

**ADDENDUM TO THE
CITY OF CALABASAS GENERAL PLAN
FINAL ENVIRONMENTAL IMPACT REPORT**

(Certified August 1995)

City of Calabasas Mulholland Highway Master Plan

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INTRODUCTION

Decision to Prepare an Addendum to the City General Plan EIR for the Mullholland Highway Master Plan

This Addendum has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970 as amended and the CEQA Guidelines. CEQA Guidelines define an Addendum as the proper method for analyzing minor potential environmental consequences of a project for which a previous EIR has been prepared. Based on CEQA Guidelines and case law, an Addendum is appropriate when the following criteria are met:

- (1) *only minor technical changes are needed to make the analysis in the prior EIR sufficient;*
- (2) *the changes to the Project Description are non-significant and contain elaborations upon or clarifications to components of a project that were described in a conceptual or schematic manner in the original EIR;*
- (3) *no significant environmental impacts are anticipated that were not contemplated in the prior document; and*
- (4) *no additional substantial mitigation planning is necessary for project implementation; clarification and refinement of mitigation planning is acceptable.*

In the case of the Mullholland Highway Master Plan, while the City's original intent had been to prepare a Mitigated Negative Declaration for this proposal, after reviewing the relatively minor environmental effects of the project, the City's Environmental Coordinator concluded that an Addendum to the Certified Final EIR on the City's recently adopted General Plan would be a reasonably appropriate course of action in this case. There are six reasons why this type of CEQA processing has been recommended:

- (1) *An independent consultant (RRM Design Group) (Master Plan 1997:13-21) completed an evaluation of the consistency of the proposed project with the City's General Plan and Consistency Review Program and concluded that the environmental and design related effects of the Master Plan would be either insignificant, aesthetically enhancing or environmentally beneficial. The City's Environmental Coordinator concurs with these findings;*
- (2) *Subsequent to completion of the initial review of the Mullholland Master Plan (completed in September of 1996), the consulting engineers and design firm preparing the plan agreed to provide considerable additional*

detail about the nature of bank reinforcement and grading modifications necessary to implement the proposed Master Plan improvements within certain reaches of the Plan. These modifications are described in detail in the present version of the Plan (Master Plan 1997: 29-36).

- (3) *Potential impacts that could be generated by the installation of bank protection and slope reinforcement structures (Master Plan 1997: 29-36) and the impacts of infrastructure modifications (Master Plan 1997: 37-40) are described and disclosed in the Plan itself and need not be separately described in another environmental document. Reasonable mitigation measures based on the content of Performance Standards in the General Plan (which were conceived to ensure that the construction of improvements can be performed in a non environmentally destructive manner) have been imposed on the project (refer to the mitigation measures included in the Addendum).*
- (4) *The major physical changes to the Mullholland Highway that will result from adoption of the plan have been described in the Master Plan itself. A detailed set of design drawings and cost projections for construction within the four improvement zones in the plan are described and illustrated in detail (Master Plan 1997: 42 to 82 and detailed plan sheets in Section IV of the document. None of the proposed streetscape changes, amenities, and design features will have adverse consequences on community aesthetics.*
- (5) *Consultations have been held with all of the relevant agencies that have an interest in the project; trustee and responsible agencies have been consulted and the improvement plans have been coordinated with the County of Los Angeles Department of Public Works.*
- (6) *The City has conducted a complete analysis of the traffic and transit consequences of the Mullholland improvement plan (Master Plan 1997: pages 52-82) and the impacts of the proposed improvements on cumulative conditions projected for the region have been thoroughly analyzed in the General Plan Adoption EIR.*
- (7) *The City has recommended Conditions of Approval to ensure that the construction of the proposed improvements will be completed in a manner that is consistent with applicable Performance Standards.*

This document is designed to cover future CEQA review of all final conditions necessary for implementation of the project including:

- (1) recordation of any revised or adjusted public rights-of-way to implement bank stabilization or reinforcement;
- (2) compliance with conditions that must be satisfied prior to initiation of

construction;

- (3) compliance with design and development standards contained in the Master Plan for all four distinct zones constrained within the proposed streetscape improvement plan boundary; and
- (4) construction required to complete all traffic improvement redesign and street modifications.

Use of this Document by the City of Calabasas

This is a draft environmental document which will be used to complete the planning analysis of the project to be used in the proceedings concerning the project. The information presented needs to be accurate, complete, and timely. This Addendum has been offered to the public as a preliminary statement about the environmental consequences of the project. The preparation and release of the Addendum for public review and discussion is not governed by a specific review period. More than 30 days notice of intent to use an Addendum to adopt the Mullholland Highway Master Plan has been made available to the public. Written comments on the Addendum document are being solicited by the City during a review period for the Plan which will extend until Plan adoption by the City Council.

As permitted under CEQA guidelines, this Addendum may be overturned and a Mitigated Negative Declaration or an EIR could be required by the decision-makers if either of the following conditions are met:

- (1) for any impact determined to be potentially significant for which mitigation measures have been developed, if the public or other agencies provide substantial, well documented, and factually based information that the mitigation measures recommended by the City are either financially or technically infeasible, and if no other measures can be identified to offset the subject impact, then the decision to prepare the Addendum should be overturned

or

- (2) if the public or other agencies provide substantial and credible information supporting an assertion of controversy over the City's determination that an impact can be mitigated to insignificance, or that

the project's impacts will not be adverse, or if there is substantial disagreement that documentation in the Certified Final General Plan Adoption EIR is factually incorrect, then an alternative type of environmental document should be prepared.

Project Processing Time frames

The proposed project is a City Capital Improvement Plan and therefore is not subject to Permit Streamlining Act requirements.