

Appendix A

Initial Study/NOP and NOP Comment Letters



City of Calabasas

West Village at Calabasas Project

Initial Study

**August 2017
Revised December 2018**



**West Village at Calabasas Project
Calabasas, California**

Initial Study

Prepared by:

City of Calabasas
100 Civic Center Way
Calabasas, California 91302

Prepared with the assistance of:

Rincon Consultants, Inc.
180 N. Ashwood Avenue
Ventura, California 93003

August 2017
Revised December 2018

TABLE OF CONTENTS

	Page
Initial Study.....	1
1. Project Title	1
2. Lead Agency Name and Address.....	1
3. Contact Person and Phone Number	1
4. Project Location	1
5. Project Sponsor’s Name and Address	1
6. Description of Project	1
7. Surrounding Land Uses and Setting:	6
8. Existing Project Site Land Uses and Setting:	6
9. Necessary Public Agency Approvals	6
Environmental Factors Affected	7
Determination.....	8
Environmental Checklist.....	9
I. Aesthetics.....	9
II. Agriculture and Forest Resources	10
III. Air Quality.....	11
IV. Biological Resources.....	12
V. Cultural Resources	14
VI. Geology and Soils	15
VII. Greenhouse Gas Emissions	16
VIII. Hazards and Hazardous Materials	17
IX. Hydrology and Water Quality.....	19
X. Land Use and Planning	21
XI. Mineral Resources	22
XII. Noise.....	22
XIII. Population and Housing	23
XIV. Public Services	24
XV. Recreation	26
XVI. Transportation / Traffic	27
XVII. Tribal Cultural Resources.....	29
XVIII. Utilities and Service Systems	29
XIV. Mandatory Findings of Significance.....	34
References	36



Tables

Table 1 Proposed Land Uses 4
Table 2 Projected Wastewater Generation 32
Table 3 Project Water Demand 33
Table 4 Project Solid Waste Generation..... 34

Figures

Figure 1 Regional Location..... 2
Figure 2 Land Use Vicinity Map 3
Figure 3 Site Plan..... 5



INITIAL STUDY

1. **Project Title:** West Village at Calabasas Project
2. **Lead Agency Name and Address:** City of Calabasas
100 Civic Center Way
Calabasas, CA 91302
3. **Contact Person and Phone Number:** Glenn Michitsch, Senior Planner
Krystin Rice, Planner
(818) 224-1600
4. **Project Location:** The project site is located at 4790 Las Virgenes Road (Assessor's Parcel Numbers 2069-078-009 and 2069-078-011) in the City of Calabasas, County of Los Angeles. Figure 1 shows the location of the project site within the greater Los Angeles region and within the City of Calabasas. Figure 2 shows an aerial view of the project site and surroundings.
5. **Project Sponsor's Name and Address:** The New Home Company (TNHC)
Canyon Oaks, LLC
85 Enterprise, Suite 450
Aliso Viejo, CA 92656

6. Description of Project:

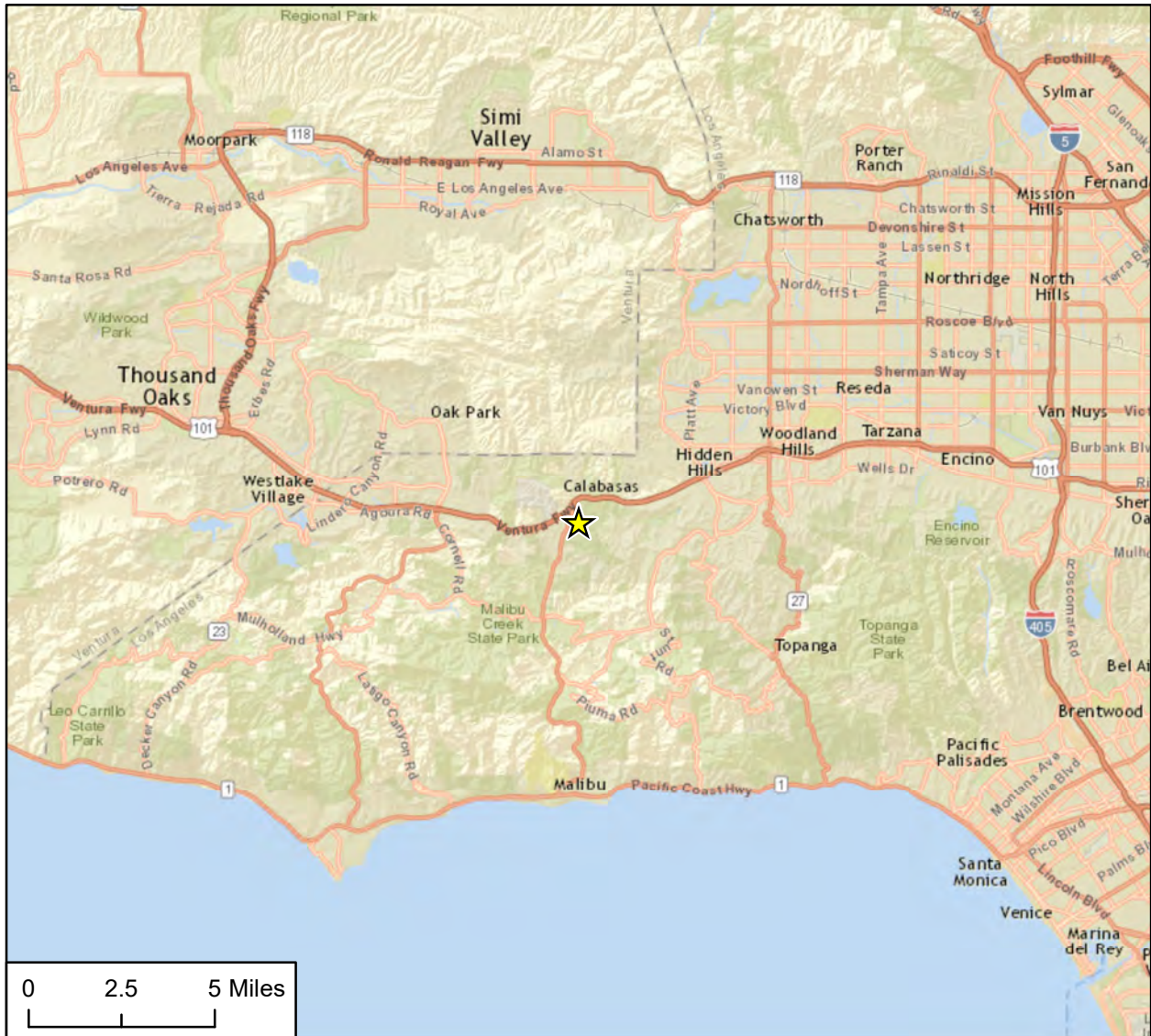
The proposed project involves the development of residential, commercial, and public open space/trail uses on an undeveloped site that is approximately 77.22 acres. Table 1 summarizes the proposed features onsite.

The residential component would include a non-gated community of 15 three-story multi-family housing buildings on 9.5 acres. Each building would provide 12 dwelling units for a total of 180 units, nine of which would be designated affordable housing units for very low income individuals/households. Dwelling units include one-, two-, and three-bedroom units arranged in seven different floor plans ranging from 645 to 1,464 square feet (sf) per unit. Residential space would total 182,550 sf.

The commercial component would consist of a 5,867-sf retail center on the northwestern side of the project site. The commercial component would accommodate approximately 3,367 sf of restaurant uses (2,193-sf restaurant and 1,174-sf coffee shop) and approximately 2,500 sf of general commercial (two retail boutiques). Landscaping, signage, stone walkways, and a plaza water fountain would mark the entrance to the commercial center. Additionally, the commercial component would be designed to achieve a LEED silver rating or better, consistent with the City of Calabasas' green building ordinance.



West Village Project
Initial Study



Imagery provided by ESRI and its licensors © 2017.

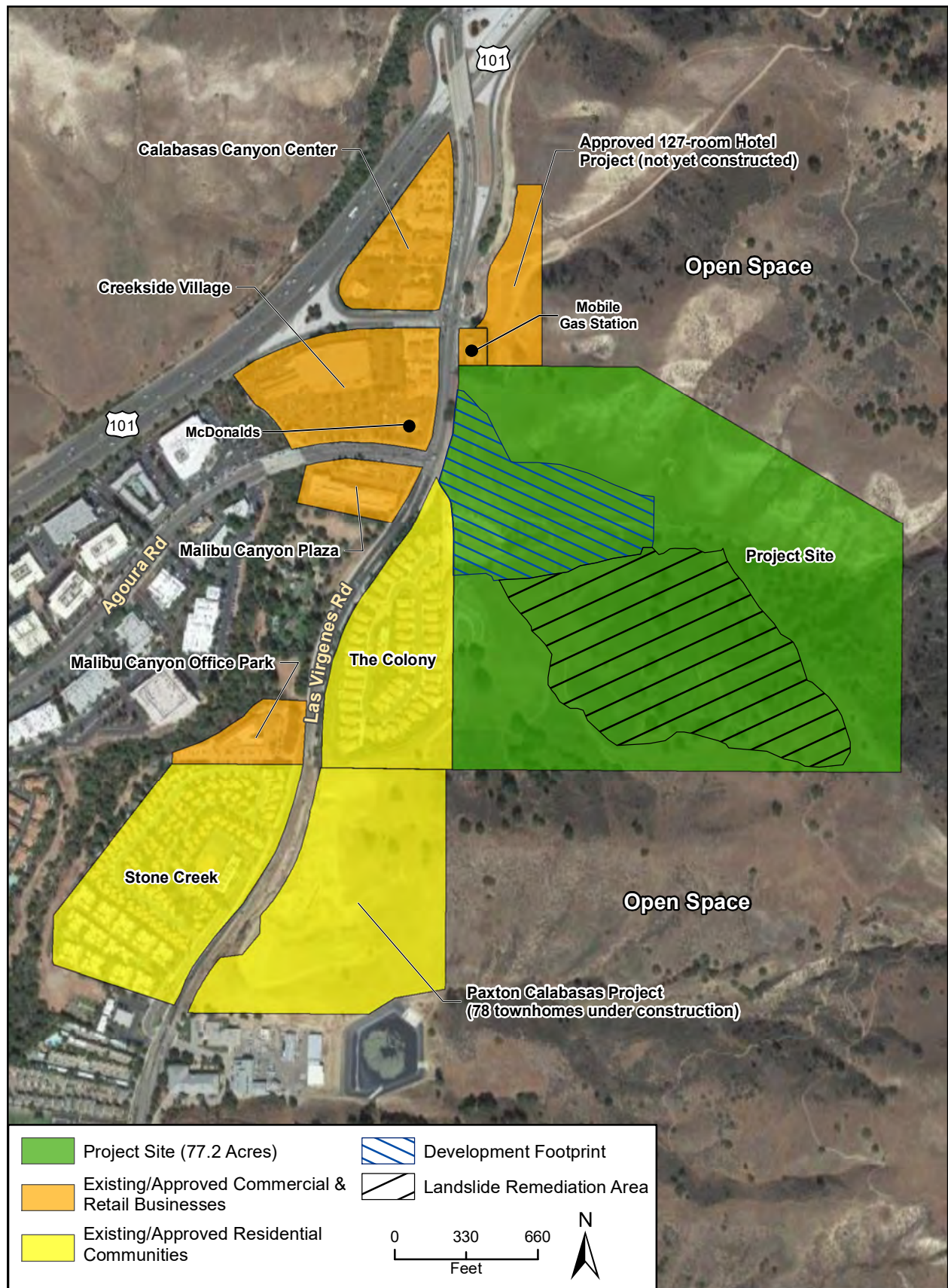
★ Project Location



Regional Location

Figure 1





Land Use Vicinity Map

Figure 2
City of Calabasas

**Table 1
Proposed Land Uses**

Land Use	Acreage	Details
<i>Residential</i>		
15 three-story multi-family buildings	9.50	60 one-bedroom, 90 two-bedroom, and 30 three-bedroom units
<i>Commercial</i>		
Restaurant/Retail	1.19	Coffee shop, restaurant, and two retail boutiques
<i>Community Green Space</i>	0.36	Includes seating areas, outdoor barbeque and dining area, bicycle parking, a children’s play structure, and an open lawn
<i>Trails, Open Space and Flood Control Basin</i>	66.09	Includes new public trail through the site connecting to existing New Millennium trail
<i>Street Dedication</i>	0.08	
Total	77.22	

Approximately 86 percent of the site (approximately 66.1 acres) would be preserved as designated open space. The project would also provide a community green space with seating areas, an outdoor barbeque and dining area, bicycle parking, a children’s play structure, and an open lawn. Additionally, the project would establish a public trail connection to the former “Gun Club Road,” which is located on open space property to the east, providing access to the existing New Millennium trail.

Non-remedial site grading would involve approximately 218,770 cubic yards (cy) of cut and approximately 240,785 cy of fill, with a net of approximately 22,015 cy. In addition, the project would involve remedial grading to reshape and slope the land to stabilize an ancient landslide hazard area on the southern portion of the site. This remedial grading would involve an estimated 2,403,418 cy of cut, and an estimated 2,406,971 cy of fill, with all soil being processed and balanced onsite.

The project would provide a total of 395 parking spaces onsite, including 180 residential garage spaces (15 of which would be Americans with Disabilities Act (ADA) accessible), 174 residential off-street parking spaces (six of which would be ADA accessible), and 41 on-street spaces for the retail center (two of which would be ADA accessible). Thirty additional tandem parking spaces would be provided in the residential garages; however, these spaces are not included in the vehicular parking space total since the municipal code does not recognize this type of parking as required spaces. To enable access to and from the project site, a new private street (Street “A”) would be constructed to extend Agoura Road east from its current terminus at Las Virgenes Road. Figure 3 shows the layout of proposed structures on the project site.

The project applicant is requesting approval of a Site Plan Review, Development Plan, Scenic Corridor Permit, Vesting Tentative Tract Map, Conditional Use Permit and an Oak Tree Permit.





7. Surrounding Land Uses and Setting:

The project site is located immediately east of the intersection of Las Virgenes Road and Agoura Road. Land uses surrounding the project site consist mainly of open space to the south and east; open space, a gas station and the 101 South Freeway on-ramp to the north; and mixed commercial and residential development to the west. Figure 2 shows an aerial view of the project site and surroundings.

8. Existing Project Site Land Uses and Setting:

The project site is currently undeveloped, featuring rolling hills with elevations ranging from 750 to 1,100 feet above mean sea level. Native grassland, coastal sage scrub, and oak trees dominate the landscape. Numerous unmaintained outbuildings remain from the site's history as a homestead and agricultural operation from the late 1800s to 1920s. Several state and federal waterways and wetlands are also present on the site, including an ephemeral drainage under U.S. Army Corps of Engineers jurisdiction.

The current General Plan land use designations for the project site are Planned Development (PD), Residential Multiple-Family 20-acres (R-MF-20), and Open Space Resource Protection (OSRP). The zoning designations are Planned Development (PD), Residential Multi-Family (RM-20), and Open Space Development Restricted (OS-DR).

9. Necessary Public Agency Approvals

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

Other public agencies whose approval maybe required include:

- *U.S. Army Corps of Engineers (USACE) – Section 404 discharge permit*
- *Regional Water Quality Control Board (RWQCB) – Section 401 water quality certification*
- *California Department of Fish and Wildlife (CDFW) – Streambed Alteration Agreement*
- *LA County Fire Department*



ENVIRONMENTAL FACTORS AFFECTED

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

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input checked="" type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Tribal Cultural Resources | <input checked="" type="checkbox"/> Utilities/Service Systems |
| <input checked="" type="checkbox"/> Mandatory Findings of Significance | | |



DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

8/31/17

Date

Glenn Michitsch
Printed Name

Senior Planner
Title



ENVIRONMENTAL CHECKLIST

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

a, c-d. As shown on the City's Land Use Map and Zoning Map, the project site is located within a locally designated Ventura Freeway Scenic Corridor and the Las Virgenes Scenic Corridor. The proposed project would alter the visual character of portions of the site by replacing open hillside terrain with residential and commercial development, grading to remediate an existing landslide, and removing oak trees, including heritage trees. This would have the potential to result in adverse impacts to scenic vistas, scenic resources, visual character, and light/glare conditions. Impacts to aesthetic resources would be **potentially significant** and will be addressed in an EIR.

b. The project site is located approximately 700 feet southeast of U.S. Highway 101, which is not officially designated as a state scenic highway; however, it is identified as eligible for designation as a state scenic highway (Caltrans 2011). U.S. Highway 101 is also a locally designated scenic highway in the 2030 General Plan. The site is also highly visible from Las Virgenes Road, which the 2030 General Plan identifies as a Scenic Corridor. Due to the visibility of the project site from these view corridors, impacts to views would be **potentially significant** and will be addressed in an EIR.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	---	---	---	----------------------

II. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e. Neither the project site nor surrounding areas contain any agricultural resources, farmland, forest land, or timberland. Consequently, the proposed project would have no effect on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Division of Land Resource Protection 2016). In addition, there are no lands zoned for agricultural or forest land within the city, nor are any lands under a Williamson Act contract. The proposed project includes about 66.1 acres of dedicated open space within an approximately 77.2-acre project site, which is consistent with the 2030 General Plan. **No impact** would occur with respect to this issue and further analysis in an EIR is not warranted.

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

a-d. The project site is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The South Coast Air Basin is in nonattainment for the federal standards for ozone, lead, and particulate matter (PM_{2.5}), as well as state standards for ozone and particulate matter (PM_{2.5}, PM₁₀) (California Air Resources



Board 2016). During project construction, dust could be generated and contribute to particulate matter that may degrade local air quality. Traffic and energy consumption associated with project operation would also generate air pollutant emissions. Such emissions could potentially exceed SCAQMD’s significance thresholds. In addition, sensitive receptors (residences) located adjacent to the project site have the potential to be adversely impacted by air pollutant emissions associated with project construction and operation. These air quality impacts would be **potentially significant** and will be assessed in an EIR.

e. According to the SCAQMD *CEQA Air Quality Handbook*, land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (1993). The project would include a mixed-use development that consists of residential, commercial, and recreational/park uses, which are not listed by the SCAQMD as a land use that produces objectionable odors. Other odors, including the smells of oil or diesel fuels, would be limited to project construction. All off-road construction equipment would be covered by the California Air Resources Board (ARB) anti-idling rule (SS2449(d)(2)), which limits idling to five minutes. Project construction would be temporary and would not be a long-term odor generator. Therefore, odor impacts would be **less than significant** and further analysis of this issue is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

IV. BIOLOGICAL RESOURCES

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES				
Would the project:				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, b, d, e. Rincon Consultants, Inc. prepared botanical surveys for the project site in 2010 and updated these surveys in 2013, 2015, and 2017. Carlberg Associates prepared an Oak Tree Report for the project site in accordance with the City of Calabasas’ Oak Tree Preservation and Protection Guidelines in June 2017. During the 2017 survey, two special status plants were found (Catalina mariposa lily and Southern California black walnut tree). Both species receive a California Rare Plant Rank of 4.2 from the California Native Plant Society – meaning they are of limited distribution and fairly threatened in California (California Native Plant Society (CNPS), 2017). Plants with a Rare Plant Rank of 4 fall into a watch list category, with a few qualifying for state listing but many holding local significance. In addition, one sensitive habitat (Southern Coast Live Oak Riparian Forest) was observed. Southern Coast Live Oak Riparian Forest is listed on California Department of Fish and Wildlife’s (CDFW) *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland 1986) and the CDFW (2003) considers this community rare and worthy of consideration as it is listed by the California Natural Diversity Database. According to the Oak Tree Report (2017), 192 oak trees are located onsite, 184 of which are Coast Live Oaks. The project applicant is requesting an Oak Tree Permit to remove 45 oak trees. These biological resources located within and adjacent to the project site boundaries could be adversely affected by project construction and operation. Impacts to these biological resources would be **potentially significant** and will be studied in an EIR.

c. Rincon Consultants, Inc. prepared a wetland delineation for the project site in 2010 and confirmed the delineation findings with a supplemental site visit in 2012 and a site visit with agency representatives (CDFW, U.S. Army Corps of Engineers [USACE], and Regional Water Quality Control Board [RWQCB]) in 2015. According to the delineation report, the project site contains an unnamed ephemeral drainage channel near the center of the project site within APN 2069-078-011 that is within USACE, CDFW, and RWQCB jurisdiction. In addition, there



are two small wetlands within a tributary to this drainage that are within USACE and RWQCB jurisdiction, as well as two additional isolated wetlands that are considered RWQCB jurisdictional Waters of the State (Rincon Consultants 2015). The project’s impacts to wetlands would be **potentially significant** and will be assessed in an EIR.

f. No adopted habitat conservation plans or natural community conservation plans apply in Calabasas (City of Calabasas 2008). **No impact** would occur and further analysis of this issue is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-d. In accordance with the City of Calabasas Historic Preservation ordinance, a Phase I Cultural Resources Investigation, which included assessment of archaeological resources, was prepared for the project site by McKenna et al. in November 2013 and a Cultural Resources Review was prepared for the project site by Historical Environmental Archaeological Research Team (HEART) in April 2011. Both studies report no evidence of prehistoric or historic cultural resources, including archaeological, paleontological or other cultural resources. Further, the report prepared by HEART (2011) concludes that development of the proposed project would have no effect on significant cultural resources. Although the McKenna et al. report identifies the project as site sensitive for the presence of prehistoric and paleontological resources, standard monitoring during construction in conformance with current discipline standards and compliance with Sections 17.20.040 and 17.36.070 of the Calabasas Municipal Code, which stipulate treatment methods if unanticipated archaeological, paleontological or other cultural resources are discovered during construction activities, would render impacts less than significant. In the event unanticipated archaeological, paleontological or other cultural resources are discovered during construction, Section 17.20.040 requires construction activities to cease and the City to be notified so that the extent and location of discovered archaeological resources may be recorded by a qualified archaeologist and disposition of artifacts may occur in compliance with state and federal law and the City's Historic Preservation Ordinance. Impacts



to cultural resources would be **less than significant** and further analysis in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d. No faults traverse the project site and no active faults have been mapped within the City of Calabasas; however, the City lies within a seismically active region that is prone to occasional earthquakes. According to the Southern California Earthquake Data Center Map (SCEDC), there are nine active faults and four potentially active faults within 25 miles of Calabasas. Like much of California, the project site is subject to groundshaking from seismic activity emanating from a number of faults in the region. In addition, portions of the project site are potentially susceptible



to liquefaction and earthquake-induced landslides (City of Calabasas 2015). Geotechnical analysis of the project site (RJR Engineering 2011 and 2014) indicates that on-site slopes include an ancient landslide and could be subject to seismically induced landslides having the potential to affect persons and property on the subject site, as well as on the adjoining properties and public rights-of-way; therefore, the proposed project includes remedial grading to address existing landslide hazards.

The California Building Code (CBC) and the Calabasas Municipal Code control building design and construction. Calabasas, along with all of Southern California and the Central Coast, is within Seismic Zone 4, the area of greatest risk and subject to the strictest building standards. New development would conform to the CBC (as amended at the time of permit approval) as required by law, and preparation of a final City-approved geotechnical study and remediation plan would be required prior to project approval.

Geologic issues would be **potentially significant unless mitigation incorporated** and will be addressed in an EIR.

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	---	---	---	----------------------

VII. GREENHOUSE GAS EMISSIONS

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-b. Project construction and operation would generate emissions of greenhouse gases (GHGs) and, therefore, would incrementally contribute to global climate change. As such, project implementation could conflict with the requirements of Assembly Bill 32, Senate Bill 32, Senate Bill 375, and related plans, policies, and regulations pertaining to reducing GHG emissions. The project’s potential contribution to cumulative impacts related to GHG emissions and climate change would be **potentially significant** and will be studied in an EIR.



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

a, b. The proposed residential, commercial, and open space uses would not involve the routine transport, use, or disposal of hazardous substances, other than minor amounts used for



maintenance and landscaping. The project would not have the potential to release hazardous materials into the environment. Impacts would be **less than significant** and further analysis of these issues in an EIR is not warranted.

c. MUSE School is located approximately 1,000 feet from the project site. However, the proposed mixed-use project would not emit hazardous materials or involve the handling of large quantities of hazardous materials or substances. Therefore, **no impact** would occur and further analysis of this issue is not warranted.

d. The project site does not appear on any hazardous material site list compiled pursuant to Government Code Section 65962.5. The following databases were checked (June 2017) for known hazardous materials contamination at the project site:

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

The project site does not appear on any of the above lists. Furthermore, a Phase I Environmental Site Assessment prepared in November 2013 by Leighton and Associates, Inc., found no recognized environmental conditions associated with the project site. Although the Phase I report identified a moderate potential for elevated levels of naturally occurring radon on-site, compliance with California Health & Safety Code § 105430 would require radon testing and mitigation plans for new construction prior to the issuance of building permits (U.S. EPA 2017). The project would be required to incorporate construction measures into building design to reduce radon levels. Thus, **no impact** related to hazardous material sites would occur and further analysis of this issue is not warranted.

e, f. There are no public or private airports on or adjacent to the project site. The nearest airport is Van Nuys Airport, located approximately 12 miles northeast of the project site. **No impact** would occur and further analysis of these issues is not warranted.

g. The project would conform to the site planning and project design standards contained in Article III of the Development Code, which would ensure that emergency response access is maintained. **No impact** would occur and further analysis of this issue is not warranted.

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



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



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
Would the project:				
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, c-f. The proposed project would alter the existing topography of the site and add impervious surfaces. This would alter drainage patterns and the rate and amount of surface runoff. The introduction of urban/suburban uses also has the potential to cause downstream surface water quality impacts due to the introduction of impervious surfaces and pollutant-generating activities. Impacts related to these issues would be **potentially significant unless mitigation is incorporated**; therefore, these issues will be studied further in an EIR.

b. The Las Virgenes Municipal Water District would provide water to the project site and relies on imported water for its supplies. Therefore, the proposed project would not affect groundwater supplies or recharge. **No impact** would occur with respect to groundwater and further analysis of this issue is not warranted.

g-i. The project site is located outside the 100-year flood hazard zone and the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding (FEMA Map No. 06037C1264G). In addition, according to the 2030 General Plan FEIR (2008), the City of Calabasas is not in the dam inundation area for any major stream or river in the region. Therefore, **no impact** with respect to flooding would occur and further analysis of this issue is not warranted.

j. The project site is not subject to risks relating to seiche, tsunami, or mudflows (City of Calabasas 2008). **No impact** would occur with respect to this issue and further analysis is not warranted.



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

a. Development of the proposed project would not involve a road or other facility that would physically divide an established community. The project involves residential and commercial development that is generally consistent with the 2030 General Plan land use designations for the site. **No impact** would occur and further analysis of this issue is not warranted.

b. The proposed project would involve development of the site in general accordance with the uses prescribed in the 2030 General Plan. The project includes development on approximately 11.1 acres, which is less than the 16 acre development limit specified for the project site in the General Plan. The project may disturb sensitive biological resources and could potentially create adverse impacts with respect to such issues as aesthetics, air quality, biological resources, geology, and greenhouse gas emissions. Therefore, consistency of the project with environmental policies contained in applicable local and regional plans, including the 2030 General Plan, the Calabasas Municipal Code, and the Southern California Association of Government's (SCAG's) Regional Comprehensive Plan and Regional Transportation Plan-Sustainable Communities Strategy will be discussed in an EIR. Impacts would be **potentially significant**.

c. The proposed project would not conflict with any habitat conservation plan or natural community conservation plan as the project site is not subject to such plans. **No impact** would occur and further analysis of this issue is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

XI. MINERAL RESOURCES

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

XII. NOISE

Would the project result in:

- | | | | | |
|---|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels above levels existing without the project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

XII. NOISE

Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a-d. The project site is adjacent to Las Virgenes Road and approximately 700 feet southeast of U.S. Highway 101; therefore, it would be subject to noise from traffic on these roadways. Further, project construction would temporarily increase noise levels at adjacent residences, while project operation would increase traffic along Las Virgenes Road and Agoura Road, which may adversely affect existing uses along these corridors. Impacts related to these issues would be **potentially significant** and will be addressed in an EIR.

e, f. The airport nearest to the project site is Van Nuys Airport, located approximately 12 miles northeast of the site. The project would not be subject to excessive noise levels associated with airport operations. **No impact** would occur with respect to these issues and further analysis is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

XIII. POPULATION AND HOUSING

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

XIII. POPULATION AND HOUSING

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

a. Section 4.10 of the 2030 General Plan Final EIR determined that impacts related to population growth would be less than significant because Calabasas is almost entirely built out and the General Plan includes policies and objectives aimed at limiting further growth (2008). The proposed project would involve development of the project site in general accordance with the uses and at the intensities/densities prescribed in the 2030 General Plan. Specifically, the proposed project would add 180 new dwelling units, identical to what is anticipated for the project site under the 2030 General Plan. According to the California Department of Finance (2017), the average household density in Calabasas is 2.75 residents per unit. Based on this average, the 180 residences proposed would add an estimated 495 residents for a total City population of 24,697 residents. The proposed project complies with the density and multi-family unit restrictions outlined for the site in the 2030 General Plan. Therefore, development of the proposed project would not add population beyond that anticipated in the 2030 General Plan. Impacts would be **less than significant** and further analysis of this issue is not warranted.

b-c. The project site is currently vacant. Thus, project implementation would not displace people or housing. **No impact** would occur and further analysis of these issues is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

XIV. PUBLIC SERVICES

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| i) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The proposed project would incrementally increase demand for fire protection service. However, the proposed project would be required to pay standard development impact mitigation fees. In addition, the applicant would be required to comply with the Fire Code and LACFD standards, including specific construction specifications, access design, location of fire hydrants, and other design requirements. Since the project site is within the current service area for Station #125, it would not require the construction of new fire protection facilities. Furthermore, existing fire protection service is expected to meet the City’s needs through 2030 (City of Calabasas 2008). Therefore, because the proposed project would not add population beyond that anticipated in the 2030 General Plan projections, impacts related to fire services would be **less than significant** and further analysis of this issue is not warranted.

a(ii). The Los Angeles County Sheriff’s Department (LASD) provides police protection service in Calabasas and to the project site. The LASD is located at 27050 Agoura Road in the City of Calabasas, approximately one mile (driving distance) from the project site. The proposed project would incrementally increase demand for police protection service. However, project implementation would not create the need for new or expanded police protection facilities. Existing police service is expected to meet the City’s needs through 2030 (City of Calabasas 2008). Therefore, because the proposed project would not add population beyond that anticipated in the 2030 General Plan projections, impacts related to police protection services would be **less than significant** and further analysis of this issue is not warranted.

a(iii). The Las Virgenes Unified School District (LVUSD) provides primary and secondary public education services to the project site. LVUSD manages three schools located within the attendance area of the project site: Calabasas High School, A. E. Wright Middle School, and Lupin Hill Elementary School. The proposed project would increase school enrollment and could result in exceedances of capacity at LVUSD schools. Section 65995(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998) states that payment of statutory fees is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real



property, or any change in governmental organization or reorganization. However, because the 2030 General Plan FEIR from 2008 found that Lupin Hill Elementary School was 7 percent overcapacity and Calabasas High School was 4 percent over capacity (City of Calabasas 2008), impacts would be **potentially significant unless mitigation is incorporated**; therefore, this issue will be studied further in an EIR.

a(iv). Development of the proposed project would add 180 new dwelling units. According to the California Department of Finance (2017), the average household density in Calabasas is 2.75 residents per unit. Based on this average, the project would add an estimated 495 residents. The City of Calabasas maintains a parkland target ratio of 3 acres per 1,000 residents. Thus, 495 residents would result in a demand of around 1.5 acres of parkland. To offset this incremental increase in park demand, the project would allocate about 66.1 acres for open space on-site and also includes a community green space and new trail access. The community green space would consist of outdoor barbeques, seating areas, a children’s playground, shade structure, and an open lawn. Moreover, the project would be required to meet Quimby Act (California Government Code Section 66477) obligations through dedication of land or fees in lieu of land to mitigate impacts to recreation due to increased population. Impacts related to parks would be **less than significant** and further analysis of this issue is not warranted.

a(v). The project site would be served by the Calabasas Library, which opened in July 2008. The library is expected to meet the City’s library needs through 2030 (City of Calabasas 2008). Therefore, because the proposed project would not add population beyond that anticipated in the 2030 General Plan projections, significant impacts related to libraries are not anticipated. Impacts relating to other services would be **less than significant** and further analysis of these issues is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

XV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-b. Please see the discussion above under Item XIV.a.iv. Impacts related to recreation would be **less than significant** and further analysis of these issues is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION / TRAFFIC				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-b. The proposed project would generate increased traffic on surrounding roadways, particularly Las Virgenes Road and Agoura Road, and would alter existing traffic patterns. Project-generated traffic could potentially cause exceedances of City level of service standards and, therefore, may also conflict with local and regional congestion management standards. Impacts related to these issues would be **potentially significant unless mitigation is incorporated** and will be studied further in an EIR.

c. Van Nuys Airport is the airport nearest to the project site, approximately 12 miles northeast. Implementation of the proposed project would have no effect on air traffic patterns, including



either an increase in traffic levels or a change in location that results in safety risks. **No impact** would occur and further analysis of these issues is not warranted.

d-f. The project does not include any design features or incompatible uses that would increase traffic hazards. As a condition of project approval, the project would be required to provide adequate emergency access, based on Article III of the City Development Code, which includes specific site planning and project design standards intended to address such issues as traffic hazards and emergency access. In addition, the project would be subject to the LACFD and LASD review, prior to approval, to ensure that access needs are met.

As part of the project, the existing three-way intersection located at Las Virgenes and Agoura Roads would be converted to a traditional four-way intersection. Project access would be provided via a new private access road that would connect to the east side of Las Virgenes Road opposite the signalized Agoura Road intersection, with secondary access provided via a right-turn in/right-turn out driveway on Las Virgenes Road approximately 200 feet north of Agoura Road. Additionally, the proposed frontage improvements associated with the project include adding a third northbound lane and a southbound left-turn lane on Las Virgenes Road north of Agoura Road.

The project would not affect existing pedestrian facilities or conflict with adopted policies plans or programs regarding public transit. The City of Calabasas provides local shuttle service to City, with the Las Virgenes Road corridor served primarily by Shuttle Line 1. Shuttle Line 1 stops are located adjacent to the project site on the west side of Las Virgenes Road at the Shell Service Station, and on the east side of Las Virgenes Road south of the U.S. 101 Southbound on-ramp. Additionally, the Los Angeles Department of Transportation Commuter Express provides regional service between downtown Los Angeles and Las Virgenes Road via Commuter Express Line 423, while Metro Line 161 provides service between Las Virgenes Road and the Warner Center Transit Hub. The project would construct 180 condominium units, which would incrementally increase ridership on local and regional transit routes. However, this incremental increase in ridership would not significantly impact route capacities. No bus stops would be relocated, nor would project construction require rerouting of bus lines.

As such, impacts relating to traffic hazards, emergency access, public transit, and pedestrian facilities would be **less than significant** and further analysis of these issues is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

XVII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

a. As noted under Item V, *Cultural Resources*, in accordance with the City of Calabasas Historic Preservation ordinance, a Phase I Cultural Resources Investigation, which included assessment of archaeological resources, was prepared for the project site by McKenna et al. in November 2013 and a Cultural Resources Review was prepared for the project site by Historical Environmental Archaeological Research Team (HEART) in April 2011. Both studies report no evidence of prehistoric or historic cultural resources, including archaeological, paleontological or other cultural resources. Further, the report prepared by HEART (2011) concludes that development of the proposed project would have no effect on significant cultural resources. The project site is not listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources; therefore, this impact would be **less than significant** and further analysis in an EIR is not warranted.

b. As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted, which establishes a formal consultation process for California tribes regarding tribal cultural resources. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed Project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency. As of July 2017, no Native



American tribes have requested to be notified of projects under AB 52. Nevertheless, the City will prepare and mail informal outreach letters to individual tribes that have not formally requested consultation under Assembly Bill 52 as part of the Notice of Preparation public review process. Based on comments received during the Notice of Preparation public review period, impacts to tribal cultural resources would be potentially significant and will be addressed in an EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

XVIII. UTILITIES AND SERVICE SYSTEMS

Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a, b, d, e. The proposed project would develop a currently undeveloped site, which may increase demand on water supplies and the wastewater treatment provider. Wastewater generated in Calabasas is treated at the Tapia Water Reclamation Facility (TWRP), operated by Las Virgenes Municipal Water District (LVMWD). The TWRP has a capacity of 16 million gallons per day (mgd), however due to permit limitations on nutrients, its current treatment capacity is approximately 12 mgd. In 2015, the TWRP processed nearly 8 mgd (LVMWD 2016). Therefore, there is a surplus capacity of approximately 4.5 mgd. Wastewater generation factors from the City of Los Angeles CEQA Thresholds Guide were used to estimate the proposed project's wastewater generation.¹ As shown in Table 2, the proposed project would generate about 31,429 gallons of wastewater per day (0.031 mgd).

¹ The number of seats in the restaurant was estimated based on the proposed restaurant square footage. Specifically, it was assumed that the restaurant square footage would be split 60/40, dining area/prep area. It was also assumed that the square feet per seat for full-service restaurants is usually 12-15 sf/seat (Total Food Service, 2013). Using 12 sf/seat to be conservative, the restaurant would have approximately 110 seats.



**Table 2
 Projected Wastewater Generation**

Land Use	Units	Wastewater Generation Factor	Wastewater Flow (Gallons Per Day)
Residential			
One-bedroom units	60	120 gpd/unit	7,200
Two-bedroom units	90	160 gpd/unit	14,400
Three-bedroom units	30	200 gpd/unit	6,000
Commercial			
Restaurant	110 seats	30 gpd/seat	3,300
Coffee shop	1,174 sf	280 gpd/1000 gsf	329
Retail boutiques	2,500 sf	80 gpd/1000 gsf	200
Total Wastewater Generation			31,429

*gpd = gallons per day sf = square feet gsf = gross square feet
 Source: City of Los Angeles, 2006 and Total Food Service, 2013*

LVMWD also provides water service to the City, and depends on imported water supplies managed and delivered by the Metropolitan Water District of Southern California (MWD). As shown in Table 3, the proposed project would generate demand for about 37,714 gallons of water per day or 42.14 acre-feet per year. Impacts related to water and wastewater would be **potentially significant unless mitigation is incorporated** and will be studied further in an EIR.



**Table 3
Project Water Demand**

Land Use	Units	Demand Factor	Demand (Gallons Per Day)	Demand (Acre-Feet Per Year)
Residential				
One-bedroom units	60	144 gpd/unit	8,640	9.67
Two-bedroom units	90	192 gpd/unit	17,280	19.36
Three-bedroom units	30	240 gpd/unit	7,200	8.07
Commercial				
Restaurant	110 seats	36 gpd/seat	3,960	4.44
Coffee shop	1,174 sf	336 gpd/1000 gsf	394	0.33
Retail boutiques	2,500 sf	96 gpd/1000 gsf	240	0.27
Total Water Demand			37,714	42.14

gpd = gallons per day

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

Water demand is assumed to be 120% of wastewater generation, as shown in Table 2, in order to account for landscape irrigation.

c. Please see Item VIII, *Hydrology and Water Quality*, for a discussion of storm drain infrastructure. Impacts related to this issue would be **potentially significant unless mitigation is incorporated**; therefore, this issue will be studied further in an EIR.

f, g. The Calabasas Landfill, located adjacent to the U.S. Highway 101 on Lost Hills Road, would receive solid waste generated by the proposed project. The total capacity of the Calabasas Landfill is 69.3 million cubic yards and its remaining capacity is approximately 14.5 million cubic yards (CalRecycle 2017). An average of 537 tons of waste is deposited in the landfill daily, with a permitted maximum daily capacity of 3,500 tons per day (CalRecycle 2015). Thus, the average daily surplus is 2,963 tons per day. As shown in Table 4, the proposed project would generate about 848.4 pounds, or 0.42 tons, of solid waste per day before mandated diversion and conservatively assuming the 2,193 sf restaurant would support 110 seats. Impacts related to solid waste would be **potentially significant unless mitigation is incorporated** and will be studied further in an EIR.



**Table 4
Project Solid Waste Generation**

Land Use	Area	Generation Factor	Solid Waste Generated (lbs/day)	Solid Waste Generated (tons/year)
Residential				
Multi-Family Housing	180 units	4 lbs/unit/day	720	131.4
Commercial				
Restaurant	110 seats	1 lb/seat/day	110	20.1
Coffee shop	1,174 sf	0.005 lb/sf/day	5.9	1.1
Retail	2,500 sf	5 lbs/1000 sf/day	12.5	2.3
Total Solid Waste Generation			848.4	154.9

* Note solid waste generated as shown herein does not include mandated diversion requirements.
sf = square feet
Source: CalRecycle 2016. <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>

Potentially Significant Impact
 Potentially Significant Unless Mitigation Incorporated
 Less than Significant Impact
 No Impact

XIV. MANDATORY FINDINGS OF SIGNIFICANCE

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



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	---	---	---	----------------------

XIV. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a-c. As described in the sections above, the proposed project may generate impacts (some temporary, and some permanent) in the following areas: Aesthetics, Air Quality, Biological Resources, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning (Policy Consistency), Noise, Public Services (Schools), Transportation/Traffic, and Utilities and Service Systems. These issue areas as well as potential cumulative impacts will be evaluated in the EIR, and any feasible mitigation measures will be identified to avoid and/or reduce any significant impacts.



REFERENCES

- Calabasas, City of. 2030 General Plan, October 2015,
<http://www.cityofcalabasas.com/pdf/documents/gpac/CalabasasFinalGeneralPlan.pdf>
- Calabasas, City of. 2030 General Plan Final Environmental Impact Report (FEIR), December 2008.
- Calabasas, City of. Municipal Code, <http://library.municode.com/index.aspx?clientId=16235&stateId=5&stateName=California>, accessed online June 2017.
- California Air Resources Board, State and National Area Designations Maps, May 5, 2016
<http://www.arb.ca.gov/desig/adm/adm.htm>, accessed June 2017.
- California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2017 with 2010 Census Benchmark,
<http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>, accessed online June 2017
- California Division of Land Resource Protection, Farmland Mapping and Monitoring Program,
<http://www.conservation.ca.gov/dlrp/fmmp>, accessed online June 2017.
- California Native Plant Society (CNPS), Rare Plant Program Inventory of Rare and Endangered Plants of California, <http://www.rareplants.cnps.org/detail/376.html>, accessed online July 2017.
- CalRecycle, 2015 Landfill Summary Tonnage Report, 2015.
<http://www.calrecycle.ca.gov/SWFacilities/Landfills/tonnages/>, accessed online July 2017.
- CalRecycle, Solid Waste Information System (SWIS), 2017,
<http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx>, accessed July 2017.
- CalRecycle, Estimated Solid Waste Generation Rates, 2016.
<https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>, accessed July 2017.
- Caltrans, California Scenic Highway Mapping System 2011,
http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm,
accessed June 23, 2017.
- Carlberg Associates, Oak Tree Report, West Village Development Project, June 2017.
- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database, <https://cumulis.epa.gov/supercpad/CurSites/srchsites.cfm>,
accessed online July 2017.



- Cortese list of Hazardous Waste and Substances Sites, http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm, accessed online June 2017.
- County of Los Angeles Fire Department, <http://www.fire.lacounty.gov/>, accessed online June 2017.
- Department of Toxic Substances Control's Site Mitigation and Brownfields Database <http://www.envirostor.dtsc.ca.gov/public/>, accessed online June 2017.
- Geotracker search for leaking underground fuel tanks, Spills-Leaks-Investigations-Cleanups (SLIC) and Landfill sites, <https://geotracker.waterboards.ca.gov/>, accessed online June 2017.
- Holland, R.F. 1986. *Preliminary Descriptions of the Terrestrial Natural Communities of California*. California Department of Fish and Game, Nongame Heritage Program.
- Las Virgenes Municipal Water District (LVMWD). August 17, 2016. 2015 Urban Water Management Plan Final. <http://www.lvmwd.com/home/showdocument?id=6877>
- Las Virgenes Unified School District, <http://corp.lvusd.org/> accessed online June 2017.
- Los Angeles, City of. 2006. L.A. CEQA Thresholds Guide. <http://www.environmentla.org/programs/Thresholds/Complete%20Threshold%20Guide%202006.pdf>
- Leighton and Associates, Inc., Phase I Environmental Site Assessment Report, Canyon Oaks Development, November 7, 2013.
- McKenna, et al., A Cultural Resources Investigation for the Proposed Canyon Oaks Project Area in the City of Calabasas, Los Angeles County, California, November 8, 2013.
- RJR Engineering, Geologic and Geotechnical Engineering Environmental Impact Report Geotechnical Assessment and Tentative Map Submittal, September 8, 2011.
- RJR Engineering, Geologic and Geotechnical Engineering Environmental Impact Report Geotechnical Assessment and Tentative Map Submittal Addendum #4 and Update, February 14, 2014.
- RJR Engineering, Geologic and Geotechnical Engineering Environmental Impact Report Geotechnical Assessment and Tentative Map Submittal Addendum #7 and Update, January 15, 2015.
- Rincon Consultants, Inc., Jurisdictional Waters and Wetlands Delineation, Messenger Development Project, City of Calabasas, Los Angeles County, California, May 2012, revised 2015.
- Rincon Consultants, Inc., Focused Rare Plant Survey Report, July 2010, Last Updated July 2017.



South Coast Air Quality Management District (SCAQMD), CEQA Air Quality Handbook, 1993.

Total Food Service. July 25, 2013. How to Create a Restaurant Floor Plan.

<https://totalfood.com/how-to-create-a-restaurant-floor-plan/>

U.S. Environmental Protection Agency (EPA), Listing of States and Jurisdictions with RRNC Codes, Last updated on July 6, 2017, <https://www.epa.gov/radon/building-codes-radon-resistant-new-construction-rrnc#states>, accessed July 2017.

Wlodarski, Robert, Historical Environmental Archaeological Research Team, Cultural Resources Review, April 2011.



This page is intentionally left blank.



From: Mel & Priscilla [<mailto:ratatatboom@aol.com>]
Sent: Sunday, September 03, 2017 6:41 PM
To: info
Subject: City Council re West Village in Calabasas: Playing fields

Dear Mayor Maurer, James Bozajian, Alicia Weintraub, David Shapiro, and Fred Gaines,

My husband, daughter, and I would like to urge all of you to support the option of having sports playing fields on the site of the current proposed "West Village" property. That way, we would preserve the open space, which, as you know the majority of residents value, rather than have the hills, the native trees, wetlands, ephemeral springs, and wildlife habitats all destroyed.

Having walked on the property in the past, I greatly appreciate its beauty, and I would love to have our council do everything within your powers to preserve such a beautiful aspect of Calabasas, while protecting our citizens and providing a needed service.

In addition, we will avoid the added air pollution which would be a huge health hazard to everyone living in the City of Calabasas. In the past, as a City, you and your predecessors have supported Measure D, and we request that you continue to show that you truly want to support what Calabasas residents value. Remember, we need to let the land dictate the use of the land and its development.

We are hoping that you would want to leave a great legacy you could be proud of by helping us to have playing fields the City could utilize and, at the same time, showing that you truly care about the City and its residents.

Kind regards,

Mel & Priscilla Lee, and Celene Lee
(Saratoga Hills) Calabasas residents
9-3-2017

From: Melinda Portaro [mailto:melindaleep@yahoo.com]

Sent: Monday, September 11, 2017 1:34 PM

To: info

Subject: Playing fields

I am a Calabasas resident and have children and many friends in the community that encourage the plan for playing fields! Not just to be responsible to our environment but to serve us better. We need playing fields, many teams are forced to use schools and the conditions are poor. Please use your power to help make this happen. The las thing we need for our environment and community, is more traffic!

Sincerely,

Melinda Portaro

From: Roya Azizi [mailto:roya91302@gmail.com]

Sent: Monday, September 11, 2017 9:57 PM

To: info

Subject: City Council - West Village at Calabasas - Playing Fields

Good evening,

I believe the best function for this site is an open space, or a Playing Field, or a park. This function can improve the price of the surrounding areas too with more property tax.

Thank you,
Roya Azizi

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710



September 11, 2017

Glenn Michitsch
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

Sent via e-mail: gmichitsch@cityofcalabasas.com

RE: SCH# 2017091009; West Village Project, City of Calabasas; Los Angeles County, California

Dear Mr. Michitsch:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd. (a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf>. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

RECEIVED
SEP 18 2017

BY: _____

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
 - a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
 - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

- b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
- 3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
- 4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.

Associate Governmental Program Analyst

cc: State Clearinghouse



PONY CROSS FARM

Mrs. Stephanie Abronson
543 Cold Canyon Road
Monte Nido, CA 91302-2206

Phone (818) 222-PONY • Email: stephanie@abronson.com

13 September 2017

Mayor Mary Sue Maurer and Council Members
City of Calabasas Council & Planning Division, Glenn Michitsch
100 Civic Center Way info@cityofcalabasas.com
Calabasas, CA 91302

Re: West Village Project – Environmental Impact Report (EIR)

This HUGE project just south of the Mobil Gas Station on the East side of Las Virgenes Road in the City of Calabasas, is the same site as the former Canyon Oaks Project which was *rejected* by the residents of the City of Calabasas in last November 2016 election.

The New Home Company described project is determined to damage a sensitive ecological area. To my knowledge, there has *never* been any disturbance from humans of this land area except for the grazing of sheep for the past fifty plus years, and possibly of cattle during the time following the land designation as a Spanish Land Grant.

If The New Home Company really wants to maximize development of this 77.2 acreage in a kinder, more gentle manner, they, and the City of Calabasas Council, need to consider equestrian homes with horse keeping facilities with a minimum lot size of five acres. There are already a wealth of riding and hiking trails surrounding this land which connect to the Santa Monica Mountains and the SMM National Recreation Area.

The American Horse Council Industry Studies have pointed out time and time again that equestrian properties sell for premium prices. Creating a boarding a training facility with arenas available to the residents and the public would add



icing to the cake. The Calabasas City Council would be really shrewd to take advantage of this opportunity.

By creating equestrian properties, the project will not be subject to the many violations that caused the residents of the City of Calabasas to resort to a special ballot measure to tell the City Council that these violations were unacceptable.

Increase in traffic, the need for more schools, infrastructure increase including utilities and services, demand for more water sources which are scarce and becoming more scarce and more expensive, wild animal corridor displacement, noise and light pollution – these impacts in our County are huge. These impacts need to be minimized in this area. These impacts go far beyond the City of Calabasas. They affect the entire west end of Los Angeles County.

If the City of Calabasas Council Members are bent on the destruction of what should be prime open space parklands, then you will allow the desecration of the valley area and the oak trees, water sources for wildlife, the wildlife that use this land as a corridor to the Santa Monica Mountains and to the Upper Las Virgenes Canyon Open Space. You will ignore the recorded unstable geology of the hillsides.

I sincerely hope,

Stephanie Abronson

Member of Equestrian Trails, Inc., Corral 36, Santa Monica Mtns.

Member of the American Horse Council

Member of the Monte Nido Valley Community Association (MNVCA)

Member of the Santa Monica Mtns. Trails Council

Cc: Sheila Kuehl, L. A. County Supervisor, 3rd District & Deputies

Calabasas Coalition

Equestrian Trails, Inc.

Santa Monica Mtns. Trails Council

MNVCA

From: Valerie Allen [mailto:valerie@valerieallenpr.com]
Sent: Wednesday, September 13, 2017 11:39 AM
To: info
Subject: West Village Project - Environmental Impact Report (EIR)

Concerning the Calabasas West Village Project, I would like to state for the record that I am strongly opposed to the project and strongly urge for the preservation of our hillsides and undeveloped open space.

This is a massive level of environmental disruption! Construction will take years with noise, dust, traffic delays and detours to facilitate construction causing great inconvenience and health issues to the residents of the area. The grading alone is 13 times more than what is required for the Blue Marble project south of this site on Las Virgenes Road permanently altering our natural landscape and impacting the wildlife corridor. When the project is concluded we will have 15 oversized block shaped buildings on the property with prominent hillsides altered into manufactured slopes.

The Aesthetics of our community, the Air Quality, Biological Resources, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning (Policy Consistency), Noise, Public Services (Schools), Transportation/Traffic, and Utilities and Service Systems will all be negatively effected.

As an alternative I hope the city will consider playing fields for the site.

Valerie Allen
Calabasas Resident

NOTICE OF PREPARATION
SCOPING MEETING – PUBLIC COMMENT
September 14, 2017

Submitted by: Carl Ehrlich – Calabasas Resident

The current proposal for this site is based on the maximums that the Calabasas Municipal Code, the General Plan, and various overlays permit - sort of a case where “here’s the answer, now predict it.” This is a significant improvement over the previous proposals and the New Homes, Inc. folks are to be commended. However, like any initial plans, adjustments and improvements can always be identified. Likewise, reductions in scope can be suggested.

My major objective here is to suggest some specific improvements in the building arrangement and design and how those improvements were derived plus the rationale behind them. These suggestions are intended to better preserve and protect the scenic corridor and the existing sightlines to the easterly mountains as much as reasonably possible. These will be highlighted below following the format of the Environmental Checklist as outlined in the Initial Study Report. Specific alternatives will also be discussed and, of course, intermediate steps always exist; and there are other concerns, also. **Note that deleting Building #1 is a common feature.**

ENVIRONMENTAL CHECKLIST

I. Aesthetics

Recommendation: Delete Building #1 and lower the height of Buildings #2-5 by one story so that the present views of the easterly mountains will be preserved.

The present proposal for the West Village consists of some 15 buildings situated in the area east of the intersection of Las Virgenes and Agoura Roads; distributed between the existing PD and RM-20 zones. The number of dwelling units in the RM-20 zone apparently does not exceed the zoned limit of 120 units. The proposed building site is shown in Fig. I-1. New Homes has published a rendering on the entrance to the site on their web site, and is reproduced in Fig. I-2. Notice the dominance of two buildings: the one at the entrance (Bldg. #1) and of one farther back in the site, about mid-site (Bldg. #9?).



Figure I-1. West Village site plan as proposed showing building units in yellow. North is to the left in the image. [Credit: New Homes]

Now this gives rise to the major concern as I see it: the viewpoint of the rendition in Fig. I-2 is well back from the intersection of the two roads. That brings in the subject of parallax: the farther away a viewer is from an object, the smaller it appears relative to objects in the background and vice versa. So, the question arises of where is an appropriate location of that point of view. Fig. I-3 shows how the viewpoint of Fig. I-2 was located by triangulation. To accomplish this, I used easily identifiable landmarks such as light posts and sign monuments on an overhead view. The



Figure I-2. Rendering of the entrance to the West Village site from Agoura Road. [Credit: New Homes]



Figure I-3. Locating the rendering point of view by triangulation, using identifiable landmarks for reference. [Credit: New Homes and Google]



Figure I-4. Usual point of view of building site by drivers stopped at the intersection, which is about 50% closer to the intersection than in the New Homes rendition.

origin was determined to be near the rear (east) end of the Jack-in-the-Box restaurant, as can be seen in the figure. A more usual, and more appropriate, viewpoint is shown in Fig. I-4 and is typical of those seen by drivers and passengers stopped at the intersection. That location is about 50% closer to the building site, leading to a more dominating presence of the western-most buildings, as proposed. This effect is clearly visible in a rendering of Bldg. #1 that was included in the drawing packet available at the public counter in City Hall but not available on the Village web site.

The principal question here is how much of the easterly mountains are the buildings going to obscure, principally Bldg. #1 at the entrance to the site? To determine this, I took some measurements off the drawing packet to determine the relative elevation of key buildings, as shown in Table I-1, to compare with the elevation of the southwest corner of that intersection. Note that I took my reference photos from the safety of the sidewalk rather than from the traffic lanes, but that is not a significant difference for this purpose. I had previously estimated the viewing angle to the easterly mountains at about 10 degrees. These data clearly show that Bldg. #1 could easily obscure the mountain views and that Bldgs. #2 and #5 are borderline.

To clarify the question wrt Bldg. #1, which is the dominant building of the group, I downloaded a Google Earth picture that visualize the intersection from nearly a right angle to minimize distortion, Fig. I-5. As shown in the figure, it was a simple geometric exercise to estimate where on the light pole across the street that the building edge would appear. Taking that reference mark on the light pole and superimposing that on an image of the site looking east (horizontal line, Fig. I-6), one can easily see that Bldg. #1 will obscure the view of the mountains to drivers and passerby will experience.

Table I-1. Calculated viewing angles to near corners of representative buildings from southwest corner.

Sample Viewing Angles			
(to front corners of buildings)			
Building	Elevation (ft)	Distance (ft)	Angle (deg)
1	808	~200	~15
5	808	~390	~9
8	826	~648	~5
15	839	~1008	~5
Retail	795	~288	~8
Mtns (ref)			~10

This will be repeated, to a lesser degree, for the other westerly buildings on the site, e.g., Bldgs, #2 through #5, So, something must be done to better preserve and protect the existing sightlines to the easterly mountains, as much as reasonably possible.

These are 15 very similar buildings with a high building density. Project will need enlightened architectural insight to prevent appearance of a typical central city housing project

With 15 very similar buildings and a high building density, the project is potentially vulnerable to having a typical city center public housing appearance. Architectural approaches will be made to avoid this detriment.

To that end, I have several suggestions to make the proposed project more compatible with the surrounding open areas. These are noted below in the Alternatives Section.

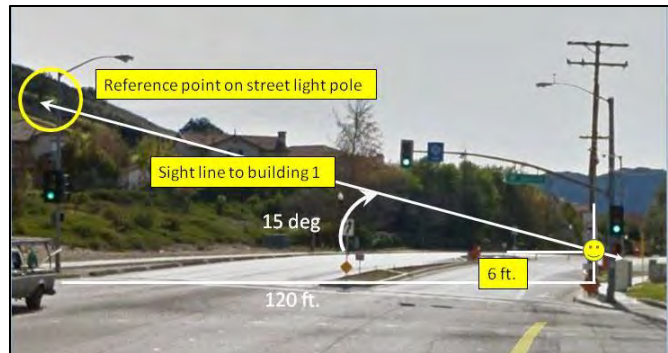


Figure I-5. Estimation process for view angle of Bldg. #1 from the reference point. [Image credit: Google]

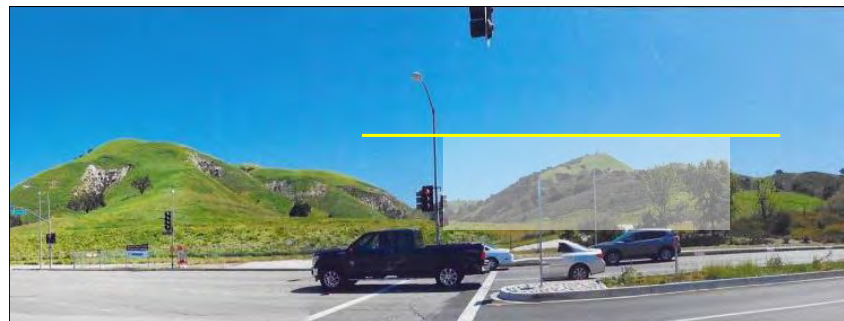


Figure I-6. The horizontal line crossing the light pole shows the reference point from Figure I-5. The shaded box below it simulates building #1. It demonstrates that the building will obscure the views that drivers in the traffic lanes and pedestrians presently experience.

II. Agriculture and Forest Resources

III. Air Quality

IV. Biological Resources

V. Cultural Resources

VI. Geology and Soils

Recommendation: Form a task force to examine alternatives to heavily graded and terraced open areas to make them more conducive to wild life and better simulate a natural wild life corridor as exists today.

Numbers of studies have indicated that on-site slopes include an ancient landslide and could be subject to seismically induced landslides. Both the original and the proposed project include extensive remedial grading to address these existing landslide hazards. In fact, even though the present project building site is considerably less in area in planform, the remedial grading required is nearly the same, some 2,403,418 cy of cut. The concern here is that to properly mediate the landslide potential, the remedial grading has to extend into the adjacent dedicated and dedicated open area. The open area grading, for both projects, is outlined in Fig. VI-1.

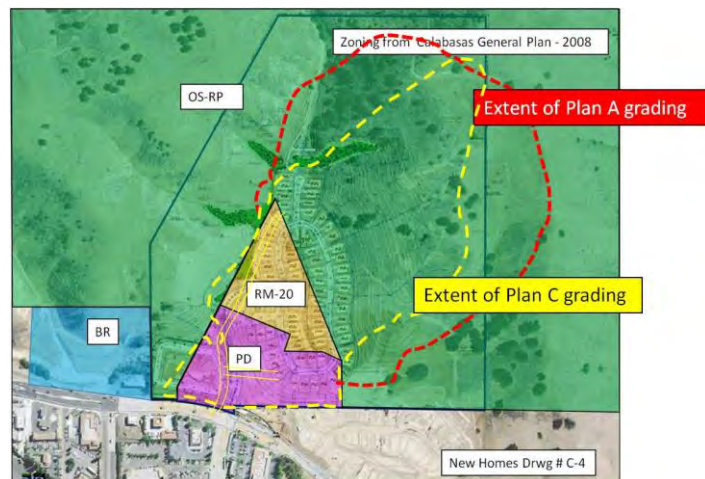


Fig. VI-1. The dashed outlines of the remedial grading for the original and the present projects is nearly the same. Both encroach into dedicated and protected open space.

The new, steeper, slopes are supposed to be extensively terraced and planted, with an extensive drainage system incorporated. But, even though the new slopes will be stabilized, they will not resemble the original appearance and will most certainly not be conducive to wild life as natural slopes would be. This result is clearly noted at the extreme right in Fig. I-2: the slopes are barren in this rendering.

This, then, presents a dilemma: the balancing of landslide mitigation with the preservation of open space in its natural form.

VII. Greenhouse Gas Emissions

Recommendation: Limit the on-site fleet of construction vehicles and power generators to non-polluting natural gas-powered equipment.

The DEIR for the original version of the project presented a 9-month grading period. The schedule sounded optimistic for that conceptual design, especially in mind of the Paxton/Blue Marble recent experiences. At the first public forum, the grading schedule was estimated at about 1 year for the current project, as I recall. Construction and large earth-moving equipment are known to be heavy producers of carbon emissions. The fleet of vehicles used on this project, including the earth-moving equipment, should be limited to those powered by natural gas engines such as Caterpillar, Volvo, and Cummins are producing. This restriction should relieve the air pollution of the local area during the construction process.

VIII. Hazards and Hazardous Materials

IX. Hydrology and Water Quality

X. Land Use and Planning

Recommendation: Delete Building #1 from the proposed development plan and take advantage of alternates for building design and layout.

With respect to the intersection at Las Virgenes and Agoura Roads, the Calabasas General Plan -2015 states that (in part): “. . . *Portions of the vision for this area would be implemented as properties in the area redevelop over time. In addition, specific direction is provided for a prominent site east of the Agoura Road/Las Virgenes Road intersection [see Fig. X-1- author] due to the need for special standards that address unique features, conditions, and constraints. For these reasons, this site is designated Planned Development in the Land Use Element.*

“For the Planned Development site, a welcoming pedestrian level presence at street level along Las Virgenes Road is a key element. Buildings and uses should have a strong connection and interaction to the street in order to integrate the site with the mixed uses along Agoura Road. Store fronts at the ground level will be customer oriented, while uses above include office or residences (or perhaps commercial uses such as a restaurant with views of the Las Virgenes/Westside). Buildings are



Fig. X-1. General Plan picture (Fig.IX-3 A) showing the vision for a mixed-use site at the intersection. [credit: Calabasas General Plan – 2015]

envisioned to maintain good building form, including stepbacks and balconies. High quality, iconic architecture will screen parking structures and follow architectural direction in the Las Virgenes Gateway Master Plan. . . . “

The proposed Building #1 does not conform to this vision and would be over-whelming from any nearby point of view. Figures I-4 and I-6, above, clearly show that this building would overpower views from nearby locations. The views of the intersection presented by the New Homes folks take advantage of the perspective of a farther away viewpoint to minimize the mass of this building. This is not acceptable under the premise of the General Plan and should be deleted from consideration. Alternate approaches are available (see below).

XI. Mineral Resources

XII. Noise

XIII. Population and Housing

XIV. Public Services

XV. Recreation

XVI. Transportation / Traffic

There was a comment at the first public forum that there would be a dedicated right turn lane into the project from the northbound Las Virgenes Road. Will there be a similar left turn lane on the southbound Las Virgenes Road? There appears to be room for such a lane north and south of the intersection given the existing wide center turn lanes elsewhere – see Fig. XVI-1.



Fig. XVI-1. There may be room enough in the as completed center divider to create a dedicated left turn storage lane.

XVII. Tribal Cultural Resources

XVIII. Utilities and Service Systems

XIV. Mandatory Findings of Significance

Recommendation: See all of this material both above and below!

ALTERNATIVES

Recommendations: Modify the project building and layout designs. Most notably, eliminate Bldg. #1 to better preserve the aesthetic values of the existing views; a community playground could be installed in its place.

Option 1 – Reduce scope of project. One approach could be to reduce the scope of the project by eliminating Bldg. #1 (a common feature of all options) and by lowering the relative height of others that have the potential of interrupting the mountain views, as shown in Fig. ALT-1. This option would reduce the number of dwelling units by about 37 to about 143 units. There are other sub-options that are available, such as the number of units that are reduced in height.



Figure ALT-1. One option for viewshed retention is to reduce the scope of the proposed project by lowering view-critical buildings by one floor and by deleting Bldg. #1.

Option 2 – Modify Buildings. Another approach would be to modify the building design somewhat to increase the number of dwelling units that are above grade level and relegating parking to below grade level. This is illustrated in Fig. ALT-2, which shows how there could be five dwelling units on each of three floors above grade and parking below grade. The figure shows a typical building rendition that has been modified to add an additional floor. In this version, the bottom floor would be subterranean, and have only residential parking, laundry, and utilities. The above grade floors would have 5 units on each floor, including smaller low-income housing units.

The modified building could be built in two stages: initially grading to the parking floor level, making a monolithic pour (for example) of the base slab and subterranean walls, then complete the final grading to the level of the first floor. This approach may be logical since the buildings would be built on fill in any case after the local landslide and liquefaction concerns are treated.



Fig. ALT-2. Typical building which has been PhotoShopped to add a fourth level. The green shaded level would become a subterranean garage and utility area. The upper three floors would become residential floors above ground level.

This approach would have two principal benefits. With the higher unit density in each building, fewer buildings would be needed, as shown in Fig. ALT-3. This could be a cost-saving feature, which could offset some of the higher-per-building costs. Further, the smaller low-income housing units would be removed from the parking/utility floor, thus removing any potential second-class stigma from being associated.

Note that only eight buildings would be needed in the RM-20 zone to reach the maximum allowable density there.

Following the example of my boyhood apartments, the ground floors could be entered directly via individual patios and labeled as “Garden Apartments,” thereby enabling a higher retail asking price.



Fig. ALT -3. Modified building arrangement are enabled by the alternate building design. All buildings would have 3 residential floors. Or, the red buildings could have only two floors to better preserve the existing aesthetic values.

.Option 3 – Lower some Option 2 building heights. Note that the PD zone in this option could have a variation from Option 2. In this case, three of the buildings in the PD zone could have only two floors above ground level (red in Fig. ALT-3), again to preserve that existing aesthetic existing views. In a manner similar to Option 2, the modified and less dense building arrangement would be enabled by the alternative building design. Here, again, in all cases, Bldg. #1 would be eliminated.

Summary of alternatives: As noted earlier, sub-options are available. Each would have its own advantages. For instance, Option 2 would result in a potential cost saving by only building 13 units rather than the proposed 15 units – which would result in retaining the proposed 120 units in the RM area and 60 Units in the PD area.

I have suggested several specific improvements in the building arrangement and design to scope ways to better preserve and protect the existing sightlines to the easterly mountains, as much as reasonably possible. **Of course, intermediate steps always exist but all include the deletion of Bldg. #1.**

ADDENDUM

I've commented above that the current proposal for this site is based on the maximums that the Calabasas Municipal Code, the General Plan, and various overlays permit - sort of a case where "here's the answer, now predict it." However, like any initial plans, adjustments and improvements can always be identified. Likewise, reductions in scope can be suggested.

My major objective in the material in the main portion of the document has been to suggest some specific improvements in the building arrangement and design of the current proposal including the rationale behind them. Note that deleting Building #1 is a central feature.

But, above all this, there are two very large gorillas facing us here. One, a 500-pound gorilla, is being addressed by the upcoming EIR, as it was for the original proposal a couple of years ago, i.e., Canyon Oaks Plan A. It is the existence of an ancient landslide and its potential for a disastrous collapse into the surrounding area; that hasn't changed since Plan A.

The second gorilla, the 1000-pound one, is one that is not being addressed. That one involves the ultimate use of the property, in any form. There have been several suggestions that the development of the property, as currently proposed, be abandoned and the property be dedicated to public use. Trail access and recreational playing fields have been mentioned. Those are quite interesting but let's think about it this way: the landslide risk is real and exists today. So, any action by a developer or public entities that introduces people, and it doesn't matter if it is 1 or 1000 people, must be tied to the landslide mitigation.

The City cannot, and shouldn't, duck its responsibility under the General Plan and existing Municipal Codes when a known hazard is present. So, as I see it, anything would come under that umbrella if it triggers the need for a planning entitlement under CMC Division 17, even a one-hole public outhouse could be such a trigger. The overarching issue of formalizing "use" on the property, not necessarily construction of a building, is what seems to be the driver.

For example, a proposal for something as simple as a soccer field (i.e., "outdoor recreation land use") that would expose kids to the landslide risk could be the trigger and the City would accordingly seek mitigation of the hazard before issuing an entitlement. After all, a soccer field requires grading, parking areas, and restroom facilities – I know as I've had three grandkids go through all that.

NOTICE OF PREPARATION
SCOPING MEETING – PUBLIC COMMENT
September 14, 2017
Submitted by: Carl Ehrlich – Calabasas Resident

ADDENDUM II
September 17, 2017

XVI. Transportation / Traffic

Recommendation: Consider the impact of extended time delays on traffic flows induced by increased pedestrian crossings at affected intersections. Drop the word "average" when based on a single sample of traffic flow rates, or create a statistically correct data base.

Pedestrian Crossings - The present proposal consists of 180 dwelling units and, assuming a rough average of two persons per unit, that would result in approximately 360 persons living in the project, with a large margin of error on that number. Obviously, this is not based on any statistical nor historical sources, but it seems to be valid expectation for this discussion. Now, consider that these folks will be on the east side of Las Virgenes Road and there exists a host of fast food restaurants, grocery stores, and other services large and small, etc., on the west side of that road. Further, I've long noticed as a driver that pedestrian crosswalks usually incur longer stop signals for the street traffic to give pedestrians sufficient time to make the crossing safely.

Considering these two elements together suggests that there could be a significant increase on pedestrian cross-traffic on Las Virgenes Road with the occupancy of these residences.. The extended stop light timing for these cross-walks could result in a noticeable decrease the traffic flow rates through the Las Virgenes and Agoura Road intersection – particularly during the evening commute hours.

The Highway Capacity Manual 2016, and earlier editions, addresses the subject of pedestrians and bicycles including crosswalk capacity. But, there seems to have been no overt discussion nor consideration of this impact on the traffic flow analyses conducted for the EIR of the previous Canyon Oaks proposal on the same location. This is also true for the Rondell Oasis Hotel proposal of the same earlier time frame (Note that the Rondell Oasis traffic survey did include a pedestrian cross-walk count in its sample traffic survey – see the discussion below).

Surveys of Existing Traffic: – The existing traffic surveys for the EIRs of both the previous Canyon Oaks and Rondell Oasis projects were conducted to establish hourly traffic counts through nearby intersections for one 24-hour period each. That data was then used to establish what was called "Average Daily Traffic" (ADT) rates. The use of the word "average" is a complete misrepresentation of the data base – a single sample does statistically constitute an average and is a completely misleading term. Notably, a second survey was conducted for the Canyon Oaks project that yielded a significantly different traffic sample. But, which was right? Answer: neither.

That answer came from my personal experience. I am a 25-year veteran of the daily commute between Calabasas and Downey. I noted during that period that there tended to be general seasonal variations in the traffic flow but every day was different – that was, and still is, guaranteed.

Bottom line: A one-day data base can only be a random sample.

My suggestion would be to go to the expense of a two-week survey, throw out the high and low samples, then create an hourly average from the remaining data. Alternatively, drop the use of the word “average.”

Equestrian Trails, Inc.



Susan Carr, President 2016/17
Equestrian Trails Inc., Corral 36
26885 Mulholland Hwy, Calabasas, CA 91302
Telephone: 310-403-9665
Email: susan@ELSAinc.org

September 14, 2017

Mayor Mary Sue Maurer and Council Members
City of Calabasas Council & Planning Division, Glenn Michitsch
100 Civic Center Way
Calabasas, CA 91302
info@cityofcalabasas.com

Re: West Village Project

Is this déjà vu? The former Canyon Oaks Project, which was rejected by the residents of the City of Calabasas in last November 2016 election, is back under a new name – West Village Project. I'm writing on behalf of local equestrians who were part of the initial defeat of that project for many reasons including damage to a sensitive ecological zone and depletion of open space. An increase in traffic and related congestion will inhibit school commutes along Las Virgenes.

The equestrian community would support development of homes with horse keeping facilities on large lot sizes of multiple acres. Homes with land are unique and desirable. There is already an abundance of riding and hiking trails surrounding this land that equestrians would love to use, which connects to the Santa Monica Mountains and the SMM National Recreation Area.

I am the current president of the ETI Corral #36 and can be reached at (310) 403-9665 or via email susan@elsainc.org. Please do not hesitate to contact me.

Happy trails,

Susan Carr

Susan Carr
President 2016/17

The goals of the Corral are the preservation and acquisition of riding and hiking trails, the promotion of better horsemanship, the support of legislation that will benefit horsemen and horses, to provide aid in emergencies and disasters involving horses, and to sponsor such activities that enhance the use of horses.

September 14, 2017

Mayor Mary Sue Maurer and Council Members
City of Calabasas Council & Planning Division, Glenn Michitsch
[100 Civic Center Way info@cityofcalabasas.com](mailto:info@cityofcalabasas.com)
Calabasas, CA 91302

Re: West Village Project – Environmental Impact Report (EIR)

PLEASE DO NOT APPROVE NEW VILLAGE PROJECT

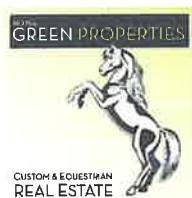
The latest iteration of the former Canyon Oaks project is urban sprawl at its worst. One could surmise that this is an attack on the community as revenge for voting against the hotel.

On the cusp of getting a wildlife crossing which would be less than 1.5M away from the subject site, we can not afford the amount of traffic this project will generate. The success of the crossing, which will connect the habitat north and south of the 101 freeway, is the success of the ecosystem in the Santa Monica Mountains. This natural resource is protected by the North Area Plan which emphasized that the land dictate its use, not the other way around.

If the developer wants the highest and best use of the property, he can build a project that attracts people precisely because of the beauty of the SM Mountains, not in spite of it.

Nona Green

Nona Green
Associate Broker DRE#0069231
Coldwell Banker Residential Brokerage
[818 426-2292](tel:8184262292)



From: Siska, Marge [mailto:MSiska@canoga.com]
Sent: Thursday, September 21, 2017 5:09 PM
To: info
Subject: West Village Project: Environmental Impact Report

To whom it may concern:

I am a 20-year resident of the area and was unfortunately unable to attend the meeting last Thursday. The last New Home/City Hall meeting I attended after a long day at work, we were never given the chance to speak, and had to listen to a long-winded presentation by New Home that went on and on. I hope this was a better forum than that!

Similar to the Hotel they were pushing then, now we have what seems like an even bigger development. At first after the voters rejected (resoundingly) their hotel concept, even after they plastered every home in the neighborhood with big glossy flyers, they were going to put up a self-storage unit. But now it looks like they went back and came up with this monstrosity. How on earth will we deal with the traffic and the additional water requirements, not to mention the destruction of more of our hills. Nothing seems to get in the way of the developers, not the Open Space initiative, or environmental issues, and certainly not the voters.

Sincerely,

Margaret Siska

From: BGS Productions [mailto:brian@bgsproductions.net]

Sent: Thursday, September 21, 2017 9:30 AM

To: info

Subject: West Village Project: Environmental Impact Report

To Whom it May Concern,

As a Calabasas resident for pretty much my entire life, I feel this project is a huge mistake. The traffic is already an issue multiple times a day around Las Virgenes and Agoura Road. People constantly run red lights, cut through the two shopping centers which only makes more chaos and accidents (especially dangerous because many children are around from school). Many residents have paid high prices for homes and I personally love living off Lost Hills because of how peaceful it is. Do you really think another shopping center would do well when the Lost Hills center is half empty and no restaurant can stay afloat? Let's leave the wildlife alone and let builders make money in another city. We do not need another 1000 residents to be squeezed in. Thank you for your time and consideration and we appreciate you taking care of YOUR people first!

Sincerely,

Brian Starkman
BGS Productions, LLC
21777 Ventura Blvd. Suite 240
Woodland Hills, CA 91364
818-703-6993

From: Faith Gallagher [mailto:67dolls@gmail.com]
Sent: Saturday, September 23, 2017 10:28 AM
To: info
Subject: West Village Project: Environmental Report

I'm unsure why anyone would want to turn beautiful, undeveloped land in to CEMENT. Traffic is becoming extremely congested as it is. "*Village*" is a lovely euphemism that corporate America uses for an influx of people, cement and more money in their pockets. Let's not sell our souls, please.

Faith Gallagher
Calabasas resident

From: Joan Hurley [mailto:joanieh@roadrunner.com]
Sent: Saturday, September 23, 2017 1:42 PM
To: info
Subject: West Village Project: Environmental Impact Report

To Whom It May Concern:

I am writing today to express my deep concern about the West Village development currently proposed for the hillside where Agoura and Las Virgenes roads meet in western Calabasas. As a longtime Calabasas resident, I object to the project which proposes 180 condominium units and a 5,700 square foot retail center. Of most concern to me is the massive amount of grading that will be involved, moving millions of cubic yards of dirt and destroying the current hill configuration. Secondly, as those of us who live in the western part of the city know, traffic on Las Virgenes is already extremely busy, with AE Wright and the newly built Paxton townhouse development right down the street from the proposed building site. Finally, I want the city to remember one of its founding principles, to preserve and protect open space. This is a beautiful property, and to mar it with the sort of development currently proposed would be contrary to the philosophy of the city.

Thank you for the opportunity to comment on this important issue.

Joan Hurley
27072 Esward Dr.
Calabasas, CA 91301

-----Original Message-----

From: LAUREN BLUMBERG [mailto:lblumberg125@yahoo.com]

Sent: Monday, September 25, 2017 8:48 PM

To: info

Subject: West Village Project/Development

We do NOT need more development, traffic and destruction of wildlife habitat and wetlands!!! We defiantly do NOT need or want West Village Project.

Please do NOT approve this project/development.

Lauren Blumberg
Sent from my iPhone



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

September 26, 2017

Lindsey Sarquilla, Senior Planner
City of Calabasas
Community Development Department
100 Civic Center Way
Calabasas, CA 91302

Dear Ms. Sarquilla:

**NOTICE OF PREPARATION FOR A DRAFT ENVIRONMENTAL IMPACT REPORT,
"WEST VILLAGE PROJECT - FILE NO 160003152," IT INVOLVES THE
DEVELOPMENT OF RESIDENTIAL, COMMERCIAL, AND PUBLIC OPEN
SPACE/TRAIL USES ON AN UNDEVELOPED SITE, 4790 LAS VIRGENES ROAD,
CALABASAS, FFER 201700105**

The Notice of Preparation for a Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

We have no comments.

LAND DEVELOPMENT UNIT:

1. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic and emergency response issues.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER

BRADBURY
CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA

CUDAHY
DIAMOND BAR
DUARTE
EL MONTE
GARDENA
GLENDDORA
HAWAIIAN GARDENS

HAWTHORNE
HIDDEN HILLS
HUNTINGTON PARK
INDUSTRY
INGLEWOOD
IRWINDALE
LA CANADA-FLINTRIDGE

LA HABRA
LA MIRADA
LA PUENTE
LAKEWOOD
LANCASTER
LAWNDALE
LOMITA

LYNWOOD
MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES
PARAMOUNT

PICO RIVERA
POMONA
RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
ROSEMEAD
SAN DIMAS
SANTA CLARITA

SIGNAL HILL
SOUTH EL MONTE
SOUTH GATE
TEMPLE CITY
WALNUT
WEST HOLLYWOOD
WESTLAKE VILLAGE
WHITTIER

2. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.
3. This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone. All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance, and fuel modification plans must be met.
4. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.
5. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
6. The maximum allowable grade shall not exceed 15% except where topography makes it impractical to keep within such grade. In such cases an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topographical difficulties, shall be no more than 17%. Grade breaks shall not exceed 10% in ten feet.
7. Fire Department requirements for access, fire flows, and hydrants are addressed during the building permit stage.
8. Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.
9. The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of buildings, its relationship to other structures, property lines, and types of construction used.

10. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
 - c) Additional hydrants will be required if hydrant spacing exceeds specified distances.
 - d) When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.
 - e) A cul-de-sac shall not be more than 500 feet in-length when serving land zoned for commercial use.

11. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
 - c) Additional hydrants will be required if hydrant spacing exceeds specified distances.
 - d) When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.
 - e) A cul-de-sac shall not be more than 500 feet in-length when serving land zoned for commercial use.

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

13. All on-site driveways/roadways shall provide a minimum unobstructed width of 28 feet clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure.
14. Driveway width for non-residential developments shall be increased when any of the following conditions will exist:
 - a) Provide 34 feet in-width when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.
 - b) Provide 42 feet in-width when parallel parking is allowed on each side of the access roadway/driveway.
 - c) Any access way less than 34 feet in-width shall be labeled "Fire Lane" on the final recording map and final building plans.
 - d) For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.
15. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant.
 - c) When cul-de-sac depth exceeds 200 feet hydrants will be required at the corner and mid-block.
 - d) Additional hydrants will be required if the hydrant spacing exceeds specified distances.

16. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in-length and at the end of all cul-de-sacs.
17. All on-site driveways shall provide a minimum unobstructed width of 28 feet clear-to-sky. The 28-foot width does not allow for parking and shall be designated as a "Fire Lane" and have appropriate signage. The centerline of the on-site driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building.
18. The 28 feet in-width shall be increased to:
 - a) 34 feet in-width when parallel parking is allowed on one side of the access way.
 - b) 36 feet in-width when parallel parking is allowed on both sides of the access way.
 - c) Any access way less than 34 feet in-width shall be labeled "Fire Lane" on the final recording map and final building plans.
 - d) For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.
19. When serving land zoned for residential uses having a density of more than four units per net acre:
 - a) A cul-de-sac shall be a minimum of 34 feet in-width and shall not be more than 700 feet in-length.
 - b) The length of the cul-de-sac may be increased to 1,000 feet if a minimum of 36 feet in-width is provided.
 - c) A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

20. Fire hydrant spacing shall be 600 feet and shall meet the following requirements:
 - a) No portion of lot frontage shall be more than 450 feet via vehicular access from a public fire hydrant.
 - b) No portion of a structure should be placed on a lot where it exceeds 750 feet via vehicular access from a properly spaced public fire hydrant.
 - c) When cul-de-sac depth exceeds 450 feet on a residential street, hydrants shall be required at the corner and mid-block.
 - d) Additional hydrants will be required if hydrant spacing exceeds specified distances.
21. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in-length and at the end of all cul-de-sacs.
22. Fire Department access shall provide a minimum unobstructed width of 28 feet clear-to-sky and be within 150 feet of all portions of the exterior walls of the first story of any single unit. If exceeding 150 feet provide 20 feet minimum paved width "Private Driveway/Fire Lane" clear-to-sky to within 150 feet of all portions of the exterior walls of the unit. Fire Lanes serving three or more units shall be increased to 26 feet.
23. Streets or driveways within the development shall be provided with the following:
 - a) Provide 36 feet in-width on all streets where parking is allowed on both sides.
 - b) Provide 34 feet in-width on cul-de-sacs up to 700 feet in-length. This allows parking on both sides of the street.
 - c) Provide 36 feet in-width on cul-de-sacs from 701 to 1,000 feet in-length. This allows parking on both sides of the street.
 - d) For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use. Turning radii shall not be

less than 32 feet. This measurement shall be determined at the centerline of the road.

24. All access devices and gates shall comply with California Code of Regulations, Title 19, Articles 3.05 and 3.16.
25. All access devices and gates shall meet the following requirements:
 - a) Any single-gated opening used for ingress and egress shall be a minimum of 26 feet in-width clear-to-sky.
 - b) Any divided gate opening (when each gate is used for a single direction of travel i.e., ingress or egress) shall be a minimum width of 20 feet clear-to-sky.
 - c) Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used the 50 feet shall be measured from the right-of-way to the intercom control device.
 - d) All limited access devices shall be of a type approved by the Fire Department.
 - e) Gate plans shall be submitted to the Fire Department prior to installation. These plans shall show all locations, widths, and details of the proposed gates.
26. All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review prior to implementation.
27. Provide three sets of alternate route (detour) plans, with a tentative schedule of planned closures, prior to the beginning of construction. Complete architectural/structural plans are not necessary.
28. Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions.

Lindsey Sarquilla, Senior Planner
September 26, 2017
Page 8

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

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report.

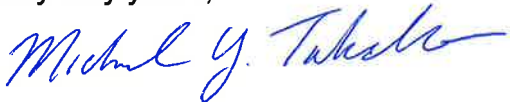
The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments or requirements for the project at this time.

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

Very truly yours,



MICHAEL Y. TAKESHITA, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

MYT:ac



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:

September 27, 2017

gmichitsch@cityofcalabasas.com

Glenn Michitsch, LEED AP, Senior Planner
City of Calabasas – Community Development Department
Planning Division
100 Civic Center Way
Calabasas, California 91302

Notice of Preparation of a Draft Environmental Impact Report for the West Village Project (File No. 160003125)

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files¹. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on SCAQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to

¹ Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts. SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by SCAQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance² on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are

² In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 of SCAQMD's CEQA Air Quality Handbook
- SCAQMD's CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf?sfvrsn=5>
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Alternatives

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits

In the event that the Proposed Project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the Proposed Project. For more information on permits, please visit SCAQMD webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD's webpage at: <http://www.aqmd.gov>.

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

LAC170901-13

Control Number

From: Betty Mehling [<mailto:betty@mehling.org>]

Sent: Monday, October 02, 2017 3:14 PM

To: Glenn Michitsch

Cc: nancy rothenberg

Subject: West Village Project in Agoura

Betty Mehling, Calabasas Resident for 46 years
23641 Summit Drive
Calabasas, CA 91302

betty@mehling.org

818-222-5104

POSITION: AGAINST WEST VILLAGE PROJECT

October 1, 2017

dear mr. michitsch,

i have lived in calabasas since 1972. my husband and i lived in our first home, located north of the 101 at las virgenes, for 16 years. in 1988, we moved into the Calabasas Highlands. my husband, a Burbank Firefighter for 35 years, passed away in 2010, and i have continued to live here. in may of 2018, i will have been a resident of calabasas highlands for 30 years.

i tell you my history so you understand that i have witnessed major changes in our area for nearly five decades. i have seen developmental changes that were NOT supposed to happen. i have seen promises that were made to residents when calabasas went from LA County to becoming a city that have consistently not been kept.

and yet again, you are trying to sugar-coat what we clearly do not want. we are over-developed NOW; we don't want MORE!

i ask you WHY our representatives that we voted because they campaigned that they were against development, the individuals who are supposed to represent us, don't honor what we want. even though we have attended countless planning board meetings over the decades stating our cases repeatedly. WHY are there obvious conflict of interest concerns that not only don't get acknowledged.....they are ignored.

and now our sister city, agoura hills, continues to be over-developed which is not what those residents want.

This new development is being proposed for the undeveloped land where Las Virgenes Road meets Agoura Road. despite the EIR objections, which outlines significant changes for that area that include yet another a massive and destructive proposal for 15 buildings and 180 units plus commercial buildings to be jammed into 13 acres.

to do this there will have to be extensive grading; and there will be destructions of scenic hillsides and significant ecological areas.

the EIR also outlines the specific environmental impacts that this project will generate will likely be **permanent** for our community.

we have the same old complaints: **air quality, greenhouse emissions, noise, MORE traffic and congestion.**

as a community, we already have voted NO on F in our november 2016 election. we didn't want that proposal and we don't want this one.

when we were asked what we wanted when calabastas became a city, it was largely NO MORE DEVELOPMENT. and yet decades later, you still don't seem to even listen to our desires. we are the tax payers and voters and residents. please understand that we are so tired of this.

sincerely and unhappily,

betty mehling

Sent: Sunday, October 01, 2017 8:59 PM

To: info

Subject: Fw: Planning Department - Glenn Michitsch

For the West Village at Calabasas project attached Comments on the Scope and Content of the Draft Environmental Impact Report. Please send me an email that you have received this document.

Thank You,
John Suwara

(PDF attached)

The Calabasas Coalition™



"Voices of the Community"

Email: Info@thecalabasascoalition.org

www.thecalabasascoalition.org

October 2, 2017

Mr. Glenn Michitsch
Planning Department
City of Calabasas
100 Civic Way
Calabasas, CA 91302

Re: **West Valley at Calabasas Comments on the Scope and Content of the Draft Environmental Impact Report (DEIR)**

Dear Mr. Michitsch:

Thank you for the opportunity to respond to the Initial Study for the West Village at Calabasas.

This project has a large Environmental Impact. It is difficult to see how the damage that this project will inflict on the environment can be entirely mitigated. Please clearly identify any items in the EIR that cannot be mitigated and specifically identify which Codes and General Plan provisions have been violated.

The proposed grading is massive with cut estimated at 2,622,188 cubic yards and fill estimated at 2,647,756 cubic yards. The grading, which would cause the destruction of Significant Ecological Areas, Heritage Oaks, wetlands, wildlife habitat, wildlife connectivity and the scenic hillsides, is a major concern. The grading estimates for West Village are significantly larger than the grading estimated for the Canyon Oaks Project. West Village estimates for cut grading are 20% more than for Canyon Oaks and fill grading is 46% more.

The West Village project is on the same land as the previous Canyon Oaks Project and is supposedly occupying less acreage than the Canyon Oaks project, so please explain why the cut and fill grading estimates have increased so dramatically over the Canyon Oaks Project. Please explain the 20% increase in cut grading and the 46% increase in fill grading.

The project page on the City of Calabasas website states that there will be no import or export of dirt for West Village. However, the fill grading numbers are larger than the cut grading numbers. Please explain in layman's terms how you can be filling in more dirt than you have removed when cutting into the hillsides.

On page 6 of the Initial Study Section 8 EXISTING PROJECT LAND USE AND SETTING it states "Numerous unmaintained outbuildings remain from the site's history from the late 1800s to the 1920s". Please include specific locations of these buildings and documentation of their

historical significance and how they will be protected for future generations, similar to what has been done for the Leonis Adobe.

On page 8 under Necessary Public Agency Approvals, the Los Angeles County Department of Public Works is not included. This agency was listed in the Canyon Oaks Initial Study. Why is their approval not necessary for this project?

In Section XIV of the Initial Study all three "Mandatory Findings of Significance" are noted as potentially having a significant impact. In the EIR it is noted that effects are either "Potentially Significant Unless Mitigation Incorporated" or have a "Potentially Significant Impact". Please provide information that includes the acceptable standards and how far the effects deviate from the acceptable standard.

Section XIV (a) asks "Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?" What is the habitat that is being reduced and what are the wildlife species that are affected? What are the sustainable levels and how far below the self-sustaining levels will it drop?

Another environmental issue that is handled vaguely is the generation of noise levels in excess of standards established. How much are noise levels in excess of the established standards?

Regarding air quality, it is noted that the proposed project would add to air pollution that is already in excess of standards. Please address the standards and how much air pollution would be generated by this project. Specifics regarding standards and deviations should be addressed in the EIR.

It is not enough to say that the proposed project may generate impacts (some temporary and some permanent) without informing those of us who will have to live with the results just how big those impacts may be compared to the norms.

The Initial Study does not mention using story poles to show the public the impact of the project on the view. When story poles were installed for Canyon Oaks, even though they were incomplete, they were useful for the public to estimate the impact of the project on the view. Therefore story poles should be included in the EIR as one of the ways for the public to determine the impact on the view.

We also request that a better attempt be made to show the public the impact of the West Village at Calabasas Project on the view. The buildings are large, blocky and close to Las Virgenes Road. If there are parts of the project where story poles cannot be installed please consider alternatives. For example, if story poles cannot be installed in the existing debris basin, consider putting poles on either side of the basin and string a rope between poles across the debris basin with flags on the ropes to depict the height of the buildings. This is particularly important for the view from Las Virgenes Road. For poles that are short of the actual height of a

building please consider using balloons tied to the highest point on a pole to depict the true height of the building.

Attached are detailed comments for each major section in the EIR. We have added Section VIII HAZARDS AND HAZARDOUS MATERIAL, Section XIII POPULATION AND HOUSING and Section XV RECREATION to our comments. There are issues in these sections that should be addressed in the EIR. We request that these sections be added to the EIR.

Thank you again for the opportunity to submit these comments regarding the West Village at Calabasas Project. We look forward to seeing the DEIR.

Sincerely,
The Calabasas Coalition

West Village Committee*

Joanne Suwara

Frances Alet

Joe Chilco

John Suwara

Luresa Byrne

Jacy Shillan

Priscilla Lee

*All of the above listed individuals are Calabasas residents

I. AESTHETICS

Items a) through d) are all checked "Potentially Significant Impact".

There are no mitigation measures and the impact is significant for all four items.

The majority of the property consists of Open Space-Development Restricted hillsides on the project site. Open space hillsides with their scenic beauty are of critical importance to Calabasas residents as codified in Calabasas Ordinances. This includes, but not limited to ORDINANCE NO. 2005-225, commonly known as Measure D which states "The People of Calabasas find that the preservation of existing open space in the City and open space acquired or designated in the future is necessary to protect the quality of life in the City". Please identify, as part of the EIR, those ordinances that protect open space and hillsides and specifically how this project does not violate those ordinances.

The Open Space Element of the 2030 General Plan states the preservation of the remaining open space lands within Calabasas and acquisition of new lands for open space designation are consistently identified as the community's highest priority. Explain how this project preserves open space hillsides in their natural state per the General Plan.

In a letter dated April 13, 2016, the Santa Monica Mountains Conservancy identified an alternative applicable to the project site where significant environmental impacts can be avoided without remediating the ancient deep-soil landslide by building a safe distance from the edge of the landslide (approximately 350 feet from the landslide edge). They stated that avoiding the remedial grading of the ancient landslide would prevent "irreversible significant adverse biological impact[s]" caused by the "permanent loss of over ten acres of prime north-slope coastal sage scrub with mixed oak woodland. Additionally, it would preserve land that "captures water for one of the onsite seeps and supports a unique vegetation assemblage."

At least one alternative that must be included in the EIR is a "No Landslide Remediation". Such an alternative is consistent with the intent of the Open Space Element of the 2030 General Plan, including its stated policies and Open Space Functions, and is in keeping with the stated objectives of Measure D.

The 15 three-story buildings are large and blocky with minor architectural differences. There is an institutional look and feel of an inner-city housing project by having so many almost identical buildings so close together whose architecture is incompatible with other residential developments in the Scenic Corridor. Please consider alternatives that will reduce the density of the buildings.

Line of site analysis from the middle of Las Virgenes Road is necessary to accurately analyze the impact on the view of the hillsides in the Scenic Corridor.

Any Statement of Overriding Consideration that justifies the permanent obliteration of the hillsides must include the benefits of doing so. There should be benefits to the community, not just for the developer.

III. AIR QUALITY

Air Pollution is a major concern. Calabasas sits within the South Coast Air Basin, a nonattainment area for the Federal standards for ozone, lead and particulate matter. In layman's terms, the air quality already is well beyond the threshold of what is considered healthy for people and wildlife.

A non-attainment area cannot be mitigated. Items a-e should all be marked as "Potentially Significant Impact".

When considering the impact on air quality, the EIR must address the cumulative effect of all development in the Las Virgenes Scenic Corridor. The number of projects being considered or already approved in the area all involve massive grading and will increase traffic congestion. They are all situated in close proximity to each other and within a mile of the 101 freeway. These include, but are not limited to the Rondell Oasis Hotel, the Paxton/Blue Marble project and West Village at Calabasas. Cumulative effects should also include "stationary source points" for airborne toxins and include, but are not limited to the Landfill and LVMWD's composting facility, as well as local dry cleaners, gas stations, and open pit barbeque restaurants. These stationary sources are part of the ambient air much of the time.

Onsite construction activity has a direct effect on air quality. This project proposes massive grading involving a large number of vehicles over an extended period. Proposed grading is approximately thirteen times the amount of the adjacent Paxton/Blue Marble project which has been grading hillsides for almost 2 years. Please include the construction activity from this project in the cumulative air quality effects.

The additional air pollution from construction vehicle emissions and dust from grading will create an even higher level of unhealthful conditions in an area that is currently exceeding Federal and State standards. Where there are estimates of construction emissions such as ROG, NO₂, SO_x, PM₁₀ and PM_{2.5}, please include information including calculations as to how these estimates were determined.

The Initial Study mentions that the Air Resources Board has an anti-idling law. Please describe in the EIR how compliance with this law will be monitored and enforced for the large number of construction vehicles on this project.

Increased traffic generated by construction vehicles and by private vehicles resulting from housing and hotel developments will degrade the air quality further. The cumulative effects of this increase must be dealt with in the EIR.

The EIR should note that the Las Virgenes Scenic Corridor, where the project is located, is within 700 feet of traffic on the 101 freeway which comes to a standstill in both directions daily during rush hours. In addition, please include the traffic that jams up right next to the project at Las Virgenes and Agoura Road when traffic comes to a standstill on the Freeway. The traffic jam extends southward on Las Virgenes Road and westward on Agoura Road. Idling vehicles belch carbon monoxide and particulate matter emissions into the air, adding toxins. Especially toxic

are the large diesel tractor trailer trucks. Please include these in the cumulative effects and specify how the toxic air quality and unrelenting traffic would be mitigated.

Other projects that are active include the construction of the Lost Hills Bridge and the Cal Trans maintenance of the freeway. The Cal Trans crusher in the turnout just east of the Las Virgenes Road belches large amounts of dust when in use. Please include this Cal Trans activity in the cumulative effects. Once the Lost Hills Bridge is completed it will be able to accommodate more traffic and larger trucks. Please include estimates for this increased traffic and emissions from the larger vehicles. Please include these emissions in the cumulative effect.

West Village, if approved, will add to the already massive grading occurring in the area. In addition to respiratory distress, airborne diseases such as Valley Fever and infant botulism need to be addressed since residents in Calabasas have contracted both these types of diseases from local sources. Please describe the specific means the developer will be required to implement to prevent these airborne diseases from infecting people.

Health is of great importance. The project is in the Las Virgenes Valley which is surrounded by hills. Air pollutants settle in valleys. What are the cumulative levels of air pollutants that are excessive, how are they measured and when standards are violated, what is the course of action to bring those levels down to an acceptable level? What are the precautions being taken by the city and staff to protect the health of its residents?

IV. BIOLOGICAL RESOURCES

How will the Southern Coast Live Oak Riparian Forest be protected during construction?

Please include a count of the heritage oaks, non-heritage oaks and other plants by species that will be displaced. Please include a map that shows where these oak trees and plants are located. On this map please identify the boundaries of the development including grading such as the Open Space-Development Restricted landslide, the proposed debris basin and anything else that modifies the existing terrain.

Please identify on a map the planting by species of replacement and transplanted oak trees. Also please include the number of years that will be required for newly planted and transplanted non-heritage oak trees to grow to become a heritage oak.

Please provide the survival rate by species of the oak trees and plants that will be planted to replace the displaced plants. What precautions will be taken to insure the survival of the replacement plants? How will new and transplanted plants be monitored and what is the forecasted survival rate? Please identify who has responsibility to insure survival of the new plants and the penalties that are assessed if they do not survive.

Please identify the location of the black walnut trees and identify how their loss will be mitigated.

Please include a map of Biological Resources in the EIR that shows the location of Native Plant Communities and associated plant communities on the property. Please identify the existing location of native upland, wetland/riparian and other native plants. The map legend should be color-coded and indicate rare plants. Please include a second map that has an overlay over the Biological Resource Map showing how the buildings, debris basin and grading proposed for the site impact the native plants.

The Canyon Oaks plant survey was done in a drought year. Please note any changes that have occurred regarding variety and abundance of plant and wildlife in this past non-drought year.

A majestic rare partially albino red tailed hawk was photographed in the canyon by a hiker in August, 2017. Are any special provisions being made for this hawk?

How will the water quality in the Malibu Creek Watershed, including Las Virgenes Creek, Malibu Creek and downstream to the Santa Monica Bay be protected? How will these standards be monitored while the project is being developed and completed? Please identify the standards.

The project site is situated in the western portion of the City's mapped Wildlife Linkage and Corridors. The ephemeral drainage, its riparian habitat and oak woodland habitat provide important habitats within the greater linkage for those wildlife species dependent upon the biotic resources of these habitats. Please be specific with regard to proposed mitigation measures.

The grading at the Paxton/Blue Marble project has resulted in a very large increase of rat infestations in neighboring communities. Given that the proposed grading of the West Village project is more than 16 times greater, what measures will be taken to lessen the impact and control this scourge, especially since the project is within feet of restaurants, fast food establishments and a major supermarket?

Please list all the agencies whose approval is required with a description of the approval.

Please include a summary of conditions and certification of compliance with all conditions of the Oak Tree permit, including but not limited to, minimum tree replacement numbers, establishment goals, and the health of all replaced, remaining, or relocated trees.

VI. GEOLOGY

There are numerous mentions in the Initial Study about mitigating the ancient landslide. It states that the ancient landslide could have the potential to affect not only the project site but also adjoining properties and public right-of-way, necessitating remedial grading to address existing landslide hazards.

Please provide an analysis of the dangers of remediating this ancient landslide. As part of this analysis please include dangers to adjacent properties like the Colony and the public right-of-ways (Las Virgenes Road and Agoura Roads). In the event that the landslide dangers cannot be effectively mitigated to an acceptable level of safety, the EIR should state this.

A “No landslide remediation” alternative must be included in the EIR. Such an alternative is consistent with the intent of the Open Space Element of the 2030 General Plan, including its stated policies and Open Space Functions, and is in keeping with the stated objectives of Measure D.

Please include an analysis of a “Recreational use with no landslide remediation” alternative in the EIR, consisting of playing fields such as soccer fields on the project site.

Why are the cut and fill totals for remedial grading on the West Village development significantly higher than on the Canyon Oaks development? It’s the same ancient landslide. Why should there be any difference? Please provide an explanation in the EIR with sufficient detail and evidence in support of such.

Please provide sufficient data regarding borings on the project site, including type of soil by depth and depth of bedrock, the dates on which the borings were taken, the locations where the borings were taken and the name of the company or companies that performed the borings.

Since there is significantly more grading involved in the West Village project versus the Canyon Oaks project, please also include detailed information on any new borings and analysis of such.

Please provide specific locations on the project site susceptible to liquefaction and detailed descriptions of the means by which liquefaction will be mitigated. In the event that liquefaction cannot be effectively mitigated to an acceptable level of safety, the EIR should state this.

Please provide detailed information on how the grading conforms to Calabasas City Codes and General Plan(s) and include the specific references that support that contention.

Please provide information on those areas where the proposed project does not conform to Calabasas City Codes and/or General Plan(s).

Please provide information on requirements the developer must meet to provide protection against damages caused by a landslide, liquefaction, slippage in the pads of buildings built on massive amounts of fill if such occurs during or after completion of the construction activity. Also, please provide information on legal recourse and remedies available to any person(s) or property owners affected by damages attributed to construction activity on the project site and/or any other damage attributable to work approved by a city engineer, including specific details on the City’s liability.

VII. GREENHOUSE GAS EMISSIONS

As stated in the Initial Study, Greenhouse gas emissions will incrementally contribute to global climate change. The emission of greenhouse gases by equipment used for grading and for construction must be considered given the extended length of time estimated from “shovel in the ground” to completion of the project.

Please be specific as to the extent of the conflict with the requirements of Assembly Bill 32, Senate Bill 32, Senate Bill 375 and other related plans, policies and regulations. What is the exact conflict and the ramifications of such?

Please address in the EIR compliance with CEQA Guidelines that provide general regulatory guidance on the analysis and mitigation of GHG emissions. What are the qualitative and quantitative thresholds for the assessment and mitigation of GHG emissions set by the lead agency?

The City's General Plan Conservation Element IV-19 says "reduce per capita emissions of greenhouse gases by at least 25% from 2005 levels as stipulated in AB 32". Please provide specific numbers that demonstrate compliance with this section of the General Plan. In the event current emission levels are not in compliance, the EIR should state this and specify any exceedances of such.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Will there be fuel or other hazardous materials stored on the property? If so, what are the dangers/impacts of doing that?

How will this be monitored to insure the health and safety of the community?

IX. HYDROLOGY AND WATER QUALITY

The EIR must include specific information, including the water quality standards to be met, any levels that are exceeded, the method of mitigation to be applied, and methods to monitor compliance on an on-going basis.

The EIR must include the specific permits required by any other agency with jurisdiction pertaining to biological resources such as seeps, streams and wetlands that feed into the water drainage systems.

Due to the possibility of on-going shortage of water, based on historical drought years, and the instability of suppliers of water to the LVMWD, there is a proposal for a "Toilet to Tap" facility on the drawing board. Please address the effect that 495 new water users will have on existing and future water supplies. Please include information on the amount of water that will be used during grading of the site.

X. LAND USE AND PLANNING

The Las Virgenes Gateway Master Plan, a companion document to the General Plan, states that hillsides present challenges for developments with regard to geologic instability, erosion, access and view protection. Please address all of these constraints in the EIR, providing the specific means by which they will be effectively mitigated.

The General Plan addresses the fact that hillsides present challenges for development including geologic instability, erosion, access and view preservation. Policy Vii-4 of the Safety Element discourages development within potential landslide areas and areas with severe soil limitations as the City's preferred management strategy, and as a higher priority than attempting to implement engineering solutions. How is this conflict with an adopted policy addressed in the EIR?

Given that the General Plan Safety Element states "...manmade slopes created by development within hillside areas can be subject to slope failure", please provide specific information on requirements the developer must meet with regard to the landslide remediation, including protections the residents and the City will have against unintended consequences, and any legal recourse available to be pursued in the event that actions taken by the developer result in damages to personal property, injury or death.

If, after beginning remediation, the developer finds that the attempt to remediate the landslide is not feasible due to expense or other reasons what protections do the residents and the City have?

The project does conflict with an applicable land use, specifically due to zoning. It appears that this is a de-facto rezoning of Open Space that requires voter approval in accordance with Measure D. Please provide specifics from the Development Code that allow for rezoning of OS-DR land without voter approval. In the absence of such, please specifically state in the EIR that grading on OS-DR zoned land is not an allowed land use.

In examining consistency of the project with the General Plan and the Development Code, please provide specific references when citing such to support findings. There are conflicts with the Development Code regarding landslide remediation.

According to California State Guidelines the role of the General Plan is to establish a document that will "...act as a constitution for development, the foundation upon which all land use decisions are to be based". This is mandated by the State. Please be specific in the EIR when citing the General Plan to support findings, not only in the area of Land Use and Planning, but anywhere in the EIR.

The project has large building pads on plateaus and is not sufficiently terraced. Please explain how this complies with City of Calabasas Codes and Plans.

City Land Use Ordinance states that "An application for permit under this title for the construction or alteration of any structure to be located within ten (10) feet of a property which is zoned Open-Space or Open-Space Development-Restricted...shall not be complete unless accompanied by a survey prepared by a licensed land surveyor or another person authorized by law to conduct and prepare a survey. This survey shall be required to depict (i) the boundaries of the property, (ii) the work to be constructed, and (iii) the boundary of the property nearest the site of the work which is zoned Open-Space or Open-Space Development-Restricted...". It was discovered during the Canyon Oaks process that the boundaries of the Open Space-Development Restricted land were unclear. To date, nothing has been done to clarify where the

OS-DR land begins and where the land zoned for development ends. Please provide a detailed survey that would settle this question once and for all.

XII. NOISE

In the Initial Study, items a), b) and d) are considered to have a “Potentially Significant Impact”. Based on this indication, they cannot be mitigated. The Colony residences are immediately adjacent to the West Village project site and there are hillside residences visible from Las Virgenes Road situated to the rear of the project site in close proximity. As sound carries, the impact on all neighboring residences in all directions from the project site will be significant. How much will they be in excess of reasonable standards?

Please provide a detailed explanation of the means to mitigate noise from this project so that it does not constitute interference with residents’ peaceful enjoyment of their property. Residents have rights. Greater consideration should be given to existing communities that will suffer. In other words, current residents have rights that should supersede the West Village developer’s rights to build the proposed project.

In the EIR please include current information on all applicable noise level standards set by local, regional and State authorities and the likelihood of exceeding such standards.

In the EIR please include current information on all applicable groundborne vibration standards set by local, regional and State authorities and the likelihood of exceeding such standards.

Item XII b) indicates there will be excessive groundborne vibration levels because of project activity. Please include in the EIR a detailed explanation of how excessive groundborne vibration will be mitigated.

Please include in the EIR details of protection against damages caused by the anticipated excessive groundborne vibration to the property and buildings in proximity to the project site and any legal recourse available to those owners/residents of such affected. Please include specific distance information defining “proximity” in this case.

It is noteworthy that residents of Stone Creek, directly across from the Paxton/Blue Marble development have had damage to their property and buildings that they attribute to groundborne vibration from that construction activity. It is unreasonable to suggest that similar effects will not result from the West Village construction activity, which is much larger and already anticipated to create excessive groundborne vibration.

It is imperative that the EIR address this concern. In the absence of effective means to mitigate such, the EIR should state this.

XIII. POPULATION AND HOUSING

The determination reached in Section 4.10 of the General Plan Final EIR that Calabasas is almost entirely built out doesn’t take into consideration redevelopment. It has been stated that

redevelopment is the next wave of development in the City. The proposed Raznick project is a perfect example: a 4-story Senior housing project is replacing a 2-story office building.

Please analyze current and future redevelopment projects and their impact, including cumulative impacts. How is this addressed in the General Plan? Can the impacts of potential redevelopment and their cumulative effects currently be adequately analyzed? Is more data from the City necessary to insure that future redevelopment will not result in overdevelopment that will negatively impact the environment and the residents?

The 2030 General Plan projections do not take into consideration the possibility of Accessory Dwelling Units as such have only recently been allowed under State density laws. In addition, redevelopment is not addressed in the General Plan. The General Plan should be updated to consider these issues that will have long-term impacts on the community. This update should take place with the input of a community Advisory Committee and the results used to analyze the environmental impacts in the DEIR for the West Village project.

Please explain in the EIR a) how ADUs will be addressed with regard to the proposed project, b) the extent to which they will be allowed on the project site, c) how increases in population attributed to ADUs are in compliance with the projections of the 2030 General Plan and d) how the General Plan (2008) policies and objectives aimed at limiting further growth will be applied in this case.

XIV. PUBLIC SERVICES

The Initial Study states "...the 2030 General Plan FEIR from 2008 found that Lupin Hill Elementary School was 7 percent overcapacity and Calabasas High School was 4 percent overcapacity (City of Calabasas 2008)." Please provide current numbers regarding enrollment and capacity at local schools.

Please analyze and provide specific details as to how the project is in compliance with the intent of the 2030 General Plan if it results in increases to the capacity levels at local schools.

The EIR should include specific methods to reduce overcapacity at local schools.

The Initial Study states "Section 65995(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998) states that payment of statutory fees is deemed to be full and complete mitigation...". Accepting payment of statutory fees may legally mitigate the Potentially Significant impact on schools, however, it does a disservice to the current residents if already burdened with overcapacity schools.

Please describe how the statutory fees will be distributed and applied to the benefit of Calabasas residents.

The Initial Study states "...project implementation would not create the need for new or expanded police protection facilities. Existing police service is expected to meet the City's needs through 2030 (City of Calabasas 2008)."

Recent upticks in crime statistics resulted in community meetings with the Sheriff's Department that were attended by members of City Council. Residents expressed that they do not feel safe in their local communities and that, contrary to the statements made in the Initial Study, they do not feel existing police service is meeting their needs or is adequate. Many have requested an increase in Sheriff services (e.g., more patrols in locales and at times when reported crimes are occurring).

In the EIR, please a) provide current, up-to-date data of Calabasas crime statistics, b) address the current level of police service, including the number of personnel assigned to provide patrols, c) evidence that there have been increased patrols as residents requested, including the times such patrols occurred, and d) analyze and assess the impact of adding an additional 500 residents in a densely packed geographic area.

Based on all of the above, further analysis of these issues is warranted.

XV. RECREATION

As an alternative to the project please include use of the property for Recreation. The need for more playing fields has been repeatedly expressed by the community-at-large. In addition, a Staff Report from Jeff Rubin, Director of Community Services, to the City Council in August, 2017 stated there is a need for playing fields in the city. Playing fields will have a very low impact on the environment and will benefit both the local community and regional residents.

Please analyze playing fields as an alternative.

Comments in section "XIV. PUBLIC SERVICES" of the Initial Study state: "...the project would allocate about 66.1 acres for open space on-site and also includes...new trail access." The "about 66.1 acres" of open space is already OS-DR zoned land and does not result from the proposed West Village at Calabasas development ("West Village"). The trail access also already exists; similarly, it is not a benefit solely attributable to West Village. Both of these aspects would be available to the public in the event of a "no development" alternative or a "recreational use" alternative.

Please describe what will be contained in the playground that is planned for this project. Please include type of playground equipment, any courts such as basketball, nighttime lighting, restrooms and drinking fountains.

Please provide information addressing how approximately 500 new residents for this project and other new projects will impact existing recreational facilities. Please provide a list of existing parks in the City of Calabasas that include at least a playground, basketball courts and restrooms and state the acreage of such parks. Please compare this acreage with what is required for the current population of the city plus the increase in population anticipated by this project.

This project does not have a community room or swimming pool. Therefore, the new residents will impact membership at the Agoura Hills/Calabasas Community Center and the Calabasas

Swim and Tennis Center. Please include an analysis of the impact that this increased use of these facilities will have on current Calabasas residents.

The addition of approximately 500 new residents will impact the dog park (“Bark Park”) on Las Virgenes Road. It is already inadequate for city residents. The addition of nearly 500 new residents could result in an additional 100+ dogs competing for space in an already overcrowded park. What measures will be taken to address this?

The project includes new access to trails. Please describe the parking facilities the project will provide for the park and trails. Please include the number of parking spaces and whether there is adequate parking for large equestrian trailers and buses.

For these reasons, further analysis of Recreation is warranted. Please include "Section XV. RECREATION" in the EIR.

XVI. TRANSPORTATION/TRAFFIC

The EIR should include specific detailed plans to mitigate when City level of service standards are not met and conflict with local and regional congestion management standards. In addition, it should include detailed information specifying those current standards and when levels of service are not met.

Please provide specific evidence of how the project is in compliance with the intent of the 2030 General Plan with regard to traffic and transportation.

The project will increase traffic impacting the intersection at Las Virgenes and Agoura Road. It will also increase traffic to and from the retail establishments in the area. The scope of the traffic study must include this increased pedestrian, bicycle and vehicular traffic.

Las Virgenes Road is a major North/South thoroughfare utilized by emergency vehicles traveling to and from locations, including those within Calabasas, the Santa Monica Mountains and the Pacific Coast Highway. Please analyze the impact project construction activity and construction vehicle traffic will have on emergency services and needs, and provide the specific means by which such will be mitigated to an acceptable level.

XVIII. UTILITIES AND SERVICE SYSTEMS

The Initial Study states that all impacts are “Potentially Significant Unless Mitigation Incorporated”.

With regard to item a) “Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board”, it is noteworthy that during the construction of The Colony development, which sits adjacent to the West Village at Calabasas proposed development, the developer Shea Homes was alleged to allow substances deleterious to fish, plants and birds to pass into the water of Las Virgenes Creek by failing to control storm water flows from its construction site. Shea Homes paid significant fees in settlement of such. Prior to construction

of the development, the City required Shea Homes to post security bonds and advance deposits to pay for any costs incurred by the City related to the project.

Please specify in the EIR the means by which this type of impact will be mitigated and the total dollar amounts that the developer, New Home Company, will be required to post as security bonds and advance deposits.

In addition, please describe in the EIR how water runoff from the project site will be monitored, including contact information for the agency and individuals responsible for such monitoring.

With regard to items b), d) and e), which address issues related to the construction of new water or wastewater treatment facilities, the sufficiency of water supplies from existing entitlements or resources, and adequate wastewater treatment capacity, the Initial Study notes that LVMWD provides water services to the City of Calabasas, and depends on imported water supplies managed and delivered by the Metropolitan Water District of Southern California (MWD). Both LVMWD and MWD are investigating the possibility of building an advanced water treatment plant that would turn reclaimed sewer water into drinking water. The estimated cost for LVMWD to build such a facility is significant (\$95 million). No information currently exists for location of such a facility or actual costs, and to what extent that those costs would result in increased charges for LVMWD customers.

There is concern that if such a facility is implemented then the volume of water in Malibu Creek may be reduced. This will have negative impacts on fish species that spawn in the Malibu Creek watershed, specifically the endangered steelhead trout.

In addition, any plan to mix reclaimed water with existing potable water supplies, also referred to as "toilet to tap", is not favorably viewed by the public and could have a significant impact on property values.

Please specify in the EIR the detailed means by which these types of impacts will be mitigated and include the necessity for studies to determine the effectiveness of such mitigations to address the resulting significant environmental effects.

As all of the items addressed in this section of the Initial Study are directly impacted by the possibility of drought conditions, mitigation of such could have significant impacts on existing LVMWD customers in terms of availability and rising cost of services. "As we move to a future where drought is the new normal, continued reliance on imported water is unsustainable," said Katherine Pease, a watershed scientist for the environmental group Heal the Bay.

As such is the case, the EIR should include a "No housing/commercial development" alternative.

XIV. MANDATORY FINDINGS OF SIGNIFICANCE

In Section XIV of the Initial Study all three "Mandatory Findings of Significance" are noted as potentially having a significant impact. In the EIR it is noted that effects are either "Potentially Significant Unless Mitigation Incorporated" or have a "Potentially Significant Impact". Please

provide information that includes the acceptable standards and how far the effects deviate from the acceptable standard.

Section XIV (a) asks “Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?” What is the habitat that is being reduced and what are the wildlife species that are affected? What are the sustainable levels and how far below the self-sustaining levels will it drop?

Many areas of this EIR involve an increase in pollution. If there are areas that cannot be mitigated that affect the health and well being of existing residents, this project should not be built.

Mr. Glenn Michitsch,

I reiterate in commenting about the increase of traffic that these so called "Calabasas City money maker Hotels" will provide while attempting to travel toward the beach on Las Virgenes Road, the increase of traffic on the cross street of Agoura Road, and more importantly, the already impassable roadway of Las Virgenes onto the 101 East. If anything, those roadways should be widened before any construction would be ever considered.

I am so against the ruination of our beautiful hills and quiet Calabasas lifestyle that we watch disappear, similar to what I have witnessed as Woodland Hills changed in my previous 40 years of residence there, before choosing to live in Calabasas, a "small suburban community." There were horses riding along Valley Circle and two thirds less traffic reaching the freeway on ramp. Now they have an enormous development going in at Valley Circle on the Treeland Nursery property, which has the Woodland Hills Neighborhood Association and Hidden Hills reeling in disbelief. And what happened to Warner Center in the wake of progress, is deplorable. Calabasas is heading in that direction; could our City Planners step back and note that "progress" can be detrimental to us all.

E. Aaronson

RECEIVED
OCT 12 2017

BY: _____



SIERRA CLUB
San Fernando Valley Group/Angeles Chapter

October 2, 2017

sfvscsepbasin@gmail.com

Glenn Michitsch, Senior Planner
Krystin Rice, Planner
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

krice@cityofcalabasas.com
Dear Ms. Rice:

The project located at 4790 Las Virgenes Road, file no 160003152, continues to have too serious an impact on wildlife, water and global warming.

This is very similar to the project that was rejected by voters in the ballot measure F. Which of the 66 acres are going to be open space with the trail head? There are steep cliffs in parts of the property. In the previous version, it was all the steep cliffsides. Their map in the NOP appears to indicate that they will dedicate cliffsides, including some outside their property line as the open space.

What the community has expressed interest in is a park with trail heads. The project with file number 160003152 is not suitable to this location due to its impact on wildlife and global warming. These are issues of great concern to us all as the evidence of global warming continues to increase.

The Notice of Preparation states that there will be potentially significant impacts on the biological resources, the view shed, and global warming through the emissions of greenhouse gases. Some of the global warming impacts that should be quantified include: 1. the disturbance of soil and the emission of methane. 2. The pouring of concrete 3. The truck trips and fossil fuel use including, gasoline, diesel, and natural gas. 4. The removal of trees and vegetation. 5. Car trips and fossil fuel use. Mitigation for such serious global warming impacts would be required. How would they propose to truly mitigate these impacts?

The section that asks will it have an impact on biological resources has also been marked affirmatively. Some of these impacts will specifically include 1) this is a wildlife corridor in your general plan. 2) this plan constitutes sprawl into existing open space. 3) current and future fencing impact wildlife by preventing their travel through the space. These impacts on wildlife are a great concern for the Sierra Club. This area is adjacent to open space and therefore is likely to have significant impacts on wildlife.

Water resources and wildlife are effected if the spring is impacted. How does this plan try to protect this spring and the wildlife that depend on it?

The community has requested a trail head. If the project was only for a trailhead, this would reduce the emissions to zero by doing none of the above stated activities that cause global warming. It would also be more positive toward the biological resources.

Please require the developer to continue to accept feedback from the community and to seriously incorporate the feedback into their proposal before continuing with the EIR process.

Sincerely,

Barry Katzen
Chair
San Fernando Valley Group of the Sierra Club Angeles
Chapter



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 3, 2017

Glenn Michitsch
Community Development Department
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

RE: West Village Project – 4790 Las Virgenes Road – Notice of Preparation of a Draft EIR

Dear Mr. Michitsch:

Thank you for the opportunity to comment on the Notice of Preparation of a Draft EIR for the West Village Project ("Project") located at 4790 Las Virgenes Road in the City of Calabasas. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

Metro is committed to working with stakeholders across the County to support the development of transit oriented communities (TOCs). TOCs are built by considering transit within a broader community and creating vibrant, compact, walkable, and bikeable places centered around transit stations and hubs with the goal of encouraging the use of transit and other alternatives to driving. Metro looks forward to collaborating with local municipalities, developers, and other stakeholders in their land use planning and development efforts, and to find partnerships that support TOCs across Los Angeles County.

Project Description

The proposed Project involves the development of residential, commercial, and public open space/trail uses on an undeveloped site of approximately 77.22 acres. The residential component would include a non-gated community of 15 three-story multi-family housing buildings. Each building would provide 12 dwelling units for a total of 180 units, 27 of which would be designated affordable housing units. The commercial component would consist of a 5,867 square-foot retail center, including restaurants and retail uses. Approximately 86 percent of the site (66.1 acres) would be preserved as open space. Non-remedial site grading would involve approximately 22,015cy. In addition, the project would involve an estimated 2,403,418 cy of cut, an estimated 2,406,971 cy of fill, with all soil being processed and balanced on site.

Metro Comments

Bus Operations

Metro bus line 161 operates on Las Virgenes Road adjacent to the proposed project. Although the project is not expected to result in any long-term impacts on transit, the developer should be aware of

the bus service that is present. Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 and Metro's Stops and Zones Department at 213-922-5190 at least 30 days in advance of initiating construction activities where there could be a disruption to bus service or bus stops. Other municipal bus operators may also be impacted and should be included in construction outreach efforts.

Congestion Management Program (CMP)

Beyond impacts to Metro facilities and operations, Metro must also notify the applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County," Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

Active Transportation

Metro encourages the City to work with the applicant to promote bicycle use through adequate short-term bicycle parking, such as ground level bicycle racks, as well as secure and enclosed bicycle parking for guests, employees, and residents. Additionally, the applicant should help facilitate safe and convenient connections for pedestrians, people riding bicycles, and transit users to/from the Project site and nearby destinations. The Project is also encouraged to support these connections with wayfinding signage inclusive of all modes of transportation.

If you have any questions regarding this response, please contact Derek Hull at 213-922-3051 or by email at DevReview@metro.net. Metro looks forward to reviewing the Draft EIR. Please send it to the following address:

Metro Development Review

West Village Project
Notice of Preparation of a Draft EIR– Metro Comments
10/03/17

One Gateway Plaza MS 99-18-3
Los Angeles, CA 90012-2952

Sincerely,



Derek Hull
Manager, Transportation Planning

Attachments: CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- Evidence that affected transit operators received the Notice of Preparation.
- A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both “peak hour” and “daily” refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
 - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
 - For each time period, multiply the result by one of the following factors:
 - 3.5% of Total Person Trips Generated for most cases, except:
 - 10% primarily Residential within 1/4 mile of a CMP transit center
 - 15% primarily Commercial within 1/4 mile of a CMP transit center
 - 7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
 - 9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
 - 5% primarily Residential within 1/4 mile of a CMP transit corridor
 - 7% primarily Commercial within 1/4 mile of a CMP transit corridor
 - 0% if no fixed route transit services operate within one mile of the project

To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction’s TDM Ordinance measures, but other project specific measures.

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.



James Chuang
Senior Environmental Specialist

Southern California Gas Company
Sempra Energy utilities
GT17E2
555 Fifth Street
Los Angeles, Ca. 90013
Tel: 213-244-5817
Fax: 323 518 2324

10/03/2017

Mr. Glen Michitsch
Senior Planner
City of Calabasas Community Development Department, Planning Division
100 Civic Center Way
Calabasas, CA 91302

Re: West Village Project

Dear Mr. Michitsch:

Southern California Gas Company (SoCalGas) appreciates the opportunity to review and respond to the Initial Study for the West Village Project that will inform preparation of the Draft Environmental Impact Report (EIR). SoCalGas understands that the proposed project would involve the development of residential, commercial, and public open space/trail uses on an undeveloped site of approximately 77.22 acres. The residential component would include development of 15 three-story multi-family housing buildings (180 units), the commercial component would consist of a 5,867 square-foot retail center including restaurant and retail uses, and 66.1 acres of the site would be preserved as open space. Non-remedial site grading would generate a net of 218,770 cubic yards of fill soil, and remedial grading to reshape the slope of the land and stabilize a landslide hazard area on the southern portion of the site would generate a net fill of 3,553 cubic yards of soil. We respectfully request that the following comments be incorporated in the administrative record.

- SoCalGas has one 6-inch medium pressure pipe that runs along Las Virgenes Road west of parcel number 2069-078-009. Should it be determined that the proposed project may require SoCalGas to abandon and/or relocate or otherwise modify any portion of its existing natural gas lines, SoCalGas respectfully requests that the project sponsor, The New Home Company, coordinate with us by calling (877) 238-0092 for Residential to follow-up on this matter.

Further, SoCalGas recommends that the DEIR include a discussion of activities associated with the extension of new natural gas service. At present, there is no mention of any existing or new facilities that would have to be installed. This additional discussion should include:

- The presence and condition of existing utility infrastructure on the project site, including right-of-ways and/or easements.
- The number and description of any new natural gas facilities that will have to be constructed or installed, in order to provide natural gas service to the proposed project.
- Identification of any existing natural gas infrastructure that would need to be relocated and/or abandoned, in order to provide natural gas service to the proposed project.
- Identification and description of any temporary areas required for construction and/or staging of material related to new gas service relocation or construction.

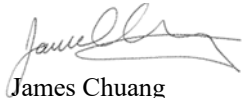
- Identification of any actions that would require permitting or acquisition of new right-of-way or easements for natural gas service to the project.
- Any proposed grading and/or drainage improvements that would redirect drainage in a manner that would increase the potential for erosion around SCG facilities.

The DEIR should also recognize that, in order to provide service, natural gas lines may have to be extended from existing off-site locations to the project site. A discussion of these issues with appropriate diagrams, including specific environmental impact analyses related to these activities, if necessary, may help to reduce the time and cost associated with the extension of new natural gas service to the project.

In addition, if any field monitoring for cultural or biological resources is required during construction of the natural gas facilities, the monitoring should be mentioned in the DEIR as a requirement and responsibility of the (“larger”) West Village Project. Likewise, any environmental mitigation required for the potential impacts associated with the construction of gas service to the project should also be addressed as part of the responsibility of the “larger” West Village Project.

Once again, we appreciate the opportunity to comment on the Initial Study for the West Village Project. If you have any questions, please feel free to contact me at (213) 244-5817 or EnvReview@semprautilities.com.

Sincerely,



James Chuang
Senior Environmental Specialist
Southern California Gas Company

cc. Jennifer Pezda, SoCalGas



CALIFORNIA NATIVE PLANT SOCIETY

Los Angeles /Santa Monica Mountains Chapter

15811 Leadwell Street
Van Nuys, California 91406-3113

Glenn Michitsch
City of Calabasas
Planning Division
100 Civic Center Way
Calabasas CA 91302

<mailto:gmichitsch@cityofcalabasas.com>

October 3, 2017

**RE: WEST VILLAGE
SCOPING COMMENTS
for DRAFT ENVIRONMENTAL IMPACT REPORT**

Dear Mr. Michitsch;

California Native Plant Society was recently represented at the public scoping meeting for West Village held September 14, 2017. We appreciate the presentation, staff knowledge about the project and answers to the many questions from participants. Please see the following comments and concerns about the project based on information learned at the scoping meeting, along with site knowledge by our organization. Comments are listed in no particular order of priority. We trust the City of Calabasas and Project Proponent will give serious consideration to these requests in order to develop a project that reflects contemporary planning principles and science.

- Conduct thorough and seasonally appropriate biological studies. Parameters should include proper time of day and environmental conditions such adequate precipitation
- Conduct focused rare plant field studies based on existing habitat type, historic records, and nine topographic quadrant search for the immediate area through the California Natural Diversity Database, which is administered by California Department of Fish & Wildlife (CDFW)
- Conduct focused rare plant alliance field study based on rare vegetation types listed in *A Manual of California Vegetation*¹

¹ JO Sawyer-Humboldt State University, T Keeler-Wolf-California Department of Fish & Wildlife, JM Evens, California Native Plant Society. 2008

- Require all floral surveys be conducted by a Certified Botanist administered through CDFW
- Propose protections without public encroachment and structural intrusion to all water features on site, including ephemeral and perennial bodies and rare elements such as seeps, pools, ponds. These existing elements provide biological, aesthetic, and watershed-level services
- Include comprehensive geological records including and not limited to: historic and contemporary soil surveys, borings, percolation, and other testing, creep and aggregate analyses, professional and academic research that includes vegetation types and habitat
- Include *in situ* protections for existing trees, habitat, special plants. Provide analyses and rationale for any proposed take and mitigation
- Provide analyses for human encroachment potential and impacts to all areas to be left in open space
- Conduct proper on-site cultural resources survey to include native plants/cultural nexus, along with required AB52 local tribal consultation with multiple tribal representatives, since Malibu Canyon is well-documented to be an intersection of at least four local tribes
- Include impacts analysis based on the proposed development footprint and associated Home Ignition Zone (HIZ) wildfire clearance requirements imposed by Los Angeles County Department of Fire and Forestry
- Include minimized light emissions that are focused at buildings and away from hillsides, non-structural areas, and the skyline
- Analyze carbon release from vegetation removal, soil disturbance, pavement, buildings, and other hard surfaces as part of greenhouse gas emissions and cumulative effects analyses
- Analyze West Village's compliance and compatibility with the Los Angeles County North Area Plan
- Analyze the impacts to the well-documented existing north-south and east-west wildlife corridors that traverse the property
- Analyze impacts to the adjacent Significant Ecological Areas
- Analyze impacts to the Malibu Creek watershed, including proposed engineering and undergrounding of existing streams and other drainages
- Provide at least two small development footprint alternatives to the project
- Analyze open space protections based on each of the various development plan scenarios
- Propose perpetual protections for planned open space, explain legal tools to be used, and include perpetual monitoring agreement
- Provide fugitive dust prevention plan

We thank you for the opportunity to comment and encourage the City, as lead permitting authority for the project, to consider the points we respectfully submit.

Sincerely,

A handwritten signature in cursive script, appearing to read "Snowy Dodson". The signature is written in black ink on a light-colored background.

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

SANTA MONICA MOUNTAINS CONSERVANCY

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



September 25, 2017

Glenn Michitsch
Planning Division
Community Development Department
City of Calabasas
100 Civic Center Way
Calabasas, California 91302

RECEIVED
OCT 04 2017

BY: _____

**Notice of Preparation Comments - West Village Project
4790 Las Virgenes Road**

Dear Mr. Michitsch:

The Santa Monica Mountains Conservancy (Conservancy) has had a long history with the subject 77-acre property that is integral both to the central core habitat of the Santa Monica Mountains and a regional habitat linkage to the Simi Hills. Parkland owned and managed by the Mountains Recreation and Conservation Authority (MRCA) for over 25 years abuts the subject land on three sides. The ultimate land use on the subject property will have great bearing on a major viewshed located along the 101 Freeway, within the City, and within a major northern extension of the Santa Monica Mountains National Recreation Area.

The proposed project is an attempt to force too many residential units into mountainous terrain at a gateway to the Santa Monica Mountains National Recreation Area in the 101 Freeway Scenic Corridor. The project exemplifies this incongruous fit between project and landscape with the need to grade over 2.6 million cubic yards of earth and to cover a valley bottom with approximately fifty feet of fill dirt off the adjoining mountainside.

The Conservancy hopes that the City sees the light that a project with this magnitude of earth alteration, with this regional public visibility, and virgin vegetation community alteration cannot escape from causing unmitigable significant adverse biological, green house gas emission, and visual impacts. Twenty-acres of cement drain-laced manufactured slope reaching over 40 stories in height up a mountainside to the edge of public open space does not mitigate the loss of the mountainside. How can that kind of monolith slope be characterized as natural open space? That mountain side currently supports the best example of north-slope coastal sage scrub - coast live oak habitat in the entire City. How can the City consider a grading project of this magnitude and inevitable permanent scar?

Glenn Michitsch, Senior Planner
West Village NOP Comments
September 25, 2017
Page 2

Consider that the project would produce 180 dwelling units in 15 three story complexes on 9.5 acres. The Canyon Oaks Environmental Impact Report for the same property concludes that 7.5 acres of the site is usable without remediating ancient landslide. At the same ratio of units to acres for the project, the 7.5 acre area could yield 140 of the type of units in the proposed project. The major project cost (grading) and all impacts would be reduced exponentially. No parties seem to want the token 6,000-square-foot retail center. This win-win alternative project must be analyzed.

The City is not required to approve a project with multiple unavoidable significant impacts even if the minimum level of permitted residential units cannot be accommodated. If the City disagrees with that statement, the factual and legal basis of such disagreement must be included in the Draft Environmental Impact Report (DEIR) . The City has options. The Conservancy urges the City to require complete DEIR analyses of multiple alternatives that do not require full remediation of the ancient onsite landslide or avoid it altogether.

The DEIR must fully analyze at least three physically and economically feasible development alternatives that do not require full remediation of the landslide. Only with such alternative projects can decision makers be presented with alternatives which avoid unmitigable significant adverse biological, green house gas emission, and visual impacts. At least two such alternatives should be for one hundred percent residential development even if they require a General Plan Amendment and/or Zone Change.

The applicant knowingly took many financial risks acquiring the site with multiple landslide testing and analysis documents on record. Such non-full-landslide remediation DEIR alternatives cannot be excluded from complete impact analyses because the applicant claims they are economically infeasible with zero detailed supporting evidence. The applicant would still have full economic use of the remainder of the property which includes approximately seven acres of pre-disturbed flat land with superior physical access. The Canyon Oaks project DEIR makes the case that a 7.5-acre area is physically and safely available for building without having to touch or repair the landslide. How many of the proposed three story townhouse complexes could fit on 7.5 acres? Wise cities do not have to financially bail out developers that paid too much for a property with a known large landslide that has thwarted multiple developers for decades.

Many ancient landslides dot both the Santa Monica Mountains and the City of Calabasas. To our knowledge, amidst widespread local geological instability, the generalized threat of

Glenn Michitsch, Senior Planner
West Village NOP Comments
September 25, 2017
Page 3

land movement does not prohibit the use of existing public roads, trails, and recreation areas in other parts of the City. To our knowledge, the subject landslide under current land use conditions does not pose any substantial public safety threat to users of the historic dirt road (Anza Calabash Canyon Loop Trail) that courses through the property at the foot of the landslide to the MRCA parkland. Hence, the portion of the property that directly abuts the landslide can be used for a public trail system (included in the proposed project description) without a reduction of available building area.

The DEIR should include a fully supported, simplified geological constraints analysis that specifically shows at approximately 200-scale where development is physically feasible without the need to do large-scale remediation of the subject major landslide or any such remediation. This analysis must consider the robust use of various debris deflection and retention structures, if warranted.

The highest quality ecological areas on the property are the north-facing landslide slope and the back canyon narrows that abut MRCA property. The narrows of that back canyon support a locally rare alkali seep including yerba mansa (*Anemopsis californica*). We encourage the City to shape all project alternatives to include both no adverse impacts and permanent protection for this back canyon seep area.

Please address any questions and send all correspondence to Paul Edelman of our staff at the (310) 589-3200 ext. 128 and at the above letterhead address.

Sincerely,



IRMA MUNOZ
Chairperson

From: Analia Miller [mailto:tailsntrails@yahoo.com]

Sent: Monday, October 02, 2017 9:22 PM

To: info

Subject: West village property development

Please do not tear down these beautiful Calabasas hills for more properties. Preserve our nature, air, environment and overall quality of life. Please do not pass this.

Thank you

From: Luresa G Byrne [mailto:byrne1o1@pacbell.net]
Sent: Tuesday, October 03, 2017 3:36 PM
To: info
Subject: West Village DEIR

10/3/2017

Attn: West Village Project DEIR

Dear Sirs,

There is much research available regarding the Santa Monica Mountains and the need to maintain 'high biotic diversity', preserve *inter-range* wildlife corridors and *intra-range* wildlife corridors within this range, as well as, Santa Susana, Simi, and Sierra Madre (Rim of the Valley) ranges, in order to promote genetic flow and recolonization of habitats essential in the protection of endangered or "special status" species. The proposed destruction of multiple 'critical natural habitats', or *grading millions of cm of soil & reconstructing manufactured hillsides*, cannot be "mitigate-able" or remediated or re-located or ignored. This project site is part of a larger area that is an important linkage for many classes of animals, including migratory birds between the Santa Monica, Santa Susana mountains and coastal areas. Will a Biota Study be required to address the critical species and plants located on or adjacent to the project site? Will the required *impact statements* be concise and clear and supported by evidence that relevant agencies have made the necessary **environmental analyses**? Current literature suggests that public purchase, protection, and enhancement of **wetland areas/watersheds** in L.A. County should be a high priority for all Californians.

This project will certainly result in a cumulatively considerable net increase of criteria pollutants-for which the project region is non-attainment under federal and/or state *ambient air quality standards*. Air quality is another issue which must be addressed.

Implementation of this project will increase noise, lighting, human activity, trash, pollutants, traffic and impervious surfaces in the watershed- all unfortunate for residents of this area already over-burdened with construction and traffic nightmares daily.

This project will substantially alter and obstruct views along a scenic corridor, as well as, obstruct and degrade views from existing biking, hiking, equestrian, and national historic trails. No way around this fact, will there be a 'buffer zone'? How will this significant loss of area character and aesthetics be mitigated? Too often we search for reasonable mitigation measures in an attempt to "soften the blow" of what is in reality-irreversible destruction.

Warm regards,
The Byrne Family

From: jslimocosky@charter.net [mailto:jslimocosky@charter.net]
Sent: Monday, October 02, 2017 10:05 PM
To: info; 'carrie@baltinassociates.com'
Subject: West Village Project-EIR

Glenn Michitsch
City of Calabasas Planning Division
200 Civic Center Way
Calabasas, CA 91302

Dear Mr. Michitsch:

The Board of Directors of Monte Nido Valley Community Association, a community of some 400 plus households in the Santa Monica Mountains, wishes to go on record as unanimously opposed to the proposed West Village Project. As your neighbors, we would be negatively and permanently impacted.

The preservation of our hillsides and undeveloped open space is fundamental to the City of Calabasas and all surrounding area. This promise of preservation is in your city charter, a promise made to the citizens who worked to create the City. Stop this massive, destructive development. Your word is your bond.

Sincerely,

Carrie Baltin, President MNVCA
Joan Slimocosky, Vice-President MNVCA

From: Luresa G Byrne [mailto:byrne1o1@pacbell.net]
Sent: Monday, October 02, 2017 1:37 PM
To: info
Subject: West Valley Project : Comments re: draft EIR

Dear Sirs,

I am a 16 year old student at Agoura High School and I live in Calabasas on the west side of town. I would like to know why my city government is allowing so many pollution generating activities to occur within an approximate 1 mile radius of my home. I am told we have "planners" and city staff who are responsible for scheduling and managing projects within our city and I don't understand how they have overlooked the safety and health of Calabasas residents. There are stationary source points, such as, the LVMWD composting facility on Las Virgenes rd., the Calabasas Landfill off Lost Hills rd., gas stations, nail salons, and open pit barbeques to name a few. And for the last 2 years I've see a staging area just past the south or east bound onramp to 101 freeway at Las Virgenes/on south side of freeway. This staging area is where huge pieces of concrete (old roadway) are being crushed into gravel and loaded on to trucks for distribution somewhere. This process generates a considerable amount of airborne particulates which are known to be damaging to human health. Add to this the Lost Hills Freeway project which continues to move massive amounts of earth with their toxic diesel consuming big equipment and doesn't seem to be slowing down even after 18 months of work. Just up the street from my old middle school, A.E.Wright, the natural hillsides have been destroyed and replaced with some ridiculous looking fake hillside and the amount of earth being moved around is another health hazard-especially for people who live across the street from this project. Now, there is another, even bigger and more destructive, project proposal coming before you for Las Virgenes road and Agoura road, "West Village". I would like to know what steps you are taking to ensure that I am not in danger of getting sick just by stepping out my front door and breathing the air? I play football for my school and want to know if you are thinking about the combined effects of all this earth moving/diesel powered equipment, and already toxic activities at the landfill and composting facility, in our area which is considered to be over the appropriate (healthy) limits for air quality-what effects these things have on children and teenagers growing up here in this city. Do any of you have children? Are they getting sick? Are they suffering from headaches and allergies? I would like to know what developers are going to do so that I don't have to suffer the consequences of their desire to make money here in my city. What "mitigation" is possible with regards to the quality of air I breathe every day? Is it even possible to mitigate more pollution sources when we live in an area that is said to be toxic already? Can you slow down the approvals of more and more earth-moving projects? All of these activities I listed above are happening within about 1 mile of eachother and down in a valley/canyon. I am sad and a bit worried that you are not taking into consideration the health and welfare of me and my classmates and neighbors. We all deserve to grow up in a healthy and safe environment and especially those of us that are blessed to live in the amazing Santa Monica Mountains. It doesn't seem right that my health may suffer because someone stands to make a bunch of money by destroying my city's character and appeal. I look forward to your answers to my questions herein. Thank-you for your time and consideration.

Sincerely,
Clayton S. Byrne

From: Luresa G Byrne [mailto:byrne1o1@pacbell.net]
Sent: Tuesday, October 03, 2017 12:45 AM
To: info
Subject: West Valley Project/ Draft EIR comment

Re: West Village Project/ Draft EIR

September 30,2017

To whom it may concern,

The Santa Monica Mountains are rich with history, native plant communities, special status wildlife, and provide miles of trails for exploration by hikers, bikers, runners, and equestrians. They provide a glimpse of what Southern California looked like before major urban development. Living in Calabasas for 20 years I have developed an appreciation for the beauty and necessity of these beautiful rolling, oak sprinkled hills. However, the Santa Monica Mountains are also important in a larger regional context. Several recent studies have concluded that the area of southern California that includes the Santa Monica Mountains is among the most sensitive in the world in terms of the number of rare endemic species, endangered species and habitat loss. Several studies have designated the area to be a local hot-spot of endangerment in need of special protection. The West Valley proposed project site will be intrusively situated in Malibu Canyon/Creek/Wildlife Corridor/Watershed ,as well as, on top of natural springs, wetlands, riparian areas, and numerous archaeological sites-all of which will be destroyed in exchange for more impervious surfaces, increased risk of wild fires, and increased risk of flooding, species degradation, and increased traffic and pollution. If a critical habitat in Las Virgenes valley is destroyed or adversely modified due to grading and development and therefore disruptive to the survival of a listed species, what measures will be taken to enforce protections currently in place and what agency will monitor and enforce mitigation measures? Increased lighting, noise, human activity, and human waste/trash reduces habitat areas, reduces wildlife foraging ability, constricts wildlife movements and therefore threatens biotic diversity and increases the risk of wildlife-human interactions throughout the corridor. What measures will be taken to ensure the protection and preservation of sensitive or "listed" species and protect marine species from pollution "run-off" which will flow directly to the Pacific Ocean from the aforementioned Las Virgenes creek and its un-named tributary which cuts through the center of the project site? What mitigation measures will be used to soften the blow to the changes in scenic areas or historic trails? Sustainability and preservation of natural resources are important to this Santa Monica Mountains region and the surrounding communities. Will there be a floodplain management plan included in the EIR? Will there be a Fuel Modification Plan due to the high potential for wildfires along this corridor? And how will the obvious destruction of critical habitats and linkages be mitigated in order to avoid habitat fragmentation and consequent species reduction?

What evidence will be provided to support the assumptions that water quality and availability will not be adversely affected by this project? Finally, how will you address the cumulative impacts to biological resources from the magnitude of earth moving and introduction of impervious surfaces within the watershed and how will you analyze the potential impacts of this project in conjunction/combination with other projects in the city or surrounding/adjacent areas?

Thank-you for your time and consideration.

Sincerely,
Luresa Poe Byrne, M.A.

From: Cynthia McNeil [mailto:cynthiarosemcneil@gmail.com]
Sent: Tuesday, October 03, 2017 5:01 PM
To: info
Subject: Fwd: Fw: West Valley Project/ Draft EIR comment

ATTENTION

Re: West Village Project/ DEIR

October 2, 2017

To whom it may concern,

The Santa Monica Mountains are rich with history, native plant communities, special status wildlife, and provide miles of trails for exploration by hikers, bikers, runners, and equestrians. They provide a glimpse of what Southern California looked like before major urban development.

AND ...

I fully understand that growth is going to occur...nothing can stay exactly the same.

With that said...this City Council, Planning Commission and other bureaucratic entities of the City of Calabasas have gone too far...abused positions and power. THE MAJORITY PEOPLE HAVE SPOKEN AT LEAST TWICE NOW, MORE IN SOME CASES, VERY CLEARLY. I/WE/THEY STRONGLY DISAGREE WITH THE DIRECTION THE CITY HAS TAKEN. We, the majority, voted "Open Space" in those hills until 2030, period! We, the majority, voted NO on F, again...extremely clear message speaks to the opinion and values of who you work for; And yet the City continues to ignore the residents you represent and grant variances, favors, approvals, etc. for buildings, projects and more which are in DIRECT CONFLICT WITH what majority residents want. The following letter was beautifully written:

I have developed an appreciation for the necessity of these beautiful rolling, oak sprinkled hills. However, the Santa Monica Mountains are also important in a larger regional context. Several recent studies have concluded that the area of southern California that includes the Santa Monica Mountains is among the most sensitive in the world in terms of the number of rare endemic species, endangered species and habitat loss. Several studies have designated the area to be a local hot-spot of endangerment in need of special protection. The West Village proposed project site will be intrusively situated in Malibu Canyon/Creek/Wildlife Corridor/Watershed ,as well as, on top of natural springs, wetlands, riparian areas, and numerous archaeological sites-all of which will be destroyed in exchange for more impervious surfaces, increased risk of wild fires, and increased risk of flooding, species degradation, and increased traffic and pollution. If a critical habitat in Las Virgenes valley is destroyed or adversely modified due to grading and development and therefore disruptive to the survival of a listed species, what measures will be taken to enforce protections currently in place and what agency will monitor and enforce mitigation measures? Increased lighting, noise, human activity, and human waste/trash reduces habitat areas, reduces wildlife foraging ability, constricts wildlife movements and therefore threatens biotic diversity and increases the risk of wildlife-human interactions throughout the corridor. What measures will be taken to ensure the protection and preservation of sensitive or "listed" species and protect marine species from pollution "run-off" which will flow directly to the Pacific Ocean from the aforementioned Las Virgenes creek and its un-named tributary which cuts through the center of the project site? What mitigation measures will be used to soften the blow to the changes in scenic areas or historic trails? Sustainability and preservation of natural resources are important to this Santa Monica Mountains region and the surrounding communities. Will there be a floodplain management plan included in the EIR? Will there be a Fuel Modification Plan due to the high potential for wildfires along this corridor? And how will the obvious destruction of critical habitats and linkages be mitigated in order to avoid habitat fragmentation and consequent species reduction?

What evidence will be provided to support the assumptions that water quality and availability will not be adversely affected by this project? Finally, how will you address the cumulative impacts to biological resources from the magnitude of earth moving and introduction of impervious surfaces within the watershed and how will you analyze the potential impacts of this project in conjunction/combination with other projects in the city or surrounding/adjacent areas?

Thank-you for your time and consideration.

Sincerely,
Cynthia McNeil

Note: I strongly resent the fact that I have to take an enormous amount of time and effort "reminding" you of the majority opinion in this city. We told you in two votes, numerous communications, ridiculous amount of meetings that take me away from family...what/how we want this city to look, feel, be. You are purposely NOT following our instructions. It's time for you to go.

--

Cynthia McNeil
Leadership & Organizational Development
818-585-7033
cynthiarosemcneil@gmail.com

THANK YOU!!!

From: Dylan Busse [mailto:busse.dylan@gmail.com]
Sent: Monday, October 02, 2017 10:39 PM
To: info
Subject: West Village Project and Environment

Hello, The New Homes' development in the Las Virgenes canyon/ corridor, off the 101 freeway.

This development will take out 45 Oak trees, impact wetlands and migrating wildlife, then add major traffic, smog and nightlight to the region.

From the Environmental Report:

<http://www.cityofcalabasas.com/projects/west-village.html>

"Development of this project would require a significant amount of remedial grading to stabilize an ancient landslide hazard area on the southern portion of the site. Remedial grading is estimated to include approximately 1,387,200 cubic yards of cut and 1,460,200 cubic yards of fill, with 73,000 cubic yards of import. Additionally, non-remedial grading is estimated to include 624,253 cubic yards of cut and 263,750 cubic yards of fill, with approximately 360,503 cubic yards of export."

Keep Calabasas beautiful.

Sincerely, Dylan

From: Heather Frimmer [mailto:heatherfrimmer@gmail.com]

Sent: Tuesday, October 03, 2017 10:25 AM

To: info

Cc: Scott Home

Subject: West Village Project and Environment

I would like to provide my support for NOT allowing further development in Calabasas, specifically with respect to the referenced project.

I have been a Calabasas resident almost continuously since I was 3 years old back in the 80s. I remember when Calabasas was really a horse town. When there was no Commons and Parkway Calabasas just was a dirt road leading to a mountain. My husband and I both went to AE Wright and Calabasas High. And we have lived in the Calabasas Hills development for the past 7 years. I love this City and am happy and proud to call it my home.

While I appreciate and utilize many of the improvements and additions made to the City (especially the Commons) over the years, I think it is enough. I would be very saddened if more land was graded to make room for further development. Calabasas is already too congested and the natural beauty that contributes to making this City such a wonderful place to live is slowly eroding. Please don't continue that trend. No more development.

Thank you

Heather Frimmer

24720 Calle Altamira
(818) 621-6452

From: jaycee64@aol.com [mailto:jaycee64@aol.com]
Sent: Monday, October 02, 2017 10:53 AM
To: info
Subject: West Village Project - Environmental Impact Report (EIR)

Dear Mr. Michitsch,

I am a long time Calabasas resident and active community member. I was unable to attend the West Village at Calabasas Scoping Meeting held on September 14, 2017 due to an out of town work commitment. I would have liked to directly speak to you and those involved from our City regarding the preparation of the Environmental Impact Report (EIR) for the West Village at Calabasas proposed development. I do appreciate your review of my written comments in conjunction with the EIR activities.

I am a resident of Stone Creek off Las Virgenes Road, and the President of our HOA. We are directly across the street from the Blue Marble/Paxton development currently in its 27th month and far from finished. This development has had impacts that I would suspect were not considered in advance by the City or that were anticipated. I'm speaking directly of the constant dirt pollution in the air, endless noise, congestion from truck traffic and destruction of the natural hillsides. I bring this to light because in the [Initial Study](#) document for West Village at Calabasas, there is a section on page 34 that notes the following:

a-c. As described in the sections above, the proposed project may generate impacts (some temporary, and some permanent) in the following areas: Aesthetics, Air Quality, Biological Resources, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning (Policy Consistency), Noise, Public Services (Schools), Transportation/Traffic, and Utilities and Service Systems. These issue areas as well as potential cumulative impacts will be evaluated in the EIR, and any feasible mitigation measures will be identified to avoid and/or reduce any significant impacts.

The fact that so many environmental impacts will be temporary and some permanent is concerning. As noted above, a small project like Blue Marble/Paxton can create ongoing environmental hazards for the community. That fact that this paragraph is in the Initial Study shows you are concerned this project, approximately 10 times larger, will result in serious environmental impacts. The City must require that each area noted in that paragraph be researched and all impacts identified. Additionally, the cumulative effect of these environmental impacts must be researched and identified. Each is problematic on its own, together they are **catastrophic** for our community and our residents. If any of these areas are revealed to create permanent environmental impacts, then the project must be rejected in its entirety in order to support the health and welfare of the community and its citizens.

Thank you,
Jacy Shillan
President, Stone Creek HOA
Member of the Calabasas Coalition
Long time Calabasas resident

From: Jennifer [mailto:jennishamma@yahoo.com]
Sent: Wednesday, October 04, 2017 2:04 AM
To: info
Subject: West Village project and environment

Please do not develop the area next to the 101 off lost virgin us we need to respect nature and leave these majestic trees as they are! They are a huge part of our history as Southern Californians! We need more parks, more beautiful open land not more homes!

Please do not develop!

Thank you for you time,

Jennifer

[\(818\)606-8952](tel:(818)606-8952)

From: Jack Hurley [mailto:jkhurley@roadrunner.com]

Sent: Friday, September 29, 2017 9:04 AM

To: info

Subject: West Village Project: Environmental Impact Report -- Objection to this development

To the City of Calabasas,

As a 34-year resident of Calabasas [resident long before the City of Calabasas was incorporated], I am strongly opposed to the West Village development. Building this development at the corner of Agoura Road and Las Virgenes will have major impact on the environment, traffic and sight lines of what is still a relatively scenic area of western Calabasas. The proposed area is already a major traffic bottleneck at school and business rush hours every weekday and is particularly congested throughout beach season every weekend. There has been major damage to this area with the existing developments over the past several years; grading for the West Village project will clearly remove what little remains of the area's beauty.

Addition of a retail center and the high density of condominiums to this area is will not improve the quality of life for any present Calabasas resident and will certainly degrade the experience of anyone passing through this area.

I oppose this development and I urge the City of Calabasas to take the next steps to prevent it from moving forward.

Thank you for the opportunity to comment,

John W. Hurley, Jr.
27072 Esward Dr.
Calabasas, CA 91301

From: Lucinda Maestas [mailto:lucinda55@mac.com]
Sent: Tuesday, October 03, 2017 6:47 PM
To: info
Subject: West Village Project and Environment

Hello,

I am writing to protest the proposition that New Homes wants to put a housing development in the Las Virgenes Corridor.

I am EXTREMELY disappointed that Calabasas, which has historically taken great pride in being "stewards of the environment", would consider a measure that would impact this beautiful corridor in such a negative way.

Aside from the severe impact on wildlife, you will be adding a predicted 8000 MORE CARS to this already congested roadway!! All because of the almighty dollar??!!! Shame on YOU!!

This is one of the scariest and irresponsible measures I've seen the city consider.

I'm imploring you.... PLEASE SAY NO TO NEW HOMES and yes to keeping Calabasas GREEN.

Thank you,
Lucinda Maestas

From: Marina Tonkonogy [mailto:moimir@gmail.com]
Sent: Monday, October 02, 2017 9:48 PM
To: info
Subject: West Village Project and Environment

Dear Council Members,

I am a long time Calabasas resident and I am sending this email to inform you that I strongly oppose the development of the West Village Project along Las Virgenes canyon/corridor. This development will take out 45 Oak trees, impact wetlands and migrating wildlife, then add major traffic, smog and nightlight to the region.

I have read the Environmental Report and I am convinced that this proposed development is detrimental to our city's ecosystem and the quality of life in the Las Virgenes area neighborhoods and the surrounding areas.

I demand that this project be cancelled and I hope you will put the needs of the residents of our community before the New Homes company's financial profit. Thank you.

Sincerely,

Marina Tonkonogy, Calabasas resident

From: Melina Byrne [mailto:melina.byrne@sbcglobal.net]
Sent: Monday, October 02, 2017 9:05 AM
To: info
Subject: West Village Project and the Environment

Dear City of Calabasas,

The proposition that New Homes wants to put a housing development in the Las Virgenes Corridor has to be one of the scariest and irresponsible measures I've seen the city consider. I am incredulous this area was allowed zoning for a project that would decimate what is considered a most delicate and diverse geological eco-system. The corridor provides a very important link that connects the Santa Susanna Mountain range and the Santa Monicas. By putting homes in this canyon, you will be negatively impacting not just our local wildlife, but that of the entire region, in a far-reaching, permanent way. This narrow corridor has wetlands and hundreds year-old fauna that is the habitat to our hawks and migrating wildlife.

When one considers the Las Virgenes Corridor, one must take a macroscopic view. The state of California invest hundreds of millions of dollars into our mountain ranges because protection requires intense oversight. The idea that Calabasas, which is known for being "stewards of the environment", would then make decisions that undermine this effort is illogical, at best. There is absolutely no rational reason this area should have been zoned for this kind of development.

The reason there's a planned development for an animal crossing is because if wildlife migration between the 2 mountain ranges isn't supported, then inbreeding will occur. Beyond that scenario, you will be adding a predicted 8000 more cars to the already frightful congestion, smog and night light in this most sensitive area.

We already have a hazardous situation with few roads leading into and out of the Mulwood area, as well as other hot spots where the city narrowed streets. *The solution is not adding more cars.*

There are a variety of ways this area can be developed, but it must be done in a way that makes sense (like a world-class visitor center), which considers the importance of how the corridor serves all southern CA wildlife.

Please say NO to New Homes and say yes to keeping Calabasas green.

Best Regards
Melina Byrne

From: Melina Byrne [<mailto:melina.byrne@sbcglobal.net>]

Sent: Thursday, October 05, 2017 10:22 AM

To: Glenn Michitsch

Subject: West Village Project and Environment

Hi Glenn,

I met you and your lovely wife at the Six a few weeks ago. I thought I would reach out and connect, because I believe the West Village project is an incredibly important issue, on a variety of fronts. I'm forwarding my email to the city in case you didn't receive it.

The attached pictures are from a hike I took with a friend through the canyon; her husband is a geologist, and they have hiked through this canyon for the past 20-something years. They have a clear understanding of the diverse, ancient terrain in and around the canyon. The hills are thousands of years old, so you can imagine the diversity, and the uniqueness, of this particular area.

Please feel free to contact me if there's any way I can be of assistance.

Best
Melina







From: Peter [mailto:peterh@roadrunner.com]
Sent: Tuesday, October 03, 2017 3:27 PM
To: info
Subject: Reject the proposed West Village Project

October 3, 2017

RE: Proposed West Village

Project

To the Calabasas City Council, City Manager & Planning Staff,

I urge you to reject this project in its current form. There is one indisputable fact, and that is the developer purchased a flawed piece of property. The success and profitability of the New Homes development is reliant upon the City of Calabasas curing the deficiencies with the property by waiving/ignoring certain environmental impacts...under the guise of mitigating ancient landslides that are mainly in the open space dedicated areas.

Any development that requires grading of open space to mitigate ancient landslides should be rejected. The development should fit the land, not the other way around. Again, just like their previous development, any change to the open space lands should/must trigger Measure O/D and a vote of the people.

The will of the people should not be ignored. We value our open spaces and ridgelines and want to make sure any developments that impact them are responsible, within the guidelines and fit within the City's General Plan. If you learned nothing from Measure F, then this was the clear message.

New Homes has not proven to be a reliable or responsible corporate citizen. They hired thugs to follow and intimidate signature gatherers for Measure F. They put out "Fake News" (word of the year)...flyers with false information about who was funding the opposition to their project and misstated the facts. Look no further than the Avanti project to see that the developer relied on pushing beyond the density restrictions in order to build an urban infill project that will open up a Pandora's box for future projects wanting to exceed the development guidelines, forever changing the nature and vision of our wonderful City.

This project is purely retaliatory for the citizen's standing up to intimidation and threats. As such it too should be rejected by the City. Should the developer want to bring forth a compatible project that required no grading whatsoever in the open space and did not jeopardize ancient landslides, it would be worth our consideration.

Sincerely,

Peter Heumann
Calabasas Resident
(address on file)

From: Jim & Kelly Spadoni [mailto:jkspadoni@sbcglobal.net]
Sent: Tuesday, October 03, 2017 4:58 PM
To: info
Subject: West Village project

Dear Calabasas Council Members and City Planning Staff,

Please reject the West Village project as proposed. The voices of the city residents clearly stated that they did not want a large development on the property and the mass destruction that would come with it, that's why Measure F was overwhelmingly defeated.

While the developer loves to repeat that this project following the General Plan, there are flaws and issues with this property that were not taken into consideration when the version of the General Plan he refers to was written. The residents are not opposed to something smaller that works within the property's constraints, but the current proposal is too dense and massive and requires massive grading. It goes against your citizen's wishes. I've heard talk of playing fields on that property, what a wonderful idea that is. Much needed, and totally respectful of the piece of property and all of its natural beauty and resources.

Please ask the developer to re-think his current proposal, it's not right for that beautiful piece of property.

Thank you,

The Spadoni/Miller Family
Kelly, Jim, Alex and Hayden
3960 Lost Springs Drive
Calabasas, CA 91301

NANCI GAMACHE

Tom & I would like
to go on record that
we are opposed to
any project on the
West Village Property
that will impact the
land & will cause
more traffic to our
end of the city.
We already cannot
handle the traffic
we have !

Nanci & Tom Gamache
26150 Veva Way
91302



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

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



October 10, 2017

Mr. Glenn Michitsch
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302
Email address: gmichitsch@cityofcalabasas.com

Subject: Comments on the Notice of Preparation (NOP) and Initial Study (IS) for a Draft Environmental Impact Report (DEIR) for the West Village Project, Los Angeles County, SCH # (2017091009).

Dear Mr. Michitsch:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced NOP and IS for the West Village Project (Project) DEIR. The Project involves the development of residential, commercial, and public open space/trail uses on an undeveloped site that is approximately 77.22 acres.

The project area is located within the Santa Monica Mountains, immediately east of the intersection of Las Virgenes Road and Agoura Road in the City of Calabasas, County of Los Angeles. Surrounding land uses include open space to the south and east, a gas station, and U.S. Route 101 South Freeway on-ramp to the north, and mixed commercial/residential development to the west.

Catalina mariposa lily (*Calochortus catalinae*), a California Native Plant Society Rank 4 Rare plant, occurs on the project site. The project site supports Southern Coast Live Oak (*Quercus agrifolia*) Riparian Forest along with 184 Coast Live Oaks and 14 Valley Oaks (*Quercus lobata*), 72 of which are heritage oak trees. Project activities regulated by the Department may take place within streams reported in the IS as occurring on the project site. Wetlands also occur on the project site and may be impacted by project activities.

The following comments and recommendations have been prepared pursuant to the Department's authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*), the California Native Plant Protection Act (Fish and Game Code §1900 *et seq.*), Fish and Game Code section 1600 *et seq.*, and pursuant to our authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act, [CEQA] Guidelines § 15386) to assist the Lead Agency in avoiding or minimizing potential project impacts on biological resources.

Specific Comments

1. Southern Coast Live Oak – The NOP states that the proposed project could result in a potentially significant impact to special-status and/or sensitive natural communities (i.e., Southern Coast Live Oak Riparian Forest). The Department recommends the loss of Coast

Live Oak be mitigated in-kind with oak riparian forest habitat. In-kind mitigation provides more comprehensive mitigation habitat values to biological resources utilizing the site being impacted by the project. The Department recommends the City evaluate the temporal loss associated with impacting oak trees, which can take decades to mature, by considering the existing functional conditions of the oak riparian forest/woodland resources to be impacted with the mitigation proposed. By evaluating the temporal loss, the City could then consider the whole of the loss to wildlife resources and compensate appropriately.

2. Rare Plant Surveys – The NOP states that botanical surveys were conducted in 2010 and updated in 2013 and 2017. The NOP does not clearly described how rare plant species surveys were conducted. The Department recommends plant survey be conducted using the recommended survey protocol¹. The Department’s protocol recommend surveys for special status plants occur during the appropriate blooming period and should be no more than two years old. The surveys periods should be verified with a known reference site because blooming periods are easily missed with a single survey, and blooming periods can shift with changes in climatic conditions such as during drought years. During drought years, some plants germinate and die without growing to full size. Evidence of these species would likely be absent later in the season (June/July surveys).

General Comments

3. The Department has responsibility for wetland and riparian habitats. It is the policy of the Department to strongly discourage development in wetlands or conversion of wetlands to uplands. We oppose any development or conversion which would result in a reduction of wetland acreage or wetland habitat values, unless, at a minimum, project mitigation assures there will be “no net loss” of either wetland habitat values or acreage. Development and conversion include but are not limited to conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether intermittent or perennial, should be retained and afforded substantial setbacks assuring the preservation of the riparian and aquatic values, and maintain the value to on-site and off-site wildlife populations. Mitigation measures to compensate for impacts to mature riparian corridors must be included in the DEIR and must compensate for the loss of function and value of a wildlife corridor.
 - a) The project area supports aquatic, riparian, and wetland habitats; therefore, a delineation of the stream and their associated riparian habitats should be included in the DEIR. The delineation should be conducted pursuant to the U. S. Fish and Wildlife Service wetland definition adopted by the Department. Please note that some wetland and riparian habitats subject to the Department’s authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers.
 - b) The Department also has regulatory authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed. For any such activities, the project applicant (or “entity”) must provide written

¹ http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/protocols_for_surveying_and_evaluating_impacts.pdf

notification to the Department pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, the Department determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. The Department's issuance of a LSA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. The Department as a Responsible Agency under CEQA may consider the local jurisdiction's (lead agency) Negative Declaration or Environmental Impact Report for the project. To minimize additional requirements by the Department pursuant to section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.²

4. The Department considers adverse impacts to a species protected by the California Endangered Species Act (CESA), for the purposes of CEQA, to be significant without mitigation. As to CESA, take of any endangered, threatened, or candidate species that results from the project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085.) Consequently, if the Project, Project construction, or any Project-related activity during the life of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, the Department recommends that the project proponent seek appropriate take authorization under CESA prior to implementing the project. Appropriate authorization from the Department may include an incidental take permit (ITP) or a consistency determination in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. (b),(c)). Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of an ITP unless the project CEQA document addresses all project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.
5. To enable the Department to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the DEIR.
 - a) A complete discussion of the purpose and need for, and description of, the proposed project, including all staging areas and access routes to the construction and staging areas.
 - b) A range of feasible alternatives to ensure that alternatives to the proposed project are fully considered and evaluated; the alternatives should avoid or otherwise minimize impacts to sensitive biological resources particularly wetlands (as the proposed Project

² A notification package for a LSA may be obtained by accessing the Department's website at www.wildlife.ca.gov/habcon/1600.

would result in significant impacts to wetland/riparian habitat within the Project site). Specific alternative locations should be evaluated in areas with lower resource sensitivity where appropriate.

Biological Resources within the Project's Area of Potential Effect

6. To provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, and locally unique species and sensitive habitats. The DEIR should include the following information.
 - a) Per CEQA Guidelines, section 15125(c), information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis should be placed on resources that are rare or unique to the region.
 - b) A thorough, recent floristic-based assessment of special status plants and natural communities, following the Department's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see <http://www.dfg.ca.gov/habcon/plant/>). The Department recommends that floristic, alliance- and/or association-based mapping and vegetation impact assessments be conducted at the Project site and neighboring vicinity. The Manual of California Vegetation, second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2008). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.
 - c) A current inventory of the biological resources associated with each habitat type on site and within the area of potential effect. The Department's California Natural Diversity Data Base in Sacramento should be contacted at www.wildlife.ca.gov/biogeodata/ to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.
 - d) An inventory of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect. Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines, § 15380). This should include sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.

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

7. Provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR.

- a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage should also be included. The latter subject should address: project-related changes on drainage patterns on and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site. The discussions should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary, and the potential resulting impacts on the habitat, if any, supported by the groundwater. Mitigation measures proposed to alleviate such impacts should be included.
- b) Discussions regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a NCCP). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR.
- c) The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.
- d) A cumulative effects analysis should be developed as described under CEQA Guidelines, section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Mitigation for the Project-related Biological Impacts

8. The DEIR should include measures to fully avoid and otherwise protect Rare Natural Communities from project-related impacts. The Department considers these communities as threatened habitats having both regional and local significance.
9. The DEIR should include mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.
10. For proposed preservation and/or restoration, the DEIR should include measures to perpetually protect the targeted habitat values from direct and indirect negative impacts. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

11. In order to avoid impacts to nesting birds, the DEIR should require that clearing of vegetation, and when biologically warranted construction, occur outside of the peak avian breeding season which generally runs from February 1 through September 1 (as early as January for some raptors). If project construction is necessary during the bird breeding season a qualified biologist with experience in conducting bird breeding surveys should conduct weekly bird surveys for nesting birds, within three days prior to the work in the area, and ensure no nesting birds in the project area would be impacted by the project. If an active nest is identified, a buffer shall be established between the construction activities and the nest so that nesting activities are not interrupted. The buffer should be a minimum width of 300 feet (500 feet for raptors), be delineated by temporary fencing, and remain in effect as long as construction is occurring or until the nest is no longer active. No project construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.
12. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Studies have shown that these efforts are experimental in nature and largely unsuccessful.
13. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.

We appreciate the opportunity to comment on the referenced NOP. Questions regarding this letter and further coordination on these issues should be directed to Scott Harris, Environmental Scientist at (805)644-6305 or Scott.P.Harris@wildlife.ca.gov.

Sincerely,



Betty J. Courtney
Environmental Program Manager I
South Coast Region

ec: Ms. Erinn Wilson, CDFW, Los Alamitos
Mr. Scott Harris, CDFW, Ventura
Mr. Brock Warmuth, CDFW, Ventura
Mr. Scott Morgan, State Clearinghouse, Sacramento

District 7 IGR Review Comments

West Village Project
 LD-IGR GTS# 07-LA-2017-01166
 TIS – Transportation/Traffic Impact Study

No.	Page No.	Comments
1		<p>Under Senate Bill 743 (2013), CEQA review of transportation impacts of proposed development should be modified by eliminating consideration of delay-and capacity-based metrics such as level of service (LOS) and instead focusing analysis on another metric of impact “Vehicle Miles Traveled (VMT). Therefore, we are no longer using LOS to evaluate traffic impact. For any future project, we encourage the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths, and achieve a high level of non-motorized travel and transit use. We also encourage the Lead Agency to evaluate the potential of Transportation Demand Management (DTM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. While the State is in transition to VMT per capita for traffic analysis and Caltrans current guidelines are in the process of being updated, we would like to provide the following suggested comments using Highway Capacity Manual (HCM) for your consideration in the interim since Levels of Service (LOS) is used on this traffic study.</p>
2		<p>US 101 freeway serves as the principal inter-city route to and from the proposed project site. Since the proposed project would increase in population at the project site and the overall population would increase in West Village neighborhood, it will increase the traffic volume on US 101 freeway. Please provide full traffic impact study for the following freeway interchange intersections under Caltrans jurisdiction using Highway Capacity Manual (HCM) and Queuing Analysis methodology:</p> <ul style="list-style-type: none"> - US 101 NB ramps/Lost Hills Road - US 101 SB ramps/Lost Hills Road <p>Given that Lost Hills interchange improvement project will be completed in 2018, this traffic study has to take into account of this improvement.</p>
3	14	<p>Draft Traffic and Circulation Study under 2019 (Opening Year) Analysis: What guideline or resource is the 1% annual growth rate based?</p>

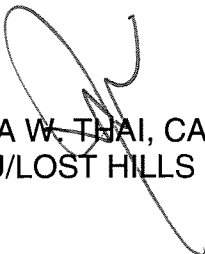
4	22	Draft Traffic and Circulation Study under Mitigation Measures: Please provide more details on the improvements at the Las Virgenes/U.S. 101 SB Ramps and the Project's frontage improvement. Is City responsible for the full share of payment? It said it was mentioned in the Planned Improvements section but I couldn't find it, where is it?
5		Construction Period (Temporary): Please provide more details on significant impact during construction of the proposed project due to increase in construction truck traffic on freeways not designated as truck routes and truck traffic hazards to bikes and pedestrians.

COUNTY OF LOS ANGELES
SHERIFF'S DEPARTMENT
"A Tradition of Service Since 1850"

OFFICE CORRESPONDENCE

DATE: October 17, 2017

FILE:


FROM: JOSHUA W. THAI, CAPTAIN
MALIBU/LOST HILLS STATION

TO: TRACEY JUE, DIRECTOR
FACILITIES PLANNING BUREAU

SUBJECT: **REVIEW COMMENTS ON THE INITIAL STUDY AND NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE WEST VILLAGE PROJECT.**

The Traffic Bureau of the Malibu/Lost Hills Sheriff's Station (Station) reviewed the Initial Study/Notice of Preparation (IS/NOP) of a Draft Environmental Impact Report, dated August 31, 2017, for the West Village Project (Project), located at 4790 Las Virgenes Road in the City of Calabasas (City), County of Los Angeles. The proposed Project site is located within the Station's service area, approximately one mile in driving distance.

As described in the IS/NOP, the proposed Project involves the development of residential, commercial, and public open space, on an approximately 77.22 acres of undeveloped site. The residential component involves construction of a non-gated community of 15 three-story multi-family housing buildings. Each building would provide 12 dwelling units for a total of 180 units. The commercial component consists of restaurant, coffee shop, and two retail boutiques. The proposed Project would also provide a total of 395 parking spaces onsite. Approximately 66.1 acres would be preserved for open space. Additionally, the proposed Project would also establish a public trail connection to the former "Gun Club Road" which is located on open space property to the east, and provides access to the existing New Millennium trail. To enable access to and from the Project site, a new Street "A" extension of Agoura Road east of its terminus with Las Virgenes Road would be constructed. The proposed Project is expected to add an estimated 495 residents to the City's population.

According to the Public Services section of IS/NOP (see Section XIV, page 25), the proposed Project would incrementally increase demand for law enforcement services provided by the Station, but would not create the need for a new or expanded facility. It is also indicated that the proposed Project would not add population beyond that is anticipated in the City's 2030 General Plan projections.

The Station generally concurs with this assessment, because the population generated by the proposed Project is expected to be minimal.

In the Transportation/Traffic section of IS/NOP (see Section XVI, page 27), it is indicated that the proposed Project would generate increased traffic on surrounding roadways, particularly Las Virgines Road and Agoura Road, and would alter existing traffic patterns. It is also stated that the Project-generated traffic may conflict with local and regional congestion management standards. The IS/NOP concluded that impacts related to these issues would be potentially significant unless mitigation is incorporated. The Station does not dispute this conclusion. The Station remain concerned with construction-related traffic because of potentially significant impacts on commuters, pedestrians, emergency responders, and our patrol operations. Therefore, the Station recommends the preparation of a Construction Traffic Management Plan to ensure safe management of vehicular, cyclists and pedestrian traffic during the construction phase of the Project. The Station also requests advance notification of temporary lane closures, realignments, etc., and requires the provision of one or more emergency lane through the Project site at all times.

Lastly, although Traffic Bureau is not overly concerned with the proposed Project itself, we are concerned that continued development and intensification of land uses within our service area will ultimately result in significant cumulative impacts on the Station's resources and operations. Meeting the future demand for law enforcement services within our service area will require additional resources (patrol deputies, other sworn deputies, Support personnel) and attendant equipment (patrol vehicles, other Support vehicles, weaponry, communications equipment, office furnishings, computer hardware, etc.). In order to accommodate additional staff and assets, the Station itself could also require substantial modernization and/or expansion.

Traffic Bureau has no further comment at this time, but we reserve the right to amend our assessment, if necessary, upon subsequent reviews of the proposed Project.

Thank you for including the Station in the environmental review process for the proposed Project. Should you have any questions regarding this matter, please feel free to contact Detective Michael Ranes in the Lost Hills Traffic Office at (818) 878-5559 (MLRanes@lasd.org).

JWT:MR:mr

From: jaycee64@aol.com [mailto:jaycee64@aol.com]

Sent: Tuesday, October 03, 2017 3:57 PM

To: info

Subject: Fwd: West Village Project - Environmental Impact Report (EIR)

Dear Mr. Michitsch and City management team,