

5.0 EVALUATION OF ENVIRONMENTAL IMPACTS

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

Impact Significance Threshold

Assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Viewers react to viewsheds and aesthetic conditions differently. Because there is no specific development proposed at this time, the analysis focuses on the nature of the proposed land use changes that would occur with implementation of the proposed plans.

An impact is considered significant if it can be reasonably argued that (a) the change would adversely affect a viewshed from a public viewing area; (b) an existing identified visual resource is obstructed; (c) a City-identified primary or secondary ridgeline is modified so as to alter its significance; or (d) a new light and glare source or sources are introduced that substantially alter the nighttime lighting character of the area. In this analysis, modifications to the viewshed were considered less than significant if the modification is unnoticeable or visually subordinate to the overall viewshed. A modification that is visually dominant or one that adversely modifies the existing view adversely is considered a significant impact.

Las Virgenes Gateway Master Plan

The City of Calabasas General Plan recognizes Las Virgenes Road as a designated Scenic Corridor. One of the purposes of the Las Virgenes Gateway Master Plan is to "enhance the natural beauty and improve the built environment along this scenic corridor." The Plan provides concepts for streetscape refurbishment and façade renovations and reinforces existing standards for new urban development that is currently envisioned within the City's General Plan.

The Plan involves a proposed change in land use designation for four of the seven subareas identified in the Plan. In general, the proposed land use changes would result in a reduction in overall land use intensity for the area, with the principal changes occurring east of Las Virgenes Road. Proposed land use changes and a comparison of the ultimate buildout potential are shown in Tables 1 and 2. The proposed land use changes would result in a net decrease of about 538,700 square feet of commercial development and a net increase of 271 residential units (192 multifamily and 79 single-family), and 50,000 square feet of institutional uses. Existing General Plan policies, performance standards, Scenic Corridor Ordinance and Development Code standards would apply to any new development that would occur in the project area. In addition, the Plan calls for the establishment of the Las Virgenes Gateway Overlay Zone (LV Overlay Zone). The LV Overlay Zone would provide additional guidance for development and new land uses over and above the standards and regulations presently contained in the City's Development Code.

While implementation of the Master Plan would change the planned urban character of the area from commercial to mixed commercial, residential, and institutional, the proposed project is not expected to adversely



affect the visual character of the area. The resultant urban development in the project area would be required to incorporate design elements of the Plan, thereby creating a uniform, coordinated visual character for the area. In addition, all mitigation measures contained in existing planning programs would be required to be implemented prior to the construction of planned new development. Implementation of existing visual resources protection programs that are incorporated into the Plan and other Planning policies and programs that would apply to the project area would reduce visual impacts to a less than significant impact.

Creation of a uniform design theme and more focused development requirements through implementation of the Las Virgenes Gateway Master Plan and Las Virgenes Gateway Overlay Zone (including implementation of additional required findings to be made for new development within the planning area), would improve the visual continuity of the area and would have a beneficial effect as compared to existing land use planning programs for the area.

The visual effects of roadway design elements are further discussed below.

Las Virgenes Road Corridor Design Plan

The proposed project will result in the implementation of public streetscape improvements to the aesthetic environment along Las Virgenes Road from Mulholland Highway on the south to the Ventura County line on the north. These public improvements include landscaping, street furniture, and streetscape architectural features including boulevard monumentation lighting and landscape features, and related amenities. The proposed landscaping includes the installation of street trees along the entire corridor.

The primary objective of the Corridor Plan is to transform the visual character of Las Virgenes Road into an attractive, memorable, and spacious pedestrian environment that will, in turn, strengthen the Corridor as a commercial destination, assuring its economic revitalization. The proposed street modifications will also improve traffic flow along the corridor by reducing parallel parking movements and uncontrolled pedestrian crossings.

The design program proposed for this corridor includes:

- transforming the entire Las Virgenes streetscape between Mulholland and the Ventura County line through the installation of street landscaping, lighting, bowouts, street furniture, and landscaped medians;
- distinguishing the Las Virgenes Corridor from adjacent areas through the use of more intensive landscaping, lighting, street furniture, reduced crosswalk intervals, and other features;
- modifying parking along the Corridor by deleting some street parking areas and by providing coordinated parking opportunities in business areas (including the development of a park and ride lot);
- providing for the future development of signalized pedestrian mid-block crossings in the commercial core (between Agoura Road and the Interchange);
- selectively widening and improving the existing traffic lanes and installing landscaped medians; and
- creating a sense of a primary residential and commercial boulevard along Las Virgenes Road.

The design would enhance the corridor with a boulevard treatment ranging from naturally planted zones (adjacent to the State Park) to regularly spaced canopy specimen trees, ornamental streetlights, entry monuments, and traffic signals. For pedestrians, the widened sidewalks would create promenades with pedestrian-scaled lighting, ornamental trees, flower beds and planters, seating, directory kiosks, and space for outdoor cafes and other activities.

The proposed streetscape project will involve modifications to the existing lighting in the Las Virgenes Corridor.



Decorative lighting along pedestrian ways and the street system will be provided that currently does not exist. In addition, the mast-arm lighting along the corridor will be revised. Other lighting features within the streetscape area will be placed at or along street monuments, in pedestrian assembly areas, and along business frontages.

The proposed lighting concept program has been designed to improve the business setting along Las Virgenes Road. The lighting program will meet all state and local standards regarding street and intersection illumination while also providing an improved aesthetic setting in the City's business core. The effects of the project related to light and glare will be beneficial.



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| II. AGRICULTURE RESOURCES - Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to nonagricultural use? | | | | X |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | | | X |
| c) Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use? | | | | X |

Impact Significance Threshold

According to the *CEQA Guidelines* the development on or removal of state-classified prime soil is an unavoidable adverse impact. Agricultural impacts can also relate to the conversion of productive farmland, the alteration of greenbelt agreements, and land use conflicts related to agricultural operations. For this analysis, the removal of land under agricultural production is considered a significant impact. Any actions that would infringe on established greenbelts, or result in conflicts between existing agriculture and proposed urban uses, would also be considered significant. Finally, it is assumed that significant impacts could occur where agricultural operations abut urban uses.

Las Virgenes Gateway Master Plan

The project area does not contain prime soils that are suitable for future agricultural production or properties that are presently in or eligible for Williamson Act Contracts. In addition, while there is some livestock grazing that occurs on properties east of Las Virgenes Road, this area is not designated to be preserved for agricultural use and is not considered to be a significant agricultural resource. Therefore, conversion of the project area to urban use is not expected to significantly affect agricultural resources. Prior to approval of discretionary actions on properties that are adjacent to grazing lands, measures to ensure long term land use compatibility should be incorporated in to project design.

Las Virgenes Road Corridor Design Plan

Implementation of the proposed streetscape improvements associated with the Las Virgenes Road Corridor Design Plan would be completed within the existing road right-of-way or in its immediate vicinity. Therefore, these improvements would not result in any significant impacts to agricultural operations or prime agricultural soils.



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| III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan or Congestion Management Plan? | | | X | |
| b) Violate any stationary source air quality standard or contribute to an existing or projected air quality violation? | | | X | |
| c) Result in a 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)? | | | X | |
| d) Create or contribute to a non-stationary source "hot spot" (primarily carbon monoxide)? | | | X | |
| e) Expose sensitive receptors to substantial pollutant concentrations? | | | X | |
| f) Create objectionable odors affecting a substantial number of people? | | | X | |

Impact Significance Threshold

The SCAQMD has not developed significance thresholds for environmental review of planning programs. Instead significance is determined on a project by project basis. The following impact thresholds have been established by the South Coast Air Quality Management District (SCAQMD) for evaluating the significance of individual projects.

- 55 pounds per day of ROC
- 55 pounds per day of NO_x
- 550 pounds per day of CO
- 150 pounds per day of PM₁₀
- 150 pounds per day of SO_x

The SCAQMD also has established impact thresholds for temporary construction activities. Impacts relating to construction activities are considered significant if emissions are projected to exceed the SCAQMD daily significance thresholds for individual development projects, which are:

- 75 pounds per day for ROC
- 100 pounds per day for NO_x
- 550 pounds per day for CO
- 150 pounds per day for PM₁₀ or SO_x.

In addition, the project is considered potentially significant if it conflicts with the objectives of the Air Quality Management Plan (AQMP).

Las Virgenes Gateway Master Plan

The project area is located in the South coast Air Basin, which does not conform to State and federal air quality standards for ozone, carbon monoxide, nitrogen dioxide, and suspended particulates. The City is located in Source/Receptor Area No. 6, for which ambient air quality is monitored at the SCAQMD Monitoring Station in Reseda. A summary of the air pollutant data for the Reseda Air Monitoring Station is included in Table IV-20 of



the City's General Plan EIR.

Since the proposed project is a Master Plan, the SCAQMD impact thresholds for individual projects are not applicable. However, each discretionary project that could be implemented within the planning area would be required to assess its air quality impacts against current impact thresholds. For projects that exceed impact thresholds mitigation measures would be required. Such measures may include transportation demand management, energy conservation, and/or other measures as deemed necessary. Table IV-22 of the City's General Plan EIR outlines appropriate measures for mitigating air pollutant emissions for various project types. Air pollutant reduction objectives contained in the City's General Plan EIR are as follows:

Residential

| | |
|-------------------|-----|
| 1-50 units | 10% |
| 51-100 units | 15% |
| 101 or more units | 20% |

Commercial/Business Park

| | |
|---------------------------|-----|
| Less than 100,000 sq. ft. | 10% |
| 100,000-500,000 sq. ft. | 15% |
| Over 500,000 sq. ft. | 20% |

Retail

| | |
|---------------------------|-----|
| Less than 100,000 sq. ft. | 10% |
| 100,000-149,999 sq. ft. | 15% |
| Over 150,000 sq. ft. | 20% |

Since the project is an area planning program its significance is based on the programs' consistency with the objectives of the AQMP. The projected land use changes would result in the redesignation of a primarily commercially designated area to allow mixed commercial, residential, and institutional uses. In addition, the Master Plan calls for the redesignation of an existing residential parcel to allow future development of highway commercial uses and a park and ride or transit center. This site is located immediately adjacent to U.S. Highway 101.

The proposed land use changes are expected to result in about a 64% decrease in the average daily traffic generated by uses within the area (24,870 ADT under the current designation vs. 8,900 ADT under the proposed designation). This reduction in trip generation would result in a substantial reduction in locally generated air emissions. In addition, the introduction of mixed uses, including retail commercial and neighborhood shopping uses along with enhancement of bicycle and pedestrian opportunities, would further be expected to reduce the number of trips in the area and the overall length of the trips generated. This would also reduce the air emissions generated by local mobile sources.

The proposed conversion of commercial to mixed commercial, residential, and institutional uses would increase the number of permanent residents in the area by 663 and would reduce the number of employment opportunities by about 1,207. This would result in a change in the jobs to housing ratio within the City from 1.4 to 1.3, which is considered to be a more balanced ratio (note: Southern California Association of Governments considers a ratio of 1.2 to be balanced). Given this improved jobs/housing ratio, the project is expected to reduce overall home to work commute distances and thus have beneficial effects on local air quality.

Given the above factors, the project is considered consistent with the planning objectives of the South Coast AQMP and therefore, is not expected to have a significant long-term impact on air quality.

Further, the City's discretionary review process for individual projects incorporates specific measures to minimize both operational as well as short-term construction impacts. Implementation of these measures would



be expected to reduce the impacts of individual projects to less than significant.

Las Virgenes Road Corridor Design Plan

The proposed project will not generate any new operational emissions since the undertaking does not involve the construction of new commercial, residential, institutional, or industrial development. The project is limited to streetscape improvements, modifications to on-street parking, installation of landscaping, and the creation of aesthetic amenities along the Las Virgenes Road Corridor. Other modifications in street geometrics may result in minor changes to the operating capacity of several intersections but these changes will not result in significant air quality impacts.

A carbon monoxide screening analysis for the project was determined to be unnecessary. This determination was based on the fact that the project will not significantly affect intersection capacities and because the anticipated peak hour traffic volumes and location of sensitive receptors in the project area are such that they would preclude creation of impacts associated with a CO hotspot. Therefore, potential impacts associated with peak hour generation of carbon monoxide are considered insignificant.

Construction activities have the potential to generate both mobile source as well as dust emissions. Earth disturbance and grading necessary to install the streetscape improvements would generate a relatively small volume of total suspended particulates. The California Air Resources Board estimates that heavy equipment grading activities generate up to 80 pounds of particulate matter per acre per day. Based on the estimated construction time frame, the grading program (and related activities) will require a total of about 40 working days of continuous heavy equipment operation and 60 working days of lighter equipment. During this peak construction activity, grading would generate a total particulate load about 480 pounds per day (6 acres x 80 pounds). Assuming that PM10 is 30% of total suspended particulates, PM10 emissions would be 144 pounds per day, which is less than the 150 pound per day SCAQMD construction emission threshold. The total project construction emissions would be expected to be well below the three-month threshold values.

Further, given the low level of anticipated construction effects, PM10 emissions generated during the grading and construction phase are not anticipated to exceed the State 24-hour standard of 50 ug/m³ (micrograms per cubic meter), even for short periods of time in proximity to the construction area. In addition, impacts from particulates may cause nuisance effects to adjoining land uses during the construction period. To reduce nuisance effects and ensure compliance with State standards, implementation of dust suppression measures during construction is recommended. With implementation of dust control measures, construction related fugitive dust emissions are considered less than significant.

In addition to fugitive dust emissions, construction equipment used for waterline excavation, asphalt resurfacing, and the installation of landscaping would also generate various types of combustion emissions (ROC, NO_x, CO, and PM). Street excavation, storm drain, and water line installation related equipment emissions would also be considered short-term impacts. Information regarding the exact number of construction related vehicles and the specific type of fuel to be used is necessary for precise calculation of this impact. Although the composition of the construction vehicle force necessary for the implementation of the streetscape improvement program is unknown at this time, given the relatively short duration of construction and very limited grading and earthwork proposed, combustion related emissions are not anticipated to exceed thresholds. Short-term combustion emissions were determined to be less than significant.

Odors are not anticipated to be a significant problem.



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| IV. BIOLOGICAL RESOURCES - Would the project: | | | | |
| a) Adversely impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of Regulations (§670.2 or 670.5) or in Title 50, Code of Federal Regulations (§17.11 or 17.12)? | | X | | |
| b) Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | | X | | |
| c) Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | | X | | |
| d) Adversely impact federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means? | | X | | |
| e) Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites? | | X | | |
| f) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | X | | |
| g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan? | | | X | |

Impact Significance Threshold

Project impacts to flora and fauna may be determined to be significant even if they do not directly affect rare, threatened or endangered species. Chapter 1, Section 21001 (c) of CEQA states that it is the policy of the State of California to: "prevent the elimination of fish and wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities..." Environmental impacts relative to biological resources may be assessed using impact significance criteria encompassing the CEQA Guidelines and federal, state and local plans, regulations, and ordinances.

Significant impacts to biological resources may occur if a project action would:

- Conflict with local or regional conservation plans or state goals (CEQA, Appendix G(a);
- Substantially affect rare, threatened or endangered species (App. G(c);
- Interfere substantially with the movement of any resident or migratory fish or wildlife species (App. G(d);
- Substantially diminish habitat for fish, wildlife or plants (App. G(t);
- Involve the use, production or disposal of materials which pose a hazard to animal or plant populations in the area affected (App. G(v); or
- Have impacts which are individually limited, but cumulatively considerable (App. F, XXI(c); or involve the



alteration or conversion of biological resources (locally important species or locally important communities) identified as significant within the county or region.

When assessing or applying these threshold guidelines, plants and animals may be considered locally important if any of the following criteria are met:

- *The species, subspecies or variety is limited in distribution in the county or region, and endemic (limited to a specific area) in the region;*
- *The species population is at the extreme limit of its overall distribution or is distinct from the known overall range;*
- *The species potentially affected by project actions has habitat requirements or limitations that make it susceptible to local extirpation as a consequence of those actions, the introduction of barriers or restrictions to movement, changes in ambient conditions, or increases in human activity;*
- *Populations that exhibit unusual localized adaptations, or are high quality examples of the species overall;*
- *Taxa that are considered sensitive by recognized biological experts and monitoring groups, such as the California Native Plant Society and Audubon Society.*

Plant communities or series may be considered locally important (usually at the discretion of the affected jurisdiction) if they meet any of the following criteria:

- *Formations or habitat types of singular or limited occurrence within the jurisdictional boundaries;*
- *Formations or habitat types that provide critical or essential support resources for rare, threatened or endangered or locally important species;*
- *Formations, habitat types or geographic areas that serve as wildlife movement routes or habitat linkages between substantial, intact open space areas;*
- *Formations or habitat types that are recognized or designated as pristine or highest quality examples of a particular type within a jurisdiction;*
- *Specific sites that are type localities for plant or animal species;*
- *Formations or habitat types considered sensitive by recognized biological experts and monitoring groups, such as the California Native Plant Society, California Natural Diversity Data Base, The Nature Conservancy, or Department of Fish and Game;*
- *Ephemeral or perennial wetlands that have been defined as areas that sporadically, seasonally or perennially serve to transmit, conduct or impound water, making it available for use by wildlife and/or dependent associations of plants and animals (such as vernal pools).*

Las Virgenes Gateway Master Plan

The project area encompasses the generally developed right-of-way of Las Virgenes Road and about 191 acres of private land south of U.S. Highway 101. According to Figure IV-5 of the City of Calabasas General Plan EIR, the area located east of and adjacent to Las Virgenes Road, south of US Highway 101 is identified as a "Wildlife Linkage/Corridor". In addition, a portion of this area is identified as a Los Angeles County Designated Significant Ecological Area (SEA 12). Future development within this area has the potential to result in significant adverse impacts to biological resources, unless mitigation measures are implemented.

While the proposed Master Plan calls for changes in land use designations on specific properties within the study area, the overall change in use is generally consistent with the urban buildout intensities already permitted in the City's General Plan. The proposed change from predominantly commercial uses to mixed residential, commercial, and institutional uses would involve a slightly greater resident population for the area but buildout densities would be somewhat reduced. Further, the project would be required to meet all existing development performance standards identified in the City's General Plan and for the area. As such, implementation of the proposed Master Plan is not expected to generate any new impacts not already addressed as part of the General Plan environmental review process.

To mitigate the potentially adverse impacts of future development within these areas, the City's General Plan



EIR contains several mitigation measures that are required to minimize project-specific impacts on biological resources. All of these measures are hereby incorporated by reference. In general, these measures include review of individual projects to determine the presence, extent, and sensitivity of biological resources. Mitigation measures include preservation of specific species and habitat areas, buffer zones to minimize adverse effects of urban encroachment into sensitive biological areas, replacement of specific plant species such that no net reduction in the number of plants occurs, among other measures.

In addition to land use changes and streetscape improvements, the proposed Master Plan includes a Reclamation Plan for the portion of Las Virgenes Creek that is within the project area. The primary objective of the restoration plan is to reestablish a native creekside habitat to enhance the biological environment and the aesthetics of the Master Plan area. Because the existing channel is concrete lined in the area proposed for restoration, construction activities will involve removal and overexcavation of the existing channel. The plan calls for placement of large riprap along the slopes and channel bottom and jetting of soil into the riprap to form a solid foundation for planting native vegetation and to stabilize the stream banks. Alternatively, substitution of the large riprap with interconnected concrete blocks would be considered to stabilize the channel and provide a base for planting native vegetation. The restoration program would be subject to review and approval of several regulatory agencies including but not limited to the US Army Corps of Engineers, California Department of Fish and Game, US Fish and Wildlife Service, California Regional Water Quality Control Board and the Los Angeles County Flood Control District.

Implementation of the restoration plan has the potential to result in short term-construction impacts on on-site and nearby biological habitat areas but would result in a long-term benefit to the ecological make up of the area. Anticipated short-term impacts include direct impacts associated with removal of the existing concrete lined channel and indirect impacts that could be associated with increased sedimentation until the native plants become established. These impacts would be mitigated by permit conditions that would be required by the resource permitting agencies. Such measures may include avoidance of sensitive habitat areas adjacent to the existing channel, construction during the summer period when erosion and sedimentation would be minimal, use of stabilizers to control bank erosion, selection of construction staging areas that would minimize the impact to existing habitat areas, and other measures as determined necessary based on more detailed review of project-specific design.

Las Virgenes Road Corridor Design Plan

The proposed project is a streetscape enhancement program within an established urban area and, with very limited exceptions, a developed right-of-way. Therefore, the proposed construction, development, infrastructure extension, or other potential disturbances will not occur in areas of native plant communities or habitats. Based on data contained in the City's General Plan EIR, the proposed project will not result in either direct or indirect environmental effects on special interest, rare, or endangered plants. No aspects of the project have the potential to result in either direct or indirect environmental effects on botanical resources, plant communities, or special interest plants. Impacts to wildlife and biological communities were determined to be insignificant and no mitigation measures were required. The proposed enhancement program will actually result in a net benefit to habitat through improvement of the tree canopy and provision of enhanced landscape areas.

The proposed project is a streetscape enhancement program within an established urban area and, with limited exceptions, a developed right-of-way. Therefore, the proposed construction, development, infrastructure extension, or other potential disturbances will not occur in areas of wildlife assembly, roosting, foraging, or travel. The proposed project will not result in either direct or indirect effects on special interest, rare, or endangered plants. No aspects of the project have the potential to result in either direct or indirect effects to botanical resources, plant communities, or special interest plants. Impacts to wildlife that use these communities for forage, roosting, or breeding were determined to be insignificant and no mitigation measures were required. The project will actually enhance the urban forest canopy and improve wildlife opportunities.



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| V. CULTURAL RESOURCES - Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource which is either listed or eligible for listing on the National Register of Historic Places, the California Register of Historic Resources, or a local register of historic resources? | | X | | |
| b) Cause a substantial adverse change in the significance of a unique archaeological resources (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special and particular quality such as being the oldest or best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person)? | | X | | |
| c) Disturb or destroy a unique paleontological resource or site? | | | X | |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | | | X | |

Impact Significance Threshold

The determination of archaeological significance follows the criteria established in the *CEQA Guidelines* Appendix K. An impact to cultural resources is considered to be significant if the project would result in the direct or indirect disturbance or damage to important cultural resources. For the purposes of CEQA an "important cultural resource is one that:

- *Is associated with an event or person of:*
 - *Recognized significance in California or American History, or*
 - *Recognized scientific importance in prehistory.*
- *Can provide information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable or archaeological research questions;*
- *Has special or particular quality such as oldest, best example, largest, or last surviving example of its kind;*
- *Is at least 100 years old and poses substantial stratigraphic integrity; or*
- *Involves important questions that historical research has shown can be answered only with archaeological methods.*

Las Virgenes Gateway Master Plan

The Las Virgenes Gateway Master Plan provides the land use planning and development vision for the Las Virgenes Gateway Planning area. This area encompasses the Las Virgenes Road corridor from its northern terminus at the Ventura County line to Mulholland Highway, on the south. The planning area also includes about 191 acres located south of the U.S. Highway 101.

The proposed plan calls for redesignation of several properties in this area and would generally involve a reduction in the overall urban land use intensity. The proposed land use changes detailed in Tables 1 and 2 primarily involve a conversion of this area from commercially designated land to an area of mixed commercial, residential, and institutional use. To accomplish this objective, specific land use changes generally involve redesignation of existing commercially designated land to residential or reduced density commercial uses. Roadway improvements planned along the Las Virgenes Road Corridor include landscaping, undergrounding of



utilities, signage and other beautification and design elements.

The proposed master plan does not involve specific construction activities at this time. Instead, the plan is intended to supplement existing General Plan policies that guide and control future development within the project area. The physical effects of plan implementation will depend upon the specific design of future projects and the timing for their implementation.

According to Figure IV-6, Archaeological Resources Sensitivity, of the City of Calabasas General Plan EIR, the portion of the project area south of U.S. Highway 101, is identified as an area of potential historic sensitivity. As such, future development within this area has the potential to significantly affect cultural resources unless mitigation measures are implemented. Cultural and historical resources mitigation measures identified in the City's General Plan EIR are designed to reduce potential impacts to such resources to a less than significant level and are hereby incorporated by reference.

These measures require that prior to approving discretionary development proposals subject to General Plan consistency findings, City staff shall review cultural resources' sensitivity and implement a range of assessment and mitigation measures necessary to ensure that potential impacts to cultural resources are minimized. With implementation of the mitigation measures identified in the City's General Plan EIR, impacts to cultural resources will be less than significant.

Las Virgenes Road Corridor Design Plan

Similar to the discussion for the Las Virgenes Gateway Master Plan, potentially sensitive cultural resources may be present in the project area, particularly the area south of U.S. Highway 101. However, the proposed streetscape and other roadway improvements would occur within the existing roadway right-of-way, an area that has been subject to previous disturbance. Since archaeological deposits are typically found in the upper three feet of soil, if archaeological remains were once present in the corridor, it is likely that these resources would have been destroyed or significantly disturbed by construction of the existing roadway. Therefore, if any cultural resource materials are present within the corridor and are uncovered during construction, it is unlikely that such resources would be sufficiently intact to meet the significant thresholds provided in Appendix K of the *CEQA Guidelines*. Based on a field inspection performed by City staff, it was concluded that it is unlikely that sensitive intact cultural resources are present within the project corridor. Therefore, impacts to cultural resources would not be significant and no cultural resource mitigation measures are necessary.

While the proposed project is not expected to significantly affect cultural resources, it is recommended that if any cultural resources are encountered during construction, then procedures established by the Advisory Council on Historic Preservation concerning the protection and preservation of historic and cultural properties shall be followed. In this event, a qualified archeologist with local expertise shall be consulted immediately in order to assess the nature, extent, and possible significance of any cultural remains encountered.



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| 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? | | | | X |
| ii) Strong seismic ground shaking? | | X | | |
| iii) Seismic-related ground failure, including liquefaction? | | X | | |
| iv) Inundation by seiche, tsunami, or mudflow? | | | | X |
| v) Landslides? | | X | | |
| vi) Flooding, including flooding as a result of the failure of a levee or dam? | | X | | |
| b) Would the project result in substantial soil erosion or the loss of topsoil? | | X | | |
| c) Would the project result in the loss of a unique geologic feature? | | | | X |
| d) Is the project located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | | X | | |
| e) Is the project located on expansive soil creating substantial risks to life or property? | | | X | |
| f) Where sewers are not available for the disposal of waste water, is the soil capable of supporting the use of septic tanks or alternative waste water disposal systems? | | | | X |

Impact Significance Threshold

The presence of any of the following conditions constitute a geologic hazard that has the potential to significantly affect planned infrastructure unless appropriate design and construction practices are followed:

- Active or potentially active faults;
- Soils with the potential for liquefaction;
- Seismic ground shaking that could activate landslides, debris flows, or other large, scale mass wasting event;
- Improper fill subject to compaction;
- Improperly engineered cut or fill slopes;
- Undercutting bedrock in a manner that destabilizes the slope; and
- Removal of vegetation from areas, increasing erosion potential.

Las Virgenes Gateway Master Plan

The project area is within a seismically active region of Southern California. While there are no known active faults within the Calabasas General Plan study area boundaries, several faults in the region are capable of causing substantial ground acceleration within the project area. Therefore, seismic induced hazards have the potential to adversely affect new development within the study area. The two fault systems closest to the City that are capable of producing moderate to large earthquakes are the Simi fault zone to the north and the Malibu Coast fault to the south.

In addition to seismic activity, the General Plan EIR indicates that various locations within the General Plan study



area are susceptible to landslide activity. Most commonly, deep-seated landslides are in the north and east-facing slopes. Landslides could adversely affect the project area, particularly in the hillside area east of Las Virgenes Road.

To mitigate the potential impacts associated with geologic hazards in the area, the City has developed Seismic and Geologic Hazards Management Performance Standards. These standards require that site-specific soils reports be submitted with each new development application to determine on-site soil and geologic conditions and to define site-specific measures needed to reduce project impacts to a less than significant level. In addition, the performance standards require that new development meet a factor of safety of 1.5 against shear failure and 1.1 against seismically induced slope failure.

The proposed land use changes identified in the Las Virgenes Gateway Master Plan would result in the conversion of the area from commercial to mixed commercial, residential, and institutional uses. Implementation of the proposed uses may involve significant landform modification, particularly in the areas east of Las Virgenes Road. All new development would be subject to the City's Hillside Development Performance Standards that limit the extent and nature of grading activities. Provided that appropriate mitigation measures are implemented as a condition of the planning and construction of new development, this land use change is not expected to result in significant geologic impacts.

Las Virgenes Road Corridor Design Plan

The proposed project is not situated within any known fault hazard zones. Development of the proposed improvement program will require only a minimal amount of soil and landform modification within or adjacent to existing public rights-of-way along Las Virgenes Road between the Ventura County line and Mullholland Highway. In the future, as implementation programs are developed and decided upon, the existing, previously graded and developed public right-of-way within the project area will be demolished, regraded, and in part, resurfaced. A program to consolidate utilities along the eastern side of the road will be followed in the future as funding permits, undergrounding of major utility lines. Other utilities to be installed include storm drain improvements and parallel water mains. The present project design represents a minimum grading impact concept for the scale and size of the proposed undertaking.

While no detailed geologic testing has been done for the proposed project, the absence of slopes within the corridor project area, the fully built out nature of the right-of-way, the absence of surface landslides or slope failures, and the quality of on-site soils indicate that the proposed grading can be accomplished without significant impacts. It does not appear that special remedial geotechnical measures will be required to implement the grading design.

The project will need to comply with all NPDES storm water requirements and mitigation measures will be required during the grading and site development process to assure that sediment transport is minimized. Mitigation measures discussed in Section VIII, Hydrology and Water Quality address these potential impacts.



| ISSUES: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| VII. 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? | | | X | |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment? | | | X | |
| c) Reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | | | | X |
| d) Is the project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | | | | X |
| 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? | | | | X |
| 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? | | | | X |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | X | |
| h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | | X | | |

Impact Significance Threshold

Impacts are considered significant if project activities are anticipated to result in the exposure of people to significant hazardous conditions or if contaminated conditions could adversely affect future development as a result of costly assessment and/or remediation.

Las Virgenes Gateway Master Plan

The principal potential hazards in the project area include those associated with wildfires and the potential presence of subsurface contamination associated with unauthorized releases from underground storage tanks or other commercial support facilities in the project area.

The hillside portions of the project area are characterized as having a high wildfire hazard area. The General Plan Consistency review program includes Fire Management Performance Standards that would be required for any new development within the area. These performance standards address issues such as emergency response times, circulation system requirements, fire flow water system requirements, specifications for building materials, setbacks and landscaping. In addition, the performance standards require review of new development projects by the County of Los Angeles Consolidated Fire Districts to determine appropriate fire hazard management requirements for each project. These fire hazard management requirements would be



included as conditions of individual project development.

The proposed land use changes associated with the proposed Master Plan are not expected to significantly increase potential fire hazards within the project area. While the change from predominantly commercial use to mixed commercial, residential, and institutional uses will change the land use orientation of the area, adherence to fire hazard management performance standards will be required of all new development.

Land uses allowed under the Proposed Master Plan are not expected to use or generate significant quantities of hazardous materials and are thus not expected to result in significant environmental or human health hazards. Nevertheless, several commercial uses such as dry cleaner facilities, gasoline service stations, automotive repair facilities, among other uses, have the potential to use, store, or generate hazardous materials. While the improper use of these materials could result in adverse environmental effects, these impacts can be mitigated by proper site design and monitoring. Such uses would be required to comply with all regulations related to proper handling, storage and disposal of these materials.

The existing gasoline service stations and former automobile dealership in the project area have the potential to have released gasoline or other contaminants into the subsurface. The presence of such materials has the potential to result in environmental clean up liabilities and may cause human health hazards to construction workers if appropriate health and safety measures are not implemented. Prior to acquisition of or construction on these properties, proper environmental due diligence should be performed. If subsurface contamination is identified, appropriate remediation measures shall be identified and implemented. In addition, measures to protect worker safety may be required in these areas. All remedial measures shall be performed under the direction of the appropriate governmental oversight agency to ensure compliance with acceptable protocols and cleanup standards.

Proposed impacts related to streetscape improvements are discussed below.

The proposed project would not interfere with any emergency response plan or emergency response capabilities in the area. In addition, the proposed project is not within two miles of any airport facility and is not expected to adversely affect any airport land use or safety plans.

Las Virgenes Road Corridor Design Plan

Implementation of the proposed Corridor Plan is not expected to result in any significant long-term hazards to human health and safety. However, construction activities have the potential to result in short-term disruption to traffic flow that could impede emergency vehicle access. Preparation of a construction management program, and particularly coordination with emergency service providers as identified above, would minimize potential short-term impacts related to the disruption of emergency services. With this measure, this impact would be reduced to a less than significant level.

Excavations that would be associated with undergrounding of utilities and implementation of streetscape improvements could result in the unanticipated discovery of subsurface contamination, particularly on or adjacent to gasoline service station sites along the corridor. Performance of an environmental due diligence evaluation is recommended to identify the possible presence of subsurface contaminants in these areas and to determine the appropriate measures needed to mitigate potential impacts. Implementation of recommended remedial activities prior to construction will mitigate potential impacts to worker safety and other owner/operator environmental liabilities that could be associated with these conditions.

No other human health and safety or other hazardous conditions are anticipated as a result of implementation of the proposed Corridor Plan.



| ISSUES: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| VIII. HYDROLOGY AND WATER QUALITY - Would the project: | | | | |
| a) Violate Regional Water Quality Control Board water quality standards or waste discharge requirements? | | | X | |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., 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)? | | | X | |
| 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? | | X | | |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? | | X | | |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to control? | | | X | |
| f) Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | | | | X |
| g) Place within a 100-year floodplain structures which would impede or redirect flood flows? | | | | X |

Impact Significance Threshold

Appendix G of the State CEQA Guidelines indicates that drainage impacts are significant if storm water runoff exceeds the design capacity of drainage works and flows cannot be accommodated by planned drainage facilities. In addition, the project is considered to have a significant impact on surface and/or groundwater resources if it would degrade water quality to below levels considered acceptable by the California Regional Water Quality Control Board.

Las Virgenes Gateway Master Plan

The planning area is located within the Las Virgenes Creek Watershed. Flooding and stormwater management impacts associated with buildout of the Las Virgenes Gateway Master Plan area are addressed in the City's General Plan EIR. Buildout of the project area will increase the amount of impervious surfaces, thereby increasing the amount of runoff and the potential for flooding impacts within the area. Further, as urban runoff increases, the potential for water quality impacts will also increase.

Land use changes associated with the proposed Las Virgenes Master Plan involve conversion of the project area from a predominantly commercial area to mixed commercial, residential and institutional uses. These land use changes are not expected to significantly change the runoff or water quality characteristics as compared to that envisioned in the current General Plan. Similar to the impacts discussed in the General Plan, buildout of the project area would potentially affect runoff characteristics, thereby resulting in flooding and water quality impacts unless appropriate mitigation measures are implemented prior to new development.



These measures include adherence to the City's General Plan Consistency Review Program Stormwater Management and Flooding Performance Standards and other measures identified in the City's General Plan EIR such as:

- all discretionary development projects shall be required to submit an erosion control plan prior to the issuance of a grading permit;
- all discretionary projects shall be required to implement requirements identified in the Los Angeles County National Pollution Discharge Elimination System (NPDES) permit;
- all new development shall implement Best Management Practices (BMPs) to minimize construction and urban pollutants in storm water runoff;
- all discretionary development projects shall be required to install reclaimed water systems for irrigation, if such reclaimed water is or can be made available within five years of the irrigation system construction; and
- water conservation measures, including drought resistant landscaping, shall be incorporated into final site design and layout.

The City's Stormwater Management and Flooding Performance Standards are intended to avoid any adverse downstream flooding impacts that may be associated with new development.

Implementation of the Las Virgenes Creek restoration project is not expected to reduce the hydraulic capacity of the creek and is not expected to cause any significant flooding impacts. In the long term, the restoration project would improve the water quality of the creek by reestablishing native vegetation that serves as a natural filtering system for urban pollutants. In the short term, the restoration project has the potential to increase sedimentation, until such time that natural vegetation becomes established, and could result in construction impacts if appropriate erosion control measures are not implemented. Section 404 and Section 401 approvals will be required from the US Army Corps of Engineers and the California Regional Water Quality Control Board, respectively, prior to implementation of the creek restoration project. These water resource protection programs are intended to mitigate impacts to water quality. Implementation of measures required as conditions of the 404 permit and the 401 water quality certification would adequately mitigate short-term impacts associated with creek restoration. These measures will likely include use of Best Management Practices during construction, avoidance of sensitive habitat areas, and/or limitation of construction activities to low flow, low rainfall periods.

Potential impacts associated with proposed streetscape improvements are discussed below.

With implementation of existing water resources management practices and mitigation measures identified above, the proposed project is not expected to significantly affect water resources in the project area. The proposed land use changes would involve a net reduction in water use for the project area as compared to the uses currently allowed under the City's General Plan. This is considered a beneficial effect of the proposed land use changes.

Las Virgenes Road Corridor Design Plan

The proposed project has the potential to affect water resources as a result of the long-term modifications to the corridor as well as during construction.

Nearly all of the proposed streetscape improvements would occur within the existing right of way of Las Virgenes Road. Given the developed nature of the existing corridor, the project will not significantly affect the quantity or flow of storm water runoff. This finding will need to be confirmed by a preconstruction hydraulic analysis to be completed under the supervision of the City, prior to project implementation. In addition, there are areas within the project corridor where existing drainage systems are not adequate to accommodate existing uses. In these areas, the proposed project will require modifications to the existing flood and stormwater collection structures to correct existing drainage problems. The hydraulic analysis of final project design should incorporate measures to alleviate existing drainage deficiencies within the area.

The use of appropriate best management practices to intercept oil and gas residues from the right-of-way,



parking areas, and related structures should prevent any downstream contamination in the regional storm drain system. As long as on-site drainage is appropriately captured and disposed of, the potential for changing stream gradients or impacting downstream areas is not significant. Impacts related to surface water flow, dispersion runoff, and related effects would be less than significant.

Project implementation will require the reconstruction of portions of the Las Virgenes Road right-of-way. In general, this reconstruction will involve landscaping and the conversion of currently impervious paved surfaces to pervious landscaped areas. During construction, the project has the potential to result in short-term impacts associated with erosion and sedimentation. However, given the limited scale and short-term nature of proposed construction, sedimentation is not expected to be significant. Nevertheless, use of Best Management Practices to control sedimentation during construction shall be required.

The consumptive use of water for the project will be low since the project incorporates the use of drought tolerant landscaping and plants. However, to further reduce the project's demands on limited regional water supplies, the City shall explore the feasibility of using reclaimed wastewater for irrigation purposes. If reclaimed water is available, or is anticipated to be available within five years of project construction, it should be used for irrigation.



| ISSUES: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| IX. LAND USE AND PLANNING - Would the project: | | | | |
| a) Physically divide an established community? | | | X | |
| 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? | | | X | |
| c) Conflict with any applicable habitat conservation plan or natural communities conservation plan? | | | X | |

Impact Significance Threshold

The assessment of land use impacts considers: (1) compatibility of land use that would be accommodated by the proposed project with existing uses; and (2) consistency of the project with regional and local land use policies. Impacts related to land use compatibility are considered significant if the project would cause a land use incompatibility such as those related to traffic, noise, air quality, or hazards. Impacts related to policy consistency are considered significant if development that would be accommodated by project buildout would be inconsistent with policies contained in the City's General Plan or other applicable regional plans or policies.

Las Virgenes Gateway Master Plan

The proposed Las Virgenes Gateway Master Plan has four principal goals, as follows:

- Enhance the aesthetics of the Las Virgenes Gateway area and promote the community's rural character.
- Preserve the environmental integrity of natural features and prevent significant environmental impacts
- Provide a land use plan that maintains a balance of uses, compatible with existing surrounding neighborhoods.
- Provide an implementation guide to carry out the land use plan, design standards, and public improvements.

To implement these goals, the Plan contains several objectives intended to enhance the overall land use compatibility of the project area. Specifically, the Plan identifies objectives to establish specialized land use designations and development standards to address the unique needs of this corridor area. The Plan includes implementation of a new Las Virgenes Gateway Overlay Zone to provide additional guidance for new development in addition to the existing standards and regulations established in the underlying zone district as established in the City's Development Code. The Las Virgenes Gateway Master Plan would serve to implement existing City policies and standards, including those contained in the City's General Plan policies, the City's General Plan Consistency Review Program, the Scenic Corridor Ordinance, and development standards contained in the Calabasas Land Use and Development Code. In this regard, the proposed Master Plan is expected to improve the overall visual and land use compatibility of the area and is consistent with the greater vision and goals of the City's General Plan.

The proposed project includes changes in land use designations for several properties within the project area. The changes primarily involve conversion of land currently designated for commercial use to provide a mix of commercial, residential and institutional uses. The plan also evaluates a new park and ride or transit facility to be located adjacent to US Highway 101. Proposed land use changes and maximum buildout under the proposed land use designations are identified in Tables 1 and 2. As shown in Table 2, the land use changes would result in a net decrease of 182,060 square feet of commercial retail uses and 361,000 square feet of general commercial uses and a net increase of 79 single family units, 192 multiple family units, 50,000 square feet of institutional use, 33,329 square feet of highway commercial use and a park and ride or transit center. In



general, these changes will result in a reduction in the overall urban intensity of the area. A majority of these changes would occur within the Baldwin, Pazar, and Southeast Hillside subareas located on the east side of Las Virgenes Road. These proposed changes are expected to reinforce the rural nature of the area, with land use intensity increasing along the corridor as Las Virgenes Road approaches the freeway. The mixed use nature of the proposed land uses, including the establishment of the Agoura Road Neighborhood Commercial Center, enhanced streetscape and pedestrian/trail improvements, and the park and ride/transit center would encourage reduced automobile usage over the existing land use pattern.

The principal area where the land use changes could result in increased land use compatibility impacts is in the area of noise. Proposed residential uses along Las Virgenes Road would be more noise sensitive to noise than the existing proposed commercial uses. However, potential noise impacts could be mitigated through site design measures that would be required in order to meet the City's noise management performance standards contained in the City's General Plan Consistency Review Program. This issue is discussed further in section XI, Noise.

The proposed change in land use would result in an increase in resident population for the area and a net reduction in the number of employment opportunities. As indicated in the Population section of this analysis, the resultant jobs/housing ratio at full buildout of the City's General Plan would change from 1.4 to 1.3 with the proposed project. This change would improve the City's jobs housing balance (note that SCAG considers a ratio of 1.2 as balanced).

Given the above factors, the proposed project, including the related General Plan Amendments and zoning overlay district, is not expected to result in any land use conflicts or inconsistencies with existing land use plans or policies.

Potential land use impacts associated with the streetscape and infrastructure improvements along the corridor are described below.

Las Virgenes Road Corridor Design Plan

The proposed project is consistent with the proposed surrounding land uses identified to be appropriate in the existing City of Calabasas General Plan, as amended by the Las Virgenes Gateway Master Plan, and Scenic Corridor Ordinance. The proposed streetscape improvement project is a permitted use compatible with existing zoning and land use designations. The proposed adjacent and surrounding commercial land uses situated in close proximity to the proposed project would not be adversely affected by the proposed improvements. Therefore, no significant land use inconsistencies are anticipated.

Implementation of the Corridor Plan is designed to encourage movement to the commercial core along Las Virgenes Road, and to increase local revenues and business opportunities. Controlled population growth and enhancement of local economic opportunities are viewed as favorable, desirable objectives for the Corridor Plan. The negative aspects of growth - unplanned expansion, land use compatibility problems, population density increases that exceed available resource constraints, and adverse community aesthetic impacts have all been considered in the definition of the revitalization concepts included in the Plan. Growth inducing issues are those aspects of a project that tend to encourage population and/or economic growth. Economic inducements to growth include short-term construction employment opportunities and permanent professional and support service employment opportunities in the local economy.

The proposed Corridor Plan will not modify the land uses that exist along the Las Virgenes Corridor. Implementation of the proposed Corridor Plan would not result in any net increase in housing units, visitor serving units, or any change in retail commercial or office space. Changes proposed to the City's circulation system will be beneficial and will not alter land uses. The project does not involve any changes in land use; therefore, the current balance of jobs and housing would not be altered.

The SCAQMD considers the type of development proposed in the Corridor Plan as "population responsive", meaning that the project is designed to meet the needs of existing residents. Therefore, the project is not



expected to stimulate substantial population growth in the area.

The direct economic impact of the proposed Plan would include short-term employment of construction labor and provision of an environment that would foster long-term employment opportunities for professional and support services. Implementation of the Corridor Plan will not increase employment in the professional, skilled and support services sector of the local economy.

Nearly any level of streetscape improvement will result in at least some minor inconvenience and the typical disturbances associated with construction in retail areas. These effects include noise, dust generation, pedestrian inconvenience and business interference. Streetscape improvements do not in themselves create any substantially unique or atypical construction problems; however, the streetscape upgrading process, as it will be implemented in the future, will be potentially disruptive for a short period of time. Construction in an urban setting is not an unusual occurrence. Safety, dust suppression and inconvenience reduction programs in downtown areas are familiar to most contractors with expertise in streetscape construction.

Most of the construction activities involved in streetscape project will involve one of the following: assembly of metal frameworks, landscaping installation, street overlays, waterline installation, and cement work. The use of large dumpsters for any demolished material, the storage of landscaping materials, assembly of metal ornamentation, and other additives along primary business corridors may be a minor problem of short duration along the Las Virgenes corridor. Along most of the corridor, because of the design of the proposed improvement program, business interference will be very minimal. To minimize the construction effects on the public, building owners, tenants, and essential fire and police service providers, construction within the project area shall, to the extent feasible, be governed by a construction management program prepared in consultation with affected parties. The program will stress advance notice of construction schedules and construction duration, pedestrian signage, and to the degree necessary, relocation of business activity to the rear entrances for businesses in the construction area.

Pedestrian movements would potentially be temporarily disrupted during the demolition and materials delivery phases of construction; however, these disruptions do not involve significant risks. Along the Las Virgenes Corridor (within commercial and residential areas), temporary inconvenience may result from:

*dumpster storage,
materials delivery,
displacement of parking,
sidewalk closures,
traffic diversion (short-term), and
pedestrian movement restrictions.*

Pedestrian risks, inconveniences, and adverse construction effects on business activities would be relatively minor for most businesses for two reasons: (1) nearly all businesses have rear entrances that could be used temporarily as primary entrances and (2) only a relatively small portion of the existing businesses in the area of construction impact depend primarily on pedestrian traffic.

For these reasons, these construction effects would only be a minor source of short-term inconvenience. Construction related issues concerning maintaining businesses during the construction process have been determined to be insignificant.



| ISSUES: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| X. MINERAL RESOURCES - Would the project: | | | | |
| a) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the state? | | | | X |
| 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? | | | | X |

Impact Significance Threshold

Impacts to energy or mineral resources are considered significant if project buildout would result in the wasteful or inefficient use of nonrenewable energy or mineral resources or would be in conflict with mineral resource protection policies.

Las Virgenes Gateway Master Plan

The proposed land use changes associated with the Las Virgenes Gateway Master Plan will result in a change in land use character for the area by converting predominantly commercially designated areas to allow mixed commercial, residential, and institutional uses. Buildout of the project area will result in the use of nonrenewable mineral resources and future occupants of the area will use nonrenewable energy resources for transportation and heating and cooling. However, policies contained in the City's General Plan prohibit the wasteful or inefficient use of such resources. Therefore, the proposed project is not expected to adversely impact existing energy or mineral resources.

Policy J.1 of the General Plan policy document is intended to "prohibit the establishment of mineral extraction operations that could result in significant biological, traffic, air quality, hillside preservation, or quality of life impacts". Adherence to this policy would avoid any potential land use conflicts that could result between the extraction of mineral resources and other urban uses.

According to the City's General Plan, there are no areas within the General Plan Study area that have been determined to either contain significant mineral resources, as defined by the Surface Mining and Reclamation Act, or that would be appropriate for mineral extraction if significant resources are found at some future date. Therefore, the proposed project is not expected to adversely affect mineral resources or mineral resource production.

Las Virgenes Road Corridor Design Plan

Other than consumption of energy for the construction and operational phases of the project, the undertaking will not result in the wasteful or inefficient use of any natural resources. The proposed project's energy demands can be met within the existing energy resources of the region. Impacts on energy and mineral resources would be less than significant.



| ISSUES: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| XI. 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? | | X | | |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | | | | X |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | | | X | |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | | X | | |
| 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? | | | | X |
| f) For a project within the vicinity of a private airstrip would the project expose people residing or working in the project area to excessive noise levels? | | | | X |

Impact Significance Threshold

To determine the potential noise impacts of the project, a significance threshold was established using state and local noise compatibility criteria. An impact is considered significant if the proposed project would:

- Substantially increase the ambient noise levels for adjoining areas;
- Exceed the traffic noise-related standards contained in the City's General Plan EIR;
- In conjunction with other cumulative development, increase the noise levels at existing sensitive receptors (residences, hospitals, churches, schools or parks) by 3 dB; or
- Result in project construction activities occurring outside the hours of 7am to 6pm Monday through Saturday and 9am to 6pm on Sunday.

Las Virgenes Gateway Master Plan

The principal noise source in the project area is traffic noise associated with U.S. Highway 101, Las Virgenes Road, Agoura Road, and Lost Hills Road, and to a lesser extent other collector streets in the area. According to noise measurements taken for the City's General Plan EIR noise levels along these routes range from over 80 dBA in the immediate vicinity of U. S. Highway 101 to about 60 dBA on Agoura Road west of Las Virgenes Road. Depending upon the type of use and its proximity to the noise source, these noise levels have the potential to adversely affect new development that is planned in the area. The City's General Plan EIR establishes 65 dBA (Leq) as the maximum exterior noise level for urban single family and multi-family uses. The maximum exterior standard for rural residential uses is 60dBA (Leq).

The General Plan EIR establishes mitigation measures that are required to reduce noise impacts to a less than significant level. In addition, the City's General Plan Consistency Review Program has Noise Management Performance Standards that apply to all new development projects. These measures include but are not limited to the following:

- Orient buildings for use in buffering or attenuating noise
- Place the highest noise sources sufficiently far from sensitive uses
- Provide sound attenuation walls or open space buffers



- *For commercial, office, and business park uses, place rooftop equipment at an appropriate setback from property lines, or in acoustically treated mechanical rooms or in shielded equipment wells, to meet noise standards and minimize disturbance potential.*
- *Provide sound rated windows, additional insulation in exterior walls and roofing systems, vent or mail slot modifications or relocation, and/or forced air ventilation systems.*

According to Table IV-27 in the City of Calabasas General Plan EIR, at full buildout of the City's General Plan noise levels at 100 feet from the centerline of Las Virgenes Road are forecasted to increase up to 2.4 dBA compared to existing levels. This increase is below the significance threshold (3 dBA increase) and is considered less than significant.

Implementation of the proposed Master Plan involves a General Plan amendment that will change the land use for several properties within the project area. The general nature of the change is from predominantly commercial uses to mixed commercial, residential and institutional uses. Based on the cumulative traffic assessment prepared for the proposed project, full buildout of the proposed land uses within the project area will generate about 8,900 average daily trips per day. This compares to about 24,800 average daily trips that would be anticipated to be generated by existing land uses identified in the City's General Plan. Therefore, the proposed land use changes would have a net beneficial effect by reducing the overall traffic noise in the project area. However, it is noted that even with these substantial project area trip reductions, the forecasted noise levels at full buildout of the City and surrounding area would not be significantly reduced by these trip reductions. This is due to the fact that the reductions represent a relatively small percentage of the overall traffic using these area roadways, subject to projects with vested rights.

The proposed change in land use would also change the proposed land uses on the Baldwin, Pazar, and South East Hillside properties from their current commercial designations to mixed residential, commercial and institutional uses. These changes involve conversion of noise tolerant commercial uses to more noise sensitive residential and institutional uses. Depending upon the ultimate site design for these properties, noise mitigation measures may be necessary. However, adherence to the City's Noise Management Performance Standards and other measures identified in the City's General Plan EIR, will reduce these potential impacts to less than significant.

Another source of noise associated with buildout of the Master Plan will be construction noise. The amount and duration of construction noise will depend upon the type of project and its construction schedule. Construction noise impacts will depend upon these factors as well as the proximity of the construction activity to noise sensitive land uses. While construction noise has been identified in the City's General Plan EIR as adverse, the impacts would be short-term and are considered less than significant. As part of the new development review process, the effect of construction noise should be evaluated and measures to avoid or lessen potential impacts should be implemented as conditions of development. Mitigation measures shall include limitations on construction hours and the routing of construction traffic away from sensitive uses, as applicable.

Las Virgenes Road Corridor Design Plan

The Las Virgenes Road Corridor Design Plan project will not generate any substantial new traffic volumes in the vicinity of sensitive receptors or residential areas. Therefore, the project is not expected to result in any significant change to the noise environment of the area. In addition, the operation of vehicles associated with construction of the streetscape improvements will not significantly contribute to existing traffic-related noise in the vicinity. Given the high existing ambient noise levels resulting from vehicle movement along Las Virgenes Road, measurable change in the CNEL contours in vicinity that would be attributable to the project are predicted to be either unmeasurable or very minor since the ambient noise levels of the area surrounding the project are dominated by existing traffic noise attributable to the local street system and US Highway 101. Impacts from project related noise sources were determined to be insignificant.

Construction noise has the potential to result in short term nuisance effects, but these impacts are considered to be less than significant. Sources of potential noise that will be generated by the project include hammering, a range of concrete demolition activities, drilling, welding, the use of pneumatic tools, sandblasting, cement



fabrication or guniting, and other activities typical of building construction. The anticipated construction noise effects for the proposed project are typical of public works projects. Once any cement demolition is completed, the noise levels experienced should be considerably less intense and of shorter duration than new commercial building construction.

To reduce potential nuisance effects on sensitive uses along the corridor, the timing of construction activities in the vicinity of sensitive land uses shall be limited to between the hours of 7 AM and 6 PM, Monday through Saturday.



| ISSUES: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| XII. 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)? | | | X | |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | | | | X |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | | | | X |

Impact Significance Threshold

According to the *CEQA Guidelines*, impacts related to population are significant if population growth were to exceed projections for the area and result in a demand for housing that exceeds supply in either the short or long term. Housing impacts are also considered significant if buildout of the proposed project would result in the loss of a substantial amount of existing housing. A project is also considered to have a significant effect if it adversely affects the jobs/housing balance of an area.

Las Virgenes Gateway Master Plan

The proposed land use changes associated with the proposed Las Virgenes Gateway Master Plan involve an increase of up to 192 multiple family units and 79 single family units in the project area as well as an increase of 50,000 square feet of institution uses and 33,329 square feet of highway commercial uses over that presently envisioned in the City's General Plan. The project would also involve the reduction of about 182,060 square feet of commercial retail uses and 361,000 square feet of commercial uses within the project area as compared to the City's existing General Plan.

The addition of 271 new housing units would generate a new resident population estimated at 663. This represents a 2.2% increase in the total number of housing units presently allowed under the City's General Plan and a 2.5% increase in the forecasted resident population. The proposed project would enhance housing opportunities within the City and would not result in a substantial reduction of existing or proposed housing facilities. In addition, the proposed land use changes provide for development of both single and multi-family unit types, which would facilitate development of a broad range of housing opportunities. There would be no displacement of existing residential uses.

The proposed land use changes would result in a net reduction of about 543,000 square feet of commercial development or approximately 6.8 percent of the total commercial square footage identified in the City's existing General Plan, at full buildout. Assuming an employment ratio of 1 employee for every 450 square foot of commercial or commercial retail development, the proposed land use changes would reduce the number of employment opportunities by about 1,207 as compared to full buildout at existing General Plan land use designations. This change in land use would result in a net reduction in the jobs/housing ratio forecasted at full buildout of the City's General Plan from about 1.4 jobs/dwelling unit to 1.3 jobs/dwelling unit (assumes 1 employee per 450 square foot and full buildout of commercially designated land within the City). According to SCAG, a balance of housing and jobs occurs when the ratio of jobs to housing units is 1.2. Therefore, the proposed land use changes are not expected to adversely affect the jobs/housing balance within the City.

With regard to proposed design and streetscape improvements, the proposed Las Virgenes Gateway Master Plan is not expected to result in a significant number of new long-term employment opportunities.



Las Virgenes Road Corridor Design Plan

The proposed project will not generate significant new employment opportunities, nor will the project serve as an attractor for additional growth in the local area or region.

The duration of the construction period is such that there would be no potential to induce new construction workers to move into the area. Some specialized construction skills required for the project may not be available in the local labor pool but this problem would probably be solved through employment of subcontractors from surrounding communities. Thus, growth inducement from the short-term construction phase of the project is expected to be less than significant.

The proposed project will not directly generate significant long-term employment opportunities. The proposed project will not generate new housing opportunities and will not serve as a major attractor of additional housing growth in the local area or region. Proposed improvements to streetscape facilities will require an incremental increase in the need for maintenance personnel. However, these employees are anticipated to be drawn from the existing labor force in the area. Growth related housing demand related impacts associated with the project would be less than significant.



| ISSUES: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| XIII. PUBLIC SERVICES - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| Fire protection? | | X | | |
| Police protection? | | X | | |
| Schools? | | X | | |
| Parks? | | X | | |
| Other public facilities? | | | X | |

Impact Significance Threshold

Project impacts related to police and fire protection services are considered significant if proposed development would substantially reduce the level of service or substantially increasing emergency response times. The City's General Plan Performance Objectives establish five minutes as the maximum response time for fire and emergency medical services and a seven minute average response time for police emergency response calls within urban areas and an average of nine minutes for police emergency calls within rural areas.

The project will have a significant impact on school facilities if it would substantially interfere with the operation of an existing school facility, or would put additional demands on a school district that is currently overcrowded for which monetary mitigation measures, as allowed by State law, would not reduce the impacts to an insignificant level.

The project will have a significant impact on parks and other public facilities and services if it would substantially interfere with the operation of existing facilities, or would put additional demands on a facility that is currently overcrowded.

Las Virgenes Gateway Master Plan

Land use changes proposed as part of the Las Virgenes Gateway Master Plan would change the type of demand for emergency services by converting commercially designated areas to mixed commercial, residential, and institutional uses. However, the overall need for emergency services associated with this proposed land use change is not expected to be substantially different from that envisioned in the City's General Plan.

As indicated in the General Plan, future development in the City has the potential to adversely affect the provision of emergency services unless appropriate mitigation measures are implemented. Future development projects shall be required to examine the potential increase in demand for emergency services and to implement those measures necessary to ensure that potential impacts to emergency services are reduced to a less than significant level. Mitigation measures contained in the City's General Plan EIR would apply and shall be implemented for the proposed project. These measures require that development projects in the City of Calabasas implement the following:

- *Construct and/or pay for the new on-site capital improvements that are required to support the project*
- *Ensure that all new off-site capital improvements that are required by the project are available prior to issuance of the certificates of occupancy*
- *Phase development so as to ensure that the capital facilities that will be used by the new development*



are available prior to the issuance of certificates of occupancy

- *Ensure that, in the event that capital facilities are impacted prior to development, the level of service provided to existing development will not be further impacted by the new development*

In addition, prior to approval of any new development, the applicant shall review the proposed project with service provider representatives to determine measures needed to minimize project impacts and to determine whether all needed facilities and services to support the project will be provided in a timely manner. Mitigation measures may include the requirement of security features in proposed new structures, provision of adequate emergency access, use of fire retardant building materials and landscaping, implementation of appropriate brush clearance and setbacks, and other measures deemed necessary by emergency response agencies.

The change in land use designations from commercial to commercial, residential, and institutional will result in the generation of new demand for educational services. Based on student generation rates identified in the General Plan EIR, the increase of 79 single family units and 192 multiple family units will generate 92 new students in grades K-5; 25 students in grades 6-8; and 33 students in grades 9-12. This increase in student generation, together with other buildout in the City has the potential to adversely impact existing school facilities. To mitigate the potential effects of cumulative buildout on school facilities, the City's General Plan requires that discretionary development projects, subject to General Plan consistency findings, shall not result in a quantifiable reduction in the level of educational facilities provided to existing development. Specifically, new development projects in the City shall be required to establish or expand school facilities commensurate with their project impact. In cases where existing school capacity is not sufficient to house the students from a development, implementation of appropriate funding mechanisms will be required to the extent permitted by law.

For a discussion of project effects on parks and recreational services see the discussion for section XIV, Recreation.

Las Virgenes Road Corridor Design Plan

The proposed project will not generate significant additional demands on any public services, infrastructure, or related facilities. Minor impacts to service levels will result from the addition of landscape materials in medians and along sidewalks and from the need to maintain improved public areas. Impacts on related municipal services and infrastructure are not anticipated to be significant. Comments were solicited from responsible agencies during development review and responses were received indicating that the proposed project will not create demands for additional fire, police, or other governmental services. The location of the proposed bus stops has been coordinated with and approved by local transportation planning agencies.



| ISSUES: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| XIV. 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? | | X | | |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | | | X | X |

Impact Significance Threshold

The City's General Plan specifies a park and open space standard to be used in determining park/open space land requirements adequate to serve Calabasas residents. The standard contained in the City's General Plan requires that new development provide "active parks at a rate of 3.0 acres of public parks and recreational areas per 1,000 residents". The proposed project would have a significant effect if it did not meet this standard or if specific project features adversely affected existing or proposed park and recreational facilities.

Las Virgenes Gateway Master Plan

Land use changes associated with implementation of the Las Virgenes Gateway Master Plan involve conversion of existing commercially designated land to mixed commercial, residential, and institutional uses. Specifically, the Plan would involve an increase 79 new single family dwelling units, 192 multiple family dwelling units, 33,329 square feet of highway commercial uses, a park and ride or transit center, and 50,000 square feet of institutional uses and the decrease of about 182,000 square feet of commercial retail and 361,000 square feet of general commercial space, as compared to that envisioned in the City's General Plan. Based on a household size factor of 2.8 persons per household for single family uses and 2.3 persons per household for multiple family uses, the project would involve a population increase of about 663 over that envisioned in the City's General Plan and addressed in the General Plan EIR. This increase in population would require about 2 acres of additional park or recreational area in order to meet the City's parkland to population ratio requirements.

Discretionary projects subject to the General Plan consistency findings would be required to demonstrate that they meet the City's parkland and recreational performance standards. Provided that individual projects meet City parks and recreation performance standards, the proposed project is not expected to adversely affect park and recreational facilities within the City. These performance standards also include provisions for review and approval of new commercial development that could occur in the project area. New development on commercially designated property could be required to provide trail of access easements and/or the payment of development impact fees to offset the potential effects of such uses.

Several elements of the Plan are intended to enhance recreational and open space opportunities in the project area. These include:

- Bikeways along Las Virgenes Road*
- Access to hillside trails*
- Implementation of public opens space within the Neighborhood Commercial area next to Las Virgenes Creek*
- Implementation of a Creekside trail*
- Las Virgenes Creek restoration*
- Pedestrian and circulation system enhancements*

It is anticipated that these features would have a net beneficial effect on recreational opportunities in the area.



Las Virgenes Road Corridor Design Plan

Implementation of the Las Virgenes Corridor Design Plan will not result in any significant demand for new recreational facilities. The proposed streetscape improvements, including landscaped medians, bikeways and enhanced pedestrian facilities, will have a beneficial effect on recreational opportunities from both a local and regional perspective. It is anticipated that the corridor has the potential to become a commercial and possibly recreational destination. As such, impacts to recreational facilities would be less than significant.



| ISSUES: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| XV. TRANSPORTATION/TRAFFIC - Would the project: | | | | |
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | | X | | |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | | X | | |
| 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? | | | | X |
| d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | | X | |
| e) Result in inadequate emergency access? | | | X | |
| f) Result in inadequate parking capacity? | | | X | |
| g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | | | | X |

Impact Significance Threshold

The City's General Plan guidelines were used to determine the significance of traffic impacts generated by the proposed land use planning projects. The City's General Plan indicates that the minimum acceptable LOS shall be "C" in urban areas, whenever it is feasible to provide roadway facilities that would operate at such levels in a manner consistent with the non-transportation (i.e. resources protection, community design, etc.) provisions of the General Plan. Consequently, mitigation is normally required for operations at LOS D or worse. For the cumulative full buildout condition, the project was considered to be significant if it would result in a demonstrable deterioration in the overall traffic flows within the area.

Las Virgenes Gateway Master Plan

Two principal components of the proposed Las Virgenes Gateway Master Plan have the potential to adversely affect traffic and circulation systems along the project corridor. These include: 1) potential impacts associated with the proposed land use changes that would occur with the proposed project, and 2) impacts associated with the streetscape improvement program that is incorporated from the Las Virgenes Road Corridor Design Plan. To address these issues, the City retained Associated Transportation Engineers, Inc. (ATE) experts in the area of traffic and circulation analysis and traffic flow conditions in the project area. The following discussion is based on the ATE traffic and circulation study, a copy of which is included as Appendix 1.

Affect of Proposed Land Use Changes on Trip Generation. The proposed Las Virgenes Gateway Master Plan involves land use changes for the area that would result in a reduction of commercial uses and an increase in residential and institutional uses for the area. Based on traffic generation estimates, full buildout of the proposed land uses within the project area would generate about 8,900 average daily trips per day (see Table 2 in Appendix 1). This compares to about 24,800 average daily trips that would be expected to be generated by existing land uses identified in the City's General Plan. This represents an approximate 64% reduction in the overall traffic generated by planned development within the plan area. As such, this proposed land use changes are expected to have a net beneficial effect on the overall traffic volumes projected for the project area. In addition, the project would improve the jobs/housing balance for the area and would allow for the development of a neighborhood shopping center in the area. These changes would be expected to further reduce the number of trips and the overall trip length of existing and future locally generated traffic. The effect of these changes would



also be beneficial for the project area.

In addition, the project identifies improvements to pedestrian facilities, including trail linkages, improvements to bicycle facilities, and provides for a park and ride or transit facility in the immediate vicinity of U.S. Highway 101. These facilities would facilitate the use of alternative transportation modes and are consistent with the City's General Plan policies that encourage the use of alternative transportation.

The Plan has provisions that discourage the number of driveways on Las Virgenes Road. This, together with design review requirements for new development will ensure safe ingress/egress to existing and proposed new development in the planning area and improved traffic flow. For new development, implementation of existing requirements identified in the City's General Plan Consistency Review Program and Development Code would mitigate potential impacts associated with emergency access, parking, and site safety.

Since land use changes identified in the Las Virgenes Gateway Master Plan would result in a net reduction in the overall traffic generation for the project area as compared to the buildout forecasts analyzed in the City's General Plan EIR, traffic and circulation impacts associated with the project would be less than those described in the General Plan EIR provided that the General Plan roadway system was built and required mitigation measures implemented.

However, because the Las Virgenes Road Corridor Design Plan, a component of the Las Virgenes Gateway Master Plan, includes streetscape and road system design modifications, a comprehensive analysis of the suggested improvements was performed in the traffic analysis to assess their effect on long-term traffic flow characteristics in the area. A summary of forecasted cumulative traffic flow characteristics and suggested mitigation measures to improve traffic flow characteristics is included below.

Las Virgenes Road Corridor Design Plan

In order to assess the effects of proposed streetscape and roadway improvements identified in the Las Virgenes Road Corridor Design Plan, ATE conducted a detailed assessment of full buildout traffic conditions assuming the planned roadway configurations identified in the Plan. In addition, based on preliminary analysis of operational conditions, ATE developed mitigation measures to optimize the future level of service at those locations forecasted to exceed the City's LOS C guideline.

The traffic study included the following tasks:

- performing traffic counts along the Las Virgenes Corridor including cumulative projects,
- distribution of future traffic onto the local street system,
- calculation of the future traffic flow conditions with and without recommended mitigation, and
- a comparison of operational conditions under the street configuration assumed in the Ahmanson Ranch Project EIR and that proposed as part of the Las Virgenes Road Corridor Design Plan

Projected Traffic Flow Conditions and Recommended Mitigation Measures. Based on the traffic analysis, it was forecasted that five of the study-area intersections would operate in the LOS E-F range with full cumulative buildout and the geometrics proposed in the LVRCDP. Therefore the following striping modifications were recommended to improve the operation of these intersections. Figure 6 of the traffic report provides a schematic comparison of the LVRCDP improvements and the ATE recommendations at the U.S. 101/Las Virgenes Road interchange (including Agoura Road).

- **Las Virgenes Road/Mureau Road.** Cumulative traffic volumes indicate that a second westbound left-turn lane would be required. The LVRCDP currently proposes a left-turn lane and a through-right-turn lane. The approach could be restriped to provide a left-turn lane and shared left-through-right lane. Implementation of this improvement would provide for LOS C (ICU 0.79) at the intersection during the P.M. peak hour period.



- **Las Virgenes Road/U.S. Highway 101 NB Ramps.** This intersection is forecast to operate in the LOS D range (ICU - 0.90) during the A.M. peak hour. No improvements are proposed for this location at this time.
- **Las Virgenes Road/U.S. Highway 101 SB Ramps.** This intersection is forecast to operate in the LOS F range assuming full cumulative buildout traffic volumes during the A.M. and P.M. peak hours. The following text discusses improvements which could be implemented at this intersection:
 - The forecast volumes indicate that the intersection would need a second left-turn lane on the U.S. 101 SB off-ramp (eastbound approach). The LVRCDP currently proposes one left-through lane, and one right-turn lane on the off-ramp. The additional left-turn lane could be provided within the existing ramp area by reducing the adjacent on-ramp from two-lanes to one-lane for a distance of approximately 200 feet.
 - In addition to this improvement, the northbound right-turn lane should be restriped to provide a through-right lane which would "trap" on the U.S. 101 southbound on-ramp which is located just north of the Rondell Street approach. Appropriate advance pavement markings and signing will be required for the trap lane.
 - The southbound right-turn lane should also be restriped to provide a through-right lane which would then turn into the southbound right-turn lane at the adjacent Agoura Road/Las Virgenes Road intersection, located south of the ramp intersection. Appropriate advance pavement markings and signing will also be required for this lane.

Implementation of these restriping modifications would improve the intersection to LOS C (ICU 0.74) during the A.M. peak hour period.

- **Las Virgenes Road/Agoura Road.** This intersection is forecast to operate at LOS F with cumulative buildout traffic volumes during the P.M. peak hour. The forecast volumes indicate that the intersection would operate more efficiently if a second through lane were added on the northbound approach. The LVRCDP currently proposes one left-turn lane, one through lane and one right-turn lane on the northbound approach. The additional through lane could be provided by restriping the northbound right-turn lane to provide a through-right lane. Implementation of this striping improvement would provide for LOS C (ICU 0.74) at the intersection during the P.M. peak hour period.

Based on the traffic report, with the exception of Las Virgenes Road/U.S. 101 NB Ramps and Las Virgenes Road/U.S. 101 SB Ramps, all of the project area intersections and roadways would operate in an acceptable manner (i.e. within the City's LOS C guidelines) with the implementation of the proposed mitigation measures identified above. At forecasted full buildout of the area, the Las Virgenes Road/U.S. 101 NB Ramps would operate at LOS C during the P.M. peak hour and LOS D during the A.M. peak hour. The intersection at Las Virgenes Road/U.S. 101 SB Ramps would operate at LOS C during the P.M. peak hour and LOS D during the A.M. peak hour at full buildout. These levels of service are better than those forecasted to occur at full buildout under the existing geometrics of these intersections. Therefore, the anticipated trip reductions associated with the Las Virgenes Gateway Master Plan together with the roadway improvements outlined in the Las Virgenes Road Corridor Design Plan, as modified by ATE's recommendations in the Traffic Report, are expected to result in a net beneficial effect on the local circulation network.

It is noted that traffic conditions and trip generation and distribution characteristics may change over time. In addition, the final design and timing of new development will determine the ultimate circulation improvements needs and their timing. While the above analysis is intended to represent a worst case condition, ultimate traffic flow conditions will depend upon a number of factors, some of which are unknown at this time. In recognition of this potential for changes in traffic flow characteristics, the City's General Plan EIR included a mitigation monitoring provision that requires the City to monitor Citywide traffic flow conditions annually and to implement measures deemed necessary to achieve acceptable traffic flows in the City. None of the proposed improvements would preclude implementation of additional traffic control measures in the future.



Because the project would not adversely affect traffic flows in the area, it is not expected to adversely affect emergency vehicle access along the corridor.

Similar to the Las Virgenes Gateway Master Plan, the Los Virgenes Road Corridor Plan has provisions that discourage the number of driveways on Las Virgenes Road. This, together with design review requirements for new development will ensure safe ingress/egress to existing and proposed new development in the planning area. For new development, implementation of existing requirements identified in the City's General Plan Consistency Review Program and Development Code would mitigate potential impacts associated with emergency access, parking, and site safety. In addition, the project identifies improvements to pedestrian and bicycle facilities. These facilities would facilitate the use of alternative transportation modes and are consistent with the City's General Plan policies that encourage the use of alternative transportation.

| ISSUES: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| XVI. UTILITIES AND SERVICE SYSTEMS - Would the project: | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | | | X | |
| 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? | | | X | |
| 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? | | | X | |
| d) Are sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | | | X | |
| e) Has the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | | | X | |
| d) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | | | X | |

Impact Significance Threshold

The proposed project would have a significant impact on utility services if demand exceeds the capacity of service providers, thereby causing service deficiencies during average or peak demand periods either within the project area or the region. The project would also have a significant impact if the local utility suppliers' current or proposed supply and storage facilities, such as pipelines, hydrants or booster stations, were not adequate to serve the project area.

Las Virgenes Gateway Master Plan

Land use changes that are proposed as part of the Las Virgenes Gateway Master Plan would change the utility demands for the project area. The following tables assess the change in utility demands for water, sewer, electricity, natural gas, and solid waste services. As shown in these tables, water, wastewater, electricity, and solid waste demand would be reduced with the proposed land use changes and demand for natural gas would increase. Therefore, because the projected buildout of the proposed uses is within the capacities of service providers (see General Plan EIR) the proposed project is not expected to adversely affect existing water, wastewater, electrical, or solid waste disposal services. The increase in natural gas service demand may require additional new facilities, such as new distribution pipelines, but the incremental increased demand for service is not expected to significantly affect existing or projected future service capabilities. While no significant impacts are anticipated, mitigation measures contained in the City's General Plan EIR are intended to ensure that necessary improvements are in place to serve individual projects. These measures require that prior to the approval of any new development, a project applicant shall review the project with representatives of the individual service provider to determine that all needed services and facilities needed to support the project will be provided in a timely manner. The mitigation measures contained in the General Plan EIR also require that discretionary development projects shall not result in a quantifiable reduction in the level of infrastructure services provided to existing development.

Similar to the above infrastructure service issues, provision of stormwater facilities for individual projects will be subject to mitigation requirements that ensure that adequate infrastructure is in place to accommodate individual



project demands. The proposed Las Virgenes Creek Reclamation Plan would modify the existing creek channel in the project area by replacing an existing concrete-lined channel with an alternative design that is intended to accomplish flood control objectives as well as restoring habitat. Implementation of this drainage modification has the potential to adversely affect drainage in the area of Las Virgenes Creek by altering the stormwater carrying capacity of the channel. However, implementation of this restoration project will require review and approval by several regulatory agencies including Los Angeles County Flood Control District. Project-specific measures that will be implemented as part of this review process are expected to avoid any potential flooding impacts that could be associated with this component of the proposed Master Plan.

Las Virgenes Road Corridor Design Plan

The Las Virgenes Corridor Design Plan identifies a range of streetscape and other improvements for the Las Virgenes Road Corridor. A majority of these improvements, such as the provision of bike lanes, fencing, uniform pavement materials, street furniture and transit stops, road widening and striping etc., are not expected to generate new demands for utility services. Project features that would involve utility requirements include street lighting (electricity), signalization (electricity), and tree planing and other landscaping (water). However, the project will not result in any new or unanticipated demands on existing utilities or public infrastructure. The development is consistent with the available energy supplies in the local and regional grid. The City domestic water system has the capacity to provide required landscaping water supplies. Therefore impacts on utilities and infrastructure would be less than significant.

Table XVI-1 Comparison of Water and Wastewater Demands

| Proposed Use | Demand Factor (gallons/day per 1,000 sq. ft. or dwelling unit)* | Water Demand (million gallons/day) | Wastewater Demand (80% of Water Demand) |
|--|--|---|--|
| Increase | | | |
| 50,000 sq. ft. Institutional | 3,800 | 0.19 | 0.15 |
| 33,329 sq. ft. Hwy Commercial | 3,800 | 0.13 | 0.10 |
| 79 SFD | 995 | 0.08 | 0.064 |
| 192 MFD | 436 | 0.08 | 0.064 |
| Decrease | | | |
| 182,060 sq. ft. Com.-Retail | 3,800 | (0.69) | (0.55) |
| 361,000 sq. ft. Commercial | 3,800 | (1.37) | (1.09) |
| NET CHANGE (parentheses indicate reduction in demand) | | (1.58) | (1.26) |

*Source: City of Calabasas General Plan EIR, 1995



Table XVI-2 Comparison of Electrical and Natural Gas Demand

| Proposed Use | Electrical Demand Factor (kwh/yr per sq ft. or dwelling unit)* | Electrical Demand (kwh/yr) | Natural Gas Demand Factor (cu ft./yr per 1,000 sq ft. pr dwelling unit) | Natural Gas Demand (cu ft./yr) |
|---|--|----------------------------|---|--------------------------------|
| Increase | | | | |
| 50,000 sq. ft. Institutional | 16.8 | 840,000 | 34.8 | 1,740 |
| 33,329 sq. ft. Hwy Commercial | 16.8 | 560,000 | 34.8 | 1,160 |
| 79 SFD | 6,081 | 480,399 | 79,980 | 6,318,420 |
| 192 MFD | 6,081 | 1,167,553 | 47,016 | 9,027,072 |
| Decrease | | | | |
| 182,060 sq. ft. Com.-Retail | 16.8 | (3,057,000) | 34.8 | (6,334) |
| 361,000 sq. ft. Commercial | 16.8 | (6,065,000) | 34.8 | (12,563) |
| TOTAL CHANGE (parenthesis indicate reduction in demand) | | (6,074,108) | | 15,329,495 |

*Source: City of Calabasas General Plan EIR, 1995

Table XVI-3 Comparison of Solid Waste Generation

| Proposed Use | Solid Waste Generation Factor (lbs/day per 1,000 sq. ft. or dwelling unit)* | Solid Waste Generation (lbs/day) |
|---|---|----------------------------------|
| Increase | | |
| 50,000 sq. ft. Institutional | 7.0 | 350 |
| 33,329 sq. ft. Hwy Commercial | 7.0 | 233 |
| 79 SFD | 8.5 | 671 |
| 192 MFD | 8.5 | 1,632 |
| Decrease | | |
| 182,060 sq. ft. Com.-Retail | 7.0 | (1,274) |
| 361,000 sq. ft. Commercial | 7.0 | (2,527) |
| NET CHANGE (parentheses indicate reduction in demand) | | (915) |

*Source: City of Calabasas General Plan EIR, 1995



| XVII. MANDATORY FINDINGS OF SIGNIFICANCE | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | No Impact |
|---|--------------------------------|---|-----------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | | | X |
| b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? | | | X |
| c) 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)? | | X | |
| d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | | X | |
| <p>Based on the analysis contained herein, it has been determined that the proposed Las Virgenes Gateway Master Plan and Las Virgenes Road Corridor Design Plan projects will not result in any significant unavoidable adverse environmental impacts provided that the recommended mitigation measures are implemented. Tables XVII-1 and XVII-2 provide a listing of the recommended mitigation measures for the Las Virgenes Gateway Master Plan and the Las Virgenes Road Corridor Design Plan, respectively.</p> | | | |



**Table XVII-1 Summary of Recommended Mitigation Measures
for the Las Virgenes Gateway Master Plan**

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| <p>Aesthetics</p> <p>The resultant urban development in the project area shall be required to incorporate design elements of the Plan, thereby creating a uniform, coordinated visual character for the area. In addition, all mitigation measures contained in existing planning programs would be required to be implemented prior to the construction of planned new development. Implementation of existing visual resources protection programs that are incorporated into the Plan and other City planning policies and programs shall be required.</p> |
| <p>Agricultural Resources</p> <p>None Necessary</p> |
| <p>Air Quality</p> <p>Further, the City's discretionary review process for individual projects incorporates specific measures to minimize both operational as well as short-term construction impacts. Implementation of these measures would be expected to reduce the impacts of individual projects to less than significant.</p> |
| <p>Biological Resources</p> <p>To mitigate the potentially adverse impacts of future development within these areas, the City's General Plan EIR contains several mitigation measures that are required to minimize project-specific impacts on biological resources. All of these measures are hereby incorporated by reference. In general, these measures include review of individual projects to determine the presence, extent, and sensitivity of biological resources. Mitigation measures include preservation of specific species and habitat areas, buffer zones to minimize adverse effects of urban encroachment into sensitive biological areas, replacement of specific plant species such that no net reduction in the number of plants occurs, among other measures.</p> <p>The restoration program shall be subject to review and approval of several regulatory agencies including but not limited to the US Army Corps of Engineers, California Department of Fish and Game, US Fish and Wildlife Service, California Regional Water Quality Control Board and the Los Angeles County Flood Control District.</p> <p>Anticipated short-term impacts include direct impacts associated with removal of the existing concrete lined channel and indirect impacts that could be associated with increased sedimentation until the native plants become established. These impacts shall be mitigated by permit conditions that would be required by the resource permitting agencies. Such measures may include avoidance of sensitive habitat areas adjacent to the existing channel, construction during the summer period when erosion and sedimentation would be minimal, use of stabilizers to control bank erosion, selection of construction staging areas that would minimize the impact to existing habitat areas, and other measures as determined necessary based on more detailed review of project-specific design.</p> |



**Table XVII-1 Summary of Recommended Mitigation Measures
for the Las Virgenes Gateway Master Plan**

Cultural Resources

Cultural and historical resources mitigation measures identified in the City's General Plan EIR shall be implemented.

These measures require that prior to approving discretionary development proposals subject to General Plan consistency findings, City staff shall review cultural resources' sensitivity and implement a range of assessment and mitigation measures necessary to ensure that potential impacts to cultural resources are minimized.

Geology and Soils

To mitigate the potential impacts associated with geologic hazards in the area, the City has developed Seismic and Geologic Hazards Management Performance Standards. These standards require that site-specific soils reports be submitted with each new development application to determine on-site soil and geologic conditions and to define site-specific measures needed to reduce project impacts to a less than significant level. In addition, the performance standards require that new development meet a factor of safety of 1.5 against shear failure and 1.1 against seismically induced slope failure.

All new development would be subject to the City's Hillside Development Performance Standards that limit the extent and nature of grading activities. Provided that appropriate mitigation measures are implemented as a condition of the planning and construction of new development, this land use change is not expected to result in significant geologic impacts.

Hazards and Hazardous Materials

The General Plan Consistency review program includes Fire Management Performance Standards that would be required for any new development within the area. These performance standards address issues such as emergency response times, circulation system requirements, fire flow water system requirements, specifications for building materials, setbacks and landscaping. In addition, the performance standards require review of new development projects by the County of Los Angeles Consolidated Fire Districts to determine appropriate fire hazard management requirements for each project. These fire hazard management requirements shall be included as conditions of individual project development.

Adherence to fire hazard management performance standards shall be required of all new development.

Proper environmental due diligence should be performed prior to the implementation of any new projects. If subsurface contamination is identified, appropriate remediation measures shall be identified and implemented. In addition, measures to protect worker safety may be required in these areas. All remedial measures shall be performed under the direction of the appropriate governmental oversight agency to ensure compliance with acceptable protocols and cleanup standards.

Hydrology and Water Quality

Buildout of the project area would potentially affect runoff characteristics, thereby resulting in flooding and water quality impacts unless appropriate mitigation measures are implemented prior to new development.

These measures include adherence to the City's General Plan Consistency Review Program Stormwater



**Table XVII-1 Summary of Recommended Mitigation Measures
 for the Las Virgenes Gateway Master Plan**

Management and Flooding Performance Standards and other measures identified in the City's General Plan EIR such as:

- all discretionary development projects shall be required to submit an erosion control plan prior to the issuance of a grading permit;
- all discretionary projects shall be required to implement requirements identified in the Los Angeles County National Pollution Discharge Elimination System (NPDES) permit;
- all new development shall implement Best Management Practices (BMPs) to minimize construction and urban pollutants in storm water runoff;
- all discretionary development projects shall be required to install reclaimed water systems for irrigation, if such reclaimed water is or can be made available within five years of the irrigation system construction; and
- water conservation measures, including drought resistant landscaping, shall be incorporated into final site design and layout.

The City's Stormwater Management and Flooding Performance Standards are intended to avoid any adverse downstream flooding impacts that may be associated with new development. Section 404 and Section 401 approvals will be required from the US Army Corps of Engineers and the California Regional Water Quality Control Board, respectively, prior to implementation of the creek restoration project. These water resource protection programs are intended to mitigate impacts to water quality. Implementation of measures required as conditions of the 404 permit and the 401 water quality certification would adequately mitigate short-term impacts associated with creek restoration. These measures will likely include use of BMPs during construction, avoidance of sensitive habitat areas, and/or limitation of construction activities to low flow, low rainfall periods.

A hydraulic analysis of final project design shall performed and measures to alleviate existing drainage deficiencies within the area. shall be implemented.

Best management practices shall be implemented to intercept oil and gas residues from the right-of-way, parking areas, and related structures should prevent any downstream contamination in the regional storm drain system.

Land Use and Planning

To minimize the construction effects on the public, building owners, tenants, and essential fire and police service providers, construction within the project area shall, to the extent feasible, be governed by a construction management program prepared in consultation with affected parties. The program shall stress advance notice of construction schedules and construction duration, pedestrian signage, and to the degree necessary, relocation of business activity to the rear entrances for businesses in the construction area.

Mineral Resources

None Necessary

Noise

The General Plan EIR establishes mitigation measures that are required to reduce noise impacts to a less than significant level. In addition, the City's General Plan Consistency Review Program has Noise



**Table XVII-1 Summary of Recommended Mitigation Measures
 for the Las Virgenes Gateway Master Plan**

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| <p>Management Performance Standards that apply to all new development projects. These measures include but are not limited to the following:</p> <ul style="list-style-type: none"> • <i>Orient buildings for use in buffering or attenuating noise</i> • <i>Place the highest noise sources sufficiently far from sensitive uses</i> • <i>Provide sound attenuation walls or open space buffers</i> • <i>For commercial, office, and business park uses, place rooftop equipment at an appropriate setback from property lines, or in acoustically treated mechanical rooms or in shielded equipment wells, to meet noise standards and minimize disturbance potential.</i> • <i>Provide sound rated windows, additional insulation in exterior walls and roofing systems, vent or mail slot modifications or relocation, and/or forced air ventilation systems.</i> <p>As part of the new development review process, the effect of construction noise should be evaluated and measures to avoid or lessen potential impacts should be implemented as conditions of development. Mitigation measures shall include limitations on construction hours and the routing of construction traffic away from sensitive uses, as applicable.</p> |
| <p>Population and Housing</p> <p>None Necessary</p> |
| <p>Public Services</p> <p>Mitigation measures contained in the City's General Plan EIR would apply and shall be implemented for the proposed project. These measures require that development projects in the City of Calabasas implement the following:</p> <ul style="list-style-type: none"> • <i>Construct and/or pay for the new on-site capital improvements that are required to support the project</i> • <i>Ensure that all new off-site capital improvements that are required by the project are available prior to issuance of the certificates of occupancy</i> • <i>Phase development so as to ensure that the capital facilities that will be used by the new development are available prior to the issuance of certificates of occupancy</i> • <i>Ensure that, in the event that capital facilities are impacted prior to development, the level of service provided to existing development will not be further impacted by the new development</i> <p>In addition, prior to approval of any new development, the applicant shall review the proposed project with service provider representatives to determine measures needed to minimize project impacts and to determine whether all needed facilities and services to support the project will be provided in a timely manner. Mitigation measures may include the requirement of security features in proposed new structures, provision of adequate emergency access, use of fire retardant building materials and landscaping, implementation of appropriate brush clearance and setbacks, and other measures deemed necessary by emergency response agencies.</p> <p>To mitigate the potential effects of cumulative buildout on school facilities, the City's General Plan requires that discretionary development projects, subject to General Plan consistency findings, shall not result in a quantifiable reduction in the level of educational facilities provided to existing development. Specifically, new development projects in the City shall be required to establish or expand school facilities commensurate with their project impact. In cases where existing school capacity is not sufficient to house the students from a development, implementation of appropriate funding mechanisms will be</p> |

**Table XVII-1 Summary of Recommended Mitigation Measures
for the Las Virgenes Gateway Master Plan**

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| required to the extent permitted by law. |
| Recreation Discretionary projects subject to the General Plan consistency findings would be required to demonstrate that they meet the City's parkland and recreational performance standards. These performance standards also include provisions for review and approval of new commercial development that could occur in the project area. New development on commercially designated property could be required to provide trail of access easements and/or the payment of development impact fees to offset the potential effects of such uses. |
| Transportation/Traffic The following striping modifications are recommended to improve the operation of key intersections in the project area. Figure 11 of the traffic report is a schematic that shows these improvements. <ul style="list-style-type: none">• Las Virgenes Road/Mureau Road. The forecasted cumulative traffic volumes indicate that a second westbound left-turn lane would be required at this intersection. The LVRCDP currently proposes a left-turn lane and a through-right-turn lane. The approach could be restriped to provide a left-turn lane and shared left-through-right lane.• Las Virgenes Road/U.S. Highway 101 NB Ramps. This intersection is forecast to operate in the LOS D range (ICU - 0.90) during the A.M. peak hour. No improvements are proposed for this location at this time.• Las Virgenes Road/U.S. Highway 101 SB Ramps. The following improvements shall be implemented at this intersection:<ul style="list-style-type: none">– The forecast volumes indicate that the intersection would need a second left-turn lane on the U.S. 101 SB off-ramp (eastbound approach). The LVRCDP currently proposes one left-through lane, and one right-turn lane on the off-ramp. The additional left-turn lane could be provided within the existing ramp area by reducing the adjacent on-ramp from two-lanes to one-lane for a distance of approximately 200 feet.– In addition to this improvement, the northbound right-turn lane should be restriped to provide a through-right lane which would "trap" on the U.S. 101 southbound on-ramp which is located just north of the Rondell Street approach. Appropriate advance pavement markings and signing will be required for the trap lane.– The southbound right-turn lane should also be restriped to provide a through-right lane which would then turn into the southbound right-turn lane at the adjacent Agoura Road/Las Virgenes Road intersection, located south of the ramp intersection. Appropriate advance pavement markings and signing will also be required for this lane. Las Virgenes Road/Agoura Road. The forecasted cumulative traffic volumes indicate that the intersection would operate more efficiently if a second through lane were added on the northbound approach. The LVRCDP currently proposes one left-turn lane, one through lane and one right-turn lane on the northbound approach. The additional through lane could be provided by restriping the northbound right-turn lane to provide a through-right lane. |

**Table XVII-1 Summary of Recommended Mitigation Measures
for the Las Virgenes Gateway Master Plan**

Utilities and Service Systems

All mitigation measures contained in the City's General Plan EIR intended to ensure that necessary improvements are in place to serve individual projects shall be implemented prior to the construction of new development. These measures require that prior to the approval of any new development, a project applicant shall review the project with representatives of the individual service provider to determine that all needed services and facilities needed to support the project will be provided in a timely manner. The mitigation measures contained in the General Plan EIR also require that discretionary development projects shall not result in a quantifiable reduction in the level of infrastructure services provided to existing development.

Individual projects will also be required to provide necessary stormwater facilities and to ensure that adequate infrastructure is in place to accommodate individual project demands.

The proposed Las Virgenes Creek Reclamation Plan would modify the existing creek channel in the project area by replacing an existing concrete-lined channel with an alternative design that is intended to accomplish flood control objectives as well as restoring habitat. Implementation of this drainage modification has the potential to adversely affect drainage in the area of Las Virgenes Creek by altering the stormwater carrying capacity of the channel. This restoration project will require review and approval by several regulatory agencies including Los Angeles County Flood Control District. Project-specific measures shall be implemented, as necessary to avoid any potential flooding impacts that could be associated with this component of the proposed Master Plan.

**Table XVII-2 Summary of Recommended Mitigation Measures
 for the Las Virgenes Road Corridor Design Plan**

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| <p>Aesthetics</p> <p>The proposed lighting concept program has been designed to improve the business setting along Las Virgenes Road. The lighting program shall meet all state and local standards regarding street and intersection illumination while also providing an improved aesthetic setting in the City's business core.</p> |
| <p>Agricultural Resources</p> <p>None Necessary</p> |
| <p>Air Quality</p> <p>To reduce nuisance effects and ensure compliance with State standards, implementation of dust suppression measures during construction is recommended.</p> |
| <p>Biological Resources</p> <p>None Necessary</p> |
| <p>Cultural Resources</p> <p>If any cultural resources are encountered during construction, then procedures established by the Advisory Council on Historic Preservation concerning the protection and preservation of historic and cultural properties shall be followed. In this event, a qualified archeologist with local expertise shall be consulted immediately in order to assess the nature, extent, and possible significance of any cultural remains encountered.</p> |
| <p>Geology and Soils</p> <p>It does not appear that special remedial geotechnical measures will be required to implement the grading design. Final design plans shall be approved by the City Engineer prior to implementation.</p> <p>The project will need to comply with all NPDES storm water requirements and mitigation measures will be required during the grading and site development process to assure that sediment transport is minimized. Mitigation measures discussed for Hydrology and Water Quality address these potential impacts.</p> |
| <p>Hazards and Hazardous Materials</p> <p>A construction management program shall be prepared. The management program shall include coordination with service providers and implementation of those measures deemed necessary to minimize potential short-term impacts related to the disruption of emergency services.</p> <p>Excavations that would be associated with undergrounding of utilities and implementation of streetscape improvements could result in the unanticipated discovery of subsurface contamination, particularly on or adjacent to gasoline service station sites along the corridor. Performance of an environmental due diligence evaluation is recommended to identify the possible presence of subsurface contaminants in these</p> |



**Table XVII-2 Summary of Recommended Mitigation Measures
 for the Las Virgenes Road Corridor Design Plan**

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| <p>areas and to determine the appropriate measures needed to mitigate potential impacts. If necessary, remedial activities shall be implemented, prior to construction.</p> |
| <p>Hydrology and Water Quality</p> <p>A hydraulic analysis of final project design shall performed and measures to alleviate existing drainage deficiencies within the area. shall be implemented.</p> <p>Best management practices to intercept oil and gas residues from the right-of-way, parking areas, and related structures shall be implemented to prevent downstream contamination in the regional storm drain system.</p> |
| <p>Land Use and Planning</p> <p>To minimize the construction effects on the public, building owners, tenants, and essential fire and police service providers, construction within the project area shall, to the extent feasible, be governed by a construction management program prepared in consultation with affected parties. The program shall stress advance notice of construction schedules and construction duration, pedestrian signage, and to the degree necessary, relocation of business activity to the rear entrances for businesses in the construction area.</p> |
| <p>Mineral Resources</p> <p>None Necessary</p> |
| <p>Noise</p> <p>To reduce potential nuisance effects on sensitive uses along the corridor, the timing of construction activities in the vicinity of sensitive land uses shall be limited to between the hours of 7 AM and 6 PM, Monday through Saturday.</p> |
| <p>Population and Housing</p> <p>None Necessary</p> |
| <p>Public Services</p> <p>None Necessary</p> |
| <p>Recreation</p> <p>None Necessary</p> |
| <p>Transportation/Traffic</p> <p>The following striping modifications shall be implemented as part of the Las Virgenes Road Corridor Design Plan. Figure 11 of the traffic report provides a schematic showing these recommended configurations.</p> <ul style="list-style-type: none"> • Las Virgenes Road/Mureau Road. Cumulative traffic volumes indicate that a second westbound |

**Table XVII-2 Summary of Recommended Mitigation Measures
for the Las Virgenes Road Corridor Design Plan**

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| <p>left-turn lane would be required at this intersection. The LVRCDP currently proposes a left-turn lane and a through-right-turn lane. The approach could be restriped to provide a left-turn lane and shared left-through-right lane.</p> <ul style="list-style-type: none">• Las Virgenes Road/U.S. Highway 101 NB Ramps. This intersection is forecast to operate in the LOS D range (ICU - 0.90) during the A.M. peak hour. No improvements are proposed for this location at this time.• Las Virgenes Road/U.S. Highway 101 SB Ramps. The following improvements shall be implemented at this intersection:<ul style="list-style-type: none">– The forecast volumes indicate that the intersection would need a second left-turn lane on the U.S. 101 SB off-ramp (eastbound approach). The LVRCDP currently proposes one left-through lane, and one right-turn lane on the off-ramp. The additional left-turn lane could be provided within the existing ramp area by reducing the adjacent on-ramp from two-lanes to one-lane for a distance of approximately 200 feet.– In addition to this improvement, the northbound right-turn lane should be restriped to provide a through-right lane which would "trap" on the U.S. 101 southbound on-ramp which is located just north of the Rondell Street approach. Appropriate advance pavement markings and signing will be required for the trap lane.– The southbound right-turn lane should also be restriped to provide a through-right lane which would then turn into the southbound right-turn lane at the adjacent Agoura Road/Las Virgenes Road intersection, located south of the ramp intersection. Appropriate advance pavement markings and signing will also be required for this lane. <p>Consistent with the City's General Plan EIR, the City shall monitor Citywide traffic flow conditions annually and implement measures deemed necessary to achieve acceptable traffic flows in the City.</p> <p>The Los Virgenes Road Corridor Plan has provisions that discourage the number of driveways on Las Virgenes Road. This, together with design review requirements for new development will ensure safe ingress/egress to existing and proposed new development in the planning area.</p> <p>For new development, implementation of existing requirements identified in the City's General Plan Consistency Review Program and Development Code would mitigate potential impacts associated with emergency access, parking, and site safety.</p> |
| <p>Utilities and Service Systems</p> <p>None Necessary</p> |

