CEQA Conditions of Approval

Mitigation measures are required in cases when potentially significant impacts may result from implementation of a project. The City's General Plan Adoption EIR outlined the role of performance standards as mitigation measures for impacts anticipated from buildout within the City. The following measures have been recommended for implementation of the Mullholland Highway Master Plan as a refinement of previously recommended measures in the General Plan EIR.

Grading, Drainage and Protection of Water Quality

(1) Prior to initiation of construction of improvements relating to drainage modifications or slope stabilization, the City shall prepare grading plans prepared by a registered civil engineer, which shall provide for grading solutions conforming with hillside performance standards in the City General Plan Consistency Review Program. Grading and drainage plans for the project shall include best available technology and management practices for the protection of downstream resources from potential surface water runoff contamination. The grading plan or building permit submittal shall incorporate all recommendations contained in both geologic and/or hydrologic reports prepared for City in support of construction within the Highway or adjacent right-of-way.

(2) Irrigation of manufactured slopes shall be designed to prevent saturation related slope failure. Planting of manufactured slopes, determined by the City Engineer to be subject to slope failure, shall be limited to low water demand plants capable of being sustained with natural precipitation (following establishment).

(3) The City shall prepare improvement plans for proposed drainage facilities within the Highway right-of-way. Plans and Calculations, prepared by a Registered Civil Engineer, shall be submitted for City Engineer review and approval prior to the initiation of construction. Hydrology and hydraulic calculations shall also be reviewed and approved by the City Engineer prior to the issuance of any capital improvement project within the Highway Master Plan boundary.

(4) As deemed necessary, improvement plans shall address erosion control and on-site drainage effects on downstream conditions. The City shall be responsible for any off-site improvements necessary to accommodate new on-site drainage flows.

(5) The project shall comply with all applicable City and NPDES standards for storm and surface water runoff. Final grading, drainage, and stormwater management planning for the project shall comply, to the extent feasible, with policies and performance standards contained in the City's General Plan.

(6) If required, the City shall prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with NPDES requirements and an agreement to maintain any new project related stormwater filtration systems installed as part of the Master Plan implementation. The SWPPP shall include Best Management Practices that address retaining silt, runoff pollutants and debris from construction trucks exporting grading materials and the confinement of such material to the construction area.

(7) Any spills or leaks that occur associated with any on-site construction activity with the potential to affect water quality shall be cleaned up immediately.

(8) Exposed waste disposal containers, including drums, dumpsters, and other containers shall be covered with impermeable plastic or other materials and disposed of in accord with governing regulations. All oils, solvents, cleaners, and other materials stored outside during the construction period shall be covered or enclosed to prevent contact with stormwater.

(9) All storm drains near the site shall be inspected and any debris shall be removed prior to initiating grading activities. Prior to any work being performed, the City shall obtain encroachment permits from pertinent surrounding jurisdictions.

Residual Effects: not significant.

Light and Glare

(1) Prior to implementation of work within specific zones of the Master Plan where lighting is to be replaced, the City shall prepare a final lighting and photometric plan which minimizes the degree and type of illumination of adjacent residential and commercial buildings and parking lots; accent lighting along pathways and at entry monuments shall be provided within the project boundary.

Residual Effects: not significant.

Noise

(1) Construction activities shall be limited to the following hours: 7:00 a.m. and 5:00 p.m. Monday through Friday.

(2) The Construction Project Manager and City Building Inspector shall ensure that construction equipment is fitted with modern sound-reduction equipment.

(3) To minimize noise effects, all stationary construction noise sources shall be sheltered or enclosed to minimize adverse effects on nearby offices, residences and neighborhoods. Generators and pneumatic compressors shall be noise protected in a manner that will minimize noise inconvenience on adjacent residences.

Residual Effects: not significant.

Traffic Circulation

(1) The City shall prepare improvement plans prepared by a registered civil engineer prior to implementing construction of improvements set forth inn the Master Plan. As necessary, the City shall enter into an agreement with adjacent relevant jurisdictions (City or County) to complete required improvements. Any right-of-way required to complete the improvements will be acquired by (1) donation, (2) eminent domain, or by (3) direct, negotiated purchase. To the degree feasible, in areas where additional right-of-way can be acquired to minimize retaining wall height, such right-of-way shall be obtained.

If the expenses associated with acquisition are prohibitive, then other design solutions may be implemented that require less right-of-way.

The design standards applicable to this project shall be the standards set forth in the Mullholland Highway Master Plan. In cases where Standard Plans for Public Works Construction, Standard Specifications for Public Works Construction (SSPWC), Caltrans plans and specifications, L.A. County Standard Plans and Specifications and other standards as specified by the City Engineer conflict with the design objectives of the Master Plan, a final decision on the application of design standards shall be made by the Planning Commission and City Council.

(2) Prior to initiation of construction in any portion of the Master Plan traffic improvement program that impacts or has the potential to impact the City or the County, the City shall prepare and submit a copy of improvement and striping plans for review and comment to surrounding jurisdictions. However, ultimate authority for the design of improvements construction shall rest with the City of Calabasas only.

(3) The City Traffic and Transportation Manager shall be responsible for monitoring the evolution of land uses and traffic circulation within the Master Plan boundary. When or if changes are required in proposed striping, lane configurations, or other aspects of the Plan, the Manager shall notify the City Manager in writing and the City shall initiate an amendment to the adopted Master Plan.

Residual Effects: not significant.

Aesthetics and Visual Resources

(1) A final lighting, street amenities, and photometric plan shall be prepared and submitted for Planning Director review and approval prior to the initiation of construction within any Zone of the Master Plan boundary. Coordination of striping plan and roadway improvement plans between the City Engineer, Planning Director, and Traffic and Transportation Manager shall be required prior to the initiation of construction. All construction plans shall be reviewed by the City's Development and Environmental Review Committee prior to initiating construction to ensure that all aspects of the design plan for the Highway are respected and implemented.

Residual Effects: not significant.

Geologic Hazards

(1) If determined necessary by the City Engineer, a geological and, to the degree necessary, geotechnical analysis of the proposed retaining walls shall be completed and submitted to the City for review and approval prior to construction. Revisions to the landscaping plan and additional geologic hazards related mitigation conditions may be required depending on the final grading plan for areas with retaining walls..

Residual Effects: not significant.

Air Quality

<u>During Preliminary Site Clearing and Grading</u>

(1) All material excavated or graded should be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day.

(2) All clearing, grading, earth moving, or excavation activities should cease during period of high winds (i.e., greater than 20 mph averaged over one hour) to prevent excessive amounts of dust. Construction grading shall be discontinued

on days forecasted for first stage ozone alerts (concentration of 0.20 ppm) as indicated at the County APCD air quality monitoring station closest to the City of Calabasas. Grading and excavation operations shall not resume until the first stage smog alert expires.

(3) All material transported off-site should be either sufficiently watered or securely covered to prevent excessive amounts of dust.

(4) Face masks should be used by all employees involved in grading or excavation operations during dry periods to reduce inhalation of dust which may contain the fungus which causes San Joaquin Valley Fever.

(5) The area disturbed by clearing, grading, earth moving, or excavation operations should be minimized to prevent excessive dust generation.

Measures that Apply to Other Construction Activities

(6) All inactive portions of the construction site should be seeded and watered until vegetative cover is restored. All active portion of the construction site should be watered sufficiently to suppress excess dust generation.

(7) On-site vehicle speed should be limited to 15 mph. All areas experiencing vehicle traffic (e.g. parking areas, dirt roads linking different construction areas, etc.) should be watered periodically.

(8) If used to suppress dust, petroleum-based dust palliatives shall meet the road oil requirements of applicable County APCD rules.

(9) Streets adjacent to the project site should be swept as needed to remove silt which may have accumulated from construction activities to prevent excessive dust generation.

Measures Designed to Control Ozone Precursor Construction Emissions

(10) Equipment engines should be maintained in good condition and in proper tune as set forth in manufacturers specifications.

(11) Construction activities should utilize new technologies to control ozone precursor emissions as they become available and feasible.

Residual Effects: not significant.