rd)

| Lanes | 1 | 2 | 1 | | |
|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | AM |
| NOON | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 0 | 0 | 0 | PM |

**Eastbound Approach** (US-101 NB Ramps)

| Lanes | AM | NOON | PM |
|---|---|---|---|
| | 0 | 0 | 0 |
| 0.5 | 0 | 0 | 0 |
| 0.5 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 |

**Westbound Approach**

| AM | NOON | PM | Lanes |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |
| 342 | 0 | 688 | |

**Northbound Approach**

| | | | | |
|---|---|---|---|---|
| AM | 0 | 0 | 0 | 342 | AM |
| NOON | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 0 | 0 | 688 | PM |
| | | 0 | 2 | 1 | Lanes |

**CONTROL**

Signalized

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs

| | AM | NOON | PM |
|---|---|---|---|
| North Leg | 0 | 0 | 0 |
| | 0 | 0 | 0 |
| | 0 | 0 | 0 |
| West Leg | 0 | 0 | 0 |
| | 0 | 0 | 0 |
| South Leg | 0 | 342 | |
| | 0 | 0 | |
| | 0 | 688 | |
| East Leg | 0 | 0 | 0 |
| | 342 | 0 | 688 |

## Total Volume Per Leg

| | AM | NOON | PM |
|---|---|---|---|
| North Leg | 0 | 0 | 0 |
| West Leg | 0 | 0 | 0 |
| South Leg | 342 | 0 | 688 |
| East Leg | 342 | 0 | 688 |

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-103 | **Day:** Thursday

**City:** Calabasas | **Date:** 9/11/2014

**Cars**

**AM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 NB Ramps | | | US-101 NB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 1 | 1 | 2 | 1 | 0.5 | 0.5 | 1 | 0 | 1 | 0 | |
| 7:00 AM | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 7:15 AM | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 7:30 AM | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 7:45 AM | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 8:00 AM | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 8:15 AM | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 8:30 AM | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 8:45 AM | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 568 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 568 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 730 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 339 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 339 |
| **PEAK HR FACTOR :** | 0.593 | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.593 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-103

**Day:** Thursday

**City:** Calabasas

**Date:** 9/11/2014

**Cars**

**PM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 NB Ramps | | | US-101 NB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 1 | 1 | 2 | 1 | 0.5 | 0.5 | 1 | 0 | 1 | 0 | |
| 4:00 PM | 0 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 4:15 PM | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 |
| 4:30 PM | 0 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 |
| 4:45 PM | 0 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 |
| 5:00 PM | 0 | 0 | 178 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| 5:15 PM | 0 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| 5:30 PM | 0 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| 5:45 PM | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1293 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1293 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 415 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 685 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 685 |
| **PEAK HR FACTOR :** | 0.962 | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.962 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| | | | |

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-103

**Day:** Thursday

**City:** Calabasas

**3 Axle+ Trucks**

**Date:** 9/11/2014

**AM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 NB Ramps | | | US-101 NB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 1 | 1 | 2 | 1 | 0.5 | 0.5 | 1 | 0 | 1 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 730 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | 0.375 | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.593 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| NB | SB | EB | WB |
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** 14-5572-103

**Day:** Thursday

**3 Axle+ Trucks**

**City:** Calabasas

**Date:** 9/11/2014

**PM**

| **NS/EW Streets:** | Las Virgenes Rd | | | Las Virgenes Rd | | | US-101 NB Ramps | | | US-101 NB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 2 | 1 | 1 | 2 | 1 | 0.5 | 0.5 | 1 | 0 | 1 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 415 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | 0.375 | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.962 |

UTURNS

| NB | SB | EB | WB |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

**CONTROL :** Signalized

# APPENDIX E

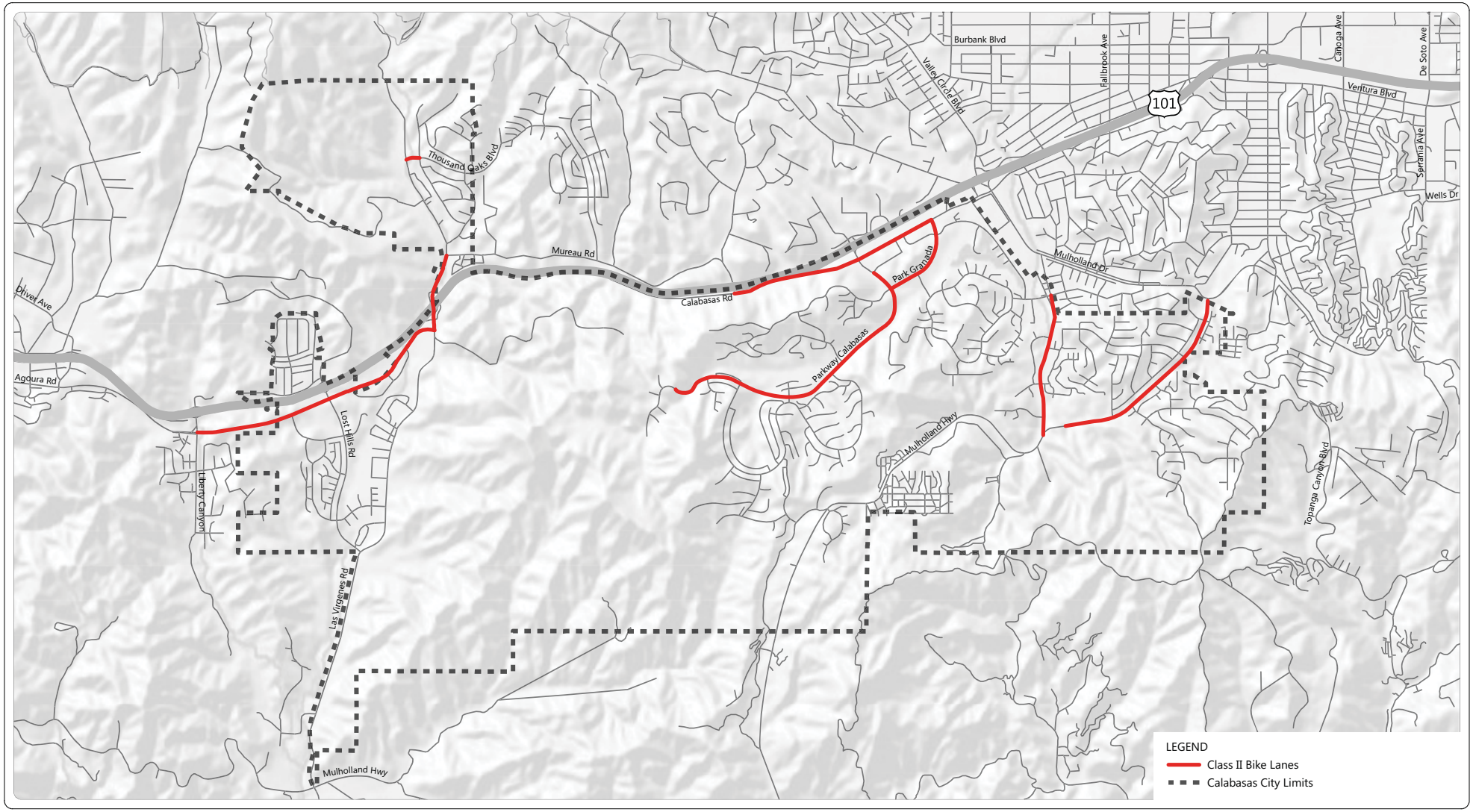
# RELATED PROJECT TRIP GENERATION

RELATED PROJECT LIST
RONDEL OASIS HOTEL - CALABASAS

| # | ADDRESS | SIZE | | PROJECT & LAND USE | STATUS | Daily Traffic | AM Peak Hour In | AM Peak Hour Out | AM Peak Hour Total | PM Peak Hours In | PM Peak Hours Out | PM Peak Hours Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4240 Las Virgenes Rd | | | Paxton Calabasas | Application Process | | | | | | | |
| | | 78 | units | Townhomes | | 453 | 6 | 28 | 34 | 27 | 14 | 41 |
| 2 | 4790 Las Virgenes Rd | | | Canyon Oaks | Feasability Stage | | | | | | | |
| | | 138 | units | Single Family Homes | | 1314 | 26 | 78 | 104 | 87 | 51 | 138 |
| | | 8 | units | Affordable Condominiums | | 46 | 1 | 3 | 4 | 3 | 1 | 4 |
| | | 120 | room | Hotel | | 980 | 38 | 26 | 64 | 37 | 35 | 72 |
| | | | | | SUM | 2340 | 65 | 107 | 172 | 127 | 87 | 214 |
| 3 | NW Corner Las Virgenes & Thousand Oaks Bl | | | Commercial Center | Approved by LA Co. | | | | | | | |
| | | 25,820 | sf | Retail | | 1103 | 15 | 10 | 25 | 46 | 50 | 96 |
| | | 35,074 | sf | Office | | 387 | 48 | 7 | 55 | 9 | 43 | 52 |
| | | | | | SUM | 1490 | 63 | 17 | 80 | 55 | 93 | 148 |
| 4 | 26901 Malibu Hills Rd | | | Cheesecake Factory | Construction | | | | | | | |
| | | 18,628 | sf | Quality Restaurant | | 1676 | 8 | 7 | 15 | 93 | 46 | 140 |
| 5 | 26705 Malibu Hills Rd | | | Horizons Senior Center | Final Construction | | | | | | | |
| | | 60 | units | Senior Condominiums | | 206 | 4 | 8 | 12 | 8 | 7 | 15 |
| 6 | 5300 Lost Hills Rd | | | Calabasas Landfill Expansion | LA Co MND | | | | | | | |
| | | 600 | tons/day | Current Solid Waste | | | | | | | | |
| | | 1,500 | tons/day | Previous Solid Waste | | | | | | | | |
| | | | | Expand for Contract from both inside & outside Watershed | | | | | | | | |
| | | | | Net Increase from 2007 baseline | | 89 | 9 | 9 | 18 | 9 | 9 | 18 |
| | | | | Estimate conservative 20% during peaks with 50-50 split | | | | | | | | |

# APPENDIX F

# BICYCLE PLAN MAPS




N

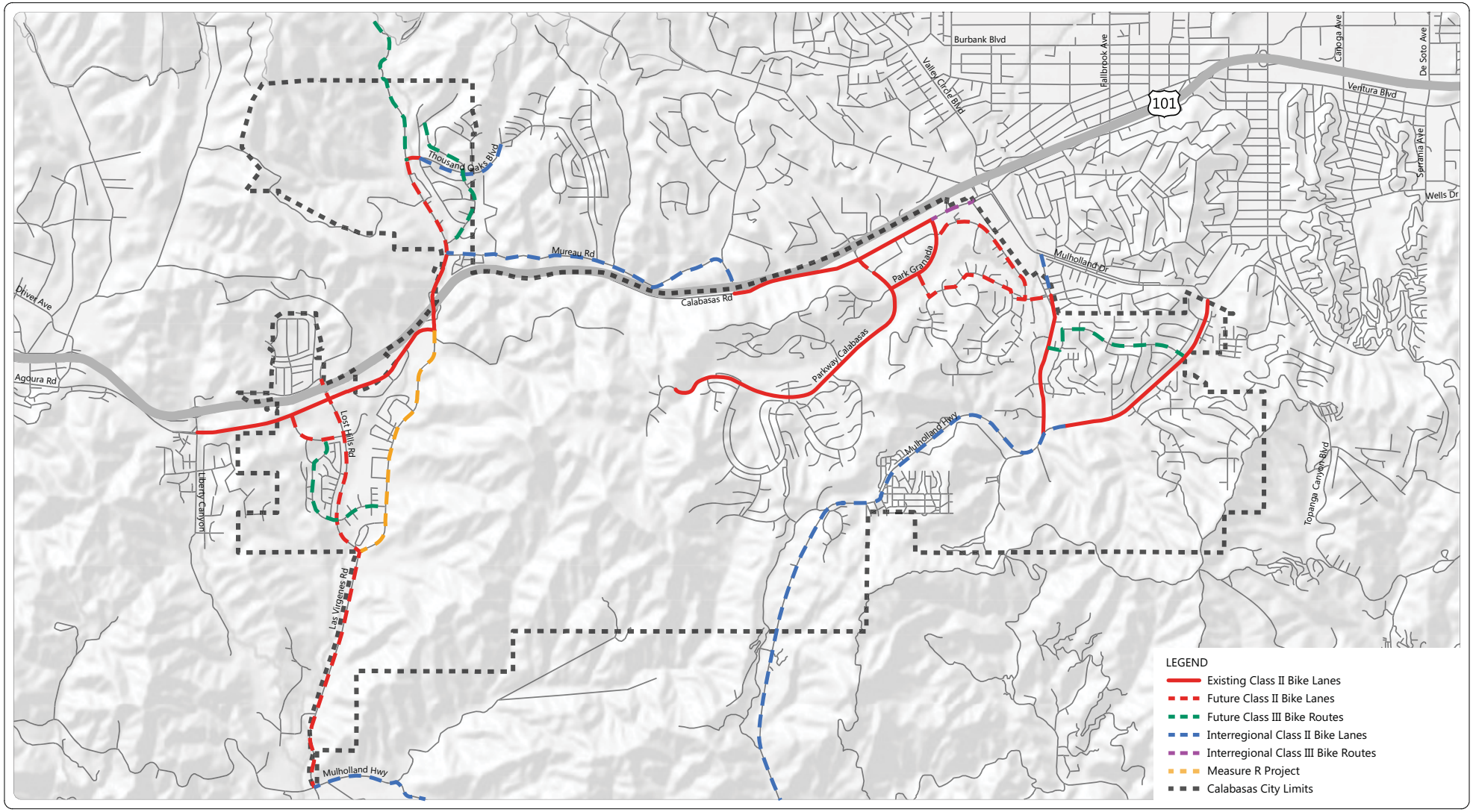
Not to Scale

FEHR PEERS

2603 - Calabasas Bike Plan\Graphics\AI

EXISTING BICYCLE INFRASTRUCTURE

FIGURE 3-4




N

Not to Scale

FEHR PEERS

2603 - Calabasas Bike Plan\Graphics\AI

FUTURE BICYCLE NETWORK

FIGURE 4-2

# APPENDIX G

## LEVEL OF SERVICE
## ICU & HCM
## WORKSHEETS

Overland Traffic Consultants, Inc.

RONDEL OASIS HOTEL
ICU CALCULATIONS

INTERSECTION 1: Las Virgenes Rd & Mureau Rd
EXISTING CONDITION (2014)

| | | | AM PEAK HOUR | | | | PM PEAK HOUR | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| MOVEMENT | NO. OF LANES | CAPACITY | Traffic VOLUMES | V/C | | CRITICAL PAIR | Traffic VOLUMES | V/C | | CRITICAL PAIR |
| NB LEFT | 0 | 0 | 1 | 0.000 | * | | 0 | 0.000 | | |
| NB THRU | 2 | 3,200 | 540 | 0.169 | | | 549 | 0.172 | | |
| NB RIGHT | 1 | 1,600 | 213 | 0.133 | | | 586 | 0.366 | * | |
| | | | | | | 0.270 | | | | 0.413 |
| SB LEFT | 1 | 1,600 | 75 | 0.047 | | | 75 | 0.047 | * | |
| SB THRU | 2 | 3,200 | 864 | 0.270 | * | | 864 | 0.270 | | |
| SB RIGHT | 0 | 0 | 0 | 0.000 | | | 0 | 0.000 | | |
| EB LEFT | 0 | 0 | 0 | 0.000 | | | 0 | 0.000 | | |
| EB THRU | 0 | 0 | 0 | 0.000 | * | | 0 | 0.000 | * | |
| EB RIGHT | 0 | 0 | 0 | 0.000 | * | | 0 | 0.000 | * | |
| | | | | | | 0.136 | | | | 0.128 |
| WB LEFT | 1 | 1,600 | 217 | 0.136 | * | | 204 | 0.128 | * | |
| WB THRU | 0 | 0 | 0 | 0.000 | | | 0 | 0.000 | | |
| WB RIGHT | 1 | 1,600 | 30 | 0.019 | | | 50 | 0.031 | | |

| | RTOR am | RTOR pm | | | | |
|---|---|---|---|---|---|---|
| NB | 0 | 0 | NORTH/SOUTH CRITICAL SUM | 0.270 | NORTH/SOUTH CRITICAL SUM | 0.413 |
| SB | 0 | 0 | EAST/WEST CRITICAL SUM | 0.136 | EAST/WEST CRITICAL SUM | 0.128 |
| EB | 0 | 0 | CLEARANCE INTERVAL | 0.100 | CLEARANCE INTERVAL | 0.100 |
| WB | 0 | 0 | INTERSECTION ICU VALUE | 0.506 | INTERSECTION ICU VALUE | 0.641 |
| | | | AM INTERSECTION LOS | A | PM INTERSECTION LOS | B |

Overland Traffic Consultants, Inc.

RONDEL OASIS HOTEL
ICU CALCULATIONS

INTERSECTION: Las Virgenes Rd & Mureau Rd
EXISTING + Project

| | | | | | AM PEAK HOUR | | | | | PM PEAK HOUR | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MOVEMENT | NO. OF LANES | CAPACITY | EXISTING | Project | TOTAL | V/C | | CRITICAL PAIR | EXISTING | Project | TOTAL | V/C | | CRITICAL PAIR |
| NB LEFT | 0 | 0 | 1 | 0 | 1 | 0.000 | * | | 0 | 0 | 0 | 0.000 | | |
| NB THRU | 2 | 3,200 | 540 | 1 | 541 | 0.169 | | | 549 | 2 | 551 | 0.172 | | |
| NB RIGHT | 1 | 1600 | 213 | 3 | 216 | 0.135 | | | 586 | 4 | 590 | 0.369 | * | |
| | | | | | | | | 0.271 | | | | | | 0.416 |
| SB LEFT | 1 | 1,600 | 75 | 0 | 75 | 0.047 | | | 75 | 0 | 75 | 0.047 | * | |
| SB THRU | 2 | 3,200 | 864 | 2 | 866 | 0.271 | * | | 864 | 2 | 866 | 0.271 | | |
| SB RIGHT | 0 | 0 | 0 | 0 | 0 | 0.000 | | | 0 | 0 | 0 | 0.000 | | |
| EB LEFT | 0 | 0 | 0 | 0 | 0 | 0.000 | | | 0 | 0 | 0 | 0.000 | | |
| EB THRU | 0 | 0 | 0 | 0 | 0 | 0.000 | | | 0 | 0 | 0 | 0.000 | | |
| EB RIGHT | 0 | 0 | 0 | 0 | 0 | 0.000 | | | 0 | 0 | 0 | 0.000 | | |
| | | | | | | | | 0.138 | | | | | | 0.130 |
| WB LEFT | 1 | 1,600 | 217 | 4 | 221 | 0.138 | * | | 204 | 4 | 208 | 0.130 | * | |
| WB THRU | 0 | 0 | 0 | 0 | 0 | 0.000 | | | 0 | 0 | 0 | 0.000 | | |
| WB RIGHT | 1 | 1,600 | 30 | 0 | 30 | 0.019 | | | 50 | 0 | 50 | 0.031 | | |

| | RTOR | |
|---|---|---|
| | am | pm |
| NB | 0 | 0 |
| SB | 0 | 0 |
| EB | 0 | 0 |
| WB | 0 | 0 |

| | | | |
|---|---|---|---|
| NORTH/SOUTH CRITICAL SUM | 0.271 | NORTH/SOUTH CRITICAL SUM | 0.416 |
| EAST/WEST CRITICAL SUM | 0.138 | EAST/WEST CRITICAL SUM | 0.130 |
| CLEARANCE INTERVAL | 0.100 | CLEARANCE INTERVAL | 0.100 |
| INTERSECTION ICU VALUE | 0.509 | INTERSECTION ICU VALUE | 0.646 |
| AM INTERSECTION LOS | A | PM INTERSECTION LOS | B |
| AM IMPACT | 0.003 | PM IMPACT | 0.005 |

Overland Traffic Consultants, Inc.

RONDEL OASIS HOTEL
ICU CALCULATIONS

INTERSECTION: Las Virgenes Rd & Mureau Rd
EXISTING +AMBIENT+ CUMULATIVE PROJECT
Future 2016 Without Project

| | | | AM PEAK HOUR | | | | | | | PM PEAK HOUR | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MOVEMENT | NO. OF LANES | CAPACITY | EXISTING | AMBIENT GROWTH | RELATED PROJECT | TOTAL | V/C | | CRITICAL PAIR | EXISTING | AMBIENT GROWTH | RELATED PROJECT | TOTAL | V/C | | CRITICAL PAIR |
| NB LEFT | 0 | 0 | 1 | 0 | 0 | 1 | 0.000 | * | | 0 | 0 | 0 | 0 | 0.000 | | |
| NB THRU | 2 | 3,200 | 540 | 11 | 25 | 576 | 0.180 | | | 549 | 11 | 24 | 584 | 0.183 | | |
| NB RIGHT | 1 | 1600 | 213 | 4 | 6 | 223 | 0.140 | | | 586 | 12 | 7 | 605 | 0.378 | * | |
| | | | | | | | | | 0.278 | | | | | | | 0.438 |
| SB LEFT | 1 | 1,600 | 75 | 2 | 3 | 80 | 0.050 | | | 75 | 2 | 19 | 96 | 0.060 | * | |
| SB THRU | 2 | 3,200 | 864 | 17 | 7 | 888 | 0.278 | * | | 864 | 17 | 42 | 923 | 0.289 | | |
| SB RIGHT | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | | | 0 | 0 | 0 | 0 | 0.000 | | |
| EB LEFT | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | | | 0 | 0 | 0 | 0 | 0.000 | | |
| EB THRU | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | | | 0 | 0 | 0 | 0 | 0.000 | | |
| EB RIGHT | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | | | 0 | 0 | 0 | 0 | 0.000 | | |
| | | | | | | | | | 0.140 | | | | | | | 0.138 |
| WB LEFT | 1 | 1,600 | 217 | 4 | 3 | 224 | 0.140 | * | | 204 | 4 | 12 | 220 | 0.138 | * | |
| WB THRU | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | | | 0 | 0 | 0 | 0 | 0.000 | | |
| WB RIGHT | 1 | 1,600 | 30 | 1 | 13 | 44 | 0.027 | | | 50 | 1 | 11 | 62 | 0.039 | | |

| RTOR | am | pm |
|---|---|---|
| NB | 0 | 0 |
| SB | 0 | 0 |
| EB | 0 | 0 |
| WB | 0 | 0 |

| | | | |
|---|---|---|---|
| NORTH/SOUTH CRITICAL SUM | 0.278 | NORTH/SOUTH CRITICAL SUM | 0.438 |
| EAST/WEST CRITICAL SUM | 0.140 | EAST/WEST CRITICAL SUM | 0.138 |
| CLEARANCE INTERVAL | 0.100 | CLEARANCE INTERVAL | 0.100 |
| INTERSECTION ICU VALUE | 0.518 | INTERSECTION ICU VALUE | 0.676 |
| AM INTERSECTION LOS | A | PM INTERSECTION LOS | B |
| AM IMPACT | 0.009 | PM IMPACT | 0.030 |

Overland Traffic Consultants, Inc.

RONDEL OASIS HOTEL
ICU CALCULATIONS

INTERSECTION: Las Virgenes Rd & Mureau Rd
EXISTING +AMBIENT+ CUMULATIVE PROJECT + PROJECT
Future 2016 With Project

| | | | AM PEAK HOUR | | | | | | | | PM PEAK HOUR | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MOVEMENT | NO. OF LANES | CAPACITY | EXISTING | AMBIENT GROWTH | RELATED PROJECT | PROJECT | TOTAL | V/C | | CRITICAL PAIR | EXISTING | AMBIENT GROWTH | RELATED PROJECT | PROJECT | TOTAL | V/C | | CRITICAL PAIR |
| NB LEFT | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0.000 | * | | 0 | 0 | 0 | 0 | 0 | 0.000 | | |
| NB THRU | 2 | 3,200 | 540 | 11 | 25 | 1 | 577 | 0.181 | | | 549 | 11 | 24 | 2 | 586 | 0.183 | | |
| NB RIGHT | 1 | 1600 | 213 | 4 | 6 | 3 | 226 | 0.141 | | | 586 | 12 | 7 | 4 | 609 | 0.381 | * | |
| | | | | | | | | | | 0.278 | | | | | | | | 0.441 |
| SB LEFT | 1 | 1,600 | 75 | 2 | 3 | 0 | 80 | 0.050 | | | 75 | 2 | 19 | 0 | 96 | 0.060 | * | |
| SB THRU | 2 | 3,200 | 864 | 17 | 7 | 2 | 890 | 0.278 | * | | 864 | 17 | 42 | 2 | 925 | 0.289 | | |
| SB RIGHT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | | | 0 | 0 | 0 | 0 | 0 | 0.000 | | |
| EB LEFT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | | | 0 | 0 | 0 | 0 | 0 | 0.000 | | |
| EB THRU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | | | 0 | 0 | 0 | 0 | 0 | 0.000 | | |
| EB RIGHT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | | | 0 | 0 | 0 | 0 | 0 | 0.000 | | |
| | | | | | | | | | | 0.143 | | | | | | | | 0.140 |
| WB LEFT | 1 | 1,600 | 217 | 4 | 3 | 4 | 228 | 0.143 | * | | 204 | 4 | 12 | 4 | 224 | 0.140 | * | |
| WB THRU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | | | 0 | 0 | 0 | 0 | 0 | 0.000 | | |
| WB RIGHT | 1 | 1,600 | 30 | 1 | 13 | 0 | 44 | 0.027 | | | 50 | 1 | 11 | 0 | 62 | 0.039 | | |

| | RTOR | | | | | |
|---|---|---|---|---|---|---|
| | am | pm | NORTH/SOUTH CRITICAL SUM | 0.278 | NORTH/SOUTH CRITICAL SUM | 0.441 |
| NB | 0 | 0 | EAST/WEST CRITICAL SUM | 0.143 | EAST/WEST CRITICAL SUM | 0.140 |
| SB | 0 | 0 | CLEARANCE INTERVAL | 0.100 | CLEARANCE INTERVAL | 0.100 |
| EB | 0 | 0 | | --- | | --- |
| WB | 0 | 0 | INTERSECTION ICU VALUE | 0.521 | INTERSECTION ICU VALUE | 0.681 |
| | | | AM INTERSECTION LOS | A | PM INTERSECTION LOS | B |
| | | | AM IMPACT | 0.003 | PM IMPACT | 0.005 |

# HCM 2010 Signalized Intersection Summary
## 2: LAS VIRGENES ROAD & NB 101 ONRAMP/NB 101 FWY OFF RAMP

12/3/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 0 | 0 | 974 | 0 | 264 | 167 | 499 | 0 | 0 | 645 | 446 |
| Number | | | | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 1863 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 1059 | 0 | 287 | 182 | 542 | 0 | 0 | 701 | 485 |
| Adj No. of Lanes | | | | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 1297 | 0 | 579 | 226 | 1828 | 0 | 0 | 1169 | 523 |
| Arrive On Green | | | | 0.37 | 0.00 | 0.37 | 0.13 | 0.52 | 0.00 | 0.00 | 0.33 | 0.33 |
| Sat Flow, veh/h | | | | 3548 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 3632 | 1583 |
| Grp Volume(v), veh/h | | | | 1059 | 0 | 287 | 182 | 542 | 0 | 0 | 701 | 485 |
| Grp Sat Flow(s),veh/h/ln | | | | 1774 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1770 | 1583 |
| Q Serve(g_s), s | | | | 18.3 | 0.0 | 9.5 | 6.8 | 5.9 | 0.0 | 0.0 | 11.2 | 20.0 |
| Cycle Q Clear(g_c), s | | | | 18.3 | 0.0 | 9.5 | 6.8 | 5.9 | 0.0 | 0.0 | 11.2 | 20.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 1297 | 0 | 579 | 226 | 1828 | 0 | 0 | 1169 | 523 |
| V/C Ratio(X) | | | | 0.82 | 0.00 | 0.50 | 0.81 | 0.30 | 0.00 | 0.00 | 0.60 | 0.93 |
| Avail Cap(c_a), veh/h | | | | 1676 | 0 | 748 | 314 | 1828 | 0 | 0 | 1169 | 523 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 19.4 | 0.0 | 16.7 | 28.8 | 9.4 | 0.0 | 0.0 | 18.9 | 21.9 |
| Incr Delay (d2), s/veh | | | | 2.5 | 0.0 | 0.7 | 10.2 | 0.4 | 0.0 | 0.0 | 2.3 | 24.9 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 9.3 | 0.0 | 4.3 | 3.9 | 3.0 | 0.0 | 0.0 | 5.8 | 12.4 |
| LnGrp Delay(d),s/veh | | | | 22.0 | 0.0 | 17.3 | 38.9 | 9.8 | 0.0 | 0.0 | 21.2 | 46.8 |
| LnGrp LOS | | | | C | | B | D | A | | | C | D |
| Approach Vol, veh/h | | | | | 1346 | | | 724 | | | 1186 | |
| Approach Delay, s/veh | | | | | 21.0 | | | 17.1 | | | 31.7 | |
| Approach LOS | | | | | C | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 46.2 | | | 12.6 | 33.6 | | 28.8 |
| Change Period (Y+Rc), s | | 4.0 | | | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | | 35.0 | | | 12.0 | 19.0 | | 32.0 |
| Max Q Clear Time (g_c+I1), s | | 7.9 | | | 8.8 | 22.0 | | 20.3 |
| Green Ext Time (p_c), s | | 12.6 | | | 0.1 | 0.0 | | 4.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 24.0 |
| HCM 2010 LOS | C |

**Notes**

User approved volume balancing among the lanes for turning movement.

# HCM 2010 Signalized Intersection Summary
## 2: LAS VIRGENES ROAD & NB 101 ONRAMP/NB 101 FWY OFF RAMP

12/3/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 0 | 0 | 986 | 0 | 264 | 175 | 503 | 0 | 0 | 651 | 446 |
| Number | | | | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 1863 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 1072 | 0 | 287 | 190 | 547 | 0 | 0 | 708 | 485 |
| Adj No. of Lanes | | | | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 1292 | 0 | 576 | 232 | 1842 | 0 | 0 | 1173 | 525 |
| Arrive On Green | | | | 0.36 | 0.00 | 0.36 | 0.13 | 0.52 | 0.00 | 0.00 | 0.33 | 0.33 |
| Sat Flow, veh/h | | | | 3548 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 3632 | 1583 |
| Grp Volume(v), veh/h | | | | 1072 | 0 | 287 | 190 | 547 | 0 | 0 | 708 | 485 |
| Grp Sat Flow(s),veh/h/ln | | | | 1774 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1770 | 1583 |
| Q Serve(g_s), s | | | | 19.0 | 0.0 | 9.7 | 7.2 | 6.1 | 0.0 | 0.0 | 11.6 | 20.4 |
| Cycle Q Clear(g_c), s | | | | 19.0 | 0.0 | 9.7 | 7.2 | 6.1 | 0.0 | 0.0 | 11.6 | 20.4 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 1292 | 0 | 576 | 232 | 1842 | 0 | 0 | 1173 | 525 |
| V/C Ratio(X) | | | | 0.83 | 0.00 | 0.50 | 0.82 | 0.30 | 0.00 | 0.00 | 0.60 | 0.92 |
| Avail Cap(c_a), veh/h | | | | 1590 | 0 | 709 | 282 | 1842 | 0 | 0 | 1173 | 525 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 20.0 | 0.0 | 17.1 | 29.3 | 9.4 | 0.0 | 0.0 | 19.3 | 22.3 |
| Incr Delay (d2), s/veh | | | | 3.2 | 0.0 | 0.7 | 14.4 | 0.4 | 0.0 | 0.0 | 2.3 | 24.3 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 9.8 | 0.0 | 4.3 | 4.5 | 3.1 | 0.0 | 0.0 | 6.0 | 12.4 |
| LnGrp Delay(d),s/veh | | | | 23.2 | 0.0 | 17.8 | 43.7 | 9.8 | 0.0 | 0.0 | 21.6 | 46.6 |
| LnGrp LOS | | | | C | | B | D | A | | | C | D |
| Approach Vol, veh/h | | | | | 1359 | | | 737 | | | 1193 | |
| Approach Delay, s/veh | | | | | 22.1 | | | 18.6 | | | 31.8 | |
| Approach LOS | | | | | C | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 45.8 | | | 13.1 | 32.8 | | 29.2 |
| Change Period (Y+Rc), s | | 4.0 | | | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | | 36.0 | | | 11.0 | 21.0 | | 31.0 |
| Max Q Clear Time (g_c+I1), s | | 8.1 | | | 9.2 | 22.4 | | 21.0 |
| Green Ext Time (p_c), s | | 12.9 | | | 0.1 | 0.0 | | 4.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 24.8 |
| HCM 2010 LOS | C |

**Notes**

User approved volume balancing among the lanes for turning movement.

# HCM 2010 Signalized Intersection Summary
## 2: LAS VIRGENES ROAD & NB 101 ONRAMP/NB 101 FWY OFF RAMP

12/3/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 0 | 0 | 1018 | 0 | 275 | 203 | 535 | 0 | 0 | 667 | 457 |
| Number | | | | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 1863 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 1107 | 0 | 299 | 221 | 582 | 0 | 0 | 725 | 497 |
| Adj No. of Lanes | | | | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 1300 | 0 | 580 | 265 | 1844 | 0 | 0 | 1116 | 499 |
| Arrive On Green | | | | 0.37 | 0.00 | 0.37 | 0.15 | 0.52 | 0.00 | 0.00 | 0.32 | 0.32 |
| Sat Flow, veh/h | | | | 3548 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 3632 | 1583 |
| Grp Volume(v), veh/h | | | | 1107 | 0 | 299 | 221 | 582 | 0 | 0 | 725 | 497 |
| Grp Sat Flow(s),veh/h/ln | | | | 1774 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1770 | 1583 |
| Q Serve(g_s), s | | | | 20.4 | 0.0 | 10.5 | 8.6 | 6.7 | 0.0 | 0.0 | 12.5 | 22.3 |
| Cycle Q Clear(g_c), s | | | | 20.4 | 0.0 | 10.5 | 8.6 | 6.7 | 0.0 | 0.0 | 12.5 | 22.3 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 1300 | 0 | 580 | 265 | 1844 | 0 | 0 | 1116 | 499 |
| V/C Ratio(X) | | | | 0.85 | 0.00 | 0.52 | 0.83 | 0.32 | 0.00 | 0.00 | 0.65 | 1.00 |
| Avail Cap(c_a), veh/h | | | | 1499 | 0 | 669 | 325 | 1844 | 0 | 0 | 1116 | 499 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 20.7 | 0.0 | 17.6 | 29.4 | 9.8 | 0.0 | 0.0 | 20.9 | 24.3 |
| Incr Delay (d2), s/veh | | | | 4.4 | 0.0 | 0.7 | 14.3 | 0.4 | 0.0 | 0.0 | 2.9 | 39.2 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 10.6 | 0.0 | 4.7 | 5.2 | 3.3 | 0.0 | 0.0 | 6.5 | 15.1 |
| LnGrp Delay(d),s/veh | | | | 25.1 | 0.0 | 18.3 | 43.7 | 10.2 | 0.0 | 0.0 | 23.9 | 63.5 |
| LnGrp LOS | | | | C | | B | D | B | | | C | E |
| Approach Vol, veh/h | | | | | 1406 | | | 803 | | | 1222 | |
| Approach Delay, s/veh | | | | | 23.7 | | | 19.4 | | | 40.0 | |
| Approach LOS | | | | | C | | | B | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 45.0 | | | 14.6 | 30.4 | | 30.0 |
| Change Period (Y+Rc), s | | 4.0 | | | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | | 37.0 | | | 13.0 | 20.0 | | 30.0 |
| Max Q Clear Time (g_c+I1), s | | 8.7 | | | 10.6 | 24.3 | | 22.4 |
| Green Ext Time (p_c), s | | 13.6 | | | 0.1 | 0.0 | | 3.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 28.5 |
| HCM 2010 LOS | C |

**Notes**

User approved volume balancing among the lanes for turning movement.

# HCM 2010 Signalized Intersection Summary
## 2: LAS VIRGENES ROAD & NB 101 ONRAMP/NB 101 FWY OFF RAMP

12/3/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 0 | 0 | 1030 | 0 | 275 | 211 | 539 | 0 | 0 | 673 | 457 |
| Number | | | | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 1863 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 1120 | 0 | 299 | 229 | 586 | 0 | 0 | 732 | 497 |
| Adj No. of Lanes | | | | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 1309 | 0 | 584 | 273 | 1837 | 0 | 0 | 1094 | 489 |
| Arrive On Green | | | | 0.37 | 0.00 | 0.37 | 0.15 | 0.52 | 0.00 | 0.00 | 0.31 | 0.31 |
| Sat Flow, veh/h | | | | 3548 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 3632 | 1583 |
| Grp Volume(v), veh/h | | | | 1120 | 0 | 299 | 229 | 586 | 0 | 0 | 732 | 497 |
| Grp Sat Flow(s),veh/h/ln | | | | 1774 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1770 | 1583 |
| Q Serve(g_s), s | | | | 20.8 | 0.0 | 10.5 | 8.9 | 6.8 | 0.0 | 0.0 | 12.8 | 22.0 |
| Cycle Q Clear(g_c), s | | | | 20.8 | 0.0 | 10.5 | 8.9 | 6.8 | 0.0 | 0.0 | 12.8 | 22.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 1309 | 0 | 584 | 273 | 1837 | 0 | 0 | 1094 | 489 |
| V/C Ratio(X) | | | | 0.86 | 0.00 | 0.51 | 0.84 | 0.32 | 0.00 | 0.00 | 0.67 | 1.02 |
| Avail Cap(c_a), veh/h | | | | 1493 | 0 | 666 | 323 | 1837 | 0 | 0 | 1094 | 489 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 20.8 | 0.0 | 17.5 | 29.3 | 9.9 | 0.0 | 0.0 | 21.5 | 24.6 |
| Incr Delay (d2), s/veh | | | | 4.6 | 0.0 | 0.7 | 15.4 | 0.5 | 0.0 | 0.0 | 3.3 | 44.6 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 11.0 | 0.0 | 4.7 | 5.6 | 3.4 | 0.0 | 0.0 | 6.7 | 15.6 |
| LnGrp Delay(d),s/veh | | | | 25.4 | 0.0 | 18.2 | 44.7 | 10.3 | 0.0 | 0.0 | 24.7 | 69.2 |
| LnGrp LOS | | | | C | | B | D | B | | | C | F |
| Approach Vol, veh/h | | | | | 1419 | | | 815 | | | 1229 | |
| Approach Delay, s/veh | | | | | 23.9 | | | 20.0 | | | 42.7 | |
| Approach LOS | | | | | C | | | C | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 44.7 | | | 15.0 | 29.7 | | 30.3 |
| Change Period (Y+Rc), s | | 4.0 | | | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | | 37.0 | | | 13.0 | 20.0 | | 30.0 |
| Max Q Clear Time (g_c+I1), s | | 8.8 | | | 10.9 | 24.0 | | 22.8 |
| Green Ext Time (p_c), s | | 13.7 | | | 0.1 | 0.0 | | 3.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 29.7 |
| HCM 2010 LOS | C |

**Notes**

User approved volume balancing among the lanes for turning movement.

# HCM 2010 Signalized Intersection Summary
## 2: LAS VIRGENES ROAD & NB 101 ONRAMP/NB 101 FWY OFF RAMP

12/3/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 0 | 0 | 453 | 4 | 200 | 264 | 966 | 0 | 0 | 267 | 279 |
| Number | | | | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 1863 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 495 | 0 | 217 | 287 | 1050 | 0 | 0 | 290 | 303 |
| Adj No. of Lanes | | | | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 653 | 0 | 291 | 335 | 2548 | 0 | 0 | 1710 | 765 |
| Arrive On Green | | | | 0.18 | 0.00 | 0.18 | 0.19 | 0.72 | 0.00 | 0.00 | 0.48 | 0.48 |
| Sat Flow, veh/h | | | | 3548 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 3632 | 1583 |
| Grp Volume(v), veh/h | | | | 495 | 0 | 217 | 287 | 1050 | 0 | 0 | 290 | 303 |
| Grp Sat Flow(s),veh/h/ln | | | | 1774 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1770 | 1583 |
| Q Serve(g_s), s | | | | 11.0 | 0.0 | 10.8 | 13.0 | 9.8 | 0.0 | 0.0 | 3.8 | 10.2 |
| Cycle Q Clear(g_c), s | | | | 11.0 | 0.0 | 10.8 | 13.0 | 9.8 | 0.0 | 0.0 | 3.8 | 10.2 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 653 | 0 | 291 | 335 | 2548 | 0 | 0 | 1710 | 765 |
| V/C Ratio(X) | | | | 0.76 | 0.00 | 0.74 | 0.86 | 0.41 | 0.00 | 0.00 | 0.17 | 0.40 |
| Avail Cap(c_a), veh/h | | | | 1150 | 0 | 513 | 617 | 2548 | 0 | 0 | 1710 | 765 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 32.2 | 0.0 | 32.2 | 32.7 | 4.6 | 0.0 | 0.0 | 12.1 | 13.8 |
| Incr Delay (d2), s/veh | | | | 1.8 | 0.0 | 3.8 | 6.3 | 0.5 | 0.0 | 0.0 | 0.2 | 1.5 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 5.5 | 0.0 | 5.0 | 7.0 | 4.8 | 0.0 | 0.0 | 1.9 | 4.8 |
| LnGrp Delay(d),s/veh | | | | 34.1 | 0.0 | 35.9 | 39.0 | 5.1 | 0.0 | 0.0 | 12.3 | 15.3 |
| LnGrp LOS | | | | C | | D | D | A | | | B | B |
| Approach Vol, veh/h | | | | | 712 | | | 1337 | | | 593 | |
| Approach Delay, s/veh | | | | | 34.6 | | | 12.4 | | | 13.9 | |
| Approach LOS | | | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 75.7 | | | 19.7 | 55.9 | | 19.3 |
| Change Period (Y+Rc), s | | 4.0 | | | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | | 60.0 | | | 29.0 | 27.0 | | 27.0 |
| Max Q Clear Time (g_c+I1), s | | 11.8 | | | 15.0 | 12.2 | | 13.0 |
| Green Ext Time (p_c), s | | 15.8 | | | 0.7 | 9.0 | | 2.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 18.7 |
| HCM 2010 LOS | B |

**Notes**

User approved volume balancing among the lanes for turning movement.

# HCM 2010 Signalized Intersection Summary
## 2: LAS VIRGENES ROAD & NB 101 ONRAMP/NB 101 FWY OFF RAMP

12/3/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 0 | 0 | 465 | 4 | 200 | 275 | 972 | 0 | 0 | 273 | 279 |
| Number | | | | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 1863 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 508 | 0 | 217 | 299 | 1057 | 0 | 0 | 297 | 303 |
| Adj No. of Lanes | | | | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 670 | 0 | 299 | 348 | 2528 | 0 | 0 | 1662 | 744 |
| Arrive On Green | | | | 0.19 | 0.00 | 0.19 | 0.20 | 0.71 | 0.00 | 0.00 | 0.47 | 0.47 |
| Sat Flow, veh/h | | | | 3548 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 3632 | 1583 |
| Grp Volume(v), veh/h | | | | 508 | 0 | 217 | 299 | 1057 | 0 | 0 | 297 | 303 |
| Grp Sat Flow(s),veh/h/ln | | | | 1774 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1770 | 1583 |
| Q Serve(g_s), s | | | | 11.2 | 0.0 | 10.6 | 13.5 | 10.0 | 0.0 | 0.0 | 4.0 | 10.4 |
| Cycle Q Clear(g_c), s | | | | 11.2 | 0.0 | 10.6 | 13.5 | 10.0 | 0.0 | 0.0 | 4.0 | 10.4 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 670 | 0 | 299 | 348 | 2528 | 0 | 0 | 1662 | 744 |
| V/C Ratio(X) | | | | 0.76 | 0.00 | 0.73 | 0.86 | 0.42 | 0.00 | 0.00 | 0.18 | 0.41 |
| Avail Cap(c_a), veh/h | | | | 1203 | 0 | 537 | 644 | 2528 | 0 | 0 | 1662 | 744 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 31.7 | 0.0 | 31.5 | 32.1 | 4.8 | 0.0 | 0.0 | 12.7 | 14.4 |
| Incr Delay (d2), s/veh | | | | 1.8 | 0.0 | 3.4 | 6.2 | 0.5 | 0.0 | 0.0 | 0.2 | 1.7 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 5.7 | 0.0 | 4.9 | 7.2 | 5.0 | 0.0 | 0.0 | 2.0 | 4.9 |
| LnGrp Delay(d),s/veh | | | | 33.5 | 0.0 | 34.8 | 38.3 | 5.3 | 0.0 | 0.0 | 12.9 | 16.0 |
| LnGrp LOS | | | | C | | C | D | A | | | B | B |
| Approach Vol, veh/h | | | | | 725 | | | 1356 | | | 600 | |
| Approach Delay, s/veh | | | | | 33.9 | | | 12.6 | | | 14.5 | |
| Approach LOS | | | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 75.4 | | | 20.2 | 55.2 | | 19.6 |
| Change Period (Y+Rc), s | | 4.0 | | | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | | 59.0 | | | 30.0 | 25.0 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | | 12.0 | | | 15.5 | 12.4 | | 13.2 |
| Green Ext Time (p_c), s | | 15.9 | | | 0.8 | 8.1 | | 2.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 18.8 |
| HCM 2010 LOS | B |

**Notes**

User approved volume balancing among the lanes for turning movement.

# HCM 2010 Signalized Intersection Summary
## 2: LAS VIRGENES ROAD & NB 101 ONRAMP/NB 101 FWY OFF RAMP

12/3/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 0 | 0 | 513 | 4 | 209 | 294 | 1013 | 0 | 0 | 317 | 294 |
| Number | | | | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 1863 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 561 | 0 | 227 | 320 | 1101 | 0 | 0 | 345 | 320 |
| Adj No. of Lanes | | | | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 728 | 0 | 325 | 369 | 2472 | 0 | 0 | 1565 | 700 |
| Arrive On Green | | | | 0.21 | 0.00 | 0.21 | 0.21 | 0.70 | 0.00 | 0.00 | 0.44 | 0.44 |
| Sat Flow, veh/h | | | | 3548 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 3632 | 1583 |
| Grp Volume(v), veh/h | | | | 561 | 0 | 227 | 320 | 1101 | 0 | 0 | 345 | 320 |
| Grp Sat Flow(s),veh/h/ln | | | | 1774 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1770 | 1583 |
| Q Serve(g_s), s | | | | 12.4 | 0.0 | 11.0 | 14.5 | 11.3 | 0.0 | 0.0 | 5.0 | 11.7 |
| Cycle Q Clear(g_c), s | | | | 12.4 | 0.0 | 11.0 | 14.5 | 11.3 | 0.0 | 0.0 | 5.0 | 11.7 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 728 | 0 | 325 | 369 | 2472 | 0 | 0 | 1565 | 700 |
| V/C Ratio(X) | | | | 0.77 | 0.00 | 0.70 | 0.87 | 0.45 | 0.00 | 0.00 | 0.22 | 0.46 |
| Avail Cap(c_a), veh/h | | | | 1239 | 0 | 553 | 662 | 2472 | 0 | 0 | 1565 | 700 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 31.2 | 0.0 | 30.6 | 31.8 | 5.5 | 0.0 | 0.0 | 14.3 | 16.2 |
| Incr Delay (d2), s/veh | | | | 1.8 | 0.0 | 2.7 | 6.2 | 0.6 | 0.0 | 0.0 | 0.3 | 2.1 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 6.3 | 0.0 | 5.0 | 7.7 | 5.6 | 0.0 | 0.0 | 2.5 | 5.5 |
| LnGrp Delay(d),s/veh | | | | 32.9 | 0.0 | 33.4 | 37.9 | 6.1 | 0.0 | 0.0 | 14.6 | 18.3 |
| LnGrp LOS | | | | C | | C | D | A | | | B | B |
| Approach Vol, veh/h | | | | | 788 | | | 1421 | | | 665 | |
| Approach Delay, s/veh | | | | | 33.0 | | | 13.2 | | | 16.4 | |
| Approach LOS | | | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 74.0 | | | 21.3 | 52.7 | | 21.0 |
| Change Period (Y+Rc), s | | 4.0 | | | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | | 58.0 | | | 31.0 | 23.0 | | 29.0 |
| Max Q Clear Time (g_c+I1), s | | 13.3 | | | 16.5 | 13.7 | | 14.4 |
| Green Ext Time (p_c), s | | 17.3 | | | 0.8 | 6.7 | | 2.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 19.4 |
| HCM 2010 LOS | B |

**Notes**

User approved volume balancing among the lanes for turning movement.

# HCM 2010 Signalized Intersection Summary
## 2: LAS VIRGENES ROAD & NB 101 ONRAMP/NB 101 FWY OFF RAMP

12/3/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 0 | 0 | 525 | 4 | 209 | 305 | 1019 | 0 | 0 | 323 | 294 |
| Number | | | | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 1863 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 574 | 0 | 227 | 332 | 1108 | 0 | 0 | 351 | 320 |
| Adj No. of Lanes | | | | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 740 | 0 | 330 | 381 | 2461 | 0 | 0 | 1531 | 685 |
| Arrive On Green | | | | 0.21 | 0.00 | 0.21 | 0.21 | 0.70 | 0.00 | 0.00 | 0.43 | 0.43 |
| Sat Flow, veh/h | | | | 3548 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 3632 | 1583 |
| Grp Volume(v), veh/h | | | | 574 | 0 | 227 | 332 | 1108 | 0 | 0 | 351 | 320 |
| Grp Sat Flow(s),veh/h/ln | | | | 1774 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1770 | 1583 |
| Q Serve(g_s), s | | | | 12.7 | 0.0 | 11.0 | 15.1 | 11.6 | 0.0 | 0.0 | 5.2 | 12.0 |
| Cycle Q Clear(g_c), s | | | | 12.7 | 0.0 | 11.0 | 15.1 | 11.6 | 0.0 | 0.0 | 5.2 | 12.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 740 | 0 | 330 | 381 | 2461 | 0 | 0 | 1531 | 685 |
| V/C Ratio(X) | | | | 0.78 | 0.00 | 0.69 | 0.87 | 0.45 | 0.00 | 0.00 | 0.23 | 0.47 |
| Avail Cap(c_a), veh/h | | | | 1234 | 0 | 551 | 659 | 2461 | 0 | 0 | 1531 | 685 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 31.2 | 0.0 | 30.5 | 31.6 | 5.6 | 0.0 | 0.0 | 14.9 | 16.8 |
| Incr Delay (d2), s/veh | | | | 1.8 | 0.0 | 2.5 | 6.3 | 0.6 | 0.0 | 0.0 | 0.3 | 2.3 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 6.4 | 0.0 | 5.0 | 8.1 | 5.7 | 0.0 | 0.0 | 2.6 | 5.7 |
| LnGrp Delay(d),s/veh | | | | 32.9 | 0.0 | 33.0 | 38.0 | 6.2 | 0.0 | 0.0 | 15.3 | 19.1 |
| LnGrp LOS | | | | C | | C | D | A | | | B | B |
| Approach Vol, veh/h | | | | | 801 | | | 1440 | | | 671 | |
| Approach Delay, s/veh | | | | | 33.0 | | | 13.5 | | | 17.1 | |
| Approach LOS | | | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 73.6 | | | 21.9 | 51.7 | | 21.4 |
| Change Period (Y+Rc), s | | 4.0 | | | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | | 58.0 | | | 31.0 | 23.0 | | 29.0 |
| Max Q Clear Time (g_c+I1), s | | 13.6 | | | 17.1 | 14.0 | | 14.7 |
| Green Ext Time (p_c), s | | 17.5 | | | 0.9 | 6.6 | | 2.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 19.7 |
| HCM 2010 LOS | B |

**Notes**

User approved volume balancing among the lanes for turning movement.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 208 | 5 | 303 | 8 | 0 | 44 | 0 | 736 | 1 | 25 | 1354 | 300 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 | 0 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 226 | 5 | 329 | 9 | 0 | 48 | 0 | 800 | 1 | 27 | 1472 | 326 |
| Adj No. of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 460 | 8 | 399 | 0 | 0 | 399 | 0 | 2197 | 983 | 460 | 2197 | 983 |
| Arrive On Green | 0.25 | 0.25 | 0.25 | 0.00 | 0.00 | 0.25 | 0.00 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 |
| Sat Flow, veh/h | 1376 | 30 | 1583 | 0 | 0 | 1583 | 0 | 3632 | 1583 | 676 | 3539 | 1583 |
| Grp Volume(v), veh/h | 231 | 0 | 329 | 0 | 0 | 48 | 0 | 800 | 1 | 27 | 1472 | 326 |
| Grp Sat Flow(s),veh/h/ln | 1407 | 0 | 1583 | 0 | 0 | 1583 | 0 | 1770 | 1583 | 676 | 1770 | 1583 |
| Q Serve(g_s), s | 7.5 | 0.0 | 12.3 | 0.0 | 0.0 | 1.5 | 0.0 | 7.0 | 0.0 | 1.3 | 17.0 | 6.2 |
| Cycle Q Clear(g_c), s | 9.0 | 0.0 | 12.3 | 0.0 | 0.0 | 1.5 | 0.0 | 7.0 | 0.0 | 8.2 | 17.0 | 6.2 |
| Prop In Lane | 0.98 | | 1.00 | 0.00 | | 1.00 | 0.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 468 | 0 | 399 | 0 | 0 | 399 | 0 | 2197 | 983 | 460 | 2197 | 983 |
| V/C Ratio(X) | 0.49 | 0.00 | 0.83 | 0.00 | 0.00 | 0.12 | 0.00 | 0.36 | 0.00 | 0.06 | 0.67 | 0.33 |
| Avail Cap(c_a), veh/h | 558 | 0 | 504 | 0 | 0 | 706 | 0 | 2197 | 983 | 460 | 2197 | 983 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.7 | 0.0 | 22.2 | 0.0 | 0.0 | 18.1 | 0.0 | 5.8 | 4.5 | 7.9 | 7.7 | 5.7 |
| Incr Delay (d2), s/veh | 0.8 | 0.0 | 8.7 | 0.0 | 0.0 | 0.1 | 0.0 | 0.5 | 0.0 | 0.2 | 1.6 | 0.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.6 | 0.0 | 6.4 | 0.0 | 0.0 | 0.7 | 0.0 | 3.5 | 0.0 | 0.3 | 8.7 | 2.9 |
| LnGrp Delay(d),s/veh | 21.6 | 0.0 | 30.9 | 0.0 | 0.0 | 18.3 | 0.0 | 6.3 | 4.5 | 8.1 | 9.4 | 6.6 |
| LnGrp LOS | C | | C | | | B | | A | A | A | A | A |
| Approach Vol, veh/h | | 560 | | | 48 | | | 801 | | | 1825 | |
| Approach Delay, s/veh | | 27.1 | | | 18.3 | | | 6.3 | | | 8.9 | |
| Approach LOS | | C | | | B | | | A | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | 3 | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 55.2 | 0.0 | 19.8 | | 55.2 | | 19.8 |
| Change Period (Y+Rc), s | | 4.0 | 4.0 | 4.0 | | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | | 39.0 | 4.0 | 20.0 | | 39.0 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | | 9.0 | 0.0 | 14.3 | | 19.0 | | 3.5 |
| Green Ext Time (p_c), s | | 23.2 | 0.0 | 1.5 | | 16.7 | | 2.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 11.5 |
| HCM 2010 LOS | B |

# HCM 2010 Signalized Intersection Summary
## 3: LAS VIRGENES ROAD & SB 101 RAMPS/RONDELL

12/3/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 208 | 17 | 303 | 15 | 8 | 56 | 0 | 736 | 11 | 43 | 1354 | 300 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 | 0 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 226 | 18 | 329 | 16 | 9 | 61 | 0 | 800 | 12 | 47 | 1472 | 326 |
| Adj No. of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 441 | 26 | 401 | 0 | 53 | 356 | 0 | 2193 | 981 | 455 | 2193 | 981 |
| Arrive On Green | 0.25 | 0.25 | 0.25 | 0.00 | 0.25 | 0.25 | 0.00 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 |
| Sat Flow, veh/h | 1305 | 104 | 1583 | 0 | 208 | 1407 | 0 | 3632 | 1583 | 669 | 3539 | 1583 |
| Grp Volume(v), veh/h | 244 | 0 | 329 | 0 | 0 | 70 | 0 | 800 | 12 | 47 | 1472 | 326 |
| Grp Sat Flow(s),veh/h/ln | 1409 | 0 | 1583 | 0 | 0 | 1614 | 0 | 1770 | 1583 | 669 | 1770 | 1583 |
| Q Serve(g_s), s | 7.4 | 0.0 | 12.3 | 0.0 | 0.0 | 2.1 | 0.0 | 7.0 | 0.2 | 2.3 | 17.0 | 6.2 |
| Cycle Q Clear(g_c), s | 9.5 | 0.0 | 12.3 | 0.0 | 0.0 | 2.1 | 0.0 | 7.0 | 0.2 | 9.3 | 17.0 | 6.2 |
| Prop In Lane | 0.93 | | 1.00 | 0.00 | | 0.87 | 0.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 467 | 0 | 401 | 0 | 0 | 409 | 0 | 2193 | 981 | 455 | 2193 | 981 |
| V/C Ratio(X) | 0.52 | 0.00 | 0.82 | 0.00 | 0.00 | 0.17 | 0.00 | 0.36 | 0.01 | 0.10 | 0.67 | 0.33 |
| Avail Cap(c_a), veh/h | 554 | 0 | 503 | 0 | 0 | 718 | 0 | 2193 | 981 | 455 | 2193 | 981 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.9 | 0.0 | 22.2 | 0.0 | 0.0 | 18.3 | 0.0 | 5.9 | 4.6 | 8.2 | 7.8 | 5.7 |
| Incr Delay (d2), s/veh | 0.9 | 0.0 | 8.5 | 0.0 | 0.0 | 0.2 | 0.0 | 0.5 | 0.0 | 0.5 | 1.7 | 0.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.9 | 0.0 | 6.3 | 0.0 | 0.0 | 1.0 | 0.0 | 3.5 | 0.1 | 0.5 | 8.7 | 2.9 |
| LnGrp Delay(d),s/veh | 21.8 | 0.0 | 30.6 | 0.0 | 0.0 | 18.5 | 0.0 | 6.4 | 4.6 | 8.6 | 9.5 | 6.6 |
| LnGrp LOS | C | | C | | | B | | A | A | A | A | A |
| Approach Vol, veh/h | | 573 | | | 70 | | | 812 | | | 1845 | |
| Approach Delay, s/veh | | 26.9 | | | 18.5 | | | 6.3 | | | 8.9 | |
| Approach LOS | | C | | | B | | | A | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | 3 | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 55.1 | 0.0 | 19.9 | | 55.1 | | 19.9 |
| Change Period (Y+Rc), s | | 4.0 | 4.0 | 4.0 | | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | | 39.0 | 4.0 | 20.0 | | 39.0 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | | 9.0 | 0.0 | 14.3 | | 19.0 | | 4.1 |
| Green Ext Time (p_c), s | | 23.4 | 0.0 | 1.6 | | 16.7 | | 3.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 11.6 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 218 | 5 | 326 | 8 | 0 | 45 | 0 | 849 | 1 | 26 | 1412 | 308 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 | 0 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 237 | 5 | 354 | 9 | 0 | 49 | 0 | 923 | 1 | 28 | 1535 | 335 |
| Adj No. of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 467 | 8 | 411 | 0 | 0 | 411 | 0 | 2183 | 977 | 401 | 2183 | 977 |
| Arrive On Green | 0.26 | 0.26 | 0.26 | 0.00 | 0.00 | 0.26 | 0.00 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 |
| Sat Flow, veh/h | 1375 | 29 | 1583 | 0 | 0 | 1583 | 0 | 3632 | 1583 | 603 | 3539 | 1583 |
| Grp Volume(v), veh/h | 242 | 0 | 354 | 0 | 0 | 49 | 0 | 923 | 1 | 28 | 1535 | 335 |
| Grp Sat Flow(s),veh/h/ln | 1404 | 0 | 1583 | 0 | 0 | 1583 | 0 | 1770 | 1583 | 603 | 1770 | 1583 |
| Q Serve(g_s), s | 8.2 | 0.0 | 13.8 | 0.0 | 0.0 | 1.5 | 0.0 | 8.8 | 0.0 | 1.6 | 19.0 | 6.7 |
| Cycle Q Clear(g_c), s | 9.7 | 0.0 | 13.8 | 0.0 | 0.0 | 1.5 | 0.0 | 8.8 | 0.0 | 10.4 | 19.0 | 6.7 |
| Prop In Lane | 0.98 | | 1.00 | 0.00 | | 1.00 | 0.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 475 | 0 | 411 | 0 | 0 | 411 | 0 | 2183 | 977 | 401 | 2183 | 977 |
| V/C Ratio(X) | 0.51 | 0.00 | 0.86 | 0.00 | 0.00 | 0.12 | 0.00 | 0.42 | 0.00 | 0.07 | 0.70 | 0.34 |
| Avail Cap(c_a), veh/h | 520 | 0 | 464 | 0 | 0 | 659 | 0 | 2183 | 977 | 401 | 2183 | 977 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.2 | 0.0 | 22.9 | 0.0 | 0.0 | 18.3 | 0.0 | 6.4 | 4.8 | 9.1 | 8.4 | 6.0 |
| Incr Delay (d2), s/veh | 0.8 | 0.0 | 13.9 | 0.0 | 0.0 | 0.1 | 0.0 | 0.6 | 0.0 | 0.3 | 1.9 | 1.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.9 | 0.0 | 7.6 | 0.0 | 0.0 | 0.7 | 0.0 | 4.4 | 0.0 | 0.3 | 9.8 | 3.1 |
| LnGrp Delay(d),s/veh | 22.0 | 0.0 | 36.8 | 0.0 | 0.0 | 18.5 | 0.0 | 7.0 | 4.8 | 9.5 | 10.3 | 7.0 |
| LnGrp LOS | C | | D | | | B | | A | A | A | B | A |
| Approach Vol, veh/h | | 596 | | | 49 | | | 924 | | | 1898 | |
| Approach Delay, s/veh | | 30.8 | | | 18.5 | | | 7.0 | | | 9.7 | |
| Approach LOS | | C | | | B | | | A | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | 3 | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 54.2 | 0.0 | 20.8 | | 54.2 | | 20.8 |
| Change Period (Y+Rc), s | | 4.0 | 4.0 | 4.0 | | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | | 40.0 | 4.0 | 19.0 | | 40.0 | | 27.0 |
| Max Q Clear Time (g_c+I1), s | | 10.8 | 0.0 | 15.8 | | 21.0 | | 3.5 |
| Green Ext Time (p_c), s | | 24.1 | 0.0 | 1.0 | | 16.6 | | 3.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.8 |
| HCM 2010 LOS | B |

# HCM 2010 Signalized Intersection Summary
## 3: LAS VIRGENES ROAD & SB 101 RAMPS/RONDELL

12/3/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 218 | 17 | 326 | 15 | 8 | 57 | 0 | 849 | 11 | 44 | 1412 | 308 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 | 0 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 237 | 18 | 354 | 16 | 9 | 62 | 0 | 923 | 12 | 48 | 1535 | 335 |
| Adj No. of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 437 | 26 | 421 | 0 | 54 | 375 | 0 | 2206 | 987 | 392 | 2206 | 987 |
| Arrive On Green | 0.27 | 0.27 | 0.27 | 0.00 | 0.27 | 0.27 | 0.00 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 |
| Sat Flow, veh/h | 1283 | 97 | 1583 | 0 | 205 | 1409 | 0 | 3632 | 1583 | 596 | 3539 | 1583 |
| Grp Volume(v), veh/h | 255 | 0 | 354 | 0 | 0 | 71 | 0 | 923 | 12 | 48 | 1535 | 335 |
| Grp Sat Flow(s),veh/h/ln | 1380 | 0 | 1583 | 0 | 0 | 1614 | 0 | 1770 | 1583 | 596 | 1770 | 1583 |
| Q Serve(g_s), s | 9.4 | 0.0 | 15.3 | 0.0 | 0.0 | 2.4 | 0.0 | 9.6 | 0.2 | 3.2 | 20.8 | 7.3 |
| Cycle Q Clear(g_c), s | 11.8 | 0.0 | 15.3 | 0.0 | 0.0 | 2.4 | 0.0 | 9.6 | 0.2 | 12.8 | 20.8 | 7.3 |
| Prop In Lane | 0.93 | | 1.00 | 0.00 | | 0.87 | 0.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 463 | 0 | 421 | 0 | 0 | 429 | 0 | 2206 | 987 | 392 | 2206 | 987 |
| V/C Ratio(X) | 0.55 | 0.00 | 0.84 | 0.00 | 0.00 | 0.17 | 0.00 | 0.42 | 0.01 | 0.12 | 0.70 | 0.34 |
| Avail Cap(c_a), veh/h | 553 | 0 | 526 | 0 | 0 | 715 | 0 | 2206 | 987 | 392 | 2206 | 987 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.7 | 0.0 | 25.1 | 0.0 | 0.0 | 20.4 | 0.0 | 6.9 | 5.2 | 10.2 | 9.0 | 6.5 |
| Incr Delay (d2), s/veh | 1.0 | 0.0 | 9.7 | 0.0 | 0.0 | 0.2 | 0.0 | 0.6 | 0.0 | 0.6 | 1.8 | 0.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.7 | 0.0 | 7.8 | 0.0 | 0.0 | 1.1 | 0.0 | 4.8 | 0.1 | 0.6 | 10.6 | 3.4 |
| LnGrp Delay(d),s/veh | 24.7 | 0.0 | 34.7 | 0.0 | 0.0 | 20.5 | 0.0 | 7.5 | 5.2 | 10.8 | 10.9 | 7.4 |
| LnGrp LOS | C | | C | | | C | | A | A | B | B | A |
| Approach Vol, veh/h | | 609 | | | 71 | | | 935 | | | 1918 | |
| Approach Delay, s/veh | | 30.5 | | | 20.5 | | | 7.5 | | | 10.3 | |
| Approach LOS | | C | | | C | | | A | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | 3 | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 61.8 | 0.0 | 23.2 | | 61.8 | | 23.2 |
| Change Period (Y+Rc), s | | 4.0 | 4.0 | 4.0 | | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | | 45.0 | 4.0 | 24.0 | | 45.0 | | 32.0 |
| Max Q Clear Time (g_c+I1), s | | 11.6 | 0.0 | 17.3 | | 22.8 | | 4.4 |
| Green Ext Time (p_c), s | | 27.1 | 0.0 | 1.9 | | 19.1 | | 3.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 13.2 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 470 | 1 | 134 | 13 | 0 | 33 | 0 | 1369 | 1 | 43 | 628 | 122 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 | 0 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 511 | 1 | 146 | 14 | 0 | 36 | 0 | 1488 | 1 | 47 | 683 | 133 |
| Adj No. of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 645 | 1 | 639 | 0 | 0 | 639 | 0 | 1767 | 791 | 136 | 1767 | 791 |
| Arrive On Green | 0.40 | 0.40 | 0.40 | 0.00 | 0.00 | 0.40 | 0.00 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| Sat Flow, veh/h | 1382 | 3 | 1583 | 0 | 0 | 1583 | 0 | 3632 | 1583 | 352 | 3539 | 1583 |
| Grp Volume(v), veh/h | 512 | 0 | 146 | 0 | 0 | 36 | 0 | 1488 | 1 | 47 | 683 | 133 |
| Grp Sat Flow(s),veh/h/ln | 1384 | 0 | 1583 | 0 | 0 | 1583 | 0 | 1770 | 1583 | 352 | 1770 | 1583 |
| Q Serve(g_s), s | 27.5 | 0.0 | 5.0 | 0.0 | 0.0 | 1.1 | 0.0 | 29.8 | 0.0 | 10.9 | 9.8 | 3.8 |
| Cycle Q Clear(g_c), s | 28.7 | 0.0 | 5.0 | 0.0 | 0.0 | 1.1 | 0.0 | 29.8 | 0.0 | 40.8 | 9.8 | 3.8 |
| Prop In Lane | 1.00 | | 1.00 | 0.00 | | 1.00 | 0.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 646 | 0 | 639 | 0 | 0 | 639 | 0 | 1767 | 791 | 136 | 1767 | 791 |
| V/C Ratio(X) | 0.79 | 0.00 | 0.23 | 0.00 | 0.00 | 0.06 | 0.00 | 0.84 | 0.00 | 0.35 | 0.39 | 0.17 |
| Avail Cap(c_a), veh/h | 727 | 0 | 733 | 0 | 0 | 887 | 0 | 1767 | 791 | 136 | 1767 | 791 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.0 | 0.0 | 16.1 | 0.0 | 0.0 | 15.0 | 0.0 | 17.8 | 10.3 | 35.4 | 12.8 | 11.2 |
| Incr Delay (d2), s/veh | 5.4 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 0.0 | 6.9 | 0.6 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 11.9 | 0.0 | 2.2 | 0.0 | 0.0 | 0.5 | 0.0 | 15.7 | 0.0 | 1.3 | 4.9 | 1.7 |
| LnGrp Delay(d),s/veh | 28.4 | 0.0 | 16.3 | 0.0 | 0.0 | 15.0 | 0.0 | 22.8 | 10.3 | 42.2 | 13.4 | 11.7 |
| LnGrp LOS | C | | B | | | B | | C | B | D | B | B |
| Approach Vol, veh/h | | 658 | | | 36 | | | 1489 | | | 863 | |
| Approach Delay, s/veh | | 25.7 | | | 15.0 | | | 22.8 | | | 14.7 | |
| Approach LOS | | C | | | B | | | C | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | 3 | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 57.9 | 0.0 | 37.1 | | 57.9 | | 37.1 |
| Change Period (Y+Rc), s | | 4.0 | 4.0 | 4.0 | | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | | 41.0 | 4.0 | 38.0 | | 41.0 | | 46.0 |
| Max Q Clear Time (g_c+I1), s | | 31.8 | 0.0 | 30.7 | | 42.8 | | 3.1 |
| Green Ext Time (p_c), s | | 8.1 | 0.0 | 2.4 | | 0.0 | | 4.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 21.1 |
| HCM 2010 LOS | C |

# HCM 2010 Signalized Intersection Summary
## 3: LAS VIRGENES ROAD & SB 101 RAMPS/RONDELL

12/3/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 470 | 13 | 134 | 22 | 11 | 50 | 0 | 1369 | 11 | 60 | 628 | 122 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 | 0 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 511 | 14 | 146 | 24 | 12 | 54 | 0 | 1488 | 12 | 65 | 683 | 133 |
| Adj No. of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 636 | 15 | 655 | 0 | 122 | 551 | 0 | 1737 | 777 | 128 | 1737 | 777 |
| Arrive On Green | 0.41 | 0.41 | 0.41 | 0.00 | 0.41 | 0.41 | 0.00 | 0.49 | 0.49 | 0.49 | 0.49 | 0.49 |
| Sat Flow, veh/h | 1332 | 36 | 1583 | 0 | 296 | 1332 | 0 | 3632 | 1583 | 348 | 3539 | 1583 |
| Grp Volume(v), veh/h | 525 | 0 | 146 | 0 | 0 | 66 | 0 | 1488 | 12 | 65 | 683 | 133 |
| Grp Sat Flow(s),veh/h/ln | 1368 | 0 | 1583 | 0 | 0 | 1628 | 0 | 1770 | 1583 | 348 | 1770 | 1583 |
| Q Serve(g_s), s | 28.3 | 0.0 | 5.0 | 0.0 | 0.0 | 2.1 | 0.0 | 30.9 | 0.3 | 10.1 | 10.2 | 3.9 |
| Cycle Q Clear(g_c), s | 30.4 | 0.0 | 5.0 | 0.0 | 0.0 | 2.1 | 0.0 | 30.9 | 0.3 | 41.0 | 10.2 | 3.9 |
| Prop In Lane | 0.97 | | 1.00 | 0.00 | | 0.82 | 0.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 651 | 0 | 655 | 0 | 0 | 673 | 0 | 1737 | 777 | 128 | 1737 | 777 |
| V/C Ratio(X) | 0.81 | 0.00 | 0.22 | 0.00 | 0.00 | 0.10 | 0.00 | 0.86 | 0.02 | 0.51 | 0.39 | 0.17 |
| Avail Cap(c_a), veh/h | 706 | 0 | 720 | 0 | 0 | 896 | 0 | 1737 | 777 | 128 | 1737 | 777 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.0 | 0.0 | 15.8 | 0.0 | 0.0 | 15.0 | 0.0 | 18.7 | 10.9 | 38.5 | 13.4 | 11.8 |
| Incr Delay (d2), s/veh | 6.4 | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 5.7 | 0.0 | 13.5 | 0.7 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 12.5 | 0.0 | 2.2 | 0.0 | 0.0 | 0.9 | 0.0 | 16.3 | 0.1 | 2.0 | 5.1 | 1.8 |
| LnGrp Delay(d),s/veh | 29.4 | 0.0 | 16.0 | 0.0 | 0.0 | 15.0 | 0.0 | 24.4 | 11.0 | 52.0 | 14.1 | 12.3 |
| LnGrp LOS | C | | B | | | B | | C | B | D | B | B |
| Approach Vol, veh/h | | 671 | | | 66 | | | 1500 | | | 881 | |
| Approach Delay, s/veh | | 26.5 | | | 15.0 | | | 24.3 | | | 16.6 | |
| Approach LOS | | C | | | B | | | C | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | 3 | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 56.5 | 0.0 | 38.5 | | 56.5 | | 38.5 |
| Change Period (Y+Rc), s | | 4.0 | 4.0 | 4.0 | | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | | 41.0 | 4.0 | 38.0 | | 41.0 | | 46.0 |
| Max Q Clear Time (g_c+I1), s | | 32.9 | 0.0 | 32.4 | | 43.0 | | 4.1 |
| Green Ext Time (p_c), s | | 7.3 | 0.0 | 2.2 | | 0.0 | | 5.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 22.4 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 484 | 1 | 174 | 13 | 0 | 34 | 0 | 1477 | 1 | 44 | 729 | 133 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 | 0 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 526 | 1 | 189 | 14 | 0 | 37 | 0 | 1605 | 1 | 48 | 792 | 145 |
| Adj No. of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 648 | 1 | 646 | 0 | 0 | 646 | 0 | 1760 | 787 | 111 | 1760 | 787 |
| Arrive On Green | 0.41 | 0.41 | 0.41 | 0.00 | 0.00 | 0.41 | 0.00 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| Sat Flow, veh/h | 1381 | 3 | 1583 | 0 | 0 | 1583 | 0 | 3632 | 1583 | 315 | 3539 | 1583 |
| Grp Volume(v), veh/h | 527 | 0 | 189 | 0 | 0 | 37 | 0 | 1605 | 1 | 48 | 792 | 145 |
| Grp Sat Flow(s),veh/h/ln | 1383 | 0 | 1583 | 0 | 0 | 1583 | 0 | 1770 | 1583 | 315 | 1770 | 1583 |
| Q Serve(g_s), s | 29.5 | 0.0 | 6.8 | 0.0 | 0.0 | 1.2 | 0.0 | 35.2 | 0.0 | 6.8 | 12.2 | 4.3 |
| Cycle Q Clear(g_c), s | 30.7 | 0.0 | 6.8 | 0.0 | 0.0 | 1.2 | 0.0 | 35.2 | 0.0 | 42.0 | 12.2 | 4.3 |
| Prop In Lane | 1.00 | | 1.00 | 0.00 | | 1.00 | 0.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 649 | 0 | 646 | 0 | 0 | 646 | 0 | 1760 | 787 | 111 | 1760 | 787 |
| V/C Ratio(X) | 0.81 | 0.00 | 0.29 | 0.00 | 0.00 | 0.06 | 0.00 | 0.91 | 0.00 | 0.43 | 0.45 | 0.18 |
| Avail Cap(c_a), veh/h | 691 | 0 | 694 | 0 | 0 | 844 | 0 | 1760 | 787 | 111 | 1760 | 787 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.7 | 0.0 | 16.8 | 0.0 | 0.0 | 15.2 | 0.0 | 19.5 | 10.7 | 40.4 | 13.7 | 11.7 |
| Incr Delay (d2), s/veh | 6.9 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 8.7 | 0.0 | 11.9 | 0.8 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 13.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.5 | 0.0 | 19.1 | 0.0 | 1.5 | 6.1 | 2.0 |
| LnGrp Delay(d),s/veh | 30.6 | 0.0 | 17.1 | 0.0 | 0.0 | 15.2 | 0.0 | 28.2 | 10.7 | 52.4 | 14.6 | 12.3 |
| LnGrp LOS | C | | B | | | B | | C | B | D | B | B |
| Approach Vol, veh/h | | 716 | | | 37 | | | 1606 | | | 985 | |
| Approach Delay, s/veh | | 27.0 | | | 15.2 | | | 28.2 | | | 16.1 | |
| Approach LOS | | C | | | B | | | C | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | 3 | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 56.6 | 0.0 | 38.4 | | 56.6 | | 38.4 |
| Change Period (Y+Rc), s | | 4.0 | 4.0 | 4.0 | | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | | 42.0 | 4.0 | 37.0 | | 42.0 | | 45.0 |
| Max Q Clear Time (g_c+I1), s | | 37.2 | 0.0 | 32.7 | | 44.0 | | 3.2 |
| Green Ext Time (p_c), s | | 4.5 | 0.0 | 1.8 | | 0.0 | | 5.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 24.2 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 484 | 13 | 174 | 22 | 11 | 51 | 0 | 1477 | 11 | 61 | 729 | 133 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 | 0 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 526 | 14 | 189 | 24 | 12 | 55 | 0 | 1605 | 12 | 66 | 792 | 145 |
| Adj No. of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 637 | 15 | 660 | 0 | 122 | 557 | 0 | 1733 | 775 | 104 | 1733 | 775 |
| Arrive On Green | 0.42 | 0.42 | 0.42 | 0.00 | 0.42 | 0.42 | 0.00 | 0.49 | 0.49 | 0.49 | 0.49 | 0.49 |
| Sat Flow, veh/h | 1328 | 35 | 1583 | 0 | 291 | 1336 | 0 | 3632 | 1583 | 311 | 3539 | 1583 |
| Grp Volume(v), veh/h | 540 | 0 | 189 | 0 | 0 | 67 | 0 | 1605 | 12 | 66 | 792 | 145 |
| Grp Sat Flow(s),veh/h/ln | 1364 | 0 | 1583 | 0 | 0 | 1627 | 0 | 1770 | 1583 | 311 | 1770 | 1583 |
| Q Serve(g_s), s | 30.5 | 0.0 | 6.8 | 0.0 | 0.0 | 2.1 | 0.0 | 36.3 | 0.3 | 5.7 | 12.6 | 4.4 |
| Cycle Q Clear(g_c), s | 32.7 | 0.0 | 6.8 | 0.0 | 0.0 | 2.1 | 0.0 | 36.3 | 0.3 | 42.0 | 12.6 | 4.4 |
| Prop In Lane | 0.97 | | 1.00 | 0.00 | | 0.82 | 0.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 652 | 0 | 660 | 0 | 0 | 679 | 0 | 1733 | 775 | 104 | 1733 | 775 |
| V/C Ratio(X) | 0.83 | 0.00 | 0.29 | 0.00 | 0.00 | 0.10 | 0.00 | 0.93 | 0.02 | 0.63 | 0.46 | 0.19 |
| Avail Cap(c_a), veh/h | 671 | 0 | 683 | 0 | 0 | 853 | 0 | 1733 | 775 | 104 | 1733 | 775 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.8 | 0.0 | 16.5 | 0.0 | 0.0 | 15.2 | 0.0 | 20.4 | 11.3 | 42.0 | 14.4 | 12.3 |
| Incr Delay (d2), s/veh | 8.4 | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 10.0 | 0.0 | 25.6 | 0.9 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 13.7 | 0.0 | 3.0 | 0.0 | 0.0 | 1.0 | 0.0 | 20.0 | 0.2 | 2.3 | 6.4 | 2.0 |
| LnGrp Delay(d),s/veh | 32.2 | 0.0 | 16.8 | 0.0 | 0.0 | 15.3 | 0.0 | 30.5 | 11.3 | 67.6 | 15.3 | 12.8 |
| LnGrp LOS | C | | B | | | B | | C | B | E | B | B |
| Approach Vol, veh/h | | 729 | | | 67 | | | 1617 | | | 1003 | |
| Approach Delay, s/veh | | 28.2 | | | 15.3 | | | 30.3 | | | 18.4 | |
| Approach LOS | | C | | | B | | | C | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | 3 | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 55.2 | 0.0 | 39.8 | | 55.2 | | 39.8 |
| Change Period (Y+Rc), s | | 4.0 | 4.0 | 4.0 | | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | | 42.0 | 4.0 | 37.0 | | 42.0 | | 45.0 |
| Max Q Clear Time (g_c+I1), s | | 38.3 | 0.0 | 34.7 | | 44.0 | | 4.1 |
| Green Ext Time (p_c), s | | 3.5 | 0.0 | 1.1 | | 0.0 | | 5.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 26.1 |
| HCM 2010 LOS | C |

Overland Traffic Consultants, Inc.

RONDEL OASIS HOTEL
ICU CALCULATIONS

INTERSECTION: Las Virgenes Rd & Agoura Rd
EXISTING +AMBIENT+ CUMULATIVE PROJECT + PROJECT
FUTURE WITH PROJECT

| | | | AM PEAK HOUR | | | | | | | | PM PEAK HOUR | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MOVEMENT | NO. OF LANES | CAPACITY | EXISTING | AMBIENT GROWTH | RELATED PROJECT | PROJECT | TOTAL | V/C | | CRITICAL PAIR | EXISTING | AMBIENT GROWTH | RELATED PROJECT | PROJECT | TOTAL | V/C | | CRITICAL PAIR |
| NB LEFT | 1 | 1,600 | 92 | 2 | 5 | 0 | 99 | 0.062 | * | | 108 | 2 | 11 | 0 | 121 | 0.076 | | |
| NB THRU | 2 | 3,200 | 584 | 12 | 19 | 4 | 619 | 0.198 | | | 779 | 16 | 13 | 4 | 812 | 0.264 | * | |
| NB RIGHT | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 0.000 | | | 0 | 0 | 32 | 0 | 32 | 0.000 | | |
| | | | | | | | | | | 0.448 | | | | | | | | 0.316 |
| SB LEFT | 1 | 1,600 | 0 | 0 | 42 | 0 | 42 | 0.026 | | | 0 | 0 | 83 | 0 | 83 | 0.052 | * | |
| SB THRU | 2 | 3,200 | 1007 | 20 | 5 | 3 | 1035 | 0.324 | | | 495 | 10 | 24 | 4 | 533 | 0.167 | | |
| SB RIGHT | 1 | 1,600 | 597 | 12 | 4 | 4 | 617 | 0.386 | | | 210 | 4 | 20 | 6 | 240 | 0.150 | | |
| EB LEFT | 2 | 2,880 | 216 | 4 | 9 | 6 | 235 | 0.082 | * | | 736 | 15 | 12 | 6 | 769 | 0.267 | * | |
| EB THRU | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0.000 | | | 0 | 0 | 13 | 0 | 13 | 0.000 | | |
| EB RIGHT | 1 | 1,600 | 127 | 3 | 3 | 0 | 133 | 0.083 | | | 108 | 2 | 9 | 0 | 119 | 0.000 | | |
| | | | | | | | | | | 0.150 | | | | | | | | 0.322 |
| WB LEFT | 0 | 0 | 0 | 0 | 27 | 0 | 27 | 0.000 | | | 0 | 0 | 22 | 0 | 22 | 0.000 | | |
| WB THRU | 1 | 1600 | 0 | 0 | 11 | 0 | 11 | 0.068 | * | | 0 | 0 | 9 | 0 | 9 | 0.055 | * | |
| WB RIGHT | 0 | 0 | 0 | 0 | 70 | 0 | 70 | 0.000 | | | 0 | 0 | 57 | 0 | 57 | 0.000 | | |

| | RTOR | | | | | |
|---|---|---|---|---|---|---|
| | am | pm | NORTH/SOUTH CRITICAL SUM | 0.448 | NORTH/SOUTH CRITICAL SUM | 0.316 |
| | | | EAST/WEST CRITICAL SUM | 0.150 | EAST/WEST CRITICAL SUM | 0.322 |
| NB | 0 | 0 | CLEARANCE INTERVAL | 0.100 | CLEARANCE INTERVAL | 0.100 |
| SB | 0 | 0 | | --- | | --- |
| EB | 0 | 0 | INTERSECTION ICU VALUE | 0.698 | INTERSECTION ICU VALUE | 0.738 |
| WB | 0 | 0 | | | | |
| | | | AM INTERSECTION LOS | B | PM INTERSECTION LOS | C |
| | | | AM IMPACT | 0.005 | PM IMPACT | 0.004 |

Overland Traffic Consultants, Inc.

RONDEL OASIS HOTEL
ICU CALCULATIONS

INTERSECTION 5: Lost Hills Road & Agoura Rd
EXISTING CONDITION (2014)

| | | | AM PEAK HOUR | | | | PM PEAK HOUR | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| MOVEMENT | NO. OF LANES | CAPACITY | Traffic VOLUMES | V/C | | CRITICAL PAIR | Traffic VOLUMES | V/C | | CRITICAL PAIR |
| NB LEFT | 1 | 1,600 | 25 | 0.016 | * | | 70 | 0.044 | | |
| NB THRU | 2 | 3,200 | 451 | 0.160 | | | 533 | 0.185 | * | |
| NB RIGHT | 0 | 0 | 60 | 0.000 | | | 59 | 0.000 | | |
| | | | | | | 0.329 | | | | 0.263 |
| SB LEFT | 2 | 2,880 | 315 | 0.109 | | | 224 | 0.078 | * | |
| SB THRU | 2 | 3,200 | 769 | 0.313 | * | | 400 | 0.137 | | |
| SB RIGHT | 0 | 0 | 234 | 0.000 | | | 37 | 0.000 | | |
| EB LEFT | 1 | 1,600 | 30 | 0.019 | | | 159 | 0.099 | * | |
| EB THRU | 2 | 3,200 | 100 | 0.038 | * | | 238 | 0.092 | | |
| EB RIGHT | 0 | 0 | 23 | 0.000 | | | 57 | 0.000 | | |
| | | | | | | 0.072 | | | | 0.238 |
| WB LEFT | 1 | 1,600 | 54 | 0.034 | * | | 61 | 0.038 | | |
| WB THRU | 2 | 3,200 | 117 | 0.037 | | | 190 | 0.059 | | |
| WB RIGHT | 1 | 1,600 | 76 | 0.048 | | | 222 | 0.139 | * | |

| | RTOR am | RTOR pm | | | | |
|---|---|---|---|---|---|---|
| NB | 0 | 0 | NORTH/SOUTH CRITICAL SUM | 0.329 | NORTH/SOUTH CRITICAL SUM | 0.263 |
| SB | 0 | 0 | EAST/WEST CRITICAL SUM | 0.072 | EAST/WEST CRITICAL SUM | 0.238 |
| EB | 0 | 0 | CLEARANCE INTERVAL | 0.100 | CLEARANCE INTERVAL | 0.100 |
| WB | 0 | 0 | INTERSECTION ICU VALUE | 0.501 | INTERSECTION ICU VALUE | 0.601 |
| | | | AM INTERSECTION LOS | A | PM INTERSECTION LOS | B |

Overland Traffic Consultants, Inc.

RONDEL OASIS HOTEL
ICU CALCULATIONS

INTERSECTION: Lost Hills Road & Agoura Rd
EXISTING + Project

| | | | AM PEAK HOUR | | | | | | PM PEAK HOUR | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MOVEMENT | NO. OF LANES | CAPACITY | EXISTING | Project | TOTAL | V/C | | CRITICAL PAIR | EXISTING | Project | TOTAL | V/C | | CRITICAL PAIR |
| NB LEFT | 1 | 1,600 | 25 | 0 | 25 | 0.016 | * | | 70 | 0 | 70 | 0.044 | | |
| NB THRU | 2 | 3,200 | 451 | 0 | 451 | 0.160 | | | 533 | 0 | 533 | 0.185 | * | |
| NB RIGHT | 0 | 0 | 60 | 0 | 60 | 0.000 | | | 59 | 0 | 59 | 0.000 | | |
| | | | | | | | | 0.329 | | | | | | 0.263 |
| SB LEFT | 2 | 2,880 | 315 | 0 | 315 | 0.109 | | | 224 | 0 | 224 | 0.078 | * | |
| SB THRU | 2 | 3,200 | 769 | 0 | 769 | 0.313 | * | | 400 | 0 | 400 | 0.137 | | |
| SB RIGHT | 0 | 0 | 234 | 0 | 234 | 0.000 | | | 37 | 0 | 37 | 0.000 | | |
| EB LEFT | 1 | 1,600 | 30 | 0 | 30 | 0.019 | | | 159 | 0 | 159 | 0.099 | * | |
| EB THRU | 2 | 3,200 | 100 | 4 | 104 | 0.040 | | | 238 | 4 | 242 | 0.093 | | |
| EB RIGHT | 0 | 0 | 23 | 0 | 23 | 0.000 | | | 57 | 0 | 57 | 0.000 | | |
| | | | | | | | | 0.074 | | | | | | 0.238 |
| WB LEFT | 1 | 1,600 | 54 | 0 | 54 | 0.034 | * | | 61 | 0 | 61 | 0.038 | | |
| WB THRU | 2 | 3,200 | 117 | 3 | 120 | 0.038 | | | 190 | 4 | 194 | 0.061 | | |
| WB RIGHT | 1 | 1,600 | 76 | 0 | 76 | 0.048 | | | 222 | 0 | 222 | 0.139 | * | |

| | RTOR am | RTOR pm |
|---|---|---|
| NB | 0 | 0 |
| SB | 0 | 0 |
| EB | 0 | 0 |
| WB | 0 | 0 |

| | | | |
|---|---|---|---|
| NORTH/SOUTH CRITICAL SUM | 0.329 | NORTH/SOUTH CRITICAL SUM | 0.263 |
| EAST/WEST CRITICAL SUM | 0.074 | EAST/WEST CRITICAL SUM | 0.238 |
| CLEARANCE INTERVAL | 0.100 | CLEARANCE INTERVAL | 0.100 |
| INTERSECTION ICU VALUE | 0.503 | INTERSECTION ICU VALUE | 0.601 |
| AM INTERSECTION LOS | A | PM INTERSECTION LOS | B |
| AM IMPACT | 0.002 | PM IMPACT | 0.000 |

Overland Traffic Consultants, Inc.

RONDEL OASIS HOTEL
ICU CALCULATIONS

INTERSECTION: Lost Hills Road & Agoura Rd
EXISTING +AMBIENT+ CUMULATIVE PROJECT
FUTURE WITHOUT PROJECT

| | | | AM PEAK HOUR | | | | | | PM PEAK HOUR | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MOVEMENT | NO. OF LANES | CAPACITY | EXISTING | AMBIENT GROWTH | RELATED PROJECT | TOTAL | V/C | CRITICAL PAIR | EXISTING | AMBIENT GROWTH | RELATED PROJECT | TOTAL | V/C | CRITICAL PAIR |
| NB LEFT | 1 | 1,600 | 25 | 1 | 3 | 29 | 0.018 * | | 70 | 1 | 20 | 91 | 0.057 | |
| NB THRU | 2 | 3,200 | 451 | 9 | 4 | 464 | 0.164 | | 533 | 11 | 5 | 549 | 0.191 * | |
| NB RIGHT | 0 | 0 | 60 | 1 | 0 | 61 | 0.000 | | 59 | 1 | 1 | 61 | 0.000 | |
| | | | | | | | | 0.339 | | | | | | 0.275 |
| SB LEFT | 2 | 2,880 | 315 | 6 | 8 | 329 | 0.114 | | 224 | 5 | 13 | 242 | 0.084 * | |
| SB THRU | 2 | 3,200 | 769 | 16 | 1 | 786 | 0.321 * | | 400 | 8 | 1 | 409 | 0.146 | |
| SB RIGHT | 0 | 0 | 234 | 5 | 3 | 242 | 0.000 | | 37 | 1 | 20 | 58 | 0.000 | |
| EB LEFT | 1 | 1,600 | 30 | 1 | 2 | 33 | 0.020 | | 159 | 3 | 10 | 172 | 0.108 * | |
| EB THRU | 2 | 3,200 | 100 | 2 | 7 | 109 | 0.043 | | 238 | 5 | 19 | 262 | 0.104 | |
| EB RIGHT | 0 | 0 | 23 | 0 | 4 | 27 | 0.000 | | 57 | 1 | 13 | 71 | 0.000 | |
| | | | | | | | | 0.078 | | | | | | 0.256 |
| WB LEFT | 1 | 1,600 | 54 | 1 | 1 | 56 | 0.035 * | | 61 | 1 | 1 | 63 | 0.040 | |
| WB THRU | 2 | 3,200 | 117 | 2 | 7 | 126 | 0.039 | | 190 | 4 | 23 | 217 | 0.068 | |
| WB RIGHT | 1 | 1,600 | 76 | 2 | 7 | 85 | 0.053 | | 222 | 4 | 10 | 236 | 0.148 * | |

| RTOR | am | pm |
|---|---|---|
| NB | 0 | 0 |
| SB | 0 | 0 |
| EB | 0 | 0 |
| WB | 0 | 0 |

| | | | |
|---|---|---|---|
| NORTH/SOUTH CRITICAL SUM | 0.339 | NORTH/SOUTH CRITICAL SUM | 0.275 |
| EAST/WEST CRITICAL SUM | 0.078 | EAST/WEST CRITICAL SUM | 0.256 |
| CLEARANCE INTERVAL | 0.100 | CLEARANCE INTERVAL | 0.100 |
| INTERSECTION ICU VALUE | 0.517 | INTERSECTION ICU VALUE | 0.631 |
| AM INTERSECTION LOS | A | PM INTERSECTION LOS | B |
| AM IMPACT | 0.014 | PM IMPACT | 0.030 |

Overland Traffic Consultants, Inc.

RONDEL OASIS HOTEL
ICU CALCULATIONS

INTERSECTION: Lost Hills Road & Agoura Rd
EXISTING +AMBIENT+ CUMULATIVE PROJECT + PROJECT
FUTURE WITH PROJECT

| | | | AM PEAK HOUR | | | | | | | PM PEAK HOUR | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MOVEMENT | NO. OF LANES | CAPACITY | EXISTING | AMBIENT GROWTH | RELATED PROJECT | PROJECT | TOTAL | V/C | CRITICAL PAIR | EXISTING | AMBIENT GROWTH | RELATED PROJECT | PROJECT | TOTAL | V/C | CRITICAL PAIR |
| NB LEFT | 1 | 1,600 | 25 | 1 | 3 | 0 | 29 | 0.018 * | | 70 | 1 | 20 | 0 | 91 | 0.057 | |
| NB THRU | 2 | 3,200 | 451 | 9 | 4 | 0 | 464 | 0.164 | | 533 | 11 | 5 | 0 | 549 | 0.191 * | |
| NB RIGHT | 0 | 0 | 60 | 1 | 0 | 0 | 61 | 0.000 | | 59 | 1 | 1 | 0 | 61 | 0.000 | |
| | | | | | | | | | 0.339 | | | | | | | 0.275 |
| SB LEFT | 2 | 2,880 | 315 | 6 | 8 | 0 | 329 | 0.114 | | 224 | 5 | 13 | 0 | 242 | 0.084 * | |
| SB THRU | 2 | 3,200 | 769 | 16 | 1 | 0 | 786 | 0.321 * | | 400 | 8 | 1 | 0 | 409 | 0.146 | |
| SB RIGHT | 0 | 0 | 234 | 5 | 3 | 0 | 242 | 0.000 | | 37 | 1 | 20 | 0 | 58 | 0.000 | |
| EB LEFT | 1 | 1,600 | 30 | 1 | 2 | 0 | 33 | 0.020 | | 159 | 3 | 10 | 0 | 172 | 0.108 * | |
| EB THRU | 2 | 3,200 | 100 | 2 | 7 | 4 | 113 | 0.044 | | 238 | 5 | 19 | 4 | 266 | 0.105 | |
| EB RIGHT | 0 | 0 | 23 | 0 | 4 | 0 | 27 | 0.000 | | 57 | 1 | 13 | 0 | 71 | 0.000 | |
| | | | | | | | | | 0.079 | | | | | | | 0.256 |
| WB LEFT | 1 | 1,600 | 54 | 1 | 1 | 0 | 56 | 0.035 * | | 61 | 1 | 1 | 0 | 63 | 0.040 | |
| WB THRU | 2 | 3,200 | 117 | 2 | 7 | 3 | 129 | 0.040 | | 190 | 4 | 23 | 4 | 221 | 0.069 | |
| WB RIGHT | 1 | 1,600 | 76 | 2 | 7 | 0 | 85 | 0.053 | | 222 | 4 | 10 | 0 | 236 | 0.148 * | |

| | RTOR am | RTOR pm | | | | | |
|---|---|---|---|---|---|---|---|
| NB | 0 | 0 | NORTH/SOUTH CRITICAL SUM | 0.339 | NORTH/SOUTH CRITICAL SUM | 0.275 |
| SB | 0 | 0 | EAST/WEST CRITICAL SUM | 0.079 | EAST/WEST CRITICAL SUM | 0.256 |
| EB | 0 | 0 | CLEARANCE INTERVAL | 0.100 | CLEARANCE INTERVAL | 0.100 |
| WB | 0 | 0 | | --- | | --- |
| | | | INTERSECTION ICU VALUE | 0.518 | INTERSECTION ICU VALUE | 0.631 |
| | | | AM INTERSECTION LOS | A | PM INTERSECTION LOS | B |
| | | | AM IMPACT | 0.001 | PM IMPACT | 0.000 |

EXIST+AMB+CUML+PROJ

# Appendix G

*Parking Study*

Overland Traffic Consultants, Inc.

Overland Traffic Consultants
24325 Main Street, # 202
Santa Clarita, CA 91321
Phone (661) 799 - 8423
E-mail: otc@overlandtraffic.com

December 28, 2015

Mr. Jake Jesson
Assistant Project Manager
Weintraub Real Estate Group
P.O. Box 6528, Malibu, CA 90264

RE: Parking Demand Survey for The Rondell Oasis Hotel
(26300 Rondell Street)

Dear Mr. Jesson,

Overland Traffic Consultants has completed the parking demand evaluation for the Rondell Oasis Hotel located at 26300 Rondell Street in the City of Calabasas, as shown in Figure 1. The parking study was conducted to evaluate the future parking demand at the project site during a typical weekday and weekend.

The estimated future peak parking demand was determined using parking studies provided by the Urban Land Institute (ULI) and the Institute of Transportation Engineers (ITE). Using these studies, it was determined that the peak parking demand by the project would be 133 parking spaces occurring on weekday evenings.

Project Description – The Rondell Oasis Hotel site is located on the southeast side of Rondell Street east of Las Virgenes Road. Rondell Street is currently a short access road that provides a secondary vehicular access point for the neighboring gas station with a gated dirt road beyond.

The project proposes a four story limited service hotel with 127 rooms (24 rooms on the ground floor and 36 rooms on the second and third floor and 31 rooms on the 4th floor). The hotel will provide a lounge area, exercise room, food service and outdoor pool for use by guests of the hotel. The hotel will provide 151 parking spaces.

Figure 2 shows the site plan layout for the Rondell Oasis Hotel.

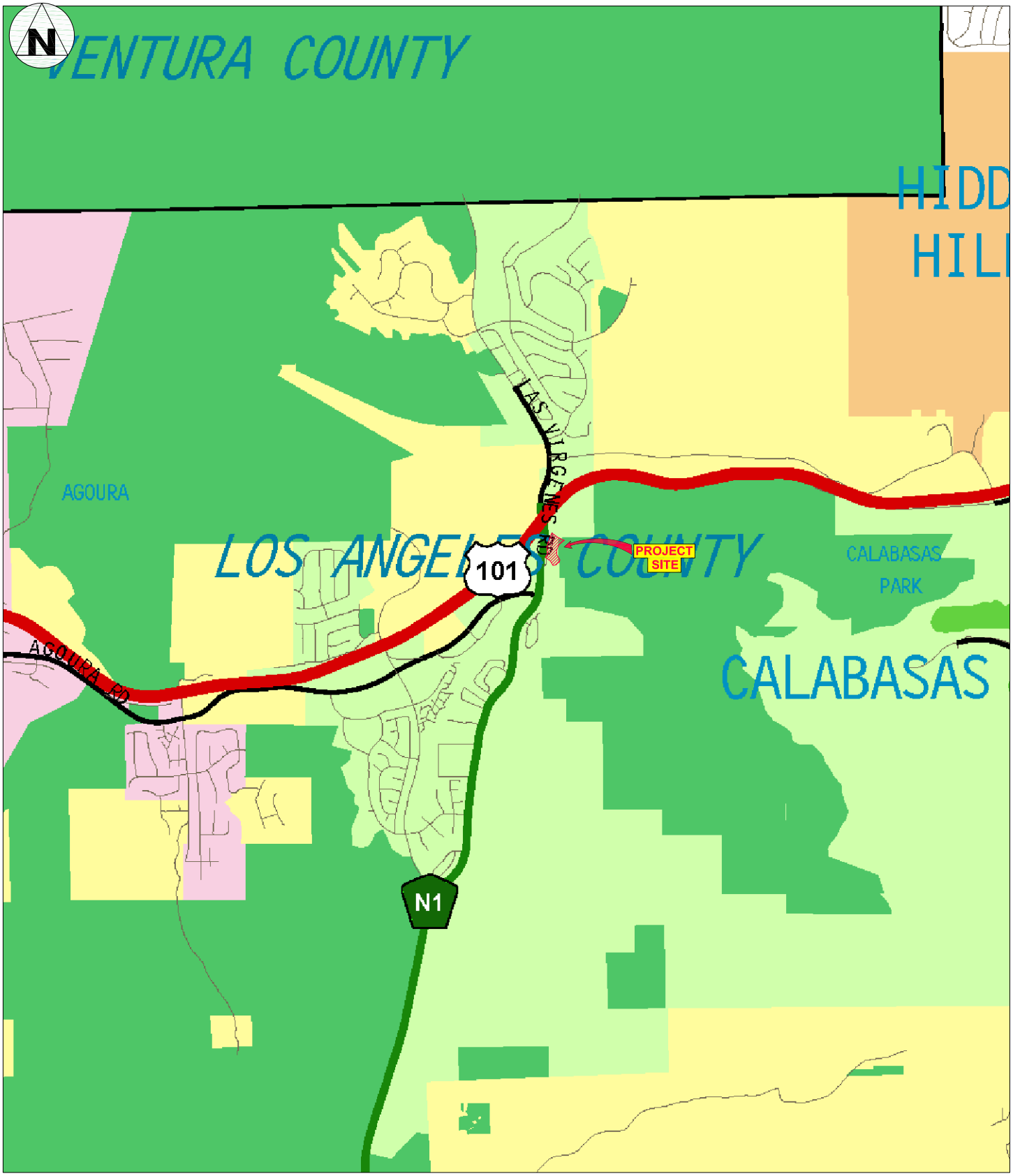
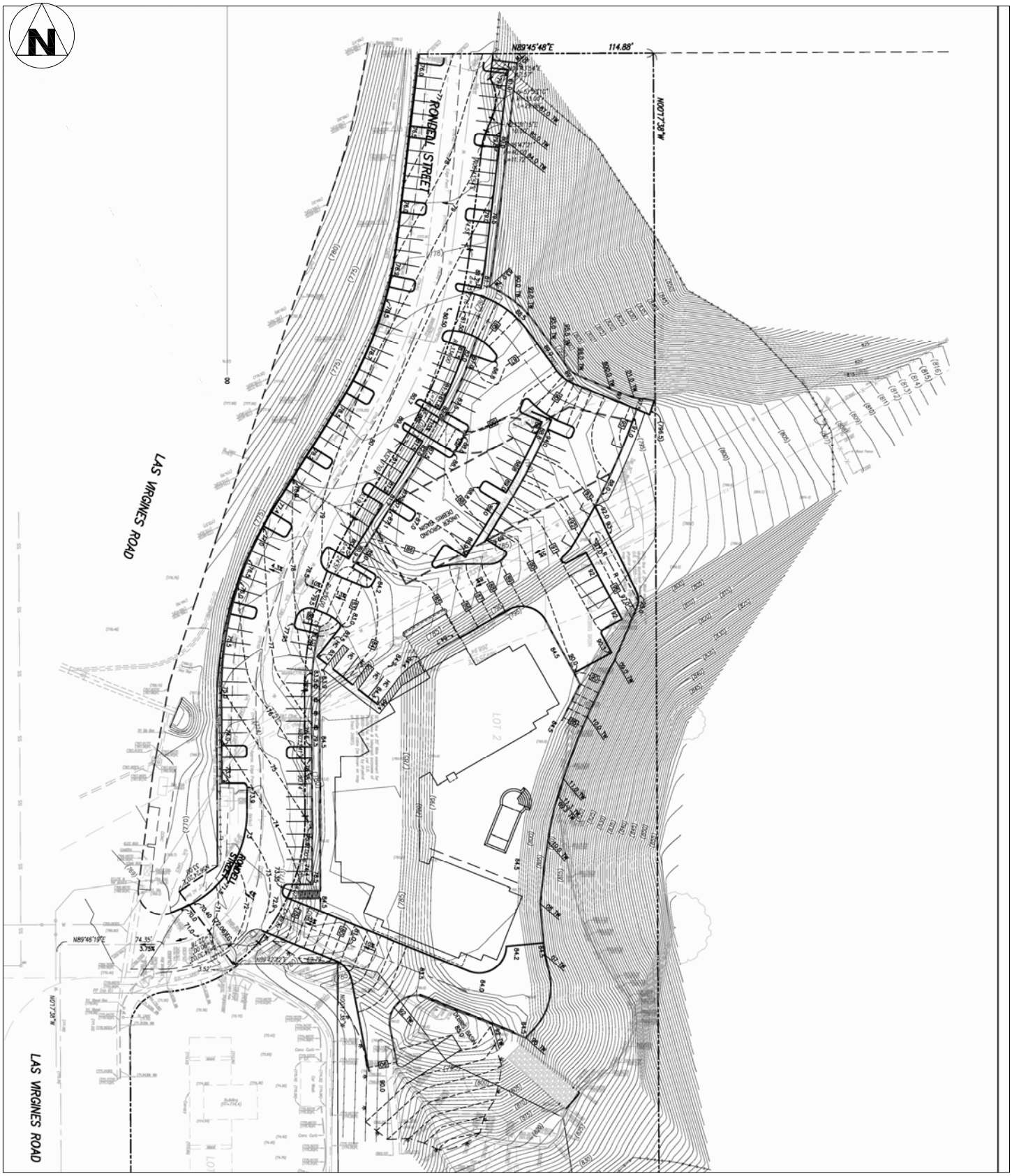



**FIGURE 1**

9/2014

**PROJECT LOCATION**

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com




SPINDLER ENGINEERING, MAY 2014

**FIGURE 2**

10/2014

**PROJECT SITE PLAN**

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

The focus of this parking demand study is to document the code parking requirements for the project and to estimate its peak hour parking demand using the ULI and ITE parking studies prepared for limited service business hotels.

Code Parking Calculation

According to City of Calabasas Municipal Code Requirements 17.28.040, hotel vehicle parking shall be provided with one parking space per hotel room plus one additional space per ten (10) hotel rooms. Using the code requirements for a hotel, Table 1 shows the project's code parking requirements would be 140 parking spaces. A total of 151 parking spaces are proposed for the new hotel project. Therefore, the project will provide 11 more vehicle parking spaces than required.

Table 1
City Vehicle Parking Requirements for Hotel

| Land Use | Size | Vehicle Parking Requirement | Number of Required Spaces | Number of Provided Spaces |
|---|---|---|---|---|
| Hotel | 127 rooms | 1 space per room +<br>1 space per 10 rooms | 127<br>13 | |
| | | **TOTAL** | **140** | **151** |

ULI and ITE Parking Demand Estimates

Data on parking demand for different commercial uses is available from the ITE Parking Generation handbook, an informational report of the Institute of Engineers and by the Urban Land Institute (ULI) Shared Parking database. These studies have documented the parking demand by business hotels based on research and experiences of engineers and planning professionals. These studies can be used to assist in properly estimating a limited service business hotel's peak parking demand and understanding the parking demand characteristics as compared to the City code requirements which includes a single parking rate for all types of hotels, i.e., resort, luxury and full service.

ITE Parking Rates

The ITE database consists of 7 study sites with an average size of 142 rooms (weekday study) and 130 rooms (weekend study). Table 2 shows the results of the ITE studies for the weekday and weekend peak period parking demands using the 85th percentile parking rate. Using these rates and assuming 100% occupancy, the project would need to provide a maximum of 96 parking spaces. The ITE data is attached for reference.

Table 2
ITE Peak Parking Demand Rates – Weekday & Weekend

| | Weekday Parking Rates | Weekend Parking Rates |
|---|---|---|
| ITE Business Hotel | 0.75 spaces per occupied room | 0.72 spaces per occupied room. |
| Calculated spaces (127 rooms) | 96 spaces | 92 spaces |

ULI Parking Demand Hourly Profiles

A second calculation of the project's potential parking demand has been conducted using the ULI report. This report has hourly parking data for the creation of hourly parking accumulation profiles and employee mode split adjustments. Adjustment factors for parking ratios is also provided to account for employee mode split, such as: employee transit use, carpool or drop offs and picked ups by others.

Following the recommendations by ULI, a downward adjustment to the default peak hour demand factors have been made to employee parking demands. The ULI adjustments include a 10% mode split factor (non-auto and auto occupancy) for employees. Table 3 shows the ULI parking demand rates used for the hotel guests and employees. Table 4 contains the resulting hourly parking demand for the guests and employees with a peak of 133 spaces during the weekday and 123 spaces on the weekend for the peak month of June. The results of the ULI shared parking model are shown graphically in Figures 3 and 4 for the weekday and weekend, respectively. ULI defines the weekend to include Friday evenings and all day Saturday.

## Table 3
## ULI Parking Rates for Business Hotel

**PEAK MONTH: JUNE -- PEAK PERIOD: 11 PM, WEEKDAY**

| | | | Weekday | | | | | | | Weekend | | | | | Weekday | | | Weekend | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | Project Data Quantity | Unit | Base Rate | Mode Adj | Non-Captive Ratio | Project Rate | Unit | Peak Hr Presenc 7:00 PM | Peak Mo Adj October | Base Rate | Mode Adj | Non-Captive Ratio | Project Rate | Unit | Peak Hr Adj 11 PM | Peak Mo Adj June | Estimated Parking Demand | Peak Hr Adj 11 PM | Peak Mo Adj June | Estimated Parking Demand |
| Hotel-Business | 127 | rooms | 1.00 | 1.00 | 1.00 | 1.00 | /rooms | 1.00 | 0.95 | 0.90 | 1.00 | 1.00 | 0.90 | /rooms | 1.00 | 1.00 | 127 | 1.00 | 1.00 | 114 |
| Employee | | | 0.25 | 0.90 | 1.00 | 0.23 | /rooms | 1.00 | 0.90 | 0.18 | 0.90 | 1.00 | 0.16 | /rooms | 0.20 | 1.00 | 6 | 0.45 | 1.00 | 9 |
| | | | | | | | | | | | | | | | Customer | | 127 | Customer | | 114 |
| | | | | | | | | | | | | | | | Employee | | 6 | Employee | | 9 |
| | | | | | | | | | | | | | | | Total | | 133 | Total | | 123 |

## Table 4
## ULI Hourly Parking Demand for Business Hotel

**June**

**Weekday Estimated Peak-Hour Parking Demand**

Weekday

| | 6 AM | 7 AM | 8 AM | 9 AM | 10 AM | 11 AM | 12 PM | 1 PM | 2 PM | 3 PM | 4 PM | 5 PM | 6 PM | 7 PM | 8 PM | 9 PM | 10 PM | 11 PM | 12 AM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hotel-Business | 121 | 114 | 101 | 89 | 76 | 76 | 70 | 70 | 76 | 76 | 83 | 89 | 95 | 95 | 102 | 108 | 121 | 127 | 127 |
| Employee | 9 | 9 | 26 | 26 | 29 | 29 | 29 | 29 | 29 | 29 | 26 | 20 | 12 | 6 | 6 | 6 | 6 | 6 | 6 |
| Totals | 130 | 123 | 127 | 115 | 105 | 105 | 99 | 99 | 105 | 105 | 109 | 109 | 107 | 101 | 108 | 114 | 127 | 133 | 133 |

**June**

**Weekend Estimated Peak-Hour Parking Demand**

Weekend

| | 6 AM | 7 AM | 8 AM | 9 AM | 10 AM | 11 AM | 12 PM | 1 PM | 2 PM | 3 PM | 4 PM | 5 PM | 6 PM | 7 PM | 8 PM | 9 PM | 10 PM | 11 PM | 12 AM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hotel-Business | 108 | 103 | 91 | 80 | 68 | 68 | 63 | 63 | 68 | 68 | 74 | 80 | 86 | 86 | 91 | 97 | 108 | 114 | 114 |
| Employee | 6 | 6 | 19 | 19 | 21 | 21 | 21 | 21 | 21 | 21 | 19 | 16 | 12 | 11 | 11 | 11 | 9 | 9 | 6 |
| Totals | 114 | 109 | 110 | 99 | 89 | 89 | 84 | 84 | 89 | 89 | 93 | 96 | 98 | 97 | 102 | 108 | 117 | 123 | 120 |

Figure 3
Rondell Oasis
Typical Weekday Peak-Hour Parking Demand

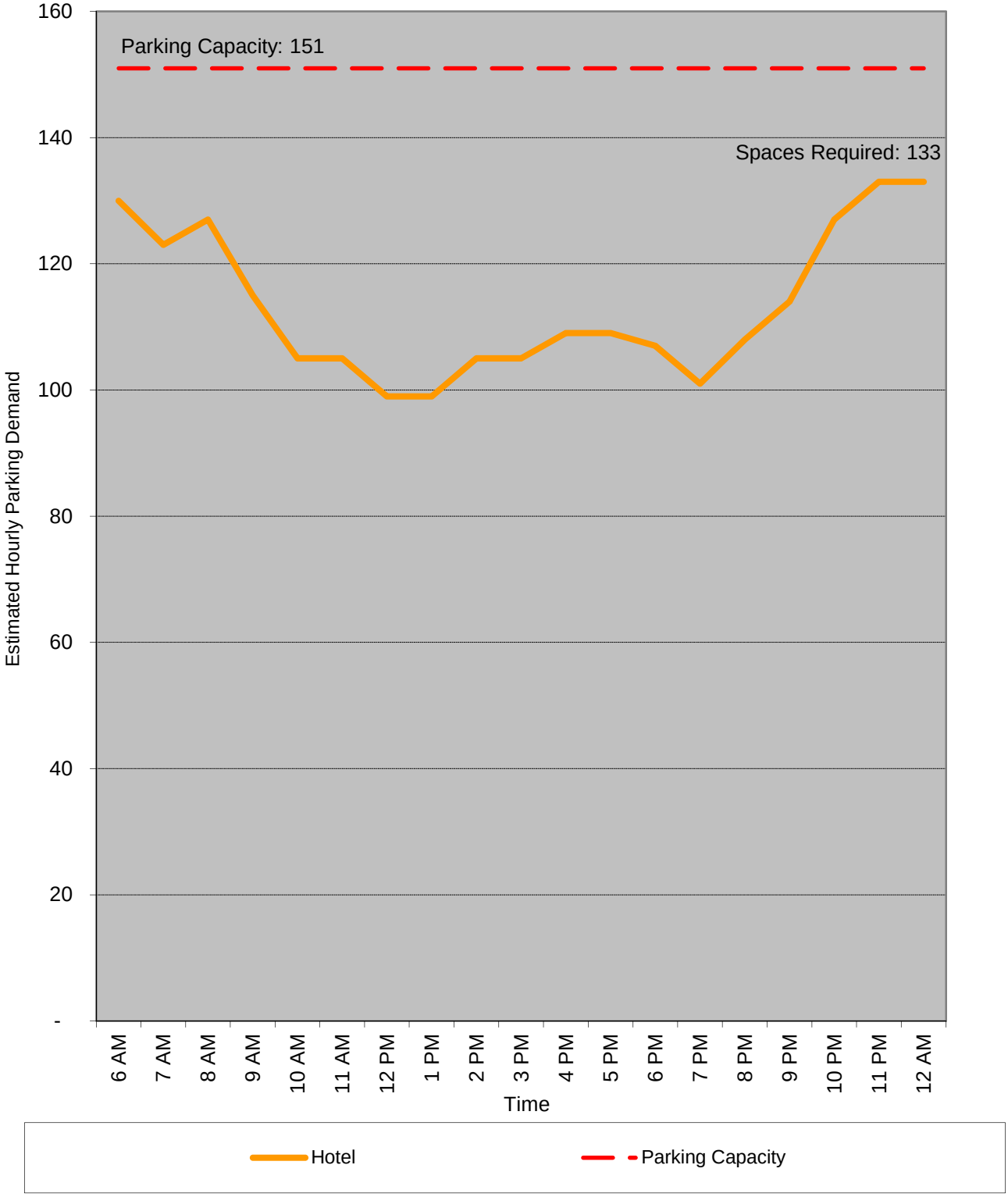
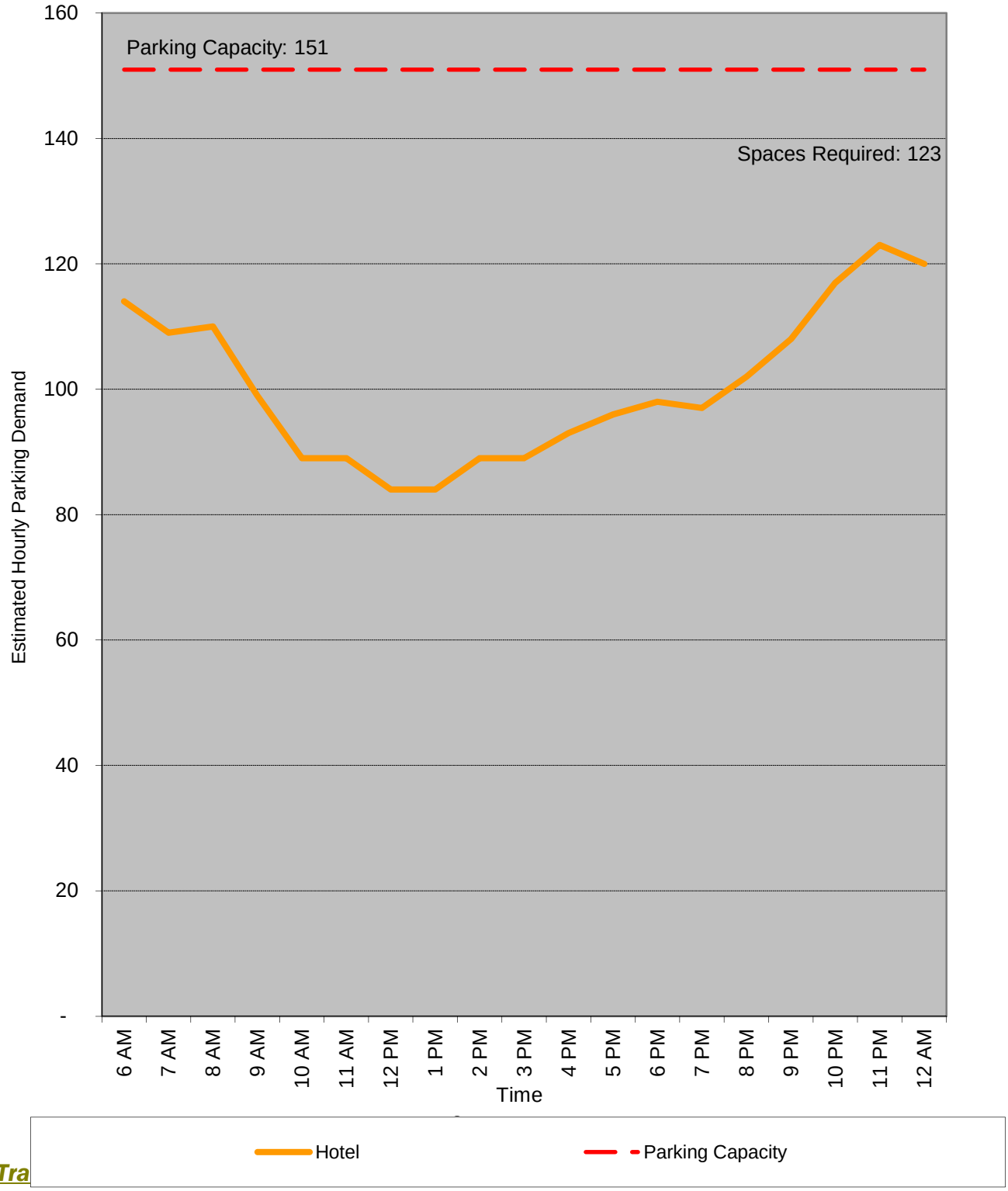


Figure 4
Rondell Oasis
Typical Weekend Peak-Hour Parking Demand



Conclusions

1. Typical weekday peak parking demand would be approximately 133 parking spaces with 18 excess parking spaces.
2. Typical weekend peak parking demand would be approximately 123 parking spaces with 28 excess parking spaces.

Please call me if you have questions.

Sincerely,

Jerry T. Overland

ITE Business Hotel Data

# Land Use: 312
# Business Hotel

## Description

Business hotels are places of lodging aimed toward the business traveler. These hotels provide sleeping accommodations and other limited facilities, such as a breakfast buffet bar and afternoon beverage bar (no lunch or dinner is served and no meeting facilities are provided). Each unit is a large single room. Business hotels provide very few or none of the supporting facilities provided at hotels or suite hotels and are usually smaller in size. Hotel (Land Use 310), all suites hotel (Land Use 311), motel (Land Use 320) and resort hotel (Land Use 330) are related uses.

## Database Description

The database consisted of seven study sites, five in a suburban location and the other two in urban locations. The parking demand ratios at the suburban sites were similar to that of the urban sites and, therefore, the data were combined and analyzed together.

Two of the study sites reported the availability of 1,270 and 1,350 square feet (sq. ft.) gross floor area (GFA) of meeting room space. Parking demand rates at these two sites did not differ significantly from those at the hotel without meeting room space.

Saturday parking demand was counted only in March and only during the hour beginning at 11:00 p.m. Additional counts taken during other time periods could yield different peak period demand estimates.

***For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately estimate parking generation characteristics for the site.***

## Study Sites/Years

Atlanta, GA (1985); Tucker, GA (1985); Camarillo, CA (2003)

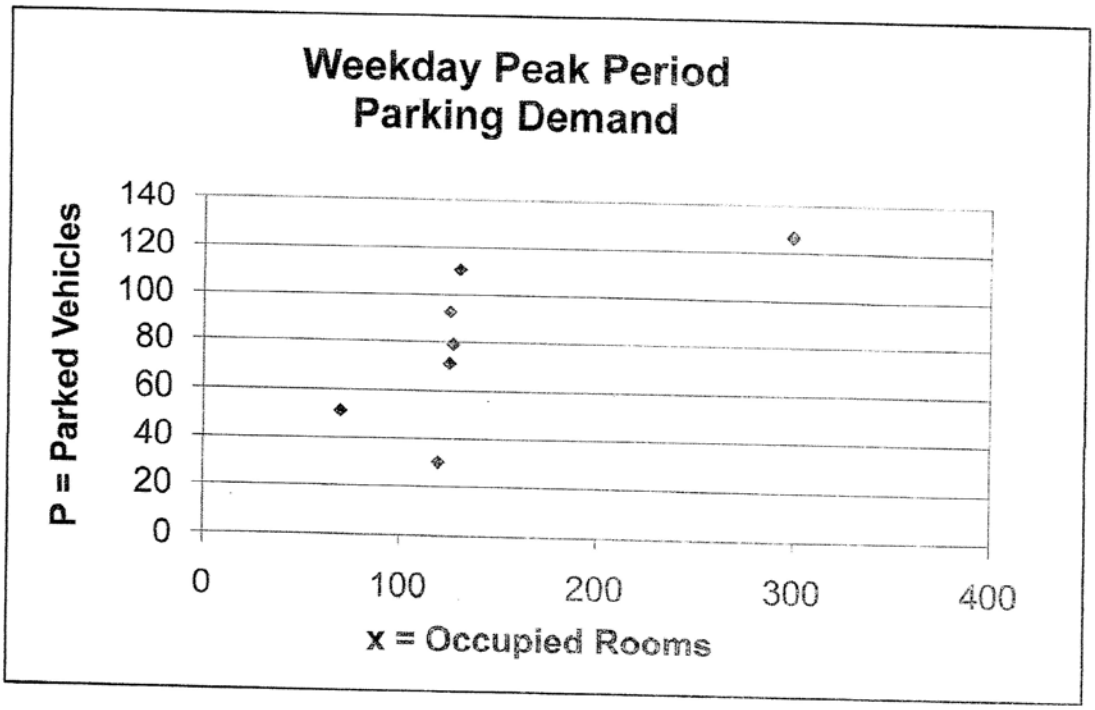
## 4th Edition Source Number

1015

# Land Use: 312
# Business Hotel

### Average Peak Period Parking Demand vs. Occupied Rooms
### On a: Weekday

| Statistic | Peak Period Demand |
|---|---|
| Peak Period | 12:00–4:00 a.m. |
| Number of Study Sites | 7 |
| Average Size of Study Sites | 142 occupied rooms |
| Average Peak Period Parking Demand | 0.60 vehicles per occupied room |
| Standard Deviation | 0.21 |
| Coefficient of Variation | 35% |
| Range | 0.25–0.85 vehicles per occupied room |
| 85th Percentile | 0.75 vehicles per occupied room |
| 33rd Percentile | 0.56 vehicles per occupied room |

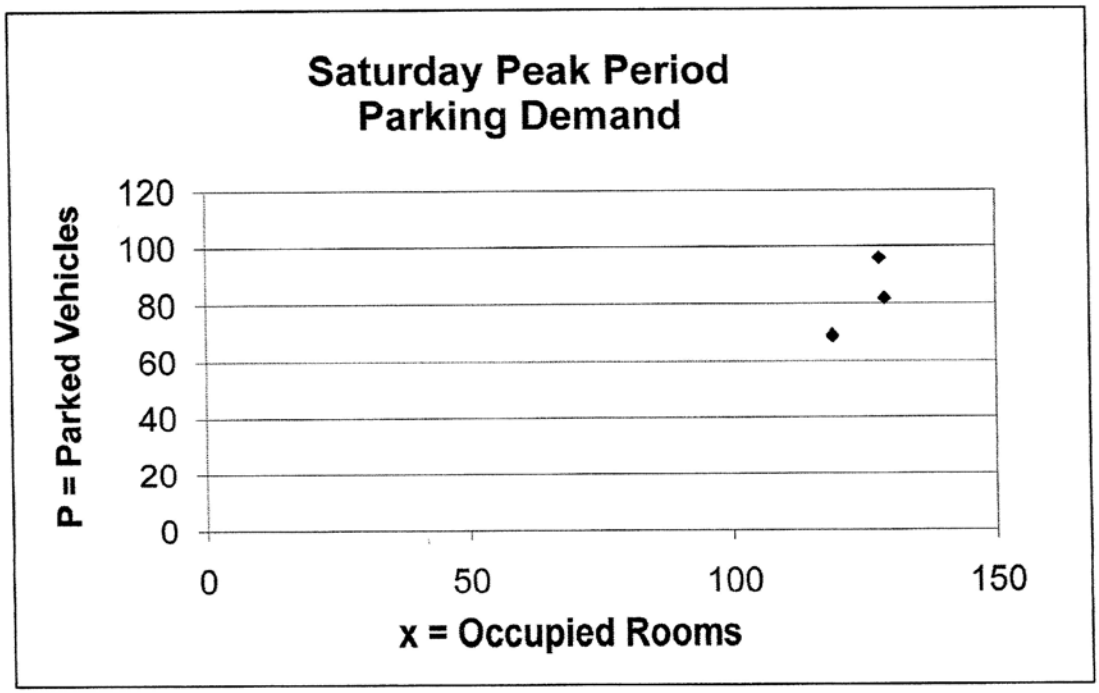



◆ Actual Data Points

# Land Use: 312
# Business Hotel

### Average Peak Period Parking Demand vs. Occupied Rooms
### On a: Saturday

| Statistic | Peak Period Demand |
|---|---|
| Peak Period | 11:00 p.m.–12:00 a.m.<br>(only time period with data) |
| Number of Study Sites | 3 |
| Average Size of Study Sites | 130 occupied rooms |
| Average Peak Period Parking Demand | 0.66 vehicles per occupied room |
| Standard Deviation | 0.09 |
| Coefficient of Variation | 13% |
| Range | 0.58–0.75 vehicles per occupied room |
| 85th Percentile | 0.72 vehicles per occupied room |
| 33rd Percentile | 0.62 vehicles per occupied room |




◆ Actual Data Points