Commercial Auto Retail Overlay Zone Project

Initial Study – Mitigated Negative Declaration

prepared by
City of Calabasas
100 Civic Center Way
Calabasas, California 91302

prepared with the assistance of
Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
www.rinconconsultants.com

January 2017

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Initial Study

1 Project Title

Commercial Auto Retail Overlay Zone Project

2 Lead Agency Name and Address

City of Calabasas
100 Civic Center Way
Calabasas, California 91302

3 Contact Person and Phone Number

Tom Bartlett, City Planner
(818) 224-1600

4 Project Location

The proposed Commercial Auto Retail (CAR) overlay zone lies along Calabasas Road, south of the 101 Freeway, west of Parkway Calabasas, north of the residential area along Park Granada and Cordillera Drive, and east of the property at 24860 Calabasas Road. The proposed overlay would be for a ~~92.6~~93.1-acre area adjacent to West Calabasas Road. This area lies within the Master Planned West Calabasas Road area and includes ~~22~~24 parcels that, when combined, total approximately ~~83.6~~84.1 acres. The rest of the area includes 9.0 acres of roadway. The proposed overlay zone corresponds to a portion of the eastern area encompassed by the West Calabasas Road Master Plan (2006). Figure 1 shows the project location in its regional context. Figure 2 shows the proposed CAR overlay zone in its local context and includes parcel boundaries and assessor parcel numbers (APN).

5 Project Sponsor's Name and Address

City of Calabasas
100 Civic Center Way
Calabasas, California 91302

6 Existing Setting

The proposed CAR overlay encompasses an area south of the 101 Freeway that consists mostly of vacant, undeveloped land, with some developed properties zoned for commercial/industrial uses. These include a number of auto retailers, such as The Auto Gallery (a luxury and exotic motor car dealership), Bob Smith MINI, and Mercedes Benz of Calabasas, as well as a seasonal Christmas tree and pumpkin nursery, a Southern California Edison site, a gas station with car wash, and offices. Figure 3 provides site photos for both developed and undeveloped parcels in the CAR overlay zone.

7 General Plan Designation

The General Plan designates parcels within the proposed overlay for Business-Retail (B-R), Business-Limited Intensity (B-LI), Business-Business Park (B-BP) Open-Space Resource Protection (OS-RP) and Public Facilities-Recreational (PF-R) uses. Parcels designated as B-R accommodate general shopping and commercial services, which include automotive repair, service, and sales. These parcels have mostly been developed. Parcels designated as B-LI accommodate low intensity retail and commercial services and are restricted to a maximum net floor area ratio (FAR) of 0.2. These parcels remain largely undeveloped and their designation does not allow automotive retail. Parcels designated as B-BP accommodate office and light industrial uses. Parcels designated as OS-RP are intended for the protection of public health and safety, preservation of sensitive environmental resources, or resource management. Parcels designated as PF-R accommodate lands held by public agencies for the primary purpose of providing active and/or passive recreational opportunities. A map of land use designations within the CAR overlay zone is provided in Figure 4a.

8 Zoning

The parcels included in the proposed CAR overlay are zoned Commercial-Retail (CR), Commercial-Limited (CL), Open Space-Development Restricted (OS-DR), and Recreation (REC). These zoning classifications correspond to the General Plan land use designations B-R, B-LI, B-BP, OS-RP, and OS-R, respectively. A map of zoning within the CAR overlay zone is provided in Figure 4b.

9 Description of Project

The project involves incorporation of a new CAR overlay zone that would apply within the West Calabasas Road area into the Calabasas Land Use & Development Code. The proposed overlay would be for a ~~92.6~~93.1-acre area adjacent to West Calabasas Road. This area lies within the Master Planned West Calabasas Road area and includes ~~22~~24 parcels that, when combined, total approximately ~~83.6~~84.1 acres. The rest of the area includes 9.0 acres of roadway. The CAR Overlay zoning would accomplish the following:

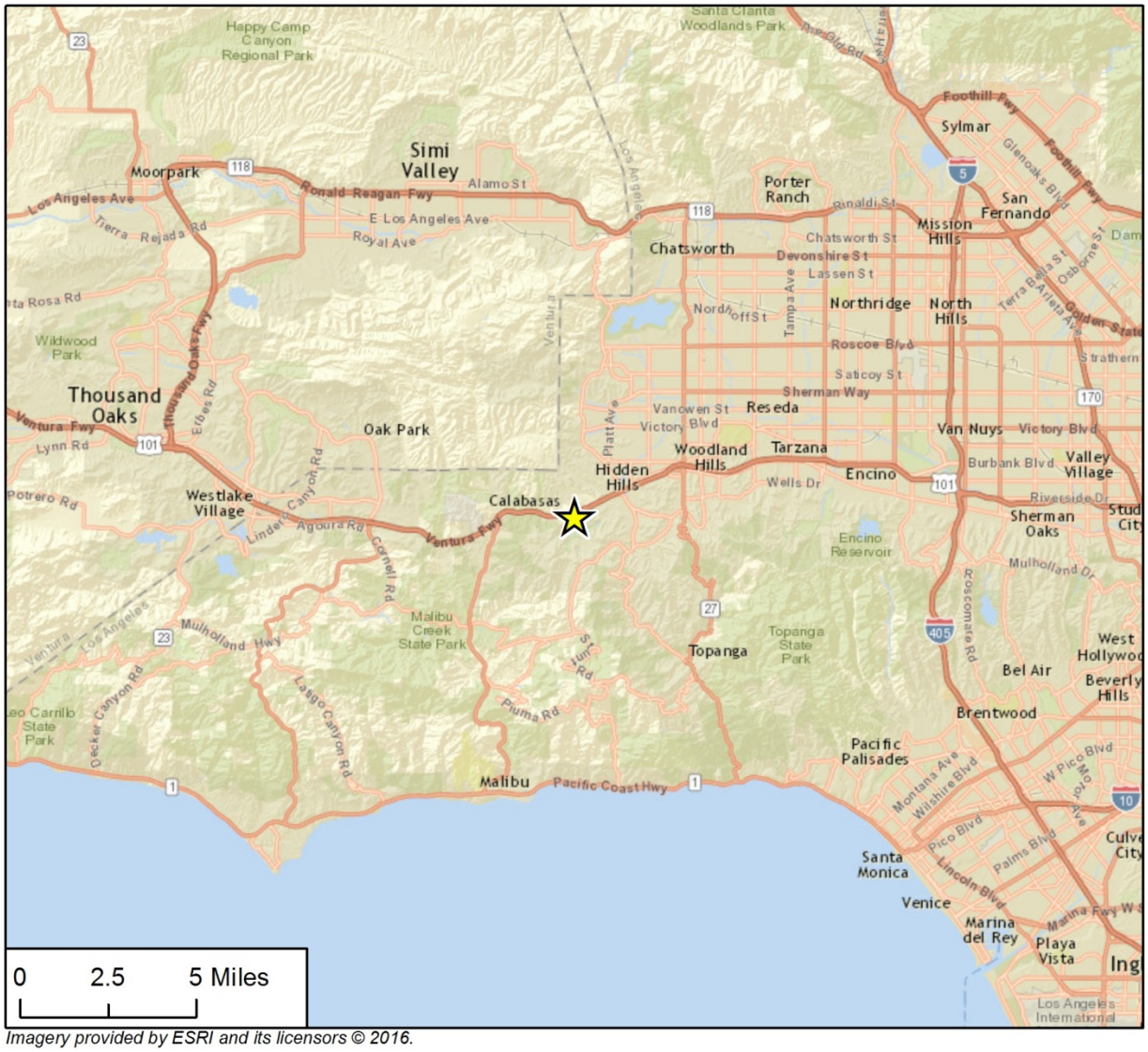
a. Ensure that auto sales and service, and other related automotive uses, are permitted within the area, consistent with the West Calabasas Road Master Plan
b. Maximize density for automotive uses in order to incentivize development consistent with the vision in the Master Plan
c. Provide standards specific to appropriate automotive retailing development and operation as well as site development and design

The following automotive-related land uses would be permitted by right within the CAR overlay zone district:

- Sales of new and used motor vehicles
- Sales of automotive parts and accessories
- Service and repair of motor vehicles
- Car washes and automobile detailing services
- Indoor and outdoor storage of motor vehicles for sale
- Automobile service and gasoline sales stations

Hours of operation for automotive retailing businesses shall be limited to 7:00 A.M. to 10:00 P.M. Monday through Saturday, and 10:00 A.M. to 6:00 P.M. on Sundays, except as may otherwise be established via a conditional use permit, or as may be allowed on a temporary basis for special events under a Temporary Use Permit (issued by the Community Development Director).

Figure 1: Regional Location



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Project Location

N

ISMND_Fig 1 Reg Locn

Figure 2: Project Location

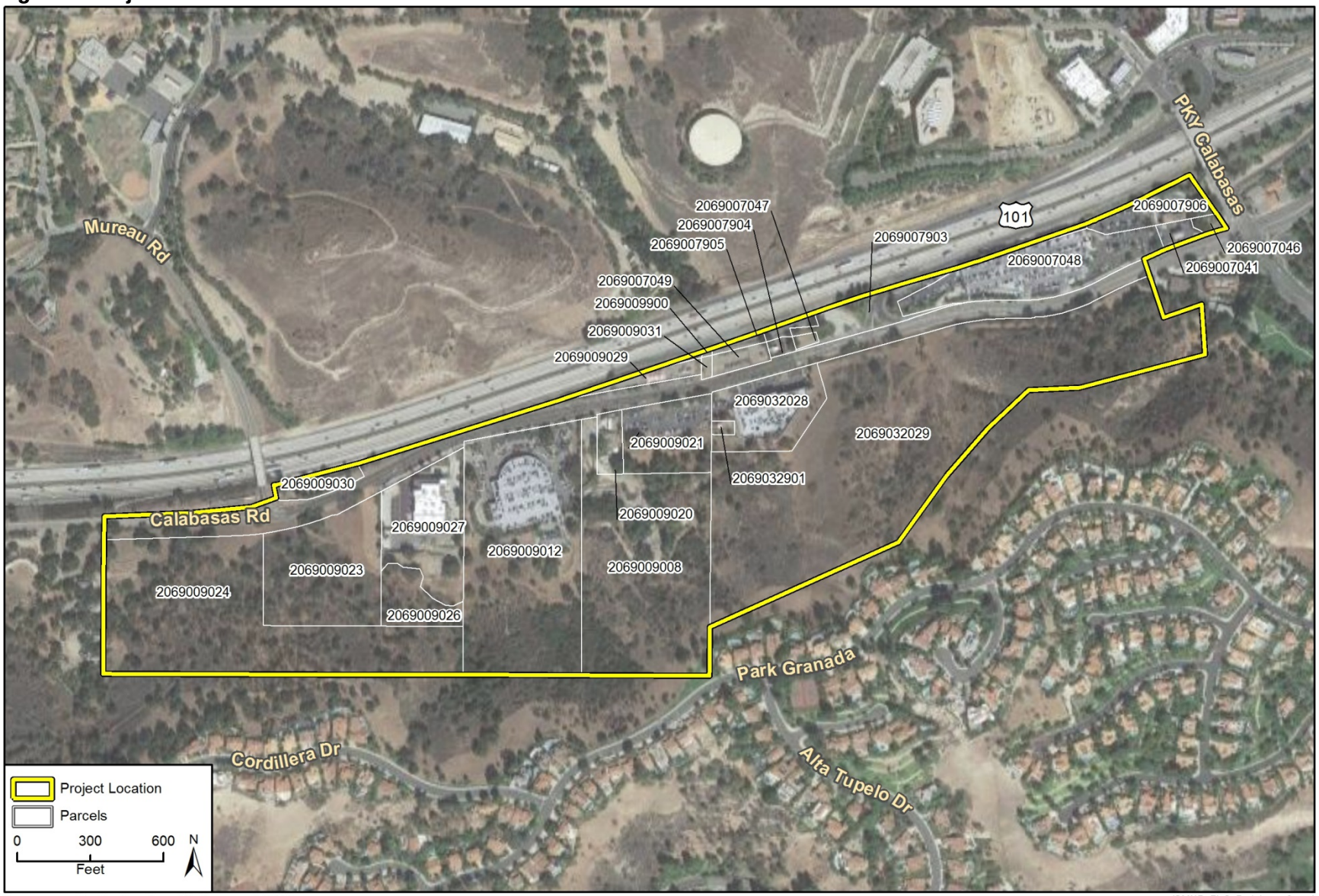

Figure 3a: Site Photos

Photo 1: Vacant parcel (APN 2069009023) on the south side of Calabasas Road.

Photo 2: Looking south across Calabasas Road at Bob Smith BMW (APN 2069009012).

Photo 3: Looking northwest along Calabasas Road with Mercedes of Calabasas dealership (APN 2069007048) to the north.

Photo 4: Looking north across Calabasas Road at a 76 gas station and car wash (APN 2069007041).

Figure 3b: Site Photos

Photo 5: Looking southeast from lot next door to Bob Smith Mini into vacant land (APN 2069009021).

Photo 6: Looking south across Calabasas Road into a vacant parcel (APN 2069009024).

Figure 4a: Current General Plan Land Use Designation

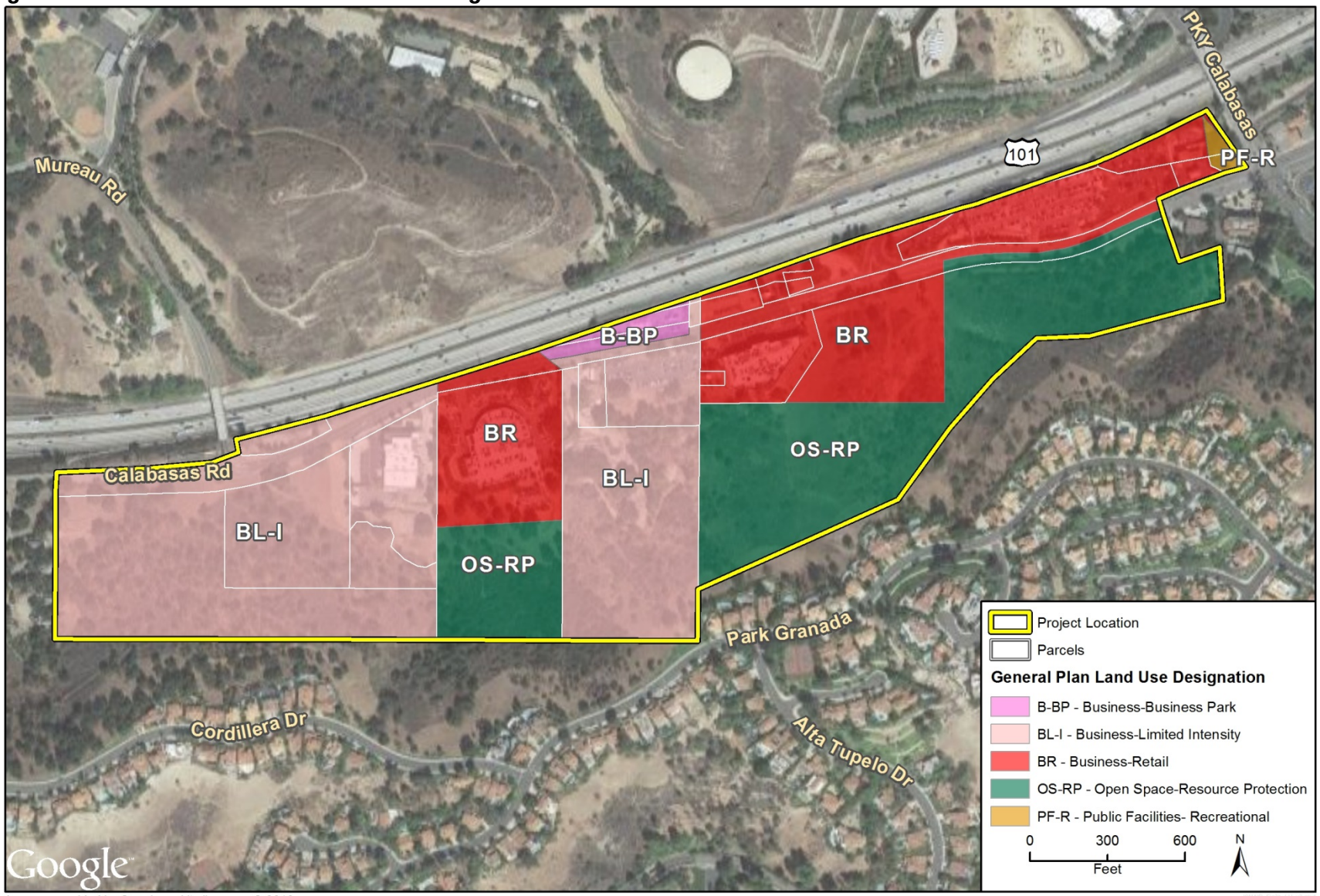

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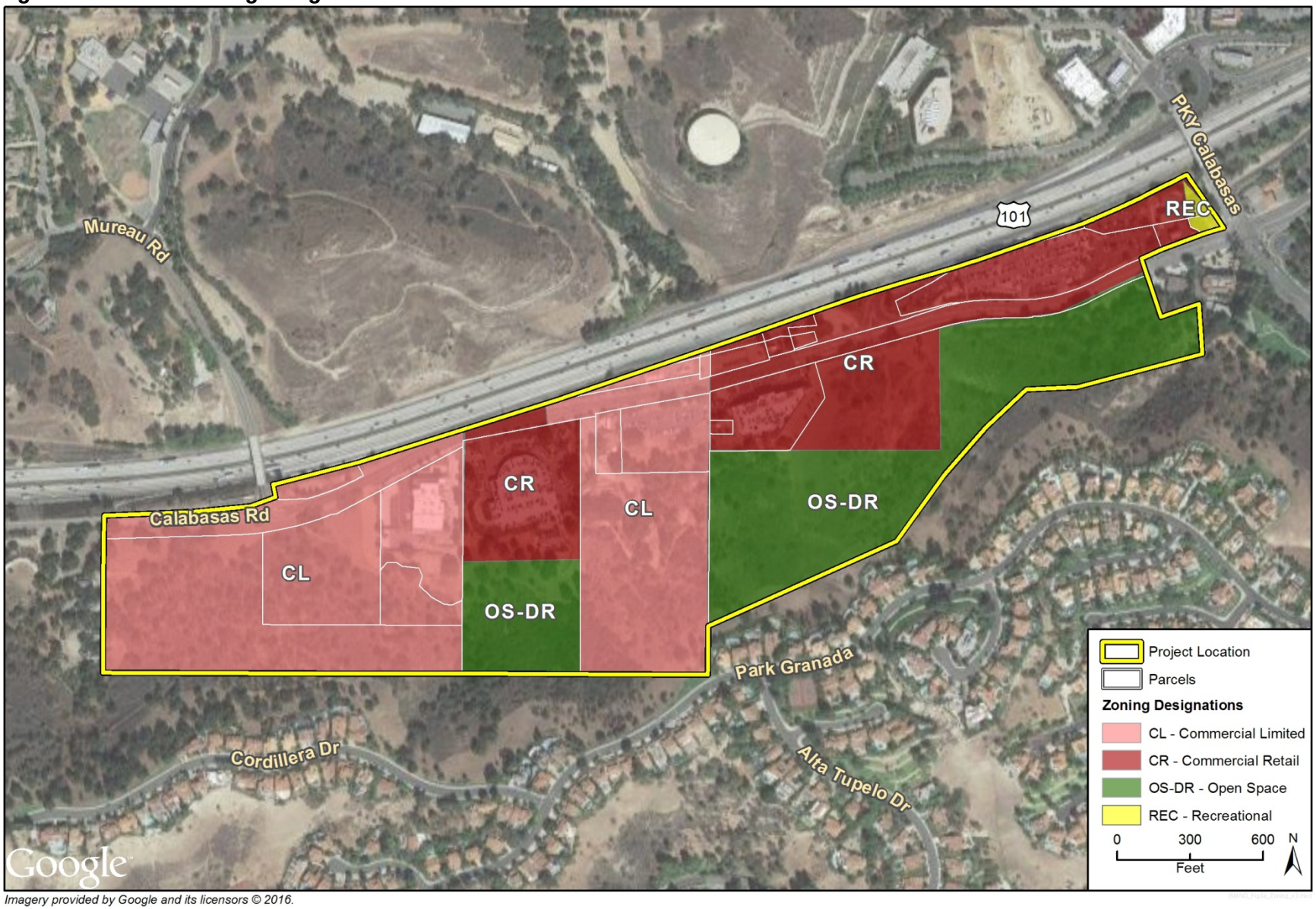
Figure 4b: Current Zoning Designation



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To maximize density for automotive uses, City Staff have recommended increasing the allowable FAR from 0.2 to 0.6 within the CAR overlay zone (Calabasas Council 2016). Therefore, the maximum building area that could occur in this zone would amount to approximately 2.2 million square feet (sf) (calculated as ~~83.6~~84.1 acres x 43,560 square feet/acre x 0.6 FAR). ~~Ten~~Eleven of the ~~22~~24 parcels included in the CAR overlay zone are already developed. The remaining ~~12~~13 undeveloped parcels would have a total maximum building area of approximately 1.5 million sf at a FAR of 0.6 — approximately 1 million sf more than if the permitted FAR is kept to 0.2. See Table 1 below for a summary of the maximum building area that could occur on developed and undeveloped parcels.

Table 1: Summary of Overlay Zone Parcels

APN	Vacant (Y/N)	Area within the Project Zone (acres)	Maximum Building Area at 0.2 FAR (square feet)	Maximum Building Area at 0.6 FAR (square feet)
2069007046	Y	0.18	1,568	4,704
2069007041	N	0.34	2,962	8,886
2069007048	N	4.16	36,242	108,726
2069007903	Y	1.51	13,155	39,465
2069007905	Y	0.19	1,655	4,966
2069007047	Y	0.11	958	2,875
2069007904	N	0.17	1,481	4,443
2069007049	N	0.46	4,008	12,023
2069009900	Y	0.03	261	784
2069009031	N	0.09	784	2,352
2069009029	Y	0.56	4,879	14,636
2069009020	N	0.61	5,314	15,943
2069009012	N	11.17	97,313	291,939
2069032901	N	0.12	1,045	3,136
2069009027	N	3.64	31,712	95,135
2069009030	Y	0.66	5,750	17,250
2069009023	Y	4.99	43,386	130,157
2069009024	Y	12.19	106,199	318,598
2069009026	Y	1.35	11,761	35,284
2069007906	Y	1.32	11,500	34,500
2069009008	Y	10.37	90,343	271,030
2069032028	N	2.79	24,306	72,919
2069009021	N	2.46	21,432	64,295
2069032029	Y	24.6	214,751	644,252
Project Zone Total		~~83.6~~84.1	~~728,236~~732,766	~~2,184,708~~2,198,199
Developed Area Total		~~25.8~~26.0	~~223,637~~226,599	~~670,911~~679,797
Vacant Area Total		~~57.9~~58.1	~~504,599~~506,167	~~1,513,797~~1,518,502
Increase in Buildable Vacant Area due to CAR Overlay				**~~1,009,198~~1,012,335**

Lastly, the proposed project consists of amendments to the Calabasas General Plan. The proposed amendments are as follows:

- The addition of the following language to the "Business – Limited Intensity" (B-LI), "Business – Retail" (B-R), and "Business Park" (B-BP) land use descriptions in Table 11-1 of the Land Use Element.

  "*For properties located within the Commercial Auto Related (CAR) Overlay Zone, the Basic Land Use Intensity is </= 0.4 FAR, and the Maximum Land Use Intensity = 0.6 FAR."*

- Change the following sentence on page II-5 on the General Plan to read[1]:

  The City's vision for commercial *development along Calabasas Road between Parkway Calabasas and Mureau Road is for ~~low key~~ commercial uses that are developed and operated in a manner compatible with the area's biological sensitivity, and that will not dominate views of natural oak studded hillsides form the Ventura Freeway.*

10 Required Approvals

The following entitlements are required for the proposed project:

- Amendment to the Calabasas Land Use & Development Code
- Amendment to the Calabasas General Plan

11 Surrounding Land Uses and Setting

The West Calabasas Road area encompasses primarily open space and commercial uses, as well as a fire station. Residential areas lie to the south and are mostly physically separated from properties along Calabasas Road by hills and open space. To the west is open space, as well as a retirement home and a vacated driving range. The eastern boundary of this area abuts Parkway Calabasas, which has commercial uses to the east, such as Lovi's Delicatessen and a shopping center. The Ventura Freeway is the northern border of the overlay zone.

12 Other Public Agencies Whose Approval is Required

The City of Calabasas is the lead agency with responsibility for approving the proposed project. Approval from other public agencies is not required.

[1] Stricken out text would be removed and underlined text would be added.

Environmental Factors Potentially Affected

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

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

Determination

Based on 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 to 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 _____ Date _____

Printed Name _____ Title _____

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Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Substantial adverse effect on a scenic vista	☐	☐	■	☐
b. Substantial damage to scenic resources, including but not limited to trees, rock outcroppings, and historic buildings along a state scenic highway	☐	☐	■	☐
c. Substantially degrade the existing visual character or quality of the site and its surroundings	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area	☐	☐	■	☐

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

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

The northern area of the proposed CAR overlay is adjacent to the Ventura Freeway (U.S. 101). While the 101 Freeway is not officially designated as a state scenic highway, it is identified as eligible for designation as a state scenic highway (CADOT 2016). Additionally, it is designated a Scenic Corridor in the 2030 General Plan (General Plan). Development of parcels in view of the Scenic Corridor would need to be consistent with Policies IX-43 through IX-47 set forth in the General Plan and adhere to Scenic Corridor Design Guidelines and Scenic Corridor Overlay Zone requirements to minimize impacts to scenic resources visible from the Scenic Corridor.

The proposed overlay zone would also encompass ridgelines designated as Significant Ridgelines as depicted in Figure III-4 of the General Plan. Development along and adjacent to these ridgelines has the potential to obstruct scenic views from the Ventura Freeway Scenic Corridor, destroy scenic resources visible from the motorway associated with these ridgelines, as well as alter the ridgeline, natural topography and drainage due to grading. However, any development within the overlay zone would need to comply with General Plan Policies III-11 through III-18, the City's Hillside and Ridgeline Development Ordinance and West Calabasas Road Master Plan (Master Plan) design guidelines, which would minimize impacts to ridgeline elements. Relevant Master Plan area and City policies and guidelines are described below.

General Plan Policies

All future development in the project area would need to comply with the following policies:

Policy III-11 Maintain the existing visual character of hillsides, recognizing both the visual importance of hillsides from public view areas and the importance of providing panoramic views from hillsides.

Policy III-12 Minimize the alteration of existing landforms and maintain the natural topographic characteristics of hillside areas, allowing only the minimal disruption required to recognize basic property rights.

Policy III-13 Protect the natural character of hillside areas through land sculpturing (contour grading) that blends graded slopes and terraces with the natural topography.

Policy III-14 Preserve all significant ridgelines and other significant topographic features such as canyons, knolls, rock outcroppings, and riparian woodlands. Significant ridgelines are shown on Figure III-4. Exceptions may be granted to accommodate General Plan designated trails, viewpoints, and fuel modification measures needed for the protection of public health and safety.

Policy III-15 Preserve natural drainage courses and provide drainage in a more natural appearing condition rather than with standard concrete box drainage channels.

Policy III-16 Avoid mass graded "mega-pads" for development. Smaller steps or grade changes shall be used over single large slope banks.

Policy III-17 Protect graded areas from wind and water erosion through slope stabilization methods (i.e., planting, walls, or netting). Interim erosion control plans shall also be required.

Policy III-18 Prohibit new development, except for trails, on slopes of 50% or greater, unless either development is required for safety reasons or allowing such development would be more protective of ridgelines or other hillside resources.

Policy IX-43 Require new development to be designed in a manner consistent with the Scenic Corridor Overlay Zoning requirements and the Scenic Corridor Design Guidelines.

Policy IX-44 Preserve large areas of natural hillsides and other dominant natural environmental features visible from the Ventura Freeway.

Policy IX-45 Pursue the elimination of remaining billboards along the Ventura Freeway, amortization of remaining non-conforming pole signs, and an overall reduction of sign clutter.

Policy IX-46 In collaboration with neighboring jurisdictions, ensure that new development along the Ventura Freeway does not block views of significant visual features such as designated ridgelines.

West Calabasas Road Planning Guidelines

All future development in the project area would need to comply with these and other guidelines:

- Site development plans may include smaller outdoor areas to display vehicles for sale. However, as space along West Calabasas Road is at a premium, the majority of vehicle inventory will be stored either onsite or offsite in parking structures. Large paved areas for vehicle display and storage will not be allowed.
- West Calabasas Road's hillsides and geographical constraints create a unique environment that will not allow for typical paved sales areas. Rather, creative design that incorporates smaller, intimate lots, and parking structures that are harmonious with the hillsides are required (Figure 3.02).

- Dense landscaping, decorative stone walls, architectural treatments, or a combination of these elements should be used to screen uses such as maintenance bays, gas stations, storage, etc. from view.
- Grading should generally follow the natural contours of the land. Terraced parking lots, stepped building pads, and larger setbacks should be used to preserve the general shape of natural landforms (Figure 3.07 a,b+c).
- Detention basins should not be located within the front setback unless designed as an attractive landscape element. Stormwater retention ponds shall be designed as landscape features rather than as large, unadorned depressions in the site.
- Parking lot entrances should incorporate landscaping, specimen trees, color annuals, decorative monuments, and pedestrian paths. Use canopy trees to reduce the impact of larger expanses of paving and to provide shade, as well as to reduce glare and heat build up.
- Grading shall be minimized to retain as much natural vegetation as possible.

LESS THAN SIGNIFICANT IMPACT

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

The 2030 General Plan and West Calabasas Road Master Plan establish the City's commitment to further commercial development in the area containing the proposed overlay zone. Despite the area's proximity to a Scenic Corridor and presence of Significant Ridgelines, the General Plan EIR concluded that impacts to aesthetics due to development in accordance with the General Plan would be less than significant due to the incorporation of General Plan Policies. The proposed project would continue to allow for commercial development in the West Calabasas Road area, but would additionally permit commercial auto retail uses in parcels zoned as Commercial Limited. While the CAR overlay zone would allow for higher intensity land use than is currently permitted by the Master Plan, including multi-story construction, the higher intensity allowances would enable auto-retailers to comply with Master Plan restrictions to reduce impacts to natural topography, rather than enable greater levels of activity. As previously noted, the Master Plan prohibits large paved areas for vehicle display and storage, and instead requires "creative design that incorporates smaller, intimate lots, and parking structures that are harmonious with the hillsides." With incorporation of Master Plan and General Plan policies discussed above, auto retail uses would not degrade the visual quality of the project site.

The CAR overlay zone would also permit auto retail uses in two parcels not designated for commercial uses. The back end (southern portion) of one parcel (APN 2069009012) is currently zoned Open Space-Development Restricted. However, this area is set back from Calabasas Road behind a lot that is already developed as an auto dealership by Bob Smith BMW and contains highly vegetated, steep slopes. Guidelines provided by the Master Plan and General Plan would restrict building in this area despite the overlay, and development of the area auto retail uses is unlikely given the presence an existing dealership. Consequently, the open space would be maintained and the visual quality of the land currently zoned as OS-DR would not be compromised. The CAR overlay zone also includes an area currently zoned for Recreation at the eastern corner of a parcel at the juncture of Parkway Calabasas and the 101 Freeway (APN 2069007906). The Master Plan indicates that this small area was set aside as a potential gateway entry park that could provide a site for a monument entry sign. The area is bordered by Parkway Calabasas to the east, a 7,405 square foot undeveloped parcel to the south, the 101 Freeway to the north, and a small undeveloped parcel behind a 76 gas station immediately adjacent to the 101 Freeway to the west. The small size and awkward shape of the Recreation-zoned area, as well as its immediate proximity to the freeway, make it unattractive for auto sales development. It is unlikely that the proposed project would result in development of this area and the project would not obstruct this area from being developed as a gateway entry park.

With required compliance of future projects with applicable City policies, the CAR overlay zone would not result in significant degradation of the visual quality of the project site or its surroundings.

LESS THAN SIGNIFICANT IMPACT

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

Development within the overlay zone and associated construction activities would introduce new sources of light and glare. Indoor lighting and vehicle headlamps from product vehicles, client vehicles, and construction equipment would provide additional light sources during nighttime hours. Lot lighting for safety and security purposes would also contribute lighting when natural lighting is not available. Display windows, as well as car windows and windshields in dealership lots could also produce glare by reflecting sunlight during the daytime hours.

While most of the parcels along the overlay zone's southern border have an area of open space buffering them from adjacent residential uses, some parcel boundaries lie within less than a few hundred feet of residences (APN 2069009008, -024, -025). Spillover light, especially at night, could have substantial impacts on these residences unless mitigation is incorporated.

The existing Development Code and proposed CAR overlay zone would impose restrictions on automotive retailers' hours of operation and acceptable lighting that would mitigate lighting and glare impacts to less than significant levels. The CAR Overlay Code Amendment limits hours of operation from 7:00 AM to 10:00 PM, Monday through Saturday, and 10:00 AM to 6:00 PM on Sundays, except as may be permitted through a conditional use or temporary use permit. Lighting of rooftop inventory and parking areas is limited to levels necessary for security and safety needs in nighttime hours and would be shielded in conformance with Chapter 17.27 of the Development Code.

As discussed in Section IV, *Biological Resources*, the project area is within the City's Wildlife Linkage and Corridor Area. Consequently, any future development projects must incorporate lighting design features that limit roadway lighting from on-site sources to 0.6 footcandles (fc) on pavement, and sidewalk and bikeway lighting to 0.2 fc on pavement (Section 17.27.030 of the Calabasas Municipal Code). Compliance with City standards for lighting in wildlife corridors would reduce impacts from project operation on wildlife movement and connectivity.

Compliance with Chapter 17.27 of the Calabasas Municipal Code would limit the light and glare effects by requiring shielding, directional lighting methods and restricting fixture location, fixture height and lighting levels. This would limit lighting and glare impacts on adjacent uses and wildlife and would protect the character of the City of Calabasas from inappropriate levels of night lighting. Therefore, lighting impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forest Resources

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

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

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

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

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

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

Neither the project site nor surrounding areas contain any agricultural resources, farmland, forest land, or timberland. Consequently, the proposed project would have no effect on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Division of Land Resource Protection 2015).

Calabasas does not include land zoned for agricultural or forest land, nor are any lands within the City under a Williamson Act contract. The proposed project would have no impact upon agricultural or forest resources.

NO IMPACT

3 Air Quality

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

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

Table 2: Health Effects Associated with Criteria Pollutants

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

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

Source: U.S. Environmental Protection Agency, Criteria Pollutants. Accessed September 6, 2016. http://www.epa.gov/oaqps001/urbanair/.

The South Coast Basin is a non-attainment area for federal standards for ozone, $PM_{2.5}$, and lead, and state standards for ozone, PM_{10}, and $PM_{2.5}$ (SCAQMD 2016). This non-attainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate air pollutants, and the number, type, and density of emission sources within the Basin.

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

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

Table 3: SCAQMD Air Quality Significance Thresholds

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

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

Source: SCAQMD, http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2, March 2015.

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

A project may be inconsistent with the AQMP if it would generate population, housing or employment growth exceeding the forecasts used in the development of the AQMP. The proposed overlay would not increase the population because it does not include residential uses. Therefore, no impact would occur.

NO IMPACT

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

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

Auto retail uses would involve new sources of criteria pollutants that would not be associated with currently permitted uses, such as child care centers and medical facilities. For example, auto repair and servicing would generate on-site vehicle emissions as well as dust that contain particulate matter. Other emissions associated with the development of auto retail uses would be typical of most commercial uses, such as construction emissions, and long-term emissions associated with operations, such as electricity generation and landscape maintenance, and mobile emissions generated by vehicles traveling to and from auto retailers.

Construction Emissions

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles, in addition to reactive organic gases (ROG) that would be released during the drying phase upon application of architectural coatings. Grading, excavation, hauling, and site preparation would involve the largest use of heavy equipment and generation of fugitive dust. Construction of projects in the CAR overlay zone would need to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the Basin. Therefore, the following conditions would need to be met by construction activities in the overlay zone:

1. **Minimization of Disturbance.** Construction contractors shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive dust generation.
2. **Soil Treatment.** Construction contractors shall treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. **Treatment** shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall occur as necessary, and at least twice daily, preferably in the late morning and after work is completed for the day.
3. **Soil Stabilization.** Construction contractors shall monitor all graded and/or excavated inactive areas of the construction site daily for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be periodically treated with environmentally safe dust suppressants to prevent excessive fugitive dust.
4. **No Grading During High Winds.** Construction contractors shall stop all clearing, grading, earth moving, and **excavation** operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. **Street Sweeping**. Construction contractors shall sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

All construction activity would also need to comply with the following regulations:

- **SCAQMD Rule 1113.** Limits the use of low-volatile organic compound (VOC) architectural coatings
- **U.S. Environmental Protection Agency (EPA) and California Air Resources Board (ARB**) **Tier 3 standards.** Sets standards for off-road diesel engines that would apply to construction equipment vehicles.
- **Title 13, Section 2485 of California Code of Regulations (CCR)**: Limits idling of all diesel-fueled commercial vehicles weighing over 10,000 pounds during construction to five minutes.
- **CCR Title 17, Section 93115**: Sets specified fuel and fuel additive requirements and emission standards for operation of any stationary, diesel-fueled, compression-ignition engines.
- Other provisions of SCAQMD District Rule 403:
    - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
    - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.

Individual developments would not be expected to generate construction emissions exceeding SCAQMD thresholds. Nevertheless, individual project applicants within the CAR overlay zone would have to comply with these requirements as well as any project-specific mitigation developed as part of the project-level CEQA review. Construction impacts would, therefore, be less than significant.

Long-term Emissions

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

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

Table 4: Estimated Project Operational Emissions

	Estimated Emissions (lbs/day)					
Sources	**ROG**	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_X**
Area	25.1	<0.01	0.1	<0.01	<0.01	<0.01
Energy	0.6	5.1	4.3	0.4	0.4	0.03
Mobile	0	0	<0.01	0	0	0
Total Emissions (lbs/day)	**25.6**	**5.1**	**4.4**	**0.4**	**0.4**	**0.03**
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*55*	*150*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

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

Note: numbers may not add up due to rounding.

LESS THAN SIGNIFICANT IMPACT

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

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Sensitive receptors are defined as land uses that are more likely to be used by these population groups and include health care facilities, retirement homes, school and playground facilities, and residential areas. The CAR overlay zone is adjacent to a retirement facility, Silverado Calabasas Memory Care, located less than 0.3 miles west of the overlay zone boundary. The Master Plan also permits the development of uses in the overlay zone that would be considered sensitive receptors, such as child care facilities.

The proposed overlay would increase the permitted FAR from 0.2 to 0.6, allowing for more building area on each parcel. However, due to the landscape and current regulations, new buildings would have to be multi-story and therefore, the lot coverage, amount of grading, emissions at each site would not change considerably. No impacts to sensitive receptors would occur.

NO IMPACT

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

The proposed overlay would allow the development of auto retail uses. These uses are not included on Figure 5-5, *Land Uses Associated with Odor Complaints*, of the 1993 SCAQMD CEQA Air Quality Handbook. Diesel exhaust may be noticeable during some construction activities. However, adoption and implementation of the proposed overlay zone would not generate objectionable odors affecting a substantial number of people and construction would be temporary in nature; therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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4 Biological Resources

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

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

A reconnaissance level biological survey was performed by a Rincon Consultants Biologist on September 8, 2016. Table 4 below shows plant and wildlife species observed on the project site at the time of the survey. None of the species observed are identified as candidate, sensitive, or special status species in local or regional plans, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS).

The vegetation communities within undeveloped areas of the study area consist of coast live oak (*Quercus agrifolia*) woodland with an herbaceous layer dominated by nonnative grasses, as well as purple sage (*Salvia leucophylla*) scrub, with California sagebrush (*Artemisia californica*) present as a codominant species.

Table 5: Plant and Wildlife Species Observed

Scientific Name	Common Name	Native	Family
Plant Species			
Ailanthus altissima	Tree of heaven	No	
Amsinckia sp.	Fiddleneck	Yes	Boraginaceae
Artemisia californica	California sagebrush	Yes	Asteraceae
Avena sp.	Oats	No	Poaceae
Brassica nigra	Black mustard	No	Brassicaceae
Bromus diandrus	Ripgut brome	No	Poaceae
Bromus madritensis	Red brome	No	Poaceae
Erodium cicutarium	Redstem filaree	No	Geraniaceae
Hazardia squarrosa	Sawtooth goldenbush	Yes	Asteraceae
Heteromeles arbutifolia	Toyon	Yes	Rosaceae
Marrubium vulgare	White horehound	No	Lamiaceae
Pinus sp.	Pine sp.	No	Pinaceae
Quercus agrifolia	Coast live oak	Yes	Fagaceae
Quercus lobate	Valley Oak	Yes	Fagaceae
Rhus integrifolia	Lemonade berry	Yes	Anacardiaceae
Salsola tragus	Russian thistle	No	Chenopodiaceae
Salvia leucophylla	Purple sage	Yes	Lamiaceae
Wildlife Species			
Reptiles			
Sceloporus occidentalis	Western fence lizard	Yes	
Mammals			
Otospermophilus beecheyi	California ground squirrel	Yes	

Special-status species are those plants and animals 1) listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS and National Marine Fisheries Service (NMFS) under the Federal Endangered Species Act (FESAC); 2) listed or proposed for listing as Rare, Threatened, or Endangered by the CDFW under the California Endangered Species Act (CESA); 3) recognized as Species of Special Concern (SSC) by the CDFW; 4) afforded protection under Migratory Bird Treaty Act (MBTA) and/or California Fish and Game Code (CFGC); and 5) occurring on lists 1 and 2 of the CDFW California Rare Plant Rank (CRPR) system per the following definitions:

- List 1A = Plants presumed extinct in California
- List 1B.1 = Rare or endangered in California and elsewhere; seriously endangered in California (over 80 percent of occurrences threatened/high degree and immediacy of threat)
- List 1B.2 = Rare or endangered in California and elsewhere; fairly endangered in California (20-80% occurrences threatened)
- List 1B.3 = Rare or endangered in California and elsewhere, not very endangered in California (<20 percent of occurrences threatened or no current threats known)
- List 2 = Rare, threatened or endangered in California, but more common elsewhere

In addition, special-status species are ranked globally (G) and subnationally (S) 1 through 5 based on NatureServe's (2010) methodologies:

- G1 or S1 - Critically Imperiled Globally or Subnationally (state)
- G2 or S2 - Imperiled Globally or Subnationally (state)
- G3 or S3 - Vulnerable to extirpation or extinction Globally or Subnationally (state)
- G4 or S4 - Apparently secure Globally or Subnationally (state)
- G5 or S5 - Secure Globally or Subnationally (state)
- ? - Inexact Numeric Rank
- T - Infraspecific Taxon (subspecies, varieties, and other designations below the level of species)
- Q – Questionable taxonomy that may reduce conservation priority

A target list of special-status plant and animal species that could potentially occur within the vicinity of the project site was developed based on a search of CDFW's California Natural Diversity Database (CNDDB) records occurring within a 5-mile radius of the project site on September 7, 2016. Fourteen special-status plant and 20 animal species are known to occur within the vicinity of the project site. However, no Federally- or State-listed or any other special-status plant or animal species have been observed on-site and none are known to occur or have occurred on-site. In addition, the USFWS' Critical Habitat Portal (available at http://criticalhabitat.fws.gov/crithab/) also provides online service for information regarding threatened and endangered species final Critical Habitat designation across the U.S. According to the CNDDB and the Critical Habitat Portal, three critical habitats are mapped within a five-mile radius of the project site for the following species: Braunton's milk vetch, Lyon's pentachaeta, and California red-legged frog. No critical habitat is mapped within the project site.

Species listed under the federal Endangered Species Act or California Special Concern Species were not observed on the project site. Four plant species have moderate to high potential to occur: round-leaved filaree (*California macrophylla*, 1B.2), white-veined Monardella (*Monardella hypoleuca* ssp. *hypoleuca*, 1B.3), Ojai navarretia (*Navarretia ojaiensis*, 1B.1), and Lyon's pentachaeta (*Pentachaeta lyonii*, Federally Endangered, State Endangered, 1B.1). The sensitive wildlife species Crotch bumble bee (*Bombus crotchii* G3G4/S1S2), and coast horned lizard (*Phrynosoma blainvillii*, SSC, G3G4/S3S4) have a low potential to occur, the coastal California gnatcatcher (*Polioptila californica californica*, FT, SSC, G3T2/S2) has a moderate potential to occur, and the coastal whiptail (*Aspidoscelis tigris stejnegeri*, G5T3T4/S2S3) has a high potential occur within the project area. No Federally-designated critical habitat for listed wildlife species is mapped within the project site, and no critical habitat would be affected by the project. Due to the potential for Lyon's pentachaeta and coastal California gnatcatcher to occur within the project area,

the proposed project would potentially have a substantial adverse effect on a species identified as a candidate, sensitive, or special-status species in local or regional plans or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS).

The Calabasas 2030 General Plan contains policies to ensure that sensitive species and habitat are protected throughout the city. General Plan policies IV-2, -3, -6 and 7 ensure that habitat value and sensitive species are maintained when development occurs. Therefore, as the project would have to comply with these polices, a less than significant impact to special-status plant and wildlife species would occur.

An increase in allowable land use intensity within the Car Overlay Zone is not expected to result in greater impacts to sensitive species or habitat relative to current uses in the proposed overlay zone. The increase in FAR from 0.2 to 0.6 is intended to enable auto retailers to comply with West Calabasas Road Planning Guidelines (Guidelines) and General Plan Policies. West Calabasas Road's limited premium space and hilly terrain create an environment that does not allow for typical outdoor sales areas. Consequently, the Guidelines prohibit large paved areas for vehicle display and storage and require creative property design that incorporates smaller, intimate lots, and parking structures that are harmonious with the hillsides. A higher FAR would allow dealers to store vehicles in multi-story buildings or parking structures rather than on large surface lots. As a result, although the increased FAR would allow for more overall building area, it would be expected to result in little, if any, increased levels of activity relative to currently permitted land use intensities.

The larger trees and shrubs within the project site provide potentially suitable nesting habitat for a variety of bird species that are afforded protection under the federal Migratory Bird Treaty Act (MBTA – 16 United State Code Section 703-711) and California Fish and Game Code (CFGC) Section 3503. While the proposed project will not result in impacts to migratory and other bird species during the nesting season, the project may lead to other projects within the study area that could result in impacts to nesting birds. Construction-related disturbance may result in nest abandonment or premature fledging of the young. The proposed project could result in potentially significant impacts unless sufficient mitigation is incorporated.

Based on the above findings, implementation of mitigation measure BIO-1 would reduce potential impacts to sensitive wildlife species to a less than significant level and mitigation measure BIO-1 would be required to reduce any potential impacts to migratory and resident nesting bird species to a less than significant level.

Mitigation Measures

The following mitigation measures would be required to reduce impacts to nesting birds to a less than significant level:

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

recommended protective measures described above to document compliance with applicable State and federal laws pertaining to the protection of nesting birds. Prior to the completion of construction, the applicant shall submit the above referenced documentation to the Community Development Director.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

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

Riparian habitat and other sensitive natural communities are not present on the project site. The project site contains both valley oak and coast live oak trees. The City of Calabasas Oak Tree Ordinance sets forth the policy of the City to require the preservation and replacement of all healthy oak trees unless reasonable and conforming use of the property justifies the removal, cutting, pruning, and/or encroachment into the Protected Zone of an oak tree. The City's Oak Tree Protection and Preservation Policy and guidelines were established to recognize oak trees as significant and valuable aesthetic and ecological resources. The Oak Tree Ordinance requires completion of an Oak Tree Report by an International Society of Arboriculture (ISA) Certified arborist for projects involving impacts to oak trees. As the project would comply with Oak Tree Ordinance and the City's Oak Tree Protection and Preservation Policy and guidelines, a less than significant would occur.

LESS THAN SIGNIFICANT IMPACT

c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No riparian habitats are present on the project site. Drainage patterns within the study area run from southwest to northeast, and directly abut Highway 101. No habitat of quality to support native riparian plant/wildlife species is present. Federally protected wetlands or waters as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) do not occur on-site. As a result, no impacts would occur.

NO IMPACT

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

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

The western portion of the project site is within the regionally mapped Santa Monica – Sierra Madre Connection and portions of the project site are identified as Los Angeles County Significant Ecological Areas (SEAs) (California Fish and Wildlife BIOS database, website accessed September 7, 2016; City of Calabasas 2030 General Plan Conservation Element, 2008). The project site is located within the western

portion the City of Calabasas mapped Wildlife Linkage and Corridor, as defined in the City of Calabasas 2030 General Plan Conservation Element. The 2030 General Plan envisions the site as a Business-Retail land use and the 2030 General Plan FEIR found that development under the 2030 General Plan would have less than significant impacts to wildlife movement corridors (Impact BIO-4) with implementation of Conservation Element Policies IV-2, which requires new development to maintain the biotic habitat value of habitat linkages and does not allow loss of habitat linkages.

As required in Calabasas Municipal Code Section 17.20.100(H) (Fences, Walls and Hedges; Fencing for Wildlife Movement), fencing for any future projects within the project site must be wildlife friendly. Fencing must be designed to be easily bypassed by all species of wildlife found within the Santa Monica Mountains. Wildlife friendly fencing would provide permeability through and over fencing for access to adjacent habitats and to retain connectivity of the habitats on-site with the habitats off-site.

The proposed overlay zone would accommodate development that introduces lighting and glare. New sources of lighting and glare are required to comply with City standards (Section 17.27.030 of the Calabasas Municipal Code). Because the project site is within the City's Wildlife Linkage and Corridor Area, any future development projects must incorporate lighting design features that limit roadway lighting from on-site sources to 0.6 fc on pavement, and sidewalk and bikeway lighting to 0.2 fc on pavement. Compliance with City standards for fencing and lighting in wildlife corridors would reduce impacts from project operation to wildlife movement and connectivity to less than significant levels.

LESS THAN SIGNIFICANT IMPACT

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

As discussed above, the project site contains both valley oak and coast live oak trees. The City of Calabasas Oak Tree Ordinance sets forth the policy of the City to require the preservation of all healthy oak trees unless reasonable and conforming use of the property justifies the removal, cutting, pruning, and/or encroachment into the Protected Zone of an oak tree. The City's Oak Tree Protection and Preservation Policy and guidelines were established to recognize oak trees as significant and valuable aesthetic and ecological resource. The Oak Tree Ordinance requires completion of an Oak Tree Report by an International Society of Arboriculture (ISA) Certified arborist for projects involving impacts to oak trees and mitigation for any impacts to protected Oak Trees. As the project would comply with Oak Tree Ordinance and the City's Oak Tree Protection and Preservation Policy and guidelines, a less than significant would occur.

LESS THAN SIGNIFICANT IMPACT

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

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

NO IMPACT

5 Cultural Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5	☐	☐	☐	■
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5	☐	☐	■	☐
c. Disturb any human remains, including those interred outside of formal cemeteries	☐	☐	■	☐
d. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074	☐	☐	■	☐

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

The project site is primarily vacant land with some recently developed commercial and educational uses. It does not include any historical resources listed in the National Register of Historic Places or the California Historical Sources website (California State Parks 2016; National Park Service 2016). As there are no historical resources present in the project area, there would be no impact.

NO IMPACT

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

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

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

The proposed CAR overlay zone does not contain any Cultural Resource Sensitivity Areas identified in the Cultural Resources Element of the General Plan and there is no evidence that archaeological or paleontological resources or human remains are present onsite. In the unlikely event that such resources are unearthed during grading or construction of individual projects, applicable regulatory requirements pertaining to the handling and treatment of such resources would be followed, including General Plan Policies XI-1 thru XI-4, which require proper treatment of cultural resources prior to development and on-site preservation when possible.

If archaeological or paleontological resources are identified, as defined by Section 2103.2 of the Public Resources Code, the site would be required to be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code as appropriate. If human remains are unearthed, State Health and

Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. Additionally, the General Plan requires that it must be ascertained what archaeological or paleontological resources are present which might affect or be affected by the project before construction is begun on a project.

Due to existing standard monitoring during construction in conformance with current discipline standards, and the lack of any evidence that any archaeological or paleontological resources, or human remains are present onsite, impacts of the proposed project on cultural resources would be less than significant.

LESS THAN SIGNIFICANT IMPACT

6 Geology and Soils

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	■	☐
1. 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	☐	☐	■	☐
2. Strong seismic ground shaking	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction	☐	☐	■	☐
4. Landslides	☐	☐	■	☐
b. Result in substantial soil erosion or the loss of topsoil	☐	☐	■	☐
c. Be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse	☐	☐	■	☐
d. Be located on expansive soil, as defined in Table 1-B of the *Uniform Building Code*, creating substantial risks to life or property	☐	☐	■	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater	☐	☐	☐	■

a.1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

a.2. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a.3. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a.4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

No faults traverse the project site and no active faults have been mapped within Calabasas. However, the city lies within a seismically active region that is prone to occasional earthquakes. According to the Southern California Earthquake Data Center Map, there are nine active faults and four potentially active faults within 25 miles of the City (SCEDC 2012). Like much of California, the project site is subject to ground shaking from seismic activity emanating from a number of faults in the region. Calabasas, along with all of Southern California and the Central Coast, is within Seismic Zone 4, the area of greatest risk to hazards due to ground shaking and subject to the strictest building standards. In addition, the CAR Overlay zone includes areas identified as seismic hazard zones for earthquake-induced landslides (City of Calabasas 2015, CA Department of Conservation 1998). These are areas where the previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements.

The California Building Code (CBC) and the City of Calabasas Development Code set restrictions on building design and construction of projects. New development within the proposed CAR Overlay zone would conform to the CBC (as amended at the time of permit approval) and Development Code as required by law. In addition, since the site is located in a landslide hazard zone, preparation of a City-approved geotechnical study and mitigation plan would be required prior to approval of individual projects, as specified in Policy VII-6 of the General Plan. Therefore, due to compliance with applicable standards, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

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

The California State Water Board adopted the most recent Construction General Permit (2009-0009-DWQ) on September 2, 2009. This permit became effective on July 1, 2010 and applies to construction sites one acre or larger in size. All developments for which the Construction General Permit applies are required to prepare and implement a storm water pollution prevention plan (SWPPP). SWPPPs specify BMPs to be implemented by the contractor during construction to minimize soil erosion, storm water runoff and downstream impacts to water quality. Projects less than one acre would also be required to implement BMPs to prevent erosion and sediment loss, and the discharge of construction wastes, pursuant to the Los Angeles County Separate Storm Sewer System (MS4) Permit, and subject to City review (CRWQCB 2015).

All auto retail projects in the CAR overlay would also be required to comply with the water quality requirements of the current MS4 permit, which requires that the amount of runoff from the site must be the same before and after construction of a project, and the Low-Impact Development (LID) Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52), which requires sizing of all infiltration water quality devices using the 0.75-inch storm or the 85th percentile storm, whichever is greater. Compliance with the MS4 permit and LID requirements would reduce on-site erosion from vegetated

areas. As such, construction and operational impacts associated with sedimentation and erosion would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence is caused by a variety of activities, which include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction. Ground subsidence and associated fissuring have occurred in different places in Los Angeles County, due to falling and rising groundwater tables. As discussed above, the project site is also potentially susceptible to earthquake-induced landslides. Any proposed projects accommodated by the proposed overlay zone would be required to adhere to applicable CBC standards and a preparation of a City-approved geotechnical study would be required, as specified in Policy VII-6 of the General Plan. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Moderate to highly expansive soils are encountered throughout Calabasas (2030 General Plan FEIR 2008). Expansive soils noticeably contract and expand in volume as they undergo alternating cycles of wetting (swelling) and drying (shrinking). This can lead to structural damage in buildings and infrastructure, particularly when considerations for the potentially expansive soils were not incorporated into building design or during construction. If expansive soils are identified, the CBC prescribes structural design measures that must be incorporated into proposed projects to reduce impacts of expansive soils to less than significant levels. Structural design measures would address depth, thickness and reinforcement requirements for concrete footings and the ground floor building slab. With implementation of standard design measures required in the CBC to address expansive soils, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

A trunk sewer line managed by the Las Virgenes Municipal Water District (LVMWD) runs along Calabasas Road in the area of the proposed overlay zone. Proposed projects would have the ability to connect to the existing trunk sewer. As such, future projects in the CAR overlay zone would not require the use of septic tanks. Therefore, no impact would result.

NO IMPACT

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7 Greenhouse Gas Emissions

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	☐	☐	■	☐
b. Conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases	☐	☐	■	☐

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

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

GHGs occur naturally and from human activities. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over by 36%, 148%, and 18% respectively, primarily due to human activity. Emissions of GHGs may affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way in which the Earth absorbs gases from the atmosphere. Potential impacts of global climate change in California may include loss of snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CEC, March 2009).

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

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

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

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

Tier 1 - If the project is exempt from further environmental analysis under existing statutory or categorical exemptions, there is a presumption of less than significant impacts with respect to climate change. If not, then the Tier 2 threshold should be considered.

Tier 2 - Consists of determining whether or not the project is consistent with a GHG reduction plan that may be part of a local general plan, for example. The concept embodied in this tier is equivalent to the existing concept of consistency in CEQA Guidelines section 15064(h)(3), 15125(d) or 15152(a). Under this Tier, if the proposed project is consistent with the qualifying local GHG reduction plan, it is not significant for GHG emissions. If there is not an adopted plan, then a Tier 3 approach would be appropriate.

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

The City of Calabasas has not adopted a Climate Action Plan or any specific GHG emissions thresholds. Therefore, a determination of significance for GHG impacts of future projects in the CAR overlay zone can be evaluated using the SCAQMD's recommended Tier 3 screen level threshold of 3,000 metric tons CO_2e per year (SCAQMD, "Proposed Tier 3 Quantitative Thresholds – Option 1", September 2010). Additionally, any proposed development that will entail more than the "basic land use intensity" (0.4 FAR in the CAR overlay), would be required by the City to incorporate specific emission reductions relative to "unmitigated" emissions (City of Calabasas 2008a).

Construction Emissions and Operational Emissions

Construction of future development permitted by the CAR overlay zone would result in GHG emission from the use of construction equipment. Emission sources associated with development in the CAR overlay zone would include natural gas combustion, landscaping equipment, consumer products, emissions associated with on-site auto repair, and architectural coatings. Indirect sources include emissions from energy consumption and water conveyance. Mobile sources include emission from passenger vehicles and delivery trucks. Typically, mobile sources are the primary contributor of GHG emissions.

Development would need to be consistent with the recently passed SB 32, which requires statewide GHG emissions to be reduced 40% below the 1990 level by 2030. At a local level, developments would be subject to the City's Green Development Standards (Municipal Code, Chapter 17.34), which require non-residential structures of over 500 sf to achieve Leadership in Energy and Environmental Design (LEED) certification, as well as any future requirements/restrictions imposed locally and statewide. Therefore, compliance with General Plan Policies, standard SCAQMD regulations, SB 32 and the City's municipal code would reduce air emissions from construction activities and operational activities to less than significant levels.

LESS THAN SIGNIFICANT IMPACT

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

In addition to General Plan Policies and SCAQMD regulations, the project must also be consistent with Senate Bill 375, signed in August 2008, which requires the inclusion of sustainable communities' strategies in regional transportation plans for the purpose of reducing GHG emissions. In April 2012, SCAG adopted the 2012-2035 RTP/SCS. SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development and promoting alternative modes of transportation. A goal of the SCS is to "promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements and efficient transportation infrastructure." The proposed overlay zone would not conflict with any of these goals as it would allow for development of a zone intended primarily for commercial uses located along a major transportation corridor. As discussed above, future development would also need to be consistent with the recently passed SB 32, which requires statewide GHG emissions to be reduced 40% below the 1990 level by 2030. Future developments would also be subject to the City's Green Development Standards (Municipal Code, Chapter 17.34), which require non-residential structures of over 500 sf to achieve Leadership in Energy and Environmental Design (LEED) certification, as well as California Green Building Standards Code and any future requirements/ restrictions imposed locally and statewide. The proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs and would be consistent with the objectives of the RTP/SCS, AB 32, SB 97, SB 375, and SB 32.

LESS THAN SIGNIFICANT IMPACT

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8 Hazards and Hazardous Materials

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school	☐	☐	☐	■
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	■	☐	☐
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area	☐	☐	☐	■
f. For a project near a private airstrip, would it result in a safety hazard for people residing or working in the project area	☐	☐	■	☐
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	☐	☐	■	☐
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands	☐	☐	■	☐

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

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

The proposed project would permit the development of the commercial auto retail uses in parcels zoned for commercial uses that currently exclude auto retail uses. Uses permitted by the CAR overlay would include:

- Sales of new and used motor vehicles
- Sales of automotive parts and accessories
- Service and repair of motor vehicles
- Car washes and automobile detailing services
- Indoor and outdoor storage of motor vehicles for sale
- Commercial parking lots
- Automobile service and gasoline sales stations

The types and quantities of hazardous materials utilized by these various types of uses would vary and, as a result, the nature of potential hazards would also be varied. In general, however, auto retail uses would involve the routine delivery of new automobiles, related, parts and service items; the use of oil, lubricant and cleaning products; and the routine disposal of waste associated with automobile service, repair, and sales. Operation of CAR projects would involve the use of hazardous materials for auto repair and maintenance, routine cleaning, building maintenance, and landscaping, such as motor oil and other types of automobile fluids (e.g., brake fluid, transmission fluid, hydraulic fluid).

While the risk of exposure to hazardous materials cannot be eliminated, measures can be implemented to maintain risk to acceptable levels. All future development within the CAR overlay zone would be subject to compliance with existing regulations, standards, and guidelines established by the Federal, State, and local agencies related to storage, use, and disposal of hazardous materials, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Adherence to these requirements would reduce impacts to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The nearest existing schools are Round Meadow Elementary School, located approximately 0.3 miles north of the project site, and Bay Laurel Elementary School, located approximately 0.6 miles south of the project site. Current zoning designations permit the development of child care facilities within the CAR overlay zone, but no such development is currently present. Therefore, the project would not emit hazardous emissions or handle hazardous materials within one quarter mile of a school.

NO IMPACT

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

The following databases compiled pursuant to Government Code Section 65962.5 were checked (September 14, 2016) for known hazardous materials contamination at the project site:

- *U.S. EPA*
  - *Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) Search*
- *California State Water Resources Control Board*
  - *Geotracker search for leaking underground storage tanks (LUST) and other Cleanup Sites*
- *California Department of Toxic Substances Control*
  - *Cortese list of Hazardous Waste and Substances Sites*
  - *Envirostor: Cleanup Site and Hazardous Waste Facilities Database*

The CAR overlay zone includes two leaking underground storage tank (LUST) sites at its northeastern segment (76 Products Station #6287, Calabasas Union Corp). There are four additional LUST sites located within 1,000 feet of the overlay zone eastern boundary: one located directly east of the overlay zone (Exxon #7-2893), one directly adjacent to the overlay zone at the intersection of Calabasas Road and Parkway Calabasas (Arco #1918), and two to the north (Chevron #9-5153, Chevron #9-4106). All LUST sites within or in the vicinity of the project zone have been cleaned and cases closed, indicating the sites are no longer hazards to the public or the environment.

In addition, there is an inactive cleanup site, Dandee Gasoline Tanker Spill, directly adjacent to the overlay zone and located on the 101 Freeway east of Mureau Road that poses a concern due to potential water supply and soil contamination (CADTSC EnviroStor). There is also an open cleanup site less than 1,000 feet to the northeast of the CAR overlay zone, Rantec Microwave Systems, Inc., that poses potential concerns due to potential water supply, indoor air, soil, and soil vapor contamination. It is currently in the site assessment stage (CADTSC EnviroStor). Therefore, impacts would be potentially significant unless mitigation is incorporated.

Mitigation Measure

The following mitigation measure shall be implemented to reduce hazard impacts to a less than significant level:

HAZ-1 **Soil/groundwater Studies.** Soil/groundwater studies must be conducted prior to approval of individual developments. If contaminant concentrations exceeding regulatory action levels are identified, appropriate remedial actions must be taken prior to grading and construction. Such actions may include, but are not limited to, soil/groundwater treatment and/or removal and proper disposal of contaminated soils

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

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?

There are no public airports on or adjacent to the project site. The nearest airport is Van Nuys Airport, located approximately 9.75 miles northeast of the project site. No impact related to airport hazards would occur.

NO IMPACT

f. For a project near a private airstrip, would it result in a safety hazard for people residing or working in the project area?

There is a private heliport (Station 125 Heliport) utilized by the Los Angeles County Fire Department located within two miles of the western boundary of the project zone. However, helicopter activity would not result in a safety hazard for people residing or working in the project area.

LESS THAN SIGNIFICANT IMPACT

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

As part of the project approval process, future developments in the overlay zone would be reviewed for consistency with site planning and project design standards contained in Calabasas Municipal Code Section 17.20.080, which requires that discretionary projects provide points of ingress and egress that include emergency access for police and fire vehicles as required by the Los Angeles County Consolidated Fire Districts (LACFD) and the City of Calabasas, and would ensure that emergency response access is maintained. The proposed project would have a less than significant impact with respect to emergency response and evacuation plans.

LESS THAN SIGNIFICANT IMPACT

h. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The entire City of Calabasas, including the project zone, 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). Projects approved within the CAR overlay zone 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.

LESS THAN SIGNIFICANT IMPACT

9 Hydrology and Water Quality

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam	☐	☐	■	☐
j. Result in inundation by seiche, tsunami, or mudflow	☐	☐	☐	■

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

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

f. Would the project otherwise substantially degrade water quality?

The project site is within the region covered by the Los Angeles County MS4 NPDES Permit issued by the Los Angeles Regional Water Quality Control Board (LARWQCB), as previously discussed in Section 6, *Geology and Soils*. This permit governs non-point source discharges associated with storm water runoff. Regulations under the federal Clean Water Act require compliance with the MS4 permit for projects disturbing more than one acre during construction, as well as projects under one acre that meet applicability criteria, including auto retail uses. The MS4 permit requires projects to adopt post-construction BMPs and adhere to other restrictions to reduce storm water discharge impacts. The MS4 permit also sets restrictions to limit storm water discharges during construction. Projects that would disturb more than one acre would be required to prepare an Erosion and Sedimentation Control Plan, which can be a SWPPP. These projects would also be required to file a Notice of Intent (NOI) and prepare a SWPPP under the NPDES General Construction Permit. Pursuant to the MS4 permit, auto retail uses that disturb less than one acre would also need to adopt BMPs to prevent erosion and sedimentation problems during the construction phase of the development outlined in the City Municipal Code (8.28.140. B). In addition, the Los Angeles County Flood Control District (LACFCD) does not permit any increase in receiving water peak flows as a result of project development.

As outlined in Chapter 8.28 of the City Municipal Code, prior to the issuance of a permit for a new development or redevelopment project, the city shall evaluate the proposed project using the MS4 permit, and erosion and grading requirements of the city building official or authorized enforcement officer to determine (i) its potential to generate the flow of pollutants into the MS4 after construction; and (ii) how well the storm water mitigation plan for the proposed project meets the goals outlined in the Municipal Code. As future development in the CAR overlay zone would undergo environmental and design review on a project-by-project basis to ensure compliance with existing regulations governing storm water management and waste discharge. Compliance with applicable regulations would reduce impacts to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

The Las Virgenes Municipal Water District would provide water to the project site and relies on imported water for its supplies. The proposed increase in allowable FAR would not accommodate development that would intrude into or otherwise directly affect groundwater. Therefore, the proposed project would not affect groundwater supplies or recharge. No impact would occur with respect to groundwater.

NO IMPACT

c. Would the project substantially alter the existing drainage pattern of the site or area, including by altering the course of a stream or river, in a manner that would result in substantial erosion or siltation on or offsite?

d. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite?

The proposed project would not alter any watershed boundaries, impact a stream course or increase the quantity of water, erosion, or siltation in a stream or river. As discussed above, LACFCD does not permit any increase in receiving water peak flows as a result of project development, all proposed projects in the CAR overlay zone would need to comply with NPDES storm water and MS4 permit requirements, including the preparation and implementation of a SWPPP, as well as demonstrate that storm water runoff associated with commercial and construction activities is reduced to the maximum extent practicable, as directed by the Municipal Code and subject to City review and enforcement. As such, the proposed overlay zone would not accommodate development that would alter drainage patterns in a manner that would cause flooding, erosion, or siltation. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

g. Would the project place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?

h. Would the project place in a 100-year flood hazard area structures that would impede or redirect flood flows?

The project zone is located in Flood Zone X, which encompasses areas determined to be outside the 100-year flood hazard area FEMA Map No. 06037C1268F and 06037C1269F). Therefore, the project would not place housing or any other structure in a 100-year flood hazard area. There would be no impact.

NO IMPACT

i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding including that occurs as a result of the failure of a levee or dam?

According to the 2030 General Plan FEIR (2008), Calabasas is not in the dam inundation area for any major stream or river in the region. In addition, proposed projects in the CAR overlay zones would be required to control stormwater flows. Therefore, impacts with respect to flooding would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project site is not subject to risks related to seiche, tsunami or mudflows as the project area is not in the vicinity of an ocean or sizable inland water body (City of Calabasas 2008a).

NO IMPACT

10 Land Use and Planning

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

a. Would the project physically divide an established community?

Development within the overlay zone would not involve the construction of a road or other facility that would physically divide an established community. The proposed overlay would expand permitted commercial uses in an area already designated for commercial development by the Master Plan, which is consistent with General Plan land use designations for the site. The overlay zone would also allow auto retail uses in two parcels currently zoned as Open Space-Development Restricted and Open Space-Recreational. However, these parcels are adjacent to commercial uses and are not adjacent to any residential uses and would not result in the division of an established community. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

While the proposed CAR overlay zone would amend zoning and land use designations laid out in the West Calabasas Road Master Plan and the General Plan, and require updates to the City's Land Use and Development Code, it would not conflict with the City's commitment to further commercial development in the West Calabasas Road area established in both Plans. Furthermore, the amendments would eliminate an inconsistency between the General Plan Land Use Element (which does not allow auto retail uses on certain parcels in the study area) and the West Calabasas Road Master Plan (which specifically encourages auto retail uses). The Master Plan lays out a specific vision for development of the area by two distinct land uses: "From roughly Mureau Road eastward the emphasis will be on vehicular dealerships and uses that are similar in nature. From Mureau Road westward, medical facilities, recovery centers, and low-key overnight accommodations will be the focus." Consistent with this vision, the proposed CAR overlay zone encompasses ~~22~~24 parcels to the east of Mureau Road and only one parcel that extends both east and west of Mureau Road. All but two of the parcels included in the overlay zone

are already zoned for commercial uses as Commercial Limited (the two parcels not zoned for commercial uses are discussed in Section I, *Aesthetics*). However, the proposed project would additionally permit commercial auto retail uses in these parcels, which are currently prohibited, supporting the vision of the Master Plan for further development by vehicular dealerships in this area. While the CAR overlay zone would allow for higher intensity land use than is currently permitted by the Master Plan, including multi-story construction, the higher intensity allowances would enable auto-retailers to comply with Master Plan restrictions to reduce impacts to natural topography, rather than enable greater levels of activity. As previously noted, the Master Plan prohibits large paved areas for vehicle display and storage, and instead requires "creative design that incorporates smaller, intimate lots, and parking structures that are harmonious with the hillsides."

In addition, the CAR overlay zone would maintain consistency with General Plan Policies that would mitigate environmental impacts that may result from future development. As discussed in Section I, *Aesthetics*, all development in the proposed overlay zone would need to adhere to design guidelines that would be consistent with an "upscale country" aesthetic in accordance with the Master Plan, and maintain the natural hilly topography of the area in accordance with General Plan Policies for Scenic Corridors and Scenic Ridgelines. Proper treatment of cultural resources prior to development and on-site preservation, when possible, is required in accordance with General Plan Policies for cultural resources. Similarly, noise impacts will be mitigated through compliance with policies outlined in the Noise Element and impacts to public services will be mitigated through compliance with policies outlined in the Services, Infrastructure & Technology Element. As the proposed project is consistent with the vision for development of the West Calabasas Road area established in existing City Plans and future development in the overlay zone would maintain consistency with existing policies and adopt any future policies as required, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

There is no habitat conservation plan or California natural community conservation plan that applies to the proposed site (CDFW 2015; USFWS 2016). Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

11 Mineral Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts:				
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?	☐	☐	☐	■
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	■

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

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

The proposed overlay zone would not accommodate construction of structures or facilities for the purposes of extraction or exploration of mineral resources, nor would it result in the loss of availability of a mineral resource of local, regional, or statewide importance (USGS 2015, 2030 General Plan FEIR 2008). No impact would occur with respect to mineral resources.

NO IMPACT

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12 Noise

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies	☐	☐	■	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels	☐	☐	■	☐
c. A substantial permanent increase in ambient noise levels above those existing prior to implementation of the project	☐	☐	■	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above those existing prior to implementation of the project	☐	☐	■	☐
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels	☐	☐	☐	■
f. For a project near a private airstrip, would it expose people residing or working in the project area to excessive noise	☐	☐	■	☐

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

Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's physical intensity is doubled, the sound level increases by 3 dBA, regardless of the initial sound level. For example, 60 dBA plus 60 dBA equals 63 dBA. Where ambient noise levels are high in comparison to a new noise source, the change in noise level would be less than 3 dBA. For example, 70 dBA ambient noise levels are combined with a 60 dBA noise source the resulting noise level equals 70.4 dBA. Based on the logarithmic scale, a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA

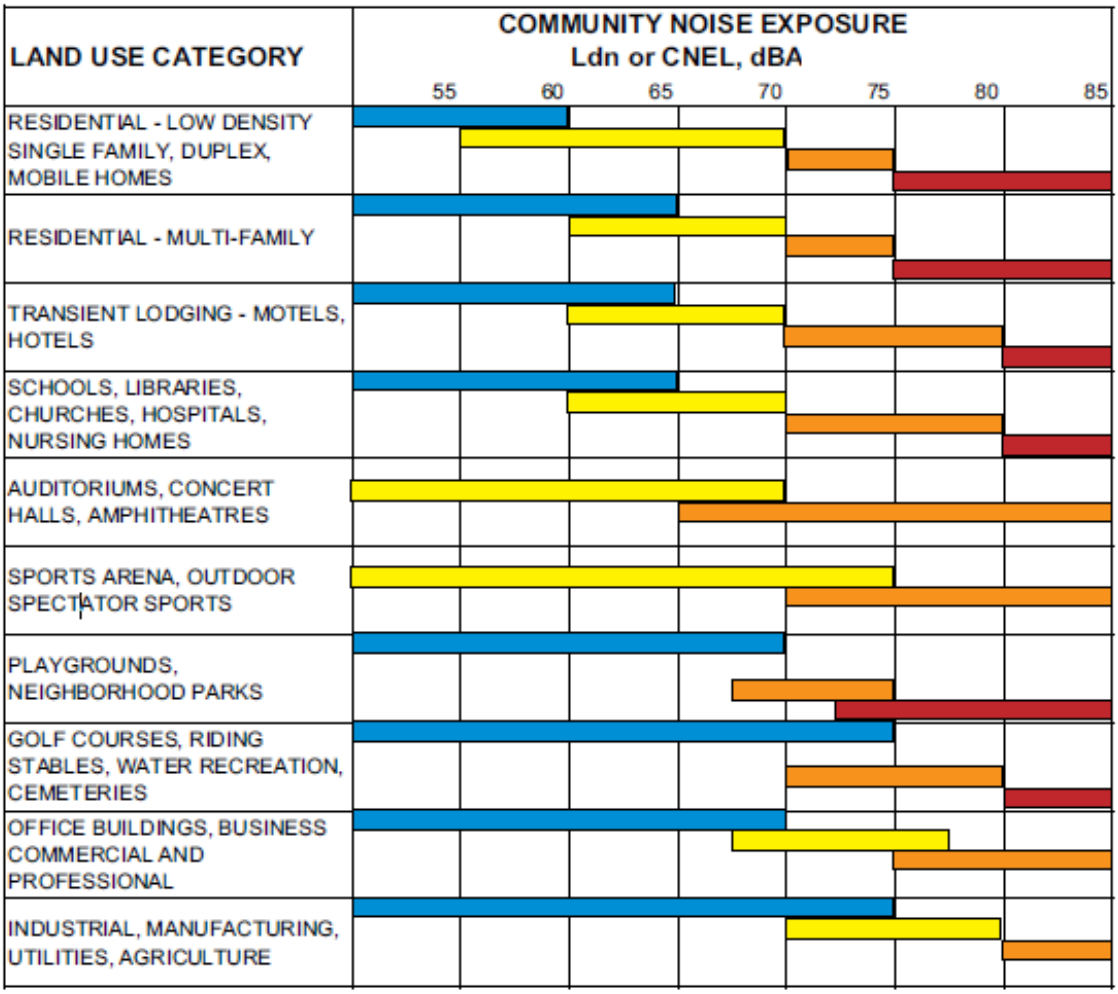
greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. For acoustically absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), ground attenuation of about 1.5 dBA per doubling of distance normally occurs. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dBA of noise reduction.

The City identifies the State Office of Noise Control land use compatibility guidelines as the standards for development within the City (2030 General Plan, 2008). Figure 5 shows the ranges of noise exposure, for various land uses that are considered acceptable, conditionally acceptable, or unacceptable under the State Office of Noise Control guidelines and as adopted by the City of Calabasas General Plan Noise Element. An acceptable noise environment is one in which development may be permitted without requiring specific noise studies or specific noise-reducing features. A conditionally acceptable noise environment is one in which development should be permitted only after noise mitigation has been designed as part of the project, to reduce noise exposure to acceptable levels. In unacceptable noise environments, development generally should not be undertaken. For commercial uses, the normally acceptable range is up to 70 dBA, the conditionally acceptable range is from 67.5 to 77.5 dBA, and the normally unacceptable range is from 75 to 85 dBA. Figure VIII-2 of the General Plan provides noise contours for Calabasas that are estimates of noise levels based on measurements in combination with modeling of roadway noise based on 2007 traffic data. Based on these estimates, noise levels at the project zone range from conditionally acceptable on the portions of the site nearest to the 101 Freeway and decreases to normally acceptable levels with increasing distance from the freeway.

The City of Calabasas has adopted a noise ordinance that establishes ambient noise standards for all properties within various noise zones, using the hourly equivalent sound level, or Leq (Municipal Code Section 17.20.160D). This ordinance sets an exterior noise standard of 65 dBA between 7:00 A.M. and 10:00 P.M. and 60 dBA between 10:00 P.M. and 7:00 A.M. Interior noise level standards are provided only for residential uses and are 45 dBA between 7:00 A.M. and 10:00 P.M. and 40 dBA from 10:00 P.M. to 7:00 A.M. (City of Calabasas Municipal Code, Section 17.20.160 E). The City's noise ordinance exempts noise associated with construction activities between the hours of 7:00 A.M. and 6:00 P.M. during weekdays and 8:00 A.M. and 5:00 P.M. on Saturdays, and prohibits construction on Sundays or federal holidays, except with a conditional use permit. (City of Calabasas Municipal Code, Section 17.20.160 C).

Figure 5: Land Use Compatibility for Community Noise Environments



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

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

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

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

Source: Guidelines for the Preparation and Content of Noise Elements of the General Plan, California Office of Planning and Research, 1998.

Table 6: City of Calabasas Municipal Code Sound Level Limits by Zone

Zone	Time	Hourly Equivalent Sound Level (Leq, dBA)
Residential Zones	**Monday-Friday**	
RS, RM, RMH, RR, RC, HM, OS	10 PM to 7 AM	50
RS, RM, RMH	7 AM to 10 PM	65
RR, RC, HM, OS	7 AM to 10 PM	60
Residential Zones	**Saturday and Sunday**	
RS, RM, RMH, RR, RC, HM, OS	10 PM to 8 AM 8AM to 10 PM	50 60
Commercial and Special Purpose Zones	7 AM to 10 PM 10 PM to 7 AM	65 60
Recreational with Active Recreation Areas	7 AM to 10 PM 10 PM to 7 AM	70 60

Source: Calabasas Municipal Code, Section 17.120.160D

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

c. Would the project result in a substantial permanent increase in ambient noise levels above those existing prior to implementation of the project?

The main noise source in the project area is comprised of traffic noise from adjacent roadways and the 101 Highway north of the project site. The project area consists of commercial, office, and automotive uses. The Noise Element of the City's Comprehensive Plan identifies noise levels up to 70 dBA Ldn or CNEL as generally acceptable and up to 77 dBA Ldn or CNEL as conditionally acceptable noise levels for commercial uses.

Noise associated with operation of uses in the proposed project area may be periodically audible to adjacent uses. The proposed project would involve auto retail and related uses. Noise events that are typical of auto retail and related uses include auto traffic, announcements, conversations, light industrial mechanical equipment as well as noise typical of parking areas such as car alarms and car doors slamming. The increase in FAR from 0.2 to 0.6 at each site would cause the storage of inventory inside and reduce outside inventory lots and therefore, decrease external noises associated with development of auto retail uses and impacts on sensitive uses. Lastly, due to the hills and topography of the project site and current regulations, sensitive receptors would be located more than 500 feet of the site. Noise associated with auto retail would not create a substantial permanent increase in ambient noise levels and would not affect sensitive receptors.

Further, project-related changes in noise would result from an increase in traffic volumes on nearby street segments. For traffic-related noise, impacts would be significant if project-generated traffic results in exposure of sensitive receptors to unacceptable noise levels. Some land uses are considered more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. Residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, parks and outdoor recreation areas are more sensitive to noise than are commercial and industrial land uses. The project site is surrounded by office and commercial uses. Traffic to and from the project site would use surrounding roadways such as Calabasas Road and the U.S. 101 freeway. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas sound is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise (e.g., the rattling of windows from passing trucks). This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is measured in vibration decibels (VdB).

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources inside buildings such as the operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads.

Vibration impacts would be significant if they exceed the following Federal Railroad Administration (FRA) thresholds:

- 65 VdB where low ambient vibration is essential for interior operations, such as hospitals and recording studios
- 72 VdB for residences and buildings where people normally sleep, including hotels
- 75 VdB for institutional land uses with primary daytime use, such as churches and schools
- 95 VdB for physical damage to extremely fragile historic buildings
- 100 VdB for physical damage to buildings

In addition to the groundborne vibration thresholds outlined above, the Federal Transit Administration (FTA) outlined human response to different levels of groundborne vibration, and determined that vibration that is 85 VdB is acceptable only if there are an infrequent number of events per day. Construction-related vibration impacts would be less than significant for residential receptors if they occur during the City's normally permitted hours of construction below the threshold of physical damage to buildings and any vibration over 85 VdB would be infrequent with respect to the number of events per day.

Operation of auto retail uses would not perceptibly increase groundborne vibration or groundborne noise on the project site above existing conditions. Construction of individual developments in the overlay zone could potentially increase groundborne vibration on the project site, but construction effects would be temporary. The nearest sensitive receptors are more than 500 feet where development would occur. Based on the information presented in Table 11, residences at 500 feet from construction activities could be exposed to maximum vibration levels of approximately 69 VdB during construction. Vibration levels would also be attenuated to lower levels by natural barriers due to the hilly topography of the area.

Table 7 Vibration Source Levels for Construction Equipment

	Approximate VdB
Equipment	**500 feet**
Air Compressor	61
Backhoe	60
Compactor (ground)	63
Concrete Mixer	65
Dump Truck	56
Excavator	61
Flat Bed Truck	54
Front End Loader	59
Generator	61
Paver	69
Pickup Truck	55
Pneumatic Tools	65
Roller	60
Saw	50
Warning Horn	63
Welder/Torch	54

Source: USDOT 1998

As discussed above, 100 VdB is the general threshold where minor damage can occur in fragile buildings. Because vibration levels would not reach 69 VdB, structural damage would not be expected to occur as a result of construction activities. Additionally, projects in the CAR overlay zone would need to be reviewed individually to ensure that vibration levels during construction would not exceed the Federal Transit Administration groundborne velocity threshold level of 72 VdB at residences and buildings where people normally sleep. As discussed above, the City of Calabasas only exempts noise associated with construction activities between the hours of 7:00 AM and 6:00 PM during weekdays and 8:00 AM and 5:00 PM on Saturdays from its Noise Ordinance restrictions (City of Calabasas Municipal Code, Section 17.20.160 C). Construction would not occur during recognized sleep hours for residences. Compliance with existing standards would reduce vibration effects resulting from future development within the overlay zone to less than significant levels.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above those existing prior to implementation of the project?

Noise levels from construction associated with the proposed project would result from construction of structures and traffic noise from construction vehicles. Nearby noise-sensitive land uses, such as residences directly south of the overlay zone, may be exposed to temporary construction noise during future construction within the CAR overlay zone. Noise impacts are a function of the type of activity being undertaken and the distance to the receptor location. Due to the topography of the area and current regulations, construction is expected to occur entirely along Calabasas Road, which would be more than 500 feet from sensitive receptors. Table 8 shows typical noise levels at construction sites.

Table 8 Typical Noise Levels Generated by Construction Equipment

Equipment	Typical Noise Level (dBA) 500 feet from the Source
Air Compressor	61
Backhoe	60
Compactor (ground)	63
Concrete Mixer	65
Dump Truck	56
Excavator	61
Flat Bed Truck	54
Front End Loader	59
Generator	61
Paver	69
Pickup Truck	55
Pneumatic Tools	65
Roller	60
Saw	50
Warning Horn	63
Welder/Torch	54

Source: FTA 2006

Typical noise levels from individual pieces of construction equipment range from about 54 dBA to 65 dBA at a distance of 500 feet. Such levels, which may occur intermittently during construction, would not exceed ambient sound levels in the area of the residences. Additionally the hillsides between the residences and the development area would provide additional noise attenuation. Therefore, noise levels would be further minimized. Lastly, as discussed above, pursuant to City of Calabasas Municipal Code Section 17.20.160 C, noise associated with construction activities is exempt from noise standards and restricted to the hours of 7:00 AM and 6:00 PM during weekdays and 8:00 AM and 5:00 PM on Saturdays. Therefore, construction would not occur during recognized sleep hours for residences.

Therefore, as future development would be required to comply with West Calabasas Road, City, State, and Federal guidelines regarding vehicle noise, roadway construction, and noise abatement and insulation standards impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. For a project located in 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?

The airport nearest to the project site is Van Nuys Airport, located approximately 9.75 miles northeast of the site. The project would not be subject to excessive noise levels associated with airport operations.

NO IMPACT

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?

There is a private heliport (Station 125 Heliport) owned by the Los Angeles County Fire Department located within two miles of the western boundary of the project zone. However, the distance of the helicopter during launch, landing, and in-flight from the project zone would attenuate noise to less than significant levels. Helicopters are required to maintain an altitude of at least 500 feet above the surface (FAA Section 91.119).

LESS THAN SIGNIFICANT IMPACT

13 Population and Housing

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?				
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)	☐	☐	☐	■
b. Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere	☐	☐	☐	■
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere	☐	☐	☐	■

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

The proposed overlay would not increase the population because it does not include residential uses. Therefore, no impact would occur.

NO IMPACT

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

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

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

NO IMPACT

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14 Public Services

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?				
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:				
1. Fire protection	☐	☐	■	☐
2. Police protection	☐	☐	■	☐
3. Schools	☐	☐	☐	■
4. Parks	☐	☐	■	☐
5. Other public facilities	☐	☐	■	☐

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

~~Fire services in Calabasas are through contract with the~~The City of Calabasas is within the jurisdiction and is part of the Consolidated Fire Protection District of Los Angeles County, also known as LACoFD (City of Calabasas 2016b). The nearest fire station is Calabasas Fire Station #68, located at 24130 Calabasas Road, in Calabasas. The project site ~~is~~ encompasses the fire station, which is on the southern side of Calabasas Road, west of the intersection of Calabasas Road and Parkway Calabasas.

Auto retail development in the overlay zone would incrementally increase demand for fire protection service. However, proposed projects would be required to pay standard development impact mitigation fees. In addition, projects would be required to comply with the Fire Code and Los Angeles County Fire Department standards, including specific construction specifications, access design, location of fire hydrants, and other design requirements. Because the project site is within the current service area for Station #68, it would not require the construction of new or expanded fire protection facilities. Impacts related to fire services would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

The Los Angeles County Sheriff's Department (LASD) provides police protection service in Calabasas and to the project site. The nearest LASD station is the Malibu/Lost Hills Sheriff's Station located at 27050 Agoura Road in the City of Agoura, approximately 3 miles west of the project site. The Station's service area is approximately 178 square miles, which includes the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, and Westlake Village, as well as the surrounding communities of Chatsworth Lake Manor, Malibu Lake, Topanga, and West Hills (City of Calabasas 2015). The estimated resident population of the service area is 90,000. The Station is staffed by 107 sworn deputies and 78 civilian employees and staffing is expected to remain unchanged for the foreseeable future (City of Calabasas 2015). There are currently 40 patrol vehicles, 6 motorcycles, and 60 other law enforcement vehicles assigned to the Station. The Station is also supported by other Department assets, including helicopters, fixed-wing aircraft, emergency operations equipment, search and rescue equipment, and mounted patrol.

The Station's current service ratio is one deputy per 833 residents (City of Calabasas 2015). On average, the Station's response times throughout its service area is zero to ten minutes for emergent calls for service, zero to 20 minutes for priority calls for service, and zero to 60 minutes for routine calls for service. The LASD has stated concerns about potential long-term needs for additional staff and assets to meet future demands for service, but due to the relative proximity of the project site to the Station, the Station's response times to calls for service from the proposed project would fall within the times ranges described above.

Development in the proposed CAR overlay zone could incrementally increase demand for police protection service. However, future development would be subject to compliance with General Plan Policies that would ensure adequate law enforcement is provided as the City experiences future development. Given that future development would be subject to compliance with General Plan strategies and actions, impacts involving police protection services would be less than significant.

No mitigation beyond compliance with the following Policies identified in the General Plan is required.

Policy XII-7 Require developers to construct and/or pay for the new onsite capital improvements required to serve the new development. Also, require that new development:

- Is phased so as to ensure that facility and service demands associated with new development do not exceed capital facility capacities;
- Does not adversely affect the level of service provided to existing development; and
- Does not increase the cost of providing public services to existing residents and businesses.

Policy XII-9 Require the proponent of new development projects to ensure that the facilities (including systemwide improvements) to support projects are available at the time that they are needed.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

The proposed overlay zone would not directly cause an increase in school age population since it would accommodate commercial auto retail uses. Thus, the proposed project would not require new or expanded schools to maintain acceptable service ratios or other performance objectives.

NO IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

The City of Calabasas maintains a parkland target ratio of 3 acres per 1,000 residents (City of Calabasas 2008a). As described in Section XIII, *Population and Housing*, the proposed project would not directly increase the population because it does not include residential uses, but may indirectly increase the population if new employees relocate to the City. Increased demand due to new employees would likely be nominal and not require the construction of new parks or physical alteration of existing parks.

The CAR Overlay Zone includes a parcel that is zoned and designated for recreational use. *The West Calabasas Road Planning Guidelines* indicate that this area was envisioned as a gateway entry park that could also serve as the location for a monument entry sign. The proposed project does not require this parcel to be developed by CAR uses, but would permit such an action. As such, it may require an entry park and/ or sign to be relocated to another area. However, as this change does not relate to an existing park or facility, impacts related to parks would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

Library services are provided by the Calabasas Library located at 200 Civic Center Way in Calabasas. The Calabasas Library was built in 2008 and serves 41,829 registered users (City of Calabasas Library 2015). As of 2015, the Library employed 19 full and part time staff members and had over 65,000 print materials available, as well as electronic books, downloadable audio books, magazines, and online databases (Calabasas Library 2015). As described in Section XIII, *Population and Housing*, the proposed project would not directly increase the population because it does not include residential uses, but may indirectly increase the population if new employees relocate to the City. Employees may use existing library facilities. However, an increase in residential population demand for library services would be nominal considering the number of current registered users. The project would have to result in 418 new residents from the development of 12 parcels to cause a 1% increase in registered library users, which is not possible given existing policies and regulations. Additional library facilities would not be needed.

LESS THAN SIGNIFICANT IMPACT

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15 Recreation

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

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

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

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

LESS THAN SIGNIFICANT IMPACT

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16 Transportation

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?				
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	☐	☐	■	☐
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways	☐	☐	■	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks	☐	☐	☐	■
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)	☐	☐	☐	■
e. Result in inadequate emergency access?	☐	☐	☐	■
f. Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities	☐	☐	■	☐

a. Would the project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the

circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?

Associated Traffic Engineers prepared a traffic analysis for the proposed project (September 2016, See Appendix C). Trip generation estimates were developed utilizing trip generation rates from *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012).

As discussed previously, the project site's maximum FAR of 0.20 means that a total of 8,712 SF of building area could be developed on each acre of land. With the proposed project, the maximum FAR would increase to 0.60 and would allow a potential of 26,136 SF of building area per acre of developed land. However, as discussed in the traffic analysis, about 36% of the building area (9,409 SF) is expected to be dedicated to sale, service, and parts functions. The remaining 64% of the building area (16,727 SF) would be dedicated to vehicle storage. Table 9 compares the trip generation potential on a per acre basis assuming the existing 0.20 FAR and the proposed 0.60 FAR.

Table 9: Trip Generation Comparisons - Per Acre

Scenario / Land Use	Size (square feet)	Trip Generation		
		ADT	A.M. Peak Hour	P.M. Peak Hour
Existing Zoning (0.20 FAR)				
Auto Dealership	8,712	281	17	23
Proposed Zoning (0.60 FAR)				
Auto Dealership	9,409	304	18	25
Vehicle Storage	16,727	0	0	0
Totals	26,136	304	18	25
Net Change	**+697**	**+23**	**+1**	**+2**

Source: Associated Traffic Engineers, 2016; See Appendix B

Table 10: CAR Overlay Zone Project Trip Generation

Land Use	Size	Trip Generation[a]					
		ADT		A.M Peak		P.M. Peak	
		Rate	Trips	Rate	Trips	Rate	Trips
Auto Dealership	~~83.6~~84.1 acres	23.0	~~1,923~~1,934	1.0	84	2.0	~~167~~168

[a] Trip rates per acre, as derived from the analyses presented in Table 9.

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

- Calabasas Road/Mureau Road
- U.S. 101 SB Ramps/Calabasas Road
- Calabasas Road/Parkway Calabasas
- Parkway Calabasas/Ventura Boulevard
- U.S. 101 NB Ramps/Ventura Boulevard

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

- Existing (2016) traffic conditions
- Future Levels of Service

The significance of the potential impacts of project-generated traffic was identified using the traffic impact criteria set forth in the City of Calabasas' 2030 General Plan (December 2008) for City

intersections. The City of Calabasas considers LOS C (ICU 0.80) as the minimum acceptable operating standard for intersections located within the City and LOS D (V/C ratio 0.90) as the minimum acceptable operating standard for freeway interchanges that are under the jurisdiction of Caltrans. Projects that degrade intersection operations below the adopted standards must provide measures to mitigate their impacts. According to the City of Calabasas 2030 General Plan Transportation Element, a significant impact would occur based on the criteria listed in Table 11.

Table 11: City of Calabasas Traffic Impact Thresholds

Project Related Traffic Increases that Constitute a Significant Impact Where Roadway Performance Standards Are or Will Be Exceeded		
Existing or Future Link/Intersection LOS	**Volume to Capacity (V/C) Ratio**	**Maximum Peak Hour V/C Increase**
LOS D	0.81 - 0.90	0.020
LOS E	0.91 - 1.00	0.015
LOS F	> 1.00	0.010

Source: 2030 General Plan, City of Calabasas

The existing (2016) LOS conditions for the five study area intersections are shown in Table 12.

Table 12: Existing Levels of Service

	A.M. Peak Hour		P.M. Peak Hour	
Intersection	**ICU/Delay (sec.)**	**LOS**	**ICU/Delay (sec.)**	**LOS**
Calabasas Road/Mureau Road[a]	10.0	LOS A	15.8	LOS C
Calabasas Road/U.S. 101 SB Ramps	0.69	LOS B	0.70	LOS B
Calabasas Road/Parkway Calabasas	0.49	LOS A	0.60	LOS A
Parkway Calabasas/Ventura Boulevard	0.47	LOS A	0.61	LOS B
U.S. 101 NB Ramps/Ventura Boulevard	0.38	LOS A	0.35	LOS A

Source: Associated Traffic Engineers, 2016 (See Appendix C)

[a] Unsignalized intersection LOS based on delay per vehicle in seconds pursuant to HCM methodology.

Buildout of the project would occur in the future and is therefore analyzed using a cumulative setting that reflects future traffic conditions. Future traffic volumes and intersection levels of service for the Calabasas Road corridor were obtained from the traffic study prepared for the West Calabasas Road Master Plan. The traffic forecasts include buildout of the parcels within the corridor based on the current zoning as well as development of approved and pending projects in the study area. Table 13 summarizes the intersection level of services calculations with project-generated traffic and under future conditions assuming the improvements outlined in the West Calabasas Road Master Plan.

Table 13: Future Traffic Volumes

Intersection	A.M. Peak Hour ICU/Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour ICU/Delay (sec.)	P.M. Peak Hour LOS
Calabasas Road/Mureau Road[a]	16.2	LOS C	**>50**	**LOS F**
Calabasas Road/U.S. 101 SB Ramps[b]	0.83	LOS D	0.59	LOS B
Calabasas Road/Parkway Calabasas	0.63	LOS B	0.67	LOS B
Parkway Calabasas/Ventura Boulevard	0.62	LOS B	0.68	LOS B
U.S. 101 NB Ramps/Ventura Boulevard	0.55	LOS A	0.56	LOS A

Source: Associated Traffic Engineers, 2016 (See Appendix C).

[a] Unsignalized intersection LOS based on delay per vehicle in seconds pursuant to HCM methodology.

[b] LOS assumes planned improvements outlined in the West Calabasas Road Master Plan (add EB left-turn lane). Bold values exceed City standards.

As shown in Table 13, the U.S. 101 SB Ramps/Calabasas Road is forecast to operate at LOS D during the A.M. peak hour and LOS B during the P.M. peak hour, which meets the City's LOS D standard for freeway interchanges that are under the jurisdiction of Caltrans. The other intersections, Calabasas Road/ Parkway Calabasas, Parkway Calabasas/Ventura Boulevard, and U.S. 101 NB Ramps/Ventura Boulevard, are forecast to operate at LOS A and LOS B during the A.M. and P.M. peak hour periods. The Calabasas Road/Mureau Road intersection is forecast to degrade to LOS F during the P.M. peak hour with the future traffic forecasts, which exceeds the City's LOS C standard. The project is forecast to add about 25 trips (~~18~~15% of PM peak hour trips generated by the project) to the intersection during the P.M. peak hour (Appendix C). The significant delay could occur if four parcels (identified in the West Calabasas Road Master Plan) are developed along the section of Calabasas Road west of Mureau Road. Buildout of these four parcels would generate approximately 3,305 average daily traffic (ADT) and would generate 224 AM and 327 PM peak hour trips to the westbound left-turn and the eastbound approach at the Calabasas Road/Mureau Road intersection (Associated Traffic Engineers, 2006).

However, the West Calabasas Road Master Plan recommends installation of a roundabout at the Calabasas Road/Mureau Road intersection. Roundabouts have many advantages over conventional intersections and can increase traffic flow and increase capacity. The City has prepared engineering plans for the roundabout and anticipates that construction will be completed in the next 5-7 years utilizing funds from the Citywide Traffic Mitigation Program. The roundabout is anticipated to accommodate the future traffic forecasts and provide LOS C operations (or better) during the A.M. and P.M. peak hour periods. Projects developed within the CAR Overlay Zone would be required to contribute to funding the roundabout improvement via the payment of City traffic mitigation fees. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

f. Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?

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

conformance with the program. Local jurisdictions found to be in nonconformance with the CMP risk the loss of state gas tax funding.

For purposes of the CMP LOS analysis, an increase in the freeway volume by 150 vehicles per hour during the AM or PM peak hours in any direction requires further analysis. A substantial change in freeway segments is defined as an increase or decrease of 2% in the demand to capacity ratio when at LOS F. For purposes of CMP intersections, an increase of 50 vehicles or more during the AM or PM peak requires further analysis. The intersection of Pacific Coast Highway (PCH) and Malibu Canyon is the nearest CMP intersection. This intersection is approximately 10 miles from the project site and no vehicle trips due to the proposed project would be passing through the intersection during peak hours and therefore, would not impact the CMP intersection.

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

The proposed project would generate approximately ~~1,495~~[2]1,934 daily trips, including ~~65~~84 A.M. peak hour trips and ~~130~~168 P.M. peak hour trips. Per CMP (2004) guidelines, person trips can be estimated by multiplying the total trips generated by 1.4. The trips assigned to transit may be calculated by multiplying the person trips generated by 3.5%. The proposed project would generate approximately ~~73~~94 daily, ~~3~~4 AM peak hour, and ~~6~~8 PM peak hour daily trips. The proposed project would incrementally increase ridership, but would not adversely affect the current ridership of the transit services in the area.

Therefore, the project would have no impact with respect to adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, and would not otherwise substantially reduce the performance or safety of such facilities.

LESS THAN SIGNIFICANT IMPACT

c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

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

NO IMPACT

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

e. Would the project result in inadequate emergency access?

As a condition of project approval, any future project would be required to provide adequate emergency access, based on Article III of the City Development Code, which includes specific site planning and

[2] *The previous daily trip number and the A.M. and P.M. peak hour trips was a typographical error and consequently, did not match the accurate numbers in Table 10.*

project design standards intended to address such issues as traffic hazards and emergency access. In addition, the project would be subject to the LACFD and LASD review, prior to approval, to ensure that access needs are met. The project would not affect existing pedestrian facilities or conflict with adopted policies, plans or programs regarding public transit. As such, impacts relating to traffic hazards and emergency access would be less than significant.

NO IMPACT

17 Utilities and Service Systems

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board	☐	☐	■	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	☐	☐	■	☐
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	☐	☐	■	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed	☐	☐	■	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments	☐	☐	■	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs	☐	☐	■	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste	☐	☐	■	☐

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

b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

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

Wastewater generated in Calabasas is treated at the Tapia Water Reclamation Facility (TWRF), operated by Las Virgenes Municipal Water District (LVMWD). The TWRF has a capacity of 16 million gallons per day (mgd) and currently treats an average of 9.5 mgd (LVMWD 2013). Therefore, there is a surplus capacity of about 6.5 mgd. The City of Los Angeles CEQA Thresholds Guide provides wastewater generation factors to estimate wastewater generation of projects (2006). According to these estimates, an auto body/ mechanical repair shop generates about 800 gallons per day (gpd) per 1,000 gross square feet (gsf) with variation dependent on process flow, auto parking generates 20 gpd per 1,000 gsf, and commercial use generates about 80 gpd per 1,000 gsf; the amount of wastewater generated by car washes varies considerably based on process flow so no estimate is provided. Even under the scenario that all ~~57.9~~58.1 acres of vacant property in the CAR overlay zone were to be developed, which is impossible under existing regulations, and would be developed only as auto shops (the auto use with the highest wastewater generation for which an estimate is available), which is unrealistic, approximately ~~815,000 gpd~~ 2.0 mgd[3] would be generated and the project would not exceed available wastewater capacity. Consequently, no construction of new wastewater treatment facilities would be required as a result of a CAR overlay zone and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Stormwater drainage in the County is provided by a network of regional drainage channels and local drainage facilities. Surface water is deposited into regional channels, which are owned and maintained by the County. The proposed project would increase impervious surface area in the project zone by enabling development of vacant land for CAR uses, such as auto dealerships, which require parking and inventory lots and paved surfaces. However, projects proposed in the overlay zone would be required to comply with the Los Angeles County Areawide MS4 permit, which requires that the amount of runoff from a site be the same before and after construction of a project. As previously discussed in Section 9, *Hydrology and Water Quality,* runoff would also be minimized during construction phase as projects would need to comply with NPDES storm water permit requirements and prepare and implement a SWPPP. This would ensure that projects in the CAR overlay zone would not increase peak runoff into the storm drain system. Any on-site storm drain systems deemed necessary would be designed, installed, and maintained per County of Los Angeles Department of Public Works standards. Because the project would be required to include site drainage systems meeting standards and provisions set forth by the City of Calabasas and the County of Los Angeles and comply with permit requirements to reduce/control storm water runoff, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The Las Virgenes Municipal Water District (LVMWD) provides water service in Calabasas. LVWMD generates its own recycled water using the Tapia Water Reclamation Facility, but imports all potable water supplies, which are managed and delivered almost entirely by the Metropolitan Water District of Southern California (MWDSC). Consequently, the reliability of the LVMWD's water supply is largely dependent on the reliability of MWDSC water supplies.

Water demand is projected to increase in the future due to anticipated population growth and a rebounding economy. LVMWD anticipates having adequate supplies to meet demands during average, single-dry, and multiple-dry years through the 25-year planning period (2015 to 2040) (LVMWD 2016).

[3] *Corrected calculation: 800 gpd per 1,000 gsf x 43,659 sf per 1 acre x 58.1 acres = 2.0 mgd*

Because LVMWD water demands are primarily residential, water demand projections rely on development projections for residential uses only and do not account for expansion of commercial uses. However, the General Plan EIR concluded water supplies would be adequate to meet demands associated with development outlined in the General Plan, and the proposed project is consistent with the level of development anticipated for the project site under the 2030 General Plan, despite the increase in development intensity permitted by the CAR overlay. The increase in allowable development intensity would primarily allow for multi-story construction that would minimize impacts to natural topographical features, rather than increasing project-related activity or water demand.

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

In light of these, and other regulations (e.g. SBX7-7, Water Conservation Bill, 2009), LVMWD has adopted a number of water conservation policies to reduce water demand, including new water budget-based pricing, water waste penalties, public education and outreach programs, school education programs, and a citizen reporting program for inefficient water use or water waste. In addition, MWDSC has a number of planned additional supply programs that would significantly increase future water supplies (Table 4-10, 2015 UWMP) and benefit secondary suppliers, such as LVWMD.

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

LESS THAN SIGNIFICANT IMPACT

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

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

The Calabasas Sanitary Landfill, located adjacent to the 101 Freeway on Lost Hills Road, would receive solid waste generated by developments in the overlay zone. 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 SWIS 2016). 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 daily surplus is 2,963 tons per day. Future projects in the CAR overlay zone would be subject to federal, state, and local regulations related to solid waste, recycling, and water conservation, including the City's 75% waste diversion rate goal. The landfill has adequate capacity to serve future developments and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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18 Mandatory Findings of Significance

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

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

As discussed in Section IV, *Biological Resources*, and Section V, *Cultural Resources*, implementation of the proposed project would have a less than significant impact on cultural resources and a less than significant impact to sensitive species and wildlife corridors.

LESS THAN SIGNIFICANT IMPACT

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

As described in the discussion of environmental checklist Sections I through XVII, the project would have no impact, less than significant impact, or a less than significant impact with mitigation incorporated, with respect to all environmental issues. Cumulative impacts of several resource areas have been addressed in the individual resource sections above: Air Quality, Biological Resources, Greenhouse

Gases, Water Supply, Transportation, and Solid Waste (See CEQA Guidelines Section 15064(h)(3)). Some of the other resource areas (agricultural, mineral) were determined to have no impact in comparison to existing conditions and therefore would not contribute to cumulative impacts. As such, cumulative impacts would be less than significant (not cumulatively considerable).

LESS THAN SIGNIFICANT IMPACT

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

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

LESS THAN SIGNIFICANT IMPACT

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List of Preparers

Rincon Consultants, Inc. prepared this IS-MND under contract to the City of Calabasas. Persons involved in data gathering analysis, project management, and quality control include the following.

RINCON CONSULTANTS, INC.
Smadar Levy, MESM, Associate Planner
Lexi Journey, MESM, Associate Planner
Joe Power, AICP CEP, Principal

Appendix A

Air Quality Emissions

Car Overlay Zone 2

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	1,012.00	1000sqft	23.23	1,012,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Net increase in maximum building area due to 0.2 to 0.6 FAR

Construction Phase - Construction emissions would have to comply with SCAQMD

Vehicle Trips - 23 trips per acre= 0.0000005 trips per 1,000 sqft

Area Coating - SCAQMD Rule 1113

Area Mitigation - SCAQMD Rule 1113

Energy Mitigation - CBC

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	50
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	ST_TR	62.00	0.00
tblVehicleTrips	SU_TR	62.00	0.00
tblVehicleTrips	WD_TR	62.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	3.6165	36.9075	32.5226	0.0420	0.1677	1.8104	1.9781	0.0445	1.6870	1.7314	0.0000	4,144.6669	4,144.6669	1.1101	0.0000	4,167.9782
Total	**3.6165**	**36.9075**	**32.5226**	**0.0420**	**0.1677**	**1.8104**	**1.9781**	**0.0445**	**1.6870**	**1.7314**	**0.0000**	**4,144.6669**	**4,144.6669**	**1.1101**	**0.0000**	**4,167.9782**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	3.6165	36.9075	32.5226	0.0420	0.1677	1.8104	1.9781	0.0445	1.6870	1.7314	0.0000	4,144.6669	4,144.6669	1.1101	0.0000	4,167.9782
Total	**3.6165**	**36.9075**	**32.5226**	**0.0420**	**0.1677**	**1.8104**	**1.9781**	**0.0445**	**1.6870**	**1.7314**	**0.0000**	**4,144.6669**	**4,144.6669**	**1.1101**	**0.0000**	**4,167.9782**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	25.1882	1.0000e-003	0.1053	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2215	0.2215	6.2000e-004		0.2344
Energy	0.5624	5.1130	4.2949	0.0307		0.3886	0.3886		0.3886	0.3886		6,135.6068	6,135.6068	0.1176	0.1125	6,172.9471
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**25.7506**	**5.1140**	**4.4002**	**0.0307**	**0.0000**	**0.3890**	**0.3890**	**0.0000**	**0.3890**	**0.3890**		**6,135.8283**	**6,135.8283**	**0.1182**	**0.1125**	**6,173.1815**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	21.3329	1.0000e-003	0.1053	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2215	0.2215	6.2000e-004		0.2344
Energy	0.4122	3.7468	3.1473	0.0225		0.2848	0.2848		0.2848	0.2848		4,496.1831	4,496.1831	0.0862	0.0824	4,523.5461
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**21.7450**	**3.7478**	**3.2526**	**0.0225**	**0.0000**	**0.2851**	**0.2851**	**0.0000**	**0.2851**	**0.2851**		**4,496.4046**	**4,496.4046**	**0.0868**	**0.0824**	**4,523.7805**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	15.56	26.71	26.08	26.72	0.00	26.69	26.69	0.00	26.69	26.69	0.00	26.72	26.72	26.58	26.72	26.72

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2018	1/26/2018	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.5606	36.8310	31.7250	0.0399		1.8090	1.8090		1.6856	1.6856		3,983.3282	3,983.3282	1.1015		4,006.4585
Total	**3.5606**	**36.8310**	**31.7250**	**0.0399**		**1.8090**	**1.8090**		**1.6856**	**1.6856**		**3,983.3282**	**3,983.3282**	**1.1015**		**4,006.4585**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0560	0.0765	0.7976	2.0600e-003	0.1677	1.4700e-003	0.1691	0.0445	1.3600e-003	0.0458		161.3388	161.3388	8.6200e-003		161.5197
Total	**0.0560**	**0.0765**	**0.7976**	**2.0600e-003**	**0.1677**	**1.4700e-003**	**0.1691**	**0.0445**	**1.3600e-003**	**0.0458**		**161.3388**	**161.3388**	**8.6200e-003**		**161.5197**

3.2 Demolition - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.5606	36.8310	31.7250	0.0399		1.8090	1.8090		1.6856	1.6856	0.0000	3,983.3282	3,983.3282	1.1015		4,006.4585
Total	**3.5606**	**36.8310**	**31.7250**	**0.0399**		**1.8090**	**1.8090**		**1.6856**	**1.6856**	**0.0000**	**3,983.3282**	**3,983.3282**	**1.1015**		**4,006.4585**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0560	0.0765	0.7976	2.0600e-003	0.1677	1.4700e-003	0.1691	0.0445	1.3600e-003	0.0458		161.3388	161.3388	8.6200e-003		161.5197
Total	**0.0560**	**0.0765**	**0.7976**	**2.0600e-003**	**0.1677**	**1.4700e-003**	**0.1691**	**0.0445**	**1.3600e-003**	**0.0458**		**161.3388**	**161.3388**	**8.6200e-003**		**161.5197**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.4122	3.7468	3.1473	0.0225		0.2848	0.2848		0.2848	0.2848		4,496.1831	4,496.1831	0.0862	0.0824	4,523.5461
NaturalGas Unmitigated	0.5624	5.1130	4.2949	0.0307		0.3886	0.3886		0.3886	0.3886		6,135.6068	6,135.6068	0.1176	0.1125	6,172.9471

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	52152.7	0.5624	5.1130	4.2949	0.0307		0.3886	0.3886		0.3886	0.3886		6,135.6068	6,135.6068	0.1176	0.1125	6,172.9471
Total		**0.5624**	**5.1130**	**4.2949**	**0.0307**		**0.3886**	**0.3886**		**0.3886**	**0.3886**		**6,135.6068**	**6,135.6068**	**0.1176**	**0.1125**	**6,172.9471**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	38.2176	0.4122	3.7468	3.1473	0.0225		0.2848	0.2848		0.2848	0.2848		4,496.1831	4,496.1831	0.0862	0.0824	4,523.5461
Total		**0.4122**	**3.7468**	**3.1473**	**0.0225**		**0.2848**	**0.2848**		**0.2848**	**0.2848**		**4,496.1831**	**4,496.1831**	**0.0862**	**0.0824**	**4,523.5461**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	21.3329	1.0000e-003	0.1053	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2215	0.2215	6.2000e-004		0.2344
Unmitigated	25.1882	1.0000e-003	0.1053	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2215	0.2215	6.2000e-004		0.2344

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	5.1404					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	20.0376					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0102	1.0000e-003	0.1053	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2215	0.2215	6.2000e-004		0.2344
Total	**25.1882**	**1.0000e-003**	**0.1053**	**1.0000e-005**		**3.8000e-004**	**3.8000e-004**		**3.8000e-004**	**3.8000e-004**		**0.2215**	**0.2215**	**6.2000e-004**		**0.2344**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Consumer Products	20.0376					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0102	1.0000e-003	0.1053	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2215	0.2215	6.2000e-004		0.2344
Architectural Coating	1.2851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**21.3329**	**1.0000e-003**	**0.1053**	**1.0000e-005**		**3.8000e-004**	**3.8000e-004**		**3.8000e-004**	**3.8000e-004**		**0.2215**	**0.2215**	**6.2000e-004**		**0.2344**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Appendix B

Special Status Species

Special-Status Species Known to Occur in the Vicinity of the Study Area

Scientific Name Common Name	Status Fed / State ESA CRPR G-Rank / S-Rank	Habitat Preference/Requirements	Potential for Occurrence / Basis for Determination
Plants			
Astragalus brauntonii Braunton's milk-vetch	FE / -- 1B.1 G2 / S2	Perennial herb. Blooms Jan-Aug. Closed-cone coniferous forest, chaparral, coast scrub, valley and foothill grassland. Recent burns or disturbed areas; in saline, somewhat alkaline soils high in Ca, Mg, with some K. Soil specialist; requires shallow soils to defeat pocket gophers and open areas, preferably on hilltops, saddles or bowls between hills. 200-650m (655-2,130ft).	**Not Expected**. Suitable soils are not present within study area.
Baccharis malibuensis Malibu baccharis	-- / -- 1B.1 G1 / S1	Perennial deciduous shrub. Blooms Aug. Coastal scrub, chaparral, cismontane woodland. In Conejo volcanic substrates, often on exposed roadcuts. Sometimes occupies oak woodland habitat. 150-260m (490-855ft).	**Not Expected**. Suitable soils and elevation range are not present within study area.
California macrophylla Round leaved filaree	-- / -- 1B.2 G3? / S3?	Annual herb. Blooms March-May. Cismontane woodland, valley and foothill grassland on clay soils. 15-1,200m (50-4,000ft).	**Moderate Potential.**
Calochortus clavatus var. *gracilis* Slender mariposa-lily	-- / -- 1B.2 G4T2T3 / S2S3	Perennial bulbiferous herb. Blooms Mar-Jun. Chaparral, coastal scrub. Shaded foothill canyons; often on grassy slopes within other habitat. 420-760m (1,380-2,495ft).	**Not Expected**. Suitable elevation range is not present within study area,
Calochortus plummerae Plummer's mariposa lily	-- / -- 4.2 G4 / S4	Perennial bulbiferous herb. Blooms May-Jul. Coastal scrub, chaparral, valley and foothill grassland, cismontane woodland, lower montane coniferous forest. Occurs on rocky and sandy sites, usually of granitic or alluvial material. Can be very common after fire. 100-1,700m (330-5,575ft).	**Not Expected**. Suitable soils are not present within study area.
Chorizanthe parryi var. *fernandina* San Fernando Valley spineflower	FC / SE 1B.1 G2T1 / S1	Annual herb. Blooms Apr-Jul. Coastal scrub. Sandy soils. 3-1,035m (10-3,395ft).	**Not Expected**. Suitable soils are not present within study area.
Deinandra minthornii Santa Susana tarplant	-- / SR 1B.2 G2 / S2	Perennial deciduous shrub. Blooms Jul-Nov. Chaparral, coastal scrub. On sandstone outcrops and crevices, in shrubland. 280-760m (1,920-2,495ft).	**Not Expected**. Suitable elevation range is not present within study area.
Dudleya blochmaniae ssp. *blochmaniae* Blochman's	-- / -- 1B.1 G2T2 / S2	Perennial herb. Blooms Apr-Jun. Coastal scrub, coastal bluff scrub, valley and foothill grassland. Open, rocky slopes; often in shallow clays over serpentine or in rocky areas with little	**Not Expected**. Suitable soils are not present within study area.

Special-Status Species Known to Occur in the Vicinity of the Study Area

Scientific Name Common Name	Status Fed / State ESA CRPR G-Rank / S-Rank	Habitat Preference/Requirements	Potential for Occurrence / Basis for Determination
dudleya		soil. 5-450m (15-1,475ft).	
Dudleya cymosa ssp. *marcescens* Marcescent dudleya	FT / SR 1B.2 G5T2 / S2	Perennial herb; blooms April through June; occurs on volcanic soils in chaparral at elevations ranging from 150-250m (490-820ft).	**Not Expected**. Suitable soils and elevation range are not present within study area.
Horkelia cuneata ssp. *puberula* Mesa horkelia	-- / -- 1B.1 G4T1 / S1	Perennial herb; blooms February through September; occurs in chaparral, cismontane woodland, and coastal scrub on sandy or gravelly soils. 70-810m (230-2,650ft)	**Not Expected**. Suitable soils are not present within study area.
70 Monardella hypoleuca ssp. *hypoleuca* White-veined monardella	-- / -- 1B.3 G4T2T3 / S2S3	Perennial herb. Blooms Apr-Dec. Chaparral, cismontane woodland. Dry slopes. 50-1,525m (165-5,005ft).	**Moderate Potential.** Suitable habitat present within study area. Nearest occurrence mapped 3 miles southeast within Topanga Canyon in the early 1900s.
Navarretia ojaiensis Ojai navarretia	-- / -- 1B.1 G1 / S1	Annual herb. Blooms May-Jul. Openings in chaparral and coastal scrub, as well as valley and foothill grassland. 275-620m (900-2,030ft).	**High Potential.** Suitable habitat present within study area. Species mapped in 2008,3.8 miles west within similar ecological conditions.
Nolina cismontana Chaparral nolina	-- / -- 1B.2 G2 / S2	Perennial evergreen shrub. Blooms Mar-Jul. Chaparral, coastal scrub. Primarily on sandstone and shale substrates; also known from gabbro. 140-1275m (460-4,185ft).	**Not Expected**. Suitable soils are not present within study area.
Pentachaeta lyonii Lyon's pentachaeta	FE / SE 1B.1 G1 / S1	Annual herb. Blooms Mar-Aug. Chaparral, valley and foothill grassland, coastal scrub in rocky, clay soils. Edges of clearing in chaparral, usually at the ecotone between grassland and chaparral or edges of firebreaks. 30-630m (100-2,065ft).	**High Potential.** Suitable habitat present within study area. Species mapped in 2008, 3.6 miles south and in 1992 5 miles west of study area within similar ecological conditions.
Invertebrates			
Bombus crotchii Crotch bumble bee	-- / -- -- G3G4 / S1S2	Inhabits California open grasslands, scrubland habitats, and adjacent foothills.	**Low potential.** Elements of suitable habitat present within the property boundaries. Most recent documentation of the species was approximately 4.5 miles south of the study area, and dates to the 1950s.
Socalchemmis gertschi Gertsch's socalchemmis spider	-- / -- -- G1 / S1	Habitat consists of sage scrub, chaparral, oak woodland, and coniferous forest. Generally in rocky outcrops or talus slopes in non-arid climates.	**Not Expected.** Habitat requirements for species not present within study area. However, species known from only 2 localities in Los Angeles County: Brentwood (type locality) and Topanga Canyon.
Fish			

Special-Status Species Known to Occur in the Vicinity of the Study Area

Scientific Name Common Name	Status Fed / State ESA CRPR G-Rank / S-Rank	Habitat Preference/Requirements	Potential for Occurrence / Basis for Determination
Gila orcuttii Arroyo chub	-- / -- SSC G2 / S2	Native to streams from Malibu Creek to San Luis Rey River basin. Introduced into streams in Santa Clara, Ventura, Santa Ynez, Mohave and San Diego river basins. Requires slow water stream sections with mud or sand bottoms. Feeds heavily on aquatic vegetation and associated invertebrates.	**Not Expected.** Habitat requirements for species not present within study area. No aquatic resources within study area.
Oncorhynchus mykiss irideus Steelhead – southern California DPS and south/central California DPS	FT / -- SSC G5T2Q / S2	The Southern California Steelhead Distinct Population Segment (DPS) occurs from the Santa Maria River to the Tijuana River in seasonally accessible rivers and streams. Requires sufficient flows in their natal streams to able to return from the ocean and lakes to spawn.	**Not Expected.** Habitat requirements for species not present within study area. No aquatic resources within study area.
Reptiles/Amphibians			
Anaxyrus californicus Arroyo toad	FE / -- SSC G2G3 / S2S3	Semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, desert wash, etc. Rivers with sandy banks, willows, cottonwoods, and sycamores; loose, gravelly areas of streams in drier parts of range.	**Not Expected.** Habitat requirements for species not present within study area. No aquatic resources within study area.
Aspidoscelis tigris stejnegeri Coastal Whiptail	-- / -- -- G5T3T4 / S2S3	Found in deserts and semiarid areas with sparse vegetation and open areas. Also found in woodland, chaparral, and riparian areas. Ground may be firm soil, sandy or rocky.	**High Potential.** Semiarid areas with sparse vegetation present on site.
Diadophis punctatus modestus San Bernardino ringneck snake	-- / -- -- G5T2T3Q / S2?	Most common in open, relatively rocky areas. Often in somewhat moist microhabitats near intermittent streams. Avoids moving through open or barren areas by restricting movements to areas of surface litter or herbaceous vegetation.	**Not Expected.** Habitat requirements for species not present within study area. No aquatic resources within study area.
Emys marmorata Western pond turtle	-- / -- SSC G3G4 / S3	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6000 ft. elevation. Need basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.	**Not Expected.** Habitat requirements for species not present within study area. No aquatic resources within study area.
Lampropeltis zonata pulchra California mountain kingsnake (San Diego population)	-- / -- SSC G4G5 / S1S2	Occurs within the Santa Monica Mountains. Inhabits a variety of habitats, including valley-foothill hardwood, coniferous, chaparral, riparian, and wet meadows. At lower elevations and in coastal ranges, it occurs in riparian woodlands that have California sycamore, Fremont's cottonwood, coast live oak, and willows.	**Not Expected**. Chaparral habitat present within study area, but property not within vicinity of associated mountain ranges.

Special-Status Species Known to Occur in the Vicinity of the Study Area

Scientific Name Common Name	Status Fed / State ESA CRPR G-Rank / S-Rank	Habitat Preference/Requirements	Potential for Occurrence / Basis for Determination
Phrynosoma blainvillii Coast horned lizard (=Blainvilli's)	-- / -- SSC G3G4 / S3S4	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial and abundant supply of ants and other insects.	**Low Potential.** Chaparral, with open areas and patches of loose soil present. Lack apparent ant hills within study area.
Rana draytonii California red-legged frog	FT / -- SSC G2G3 / S2S3	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.	**Not Expected.** Habitat requirements for species not present within study area. No aquatic resources within study area or nearby.
Thamnophis hammondii Two-striped garter snake	-- / -- SSC G4 / S2	Coastal California from vicinity of Salinas to northwest Baja California. From sea to about 7,000 ft. elevation. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.	**Not Expected.** Habitat requirements for species not present within study area. No aquatic resources within study area or nearby.
Birds			
Aquila chrysaetos Golden eagle	-- / -- -- G5 / S3	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.	**Not Expected (nesting).** Habitat requirements for species not present within study area.
Athene cunicularia Burrowing owl	-- / -- SSC G4 / S2	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	**Not Expected.** Habitat requirements for species not present within study area.
Falco peregrinus anatum American Peregrine falcon	-- / -- FP G4T4 / S3S4	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.	**Not Expected (nesting).** Habitat requirements for species not present within study area.
Polioptila californica californica Coastal California gnatcatcher	FT / -- SSC G3T2 / S2	Obligate, permanent resident of coastal sage scrub below 2500 ft. in Southern California. Low, coastal sage scrub in arid washes, on mesas and slopes. Not all areas classified as coastal sage scrub are occupied.	**Moderate Potential.** Elements of suitable habitat present within the study area.
Mammals			
Euderma maculatum Spotted bat	-- / -- SSC G4 / S3	Occupies a wide variety of habitats from arid deserts and grasslands through mixed conifer forests. Feeds over water and along washes. Feeds almost entirely on moths. Needs rock crevices in cliffs or caves for roosting.	**Not Expected.** Associated habitat not present within study area. No roosting sites observed within study area.
Eumops perotis	-- / --	Most frequently encountered in broad	**Not Expected (roosting).**

Special-Status Species Known to Occur in the Vicinity of the Study Area

Scientific Name Common Name	Status Fed / State ESA CRPR G-Rank / S-Rank	Habitat Preference/Requirements	Potential for Occurrence / Basis for Determination
californicus Western mastiff bat	SSC G5T4 / S3S4	open areas. Generally, found in a variety of habitats, from dry desert washes, flood plains, chaparral, oak woodland, open ponderosa pine forest, grassland, montane meadows, and agricultural areas.	Foraging and cover (chaparral and oak woodland) present within study area. However, nursery roosts (tight rock crevices at least 35 in deep and 2 in wide) not present onsite.
Lasiurus blossevillii Western red bat	-- / -- SSC G5 / S3?	Habitat includes forests and woodlands from sea level up through mixed conifer forests. Roost sites often are in edge habitats adjacent to streams, fields, or urban areas. Requires water.	**Not Expected.** Natural roosting habitat for species not present within study area. No aquatic resources within study area or nearby.
Macrotus californicus California leaf-nosed bat	-- / -- SSC G4 / S2S3	Desert riparian, desert wash, desert scrub, desert succulent scrub, alkali scrub and palm oasis habitats. Needs rocky, rugged terrain with mines or caves for roosting.	**Not Expected.** Roosting habitat requirements for species not present within study area.

Regional Vicinity refers to within a 5 mile radius of site.
FT = Federally Threatened SE = State Endangered
FC = Federally Candidate ST = State Threatened
FE = Federally Endangered SR = State Rare
FD = Federally Delisted SD = State Delisted
SSC = CDFW Species of Special Concern FP = CDFW Fully Protected
CRPR and G-Rank/S-Rank described in Section 4.0 of this report

Appendix C

Traffic Impact Study

COMMERCIAL AUTO RETAIL (CAR) OVERLAY ZONE
CITY OF CALABASAS, CALIFORNIA

TRAFFIC IMPACT STUDY

January 11, 2017 **ATE Project #16081**

Prepared for:
Rincon Consultants
180 North Ashwood Avenue
Ventura, CA 93003

ASSOCIATED TRANSPORTATION ENGINEERS
100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 • (805) 687-4418 • FAX (805) 682-8509

ASSOCIATED TRANSPORTATION ENGINEERS
100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509
Since 1978

Richard L. Pool, P.E.
Scott A. Schell, AICP, PTP

January 11, 2017 16081R03

Joe Power
Rincon Consultants
180 North Ashwood Avenue
Ventura, CA 93003

TRAFFIC IMPACT STUDY FOR THE COMMERCIAL AUTO RETAIL OVERLAY ZONE, CITY OF CALABASAS, CALIFORNIA

Associated Transportation Engineers (ATE) has prepared the following traffic impact study for the Commercial Auto Retail Overlay Zone proposed within the West Calabasas Road area in the City of Calabasas. It is understood that the traffic impact study will be used for environmental review by the City.

We appreciate the opportunity to assist you with the project.

Associated Transportation Engineers

Scott A. Schell, AICP, PTP
Principal Transportation Planner

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TABLES

FIGURES

INTRODUCTION

The following study provides information to determine the potential traffic impacts associated with the Commercial Auto Retail (CAR) Overlay Zone (the "Project) proposed in the City of Calabasas. The study provides information regarding existing and future traffic conditions on the City's street network within the Project study-area. The study evaluates the potential trip generation increase that could result from the increase in floor-area-ratios (FAR) that would be allowed on the parcels that comprise the CAR Overlay Zone. Potential traffic impacts associated with the increased trip generation are identified and mitigation measures are provided for the impacted locations.

PROJECT DESCRIPTION

The Project is requesting the approval of a Commercial Auto Retail (CAR) Overlay Zone for a 93.1 acre area located adjacent to West Calabasas Road. Figure 1 illustrates the Project area and Figure 2 illustrates the parcels within the identified CAR Overlay Zone. As shown, the Ventura Freeway bounds the northern border of the CAR Overlay Zone. Along the southern border there is open space, residential uses, and a fire station. To the west there is open space, as well as a retirement home and a driving range. The eastern boundary abuts Parkway Calabasas, which has commercial uses.

The Project area lies within the West Calabasas Road Master Plan area and includes 24 parcels that, when combined, total approximately 84.1 acres (with 9.0 acres of right-of-way). These parcels have mostly been developed. The undeveloped parcels are currently designated as B-LI and are restricted to a maximum net FAR of 0.20. Under the proposed Project, the maximum allowable aggregate floor area for buildings serving an auto sales and service use on a property within the CAR Overlay Zone would be limited to a net FAR of 0.60.

West Calabasas Road's premium space, hillsides, and geographical constraints create an environment that does not allow for typical paved areas for sales and vehicle storage. Consequently, an increase in the FAR would allow for vehicle inventories to be stored in multi-story buildings and not increase that amount of paved areas for vehicle display and storage. Therefore, the increased FAR is not expected to result in larger dealerships, but provides a means in which auto dealerships may store more cars on site. This design concept would result in little, if any, increased activity on the CAR parcels.

EXISTING CONDITIONS

Street Network

Regional access to the Project area is provided by U.S. 101 via the interchanges at Calabasas Road and Parkway Calabasas. The primary arterials in the study-area include Calabasas Road and Parkway Calabasas, which serve the predominately commercial areas between the Project area and Park Granada to the east.

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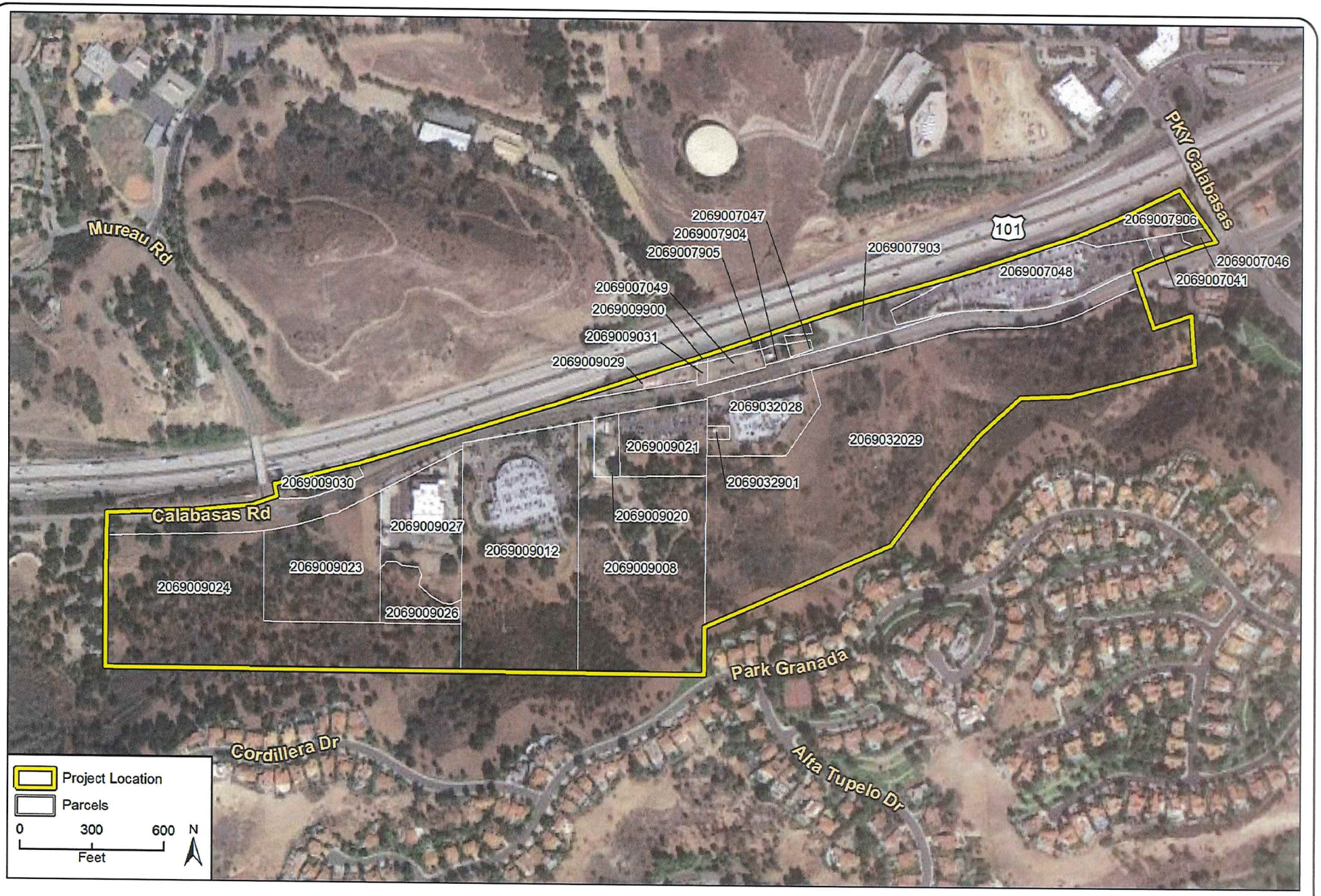
PROJECT SITE LOCATION

FIGURE 1

EKM - ATE#16081



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CAR OVERLAY ZONE PARCELS

FIGURE 2

EKM - ATE#16081

Existing Intersection Operations

Because traffic flow on city streets is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. In rating an intersection's operating condition, "Levels of Service" (LOS) A through F are used, with LOS A indicating very good operations and LOS F indicating poor operations. The City of Calabasas has adopted LOS C (V/C ratio 0.80) as the minimum acceptable operating standard for City intersections, and LOS D (V/C ratio 0.90) as the minimum acceptable operating standard for Caltrans controlled freeway interchanges within the City.

Table 1 lists the Existing levels of service for the study-area intersections, as derived from the recent traffic study prepared for the Westin Hotel Project.[1]

Table 1
Existing Levels of Service

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	ICU/Delay	LOS	ICU/Delay	LOS
Calabasas Road/Mureau Road(a)	10.0 Sec.	LOS A	15.8 Sec.	LOS C
Calabasas Road/U.S. 101 SB Ramps	0.69	LOS B	0.70	LOS B
Calabasas Road/Parkway Calabasas	0.49	LOS A	0.60	LOS A
Parkway Calabasas/Ventura Boulevard	0.47	LOS A	0.61	LOS B
U.S. 101 NB Ramps/Ventura Boulevard	0.38	LOS A	0.35	LOS A

(a) Unsignalized intersection LOS based on delay per vehicle in seconds pursuant to HCM methodology.

The data presented in Table 1 show that the study-area intersections currently operate at LOS C or better, which meet City standards.

CEQA THRESHOLDS OF SIGNIFICANCE

The City of Calabasas considers LOS C (ICU 0.80) as the minimum acceptable operating standard for intersections located within the City and LOS D (V/C ratio 0.90) as the minimum acceptable operating standard for freeway interchanges that are under the jurisdiction of Caltrans. Projects that degrade intersection operations below the adopted standards must provide measures to mitigate their impacts. According to the City of Calabasas 2030 General Plan Transportation Element, a significant impact would occur based on the criteria listed in Table 2.

[1] Traffic and Circulation Study for the Westin Hotel Project, Associated Transportation Engineers, June 2016.

Table 2
City of Calabasas Traffic Impact Thresholds

Project Related Traffic Increases that Constitute a Significant Impact Where Roadway Performance Standards Are or Will Be Exceeded (Urban Areas)		
Existing or Future Link/Intersection LOS	**Volume to Capacity (V/C) Ratio**	**Maximum Peak Hour V/C Increase**
LOS D	0.81 - 0.90	0.020
LOS E	0.91 - 1.00	0.015
LOS F	> 1.00	0.010

Source: 2030 General Plan, City of Calabasas.

PROJECT TRIP GENERATION

Building size is the independent variable typically used to calculate trip generation estimates for development projects, including auto dealerships and auto related land uses. Following industry practices, trip generation rates are applied to building size using rates contained in the most recent version of the Institute of Transportation Engineers (ITE) Trip Generation report.[2]

For reference, the ITE Trip Generation manual contains studies of 3 land use categories related to automobile sales and service: 1) Automobile Sales (ITE Code 841), 2) Recreational Vehicle Sales (ITE Code 842), and 3) Automobile Parts Sales (ITE Code 843). Of the 3, the Automobile Sales category best fits the types of development envisioned within the CAR Overlay Zone. The ITE definition for Automobile Sales reads, *"Automobile sales dealerships are typically located along major arterial streets characterized by abundant commercial development. Automobile services, parts sales and substantial used car sales may also be available. Some dealerships also include leasing options, truck sales and serving."*

As the Project Description notes, the geographical constraints along West Calabasas Road do not allow for typical auto dealership developments where areas can be paved for display and storage of large vehicle inventories. Instead, development of the CAR parcels with auto dealerships will require multi-story buildings in order to accommodate vehicle inventory storage, which will not necessarily translate to higher traffic generation on the subject parcels.

A case study of the geographical constraints of the CAR parcels can be found by reviewing the specifics of the Nissan auto dealership that is proposed at 24460 Calabasas Road (within the CAR Overlay Zone). The Nissan auto dealership is proposed on 2 parcels that total 10.98 acres on the south side of West Calabasas Road where the hillside limits the area available for dealership buildings and open area for display and storage vehicles. The Nissan auto dealership includes a multi-level building, including a basement, ground floor, mezzanine level, and 3 floors above the mezzanine level for vehicle storage. The Nissan dealership

[2] Trip Generation, Institute of Transportation Engineers, 9th Edition, 2012.

includes approximately 56,000 SF of building area dedicated to auto dealership functions (sales, service, and parts) and 98,000 SF of building area dedicated to vehicle storage. Thus, about 36% of the building area is dedicated to the sale, service, and parts functions; and 64% of the building area is dedicated to vehicle storage.

The case example demonstrates the geographical constraints of the hillside parcels that comprise the CAR Overlay Zone. While higher FARs are required to accommodate auto dealerships, the overall traffic generation for the parcels are not anticipated to increase significantly. Instead, the parcels require multi-level developments in order to house the requisite functions of typical auto dealerships.

Under the current zoning with a maximum FAR of 0.20, a total of 8,712 SF of building area could be developed on each acre of land. Assuming the maximum FAR of 0.60 allowed under the proposed CAR Overlay Zone yields a potential of 26,136 SF of building area per acre of developed land. However, as demonstrated by the Nissan dealership, about 36% of the building area is expected to be dedicated to sale, service, and parts functions; which equates to about 9,409 SF of building area for sale, service, and parts functions per acre assuming the 0.60 FAR. The remaining 64% of the building area equates to about 16,727 SF dedicated to vehicle storage assuming the 0.60 FAR. Table 3 compares the trip generation potential on a per acre basis assuming the existing 0.20 FAR and the proposed 0.60 FAR.

Table 3
Auto Dealership Trip Generation Comparisons – Per Acre

Scenario / Land Use	Size	Trip Generation					
		ADT		A.M Peak		P.M. Peak	
		Rate	Trips	Rate	Trips	Rate	Trips
Proposed Zoning (0.60 FAR)							
Auto Dealership	9,409 SF	32.3	304	1.92	18	2.62	25
Vehicle Storage	16,727 SF	0.0	0	0.0	0	0.0	0
Totals	26,136 SF		304		18		25
Existing Zoning (0.20 FAR)							
Auto Dealership	8,712 SF	32.3	281	1.92	17	2.62	23
Net Change	**+697 SF**		**+23**		**+1**		**+2**

Trip generation forecasts per acre using ITE rates for Automobile Sales (ITE Code 841).

As shown in Table 3, each developed acre within the Project area would result in a net increase of 23 average daily trips (ADT), with 1 additional trip occurring during the A.M. peak hour and 2 additional trips occurring during the P.M. peak hour.

Since the area within the CAR Overlay Zone is about 83.6 acres, the additional traffic potential would be relatively minor. Table 4 summarizes the net new traffic assuming that all 83.6 acres are developed at 0.60 FAR.

Table 4
CAR Overlay Zone Project Trip Generation

Land Use	Size	Trip Generation (a)					
		ADT		A.M Peak		P.M. Peak	
		Rate	Trips	Rate	Trips	Rate	Trips
Auto Dealership	84.1 Acres	23.0	1,934	1.0	84	2.0	168

Trip rates per acre, as derived from the analyses presented in Table 3.

As shown in Table 4, the proposed Project is estimated to result in a net addition of 1,934 ADT, with 84 additional trips occurring during the A.M. peak hour and 168 additional trips occurring during the P.M. peak hour.

POTENTIAL IMPACTS

Buildout of the Project would occur in the future and is therefore analyzed using a cumulative setting that reflects future traffic conditions. Future traffic volumes and intersection levels of service for the Calabasas Road corridor were obtained from the traffic study prepared for the West Calabasas Road Master Plan. The traffic forecasts include buildout of the parcels within the corridor based on the current zoning as well as development of approved and pending projects in the study area. Figures 3 and 4 shows the traffic forecasts obtained from the West Calabasas Master Plan.

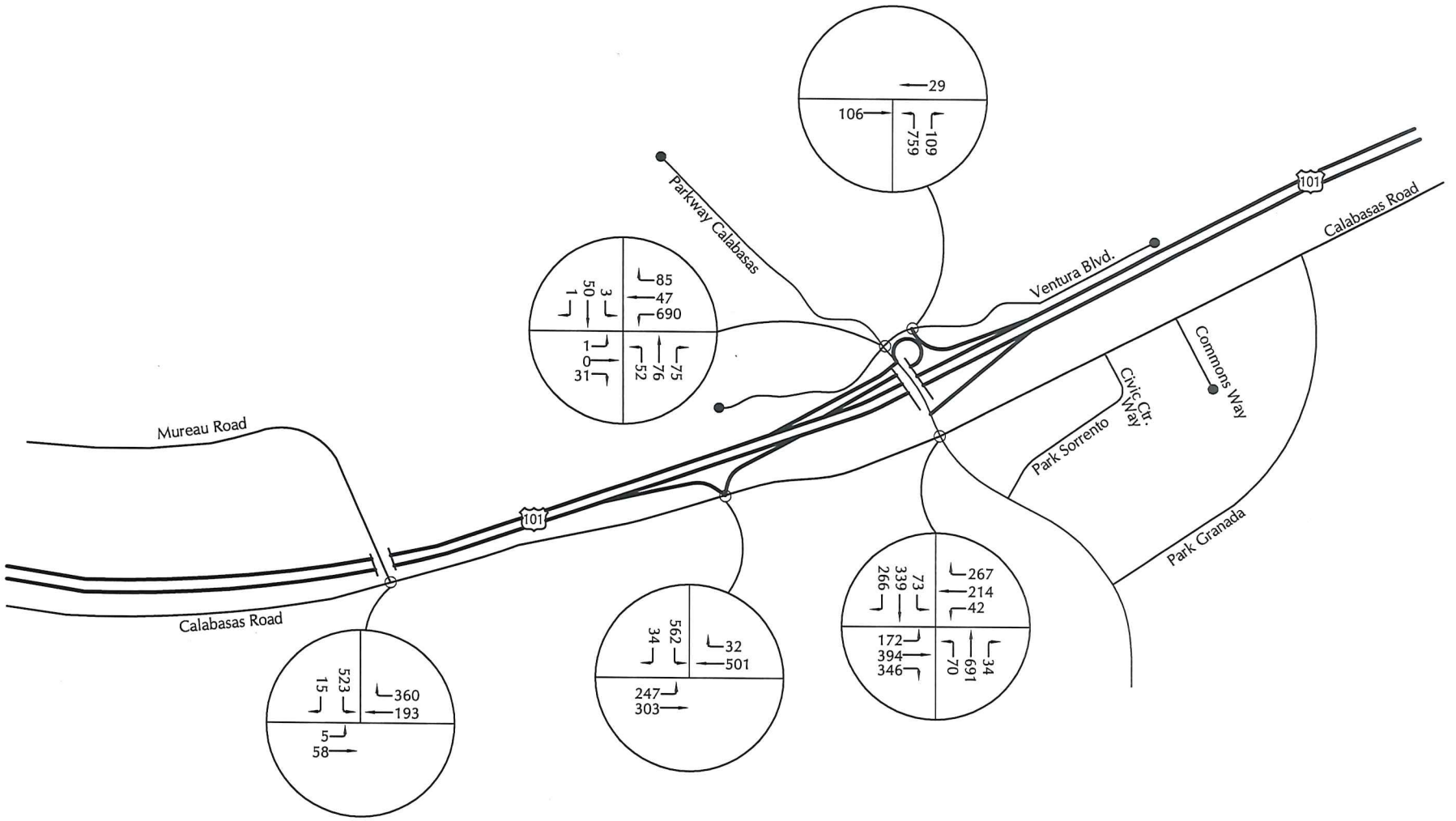
Future Intersection Operations

Table 5 summarizes the intersection levels of service under future conditions assuming the improvements outlined in the West Calabasas Road Master Plan (the level of services for U.S. 101 SB Ramps/Calabasas Road assumes the addition of a second left-turn lane on the eastbound approach to the intersection).

Table 5
Future Levels of Service

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	ICU/Delay	LOS	ICU/Delay	LOS
Calabasas Road/Mureau Road (a)	16.2 Sec.	LOS C	**>50 Sec.**	**LOS F**
U.S. 101 SB Ramps/Calabasas Road (b)	0.83	LOS D	0.59	LOS B
Calabasas Road/Parkway Calabasas	0.63	LOS B	0.67	LOS B
Parkway Calabasas/Ventura Boulevard	0.62	LOS B	0.68	LOS B
U.S. 101 NB Ramps/Ventura Boulevard	0.55	LOS A	0.56	LOS A

(a) Unsignalized intersection LOS based on delay per vehicle in seconds pursuant to HCM methodology.
(b) LOS assumes planned improvements outlined in the West Calabasas Road Master Plan (add EB left-turn lane).
Bold values exceed City standards.



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NEAR-TERM CUMULATIVE TRAFFIC VOLUMES - A.M. PEAK HOUR

FIGURE 3

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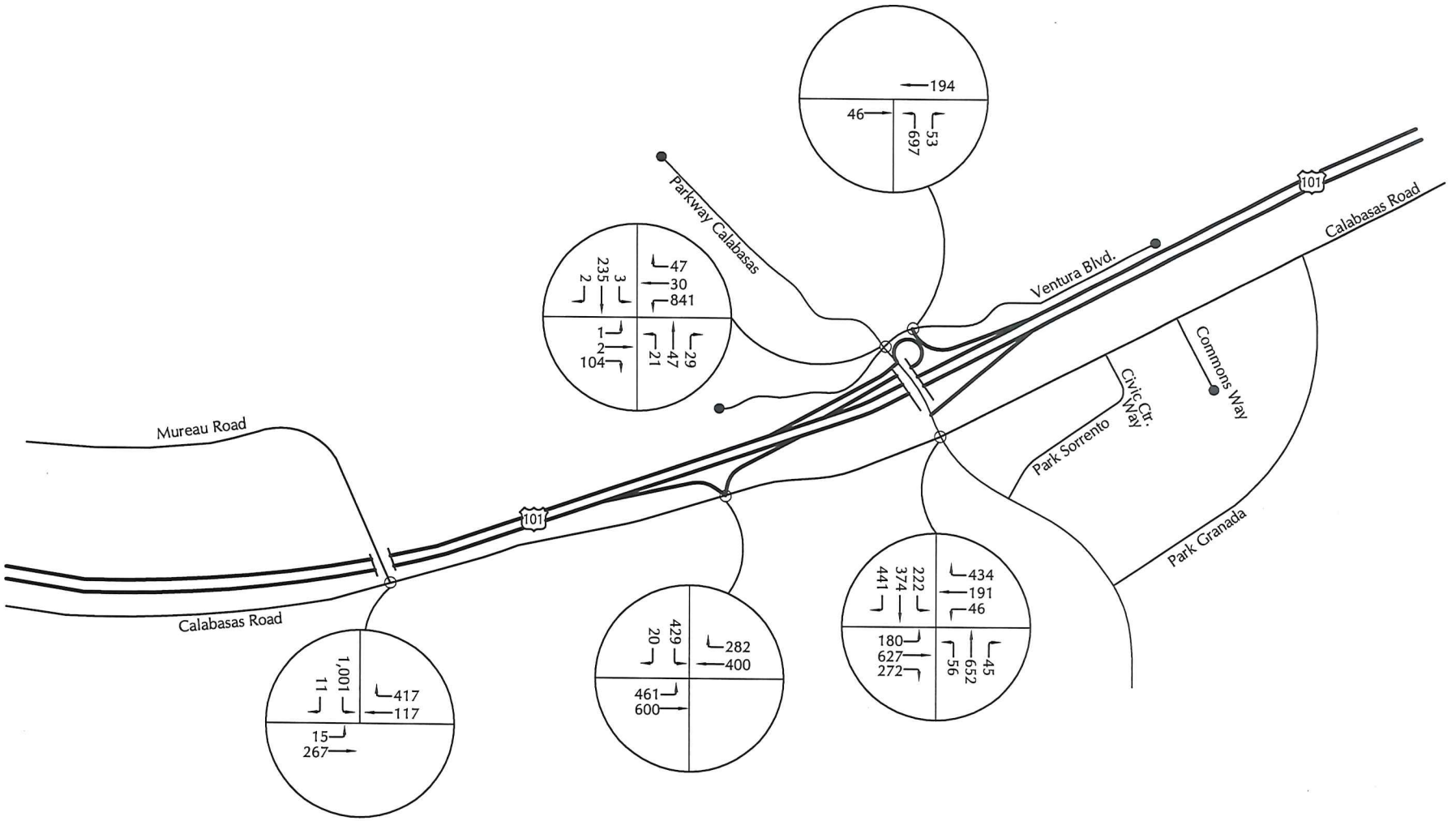

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NEAR-TERM CUMULATIVE TRAFFIC VOLUMES - P.M. PEAK HOUR

FIGURE 4

EKM - ATE#16081

As shown in Table 5, the Calabasas Road/Mureau Road intersection is forecast to degrade to LOS F during the P.M. peak hour with the future traffic forecasts, which exceeds the City's LOS C standard. The Project is forecast to add about 25 trips (15% of Project traffic) to the intersection during the P.M. peak hour, resulting in a potentially significant impact. The U.S. 101 SB Ramps/Calabasas Road is forecast to operate at LOS D during the A.M. peak hour and LOS B during the P.M. peak hour, which meets the City's LOS D standard for freeway interchanges that are under the jurisdiction of Caltrans. The remaining intersections are forecast to operate at LOS A and LOS B during the A.M. and P.M. peak hour periods.

MITIGATION MEASURES

Calabasas Road/Mureau Road

The West Calabasas Road Master Plan recommended installation of a roundabout at the Calabasas Road/Mureau Road intersection. Roundabouts have many advantages over conventional intersections, including: less accidents due to the reduction of conflicting points compared to non-circular intersections; less serious vehicular crashes (head-on and "T-bone" collisions are eliminated and slower speeds reduce the severity of other accidents); they can increase traffic flow and increase capacity; they are more environmentally friendly since there is a continuous flow of vehicles consuming less fuel and emitting fewer pollutants than stop-and-go operations at signalized intersections; they are less costly to operate; and they can be more aesthetically pleasing (instead of just concrete, the roundabout centers can feature landscaping, flowering plants, sculpture, etc.)

The City has prepared engineering plans for the roundabout and anticipates that construction will be completed in the next 3-5 years utilizing funds from the Citywide Traffic Mitigation Program. The roundabout is anticipated to accommodate the future traffic forecasts and provide LOS C operations (or better) during the A.M. and P.M. peak hour periods. Projects developed within the CAR Overlay Zone would be required to contribute to funding the roundabout improvement via the payment of City traffic mitigation fees.

■ ■ ■

STUDY PARTICIPANTS AND REFERENCES

Associated Transportation Engineers

Scott A. Schell, AICP, PTP, Principal Planner
Dan Dawson, PTP, Senior Transportation Planner
Erica Monson, Traffic Technician

References

Highway Capacity Manual, Transportation Research Board, 2010.

Traffic and Circulation Analysis for the West Calabasas Road Master Plan, Associated Transportation Engineers, 2006.

Trip Generation, Institute of Transportation Engineers, 9th Edition, 2012.

Appendix D

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

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

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

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

Mitigation Measure/ Condition of Approval	Monitoring Action Required	When Monitoring to Occur	Monitoring Frequency	Agency or Party Responsible for Monitoring	Compliance Verification		
					Initial	Date	Comments
HAZ-1: Soil/Groundwater Studies							
Soil/groundwater studies must be conducted prior to approval of individual developments. If contaminant concentrations exceeding regulatory action levels are identified, appropriate remedial actions must be taken prior to grading and construction. Such actions may include, but are not limited to, soil/groundwater treatment and/or removal and proper disposal of contaminated soils	Verify soil/groundwater studies are completed for each individual project. If soil/groundwater studies identify contaminant concentrations exceeding regulatory action levels, then appropriate remedial actions must be taken and proof of remediation must be submitted to the City.	Prior to issuance of grading permits.	Once prior to issuance of grading permits.	City of Calabasas Community Development Department.			

Appendix E

Errata Sheet

Errata Sheet

This section includes changes made to the IS-MND that are not based on responses to comments. Corrections or additional text are also shown in the text of the Final IS-MND in strikethrough (for deleted text) and underline (for added text) format. None of these changes affect the conclusions of the IS-MND.

Page 1, Section 4 Project Location

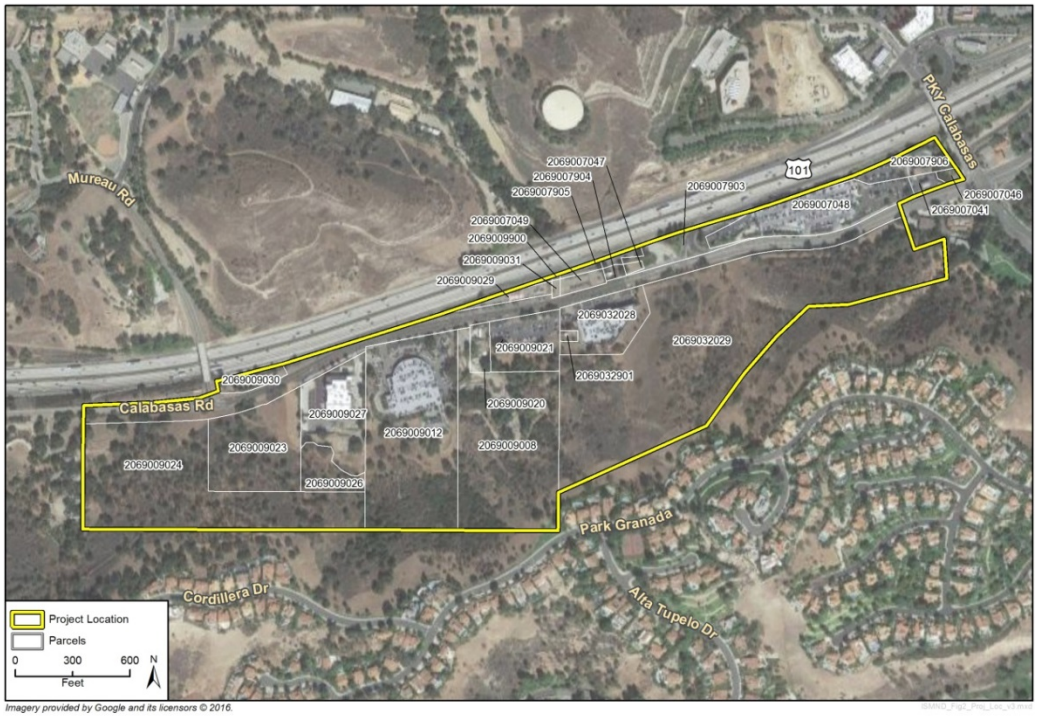
The proposed Commercial Auto Retail (CAR) overlay zone lies along Calabasas Road, south of the 101 Freeway, west of Parkway Calabasas, north of the residential area along Park Granada and Cordillera Drive, and east of the property at 24860 Calabasas Road. The proposed overlay would be for a ~~92.6~~93.1-acre area adjacent to West Calabasas Road. This area lies within the Master Planned West Calabasas Road area and includes ~~22~~24 parcels that, when combined, total approximately ~~83.6~~84.1 acres. The rest of the area includes 9.0 acres of roadway. The proposed overlay zone corresponds to a portion of the eastern area encompassed by the West Calabasas Road Master Plan (2006).

Page 2, Section 9 Description of Project, Paragraph 1

The project involves incorporation of a new CAR overlay zone that would apply within the West Calabasas Road area into the Calabasas Land Use & Development Code. The proposed overlay would be for a ~~92.6~~93.1-acre area adjacent to West Calabasas Road. This area lies within the Master Planned West Calabasas Road area and includes ~~22~~24 parcels that, when combined, total approximately ~~83.6~~84.1 acres. The rest of the area includes 9.0 acres of roadway.

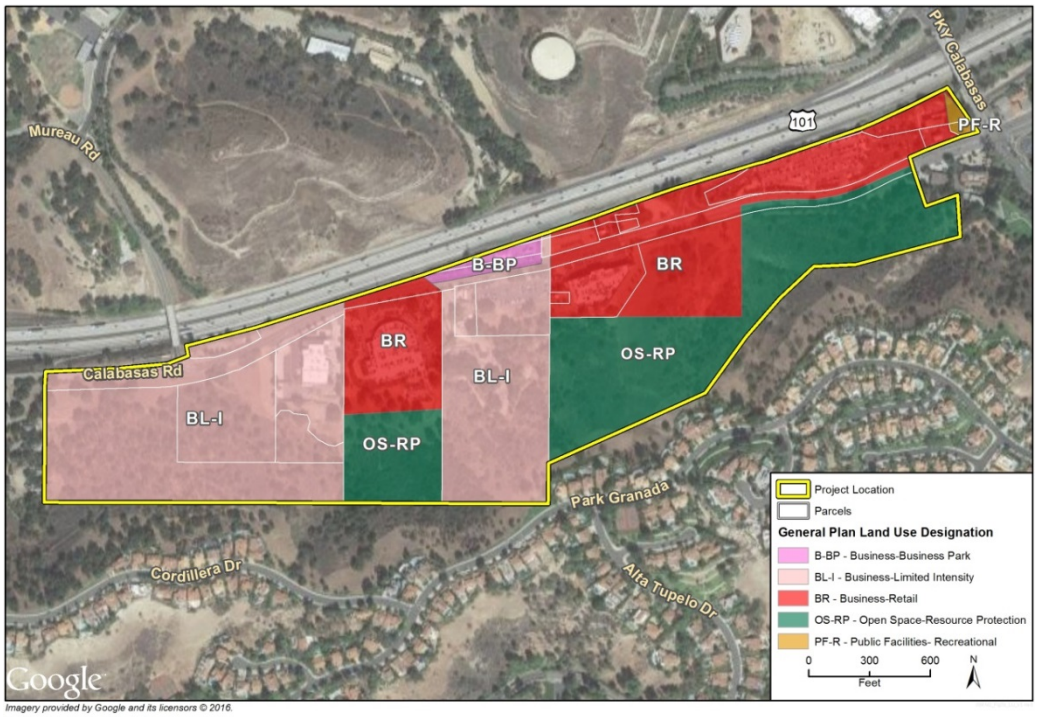
Page 4, Figure 2: Project Location

For Figure 2: Project Location, two parcels, APNs 2069-007-046 and 2069-007-041, were added and the figure was replaced with the new figure below.



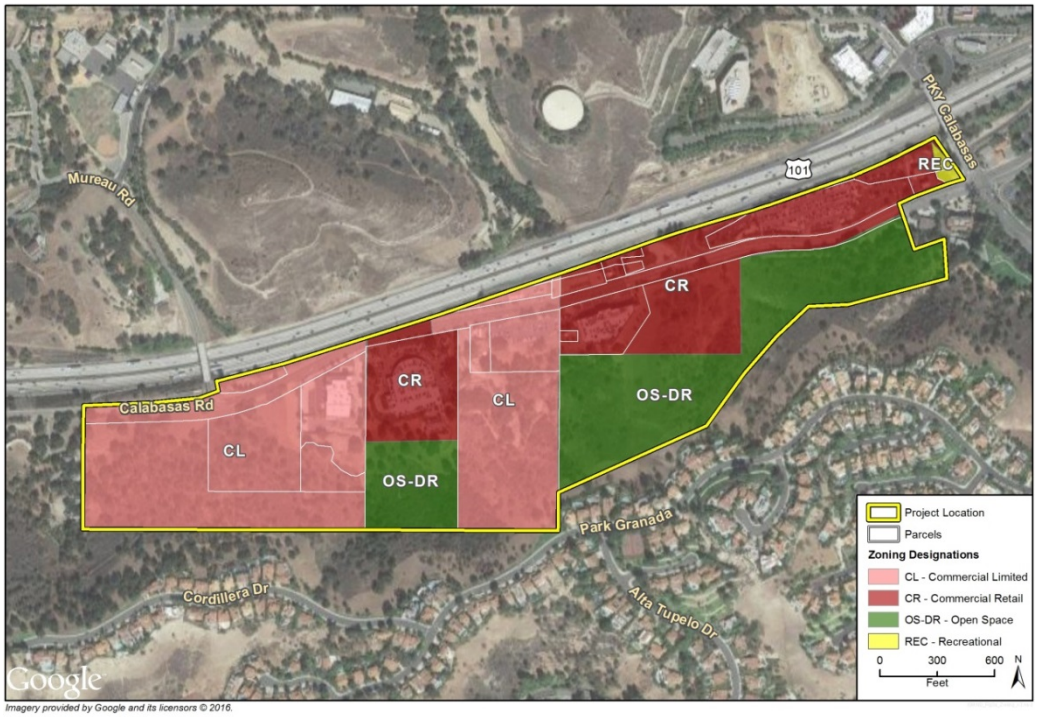
Page 7, Figure 4a: Current General Plan Land Use Designation

For Figure 4a: Current General Plan Land Use Designation, two parcels, APNs 2069-007-046 and 2069-007-041, were added and the figure was replaced with the new figure below.



Page 8, 4b: Current General Plan Zoning Designation

For Figure 4b: Current General Plan Zoning Designation, two parcels, APN 2069-007-046 and 2069-007-041, were added and the figure was replaced with the new figure below.



Page 9, Paragraph 1

To maximize density for automotive uses, City Staff have recommended increasing the allowable FAR from 0.2 to 0.6 within the CAR overlay zone (Calabasas Council 2016). Therefore, the maximum building area that could occur in this zone would amount to approximately 2.2 million square feet (sf) (calculated as ~~83.6~~84.1 acres x 43,560 square feet/acre x 0.6 FAR). ~~Ten~~Eleven of the ~~22~~24 parcels included in the CAR overlay zone are already developed. The remaining ~~12~~13 undeveloped parcels would have a total maximum building area of approximately 1.5 million sf at a FAR of 0.6—approximately 1 million sf more than if the permitted FAR is kept to 0.2.

Page 9

Table 1: Summary of Overlay Zone Parcels

APN	Vacant (Y/N)	Area within the Project Zone (acres)	Maximum Building Area at 0.2 FAR (square feet)	Maximum Building Area at 0.6 FAR (square feet)
2069007046	Y	0.18	1,568	4,704
2069007041	N	0.34	2,962	8,886
2069007048	N	4.16	36,242	108,726
2069007903	Y	1.51	13,155	39,465
2069007905	Y	0.19	1,655	4,966
2069007047	Y	0.11	958	2,875
2069007904	N	0.17	1,481	4,443
2069007049	N	0.46	4,008	12,023
2069009900	Y	0.03	261	784
2069009031	N	0.09	784	2,352
2069009029	Y	0.56	4,879	14,636
2069009020	N	0.61	5,314	15,943
2069009012	N	11.17	97,313	291,939
2069032901	N	0.12	1,045	3,136
2069009027	N	3.64	31,712	95,135
2069009030	Y	0.66	5,750	17,250
2069009023	Y	4.99	43,386	130,157
2069009024	Y	12.19	106,199	318,598
2069009026	Y	1.35	11,761	35,284
2069007906	Y	1.32	11,500	34,500
2069009008	Y	10.37	90,343	271,030
2069032028	N	2.79	24,306	72,919
2069009021	N	2.46	21,432	64,295
2069032029	Y	24.6	214,751	644,252
Project Zone Total		~~83.6~~84.1	~~728,236~~732,766	~~2,184,708~~2,198,199
Developed Area Total		~~25.8~~26.0	~~223,637~~226,599	~~670,911~~679,797
Vacant Area Total		~~57.9~~58.1	~~504,599~~506,167	~~1,513,797~~1,518,502
Increase in Buildable Vacant Area due to CAR Overlay				**~~1,009,198~~1,012,335**

Page 49, Section 10 Land Use Planning, Question b

Consistent with this vision, the proposed CAR overlay zone encompasses ~~22~~24 parcels to the east of Mureau Road and only one parcel that extends both east and west of Mureau Road.

Page 70

Table 10: CAR Overlay Zone Project Trip Generation

		Trip Generation[a]					
		ADT		A.M Peak		P.M. Peak	
Land Use	Size	Rate	Trips	Rate	Trips	Rate	Trips
Auto Dealership	~~83.6~~84.1 acres	23.0	~~1,923~~1,934	1.0	84	2.0	~~167~~168

[a] Trip rates per acre, as derived from the analyses presented in Table 9.

Page 72, Paragraph 1

The project is forecast to add about 25 trips (~~18~~15% of PM peak hour trips generated by the project) to the intersection during the P.M. peak hour (Appendix C).

Page 73, Paragraph 3

The proposed project would generate approximately ~~1,495~~[2] 1,934 daily trips, including ~~65~~84 A.M. peak hour trips and ~~130~~168 P.M. peak hour trips. Per CMP (2004) guidelines, person trips can be estimated by multiplying the total trips generated by 1.4. The trips assigned to transit may be calculated by multiplying the person trips generated by 3.5%. The proposed project would generate approximately ~~73~~94 daily, ~~3~~4 AM peak hour, and ~~6~~8 PM peak hour daily trips. The proposed project would incrementally increase ridership, but would not adversely affect the current ridership of the transit services in the area.

Page 76, Paragraph 1

Even under the scenario that all ~~57.9~~58.1 acres of vacant property in the CAR overlay zone were to be developed, which is impossible under existing regulations, and would be developed only as auto shops (the auto use with the highest wastewater generation for which an estimate is available), which is unrealistic, approximately ~~815,000 gpd~~ 2.0 mgd[3] would be generated and the project would not exceed available wastewater capacity. Consequently, no construction of new wastewater treatment facilities would be required as a result of a CAR overlay zone and impacts would be less than significant.

[2] *The previous daily trip numbers and the A.M. and P.M. peak hour trips was a typographical error and consequently, did not match the accurate numbers in Table 10.*

[3] *Corrected calculation: 800 gpd per 1,000 gsf x 43,650 sf per 1 acre x 58.1 acres = 2.0 mgd*

Appendix F

Responses to Comments

Responses to Comments on the Draft IS-MND

This section includes comments received during the circulation of the Draft Initial Study and Mitigated Negative Declaration (IS-MND) prepared for the Commercial Auto Retail Overlay Zone Project.

The Draft IS-MND was circulated for a 32-day public review period that began on December 5, 2016 and concluded on January 5, 2015. The City received three comment letters on the Draft IS-MND. The commenter and the page number on which each commenter's letter appears are listed below.

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

Letter 1

COMMENTER: County of Los Angeles Fire Department

DATE: December 21, 2016

Response 1.1

The commenter states that on page 63 under Public Services, Fire Protection, in the second paragraph, the first sentence should be changed since the City of Calabasas and the LACoFD are not under contract. The sentence should state that the City of Calabasas is within the jurisdiction and is part of the Consolidated Fire Protection District of Los Angeles County, also known as LACoFD. Additionally, the "is" in the third sentence should be deleted.

In response to this comment, the following text changes have been made on page 63:

> ~~Fire services in Calabasas are through contract with the~~ The City of Calabasas is within the jurisdiction and is part of the Consolidated Fire Protection District of Los Angeles County, also known as LACoFD (City of Calabasas 2016b). The nearest fire station is Calabasas Fire Station #68, located at 24130 Calabasas Road, in Calabasas. The project site ~~is~~ encompasses the fire station, which is on the southern side of Calabasas Road, west of the intersection of Calabasas Road and Parkway Calabasas.

Response 1.2

The commenter states a list of requirements with which the project would need to comply. These requirements involve matters such as construction safety, fire sprinkler systems, fire hydrants, access to the project site, and traffic calming measures.

As discussed in Section 8 *Hazards and Hazardous Materials* and Section 14 *Public Services*, projects approved within the CAR overlay zone would be reviewed for consistency with site planning and project design standards contained in the City Municipal Code and the CBC with City of Calabasas amendments. This consistency review would include all of the requirements outlined in the comment, including construction safety requirements, driveway width requirements, fire hydrants requirements, sprinkler and alarm requirements, provision of points of ingress and egress that include emergency access for police and fire vehicles and traffic calming measures.

Response 1.3

The commenter states that the project site is in a Very High Fire Hazard Severity Zone and would have to comply with applicable fire code and ordinance requirements.

Section 8 *Hazards and Hazardous Materials*, acknowledges that the entire City of Calabasas, including the project site, is located within the Los Angeles County Consolidated Fire District's Very High Fire Hazard Severity Zone. Projects approved within the CAR overlay zone would adhere to standard requirements set forth by the City Municipal Code and the CBC with City of Calabasas amendments. Consequently, impacts related to wildland fire would be less than significant with mandatory compliance with applicable building standards and regulations.

Response 1.1

The commenter states that the Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments.

No response is necessary.

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

Letter 1

December 21, 2016

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

Dear Mr. Michitsch:

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION, MITIGATED NEGATIVE DECLARATION, "COMMERCIAL AUTO RETAIL OVERLAY ZONE PROJECT," INVOLVES CREATION OF A NEW CAR OVERLAY ZONE, IT WOULD ENSURE THAT AUTO SALES, SERVICE, AND OTHER AUTOMOTIVE-RELATED USES ARE PERMITTED WITHIN THE AREA, SOUTH OF 101 FWY, WEST OF PARKWAY CALABASAS, NORTH OF VISTA POINT, CALABASAS, FFER 201600195

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

The following are their comments:

PLANNING DIVISION:

Under PUBLIC SERVICES, Fire Protection, we have the following changes:

Paragraph 2, the first sentence should be changed to state that the City of Calabasas is within the jurisdiction and is part of the Consolidated Fire Protection District of Los Angeles County, also known as the LACoFD. The City of Calabasas and the LACoFD are not under contract. The third sentence should be corrected by deleting the first is in the sentence (The project site encompasses the fire station...). 1.1

LAND DEVELOPMENT UNIT:

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

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. 1.2

3. 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.

4. 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.

5. 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 10 feet.

6. 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.

7. The development may require fire flows up to 8,000 gallons per minute at 20 gallons per square inch residual pressure for up to a four-hour duration as outlined in the 2002 County of Los Angeles Fire Code Appendix III-AA. Final fire flows will be based on the size of buildings, its relationship to other structures, property lines, and types of construction used.

8. 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.

1.2 cont.

9. 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 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.

10. 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.

11. 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.

12. All access devices and gates shall comply with California Code of Regulations, Title 19, Articles 3.05 and 3.16.

13. 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.

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

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

1.2 cont.

The County of Los Angeles Fire Department 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,

1.3

archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

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. 1.4

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

Very truly yours,

FRANK VIDALES, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:ac

Letter 2

COMMENTER: Dianna Watson, California Department of Transportation (Caltrans)

DATE: January 5, 2017

Response 2.1

The commenter states that according to the Traffic Impact Analysis (TIA), the project is expected to have a less than significant impacts at the five intersections studied and will not exceed LOS D where Calabasas Road intersects with State Facilities.

This comment is informational and no response is necessary.

Response 2.2

The commenter recommends limiting large size truck trips to off-peak commute periods and states that the use of oversized-transport vehicles on State highway facilities will require a transportation permit from Caltrans.

Construction impacts to traffic on the 101 Freeway would be less than significant because construction would be temporary and the use of heavy duty construction trucks would be intermittent. Future development projects located within the CAR Overlay Zone will each undergo their own individual CEQA review. Consequently, all applicable specific project-related mitigation measures will be incorporated into project approvals as project conditions, including limitations on large size truck trip hours and the need to obtain Caltrans permits as warranted.

Response 2.3

The commenter states that projects should be designed to discharge clean run-off water.

As discussed in Section 9 *Hydrology and Water Quality*, projects approved within the CAR overlay zone would comply with the Los Angeles County Municipal Storm Water (MS4) National Pollutant Discharge Elimination System (NPDES) Permit No. CAS004001; therefore, projects would be required to develop a Storm Water Pollution Prevention Plan (SWPPP) and a Standard Urban Storm Water Mitigation Plan (SUSMP) that identify best management practices (BMPs) to implement during and post-construction to prevent excessive storm water runoff pollution. Projects would also be required to comply with Calabasas Municipal Code Chapters 17.52, Grading Permit Requirements, and 8.28, Storm Water and Runoff Pollution Prevention Controls, both of which require implementation of storm water pollution prevention controls.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov

Serious drought.
Help save water!

Letter 2

January 5, 2017

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

RE: CAR Overlay Zone
Vic. 101/PM 29.505
SCH # 2016121015
GTS# 07-VEN-2016-00024

Dear Mr. Michitsch:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project consists of creating a new Commercial Auto Retail (CAR) overlay zone that would encompass a 92.6 acre area comprised of commercially zoned property adjacent and along West Calabasas Road.

We note that a Traffic Impact Analysis (TIA) was included as part of the MND in which Level of Service (LOS) calculations were performed at five locations, including where Calabasas Road intersects with US 101 Southbound and Northbound ramps. The TIA evaluated scenarios based on existing conditions (2016) and Future LOS under conditions assuming improvements outlined in the West Calabasas Road Master Plan. According to the City's analysis, the project is expected to have less than significant impacts at the intersections studied and will not exceed LOS D where Calabasas Road intersects with State facilities. 2.1

Be aware that any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. 2.2 Caltrans recommends that large size truck trips be limited to off-peak commute periods. Also, storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that project needs to be designed to discharge clean run-off water. 2.3

Please continue to keep us informed of future projects or developments that are in close proximity to, and may affect, State facilities. If you have any questions regarding these comments, please contact project coordinator Severin Martinez at (213)-897-0067, or at severin.martinez@dot.ca.gov, and refer to GTS# 07-VEN-2016-00024.

Sincerely,

for

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Letter 3

COMMENTER: Grace P. Brandt, California Department of Conservation, Division of Oil, Gas, and Geothermal Resources- District 1

DATE: January 13, 2017

Response 3.1

The commenter states that there is one plugged and abandoned oil and gas well within the project boundary. The commenter recommends that a diligent effort be made to avoid building over any plugged or abandoned well and states that if any wells are damaged or uncovered during excavation or grading during future project construction, remedial plugging operations may be required and the Division's district office must be contacted to obtain the necessary procedures and approval to perform remedial operations.

Future development projects located within the CAR Overlay Zone will each undergo their own individual CEQA review, which includes searches for oil and gas wells within and near the project boundary. Should an oil and gas well be found during the individual project's review, mitigation measures will be incorporated into project approvals as project conditions.

State of California • Natural Resources Agency
Edmund G. Brown Jr., *Governor*
Department of Conservation
Division of Oil, Gas, and Geothermal Resources – District 1
5816 Corporate Avenue • Suite 100
Cypress, CA 90630
(714) 816-6847 • FAX (714) 816-6853

Letter 3

January 13, 2017

Mr. Glen Michitsch
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302-3172

Dear Mr. Michitsch

INITIAL STUDY - MITIGATED NEGATIVE DECLARATION
COMMERICAL AUTO RETAIL OVERLAY ZONE PROJECT
SCH#2016121015

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the Initial Study of the Mitigated Negative Declaration for the above referenced project. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California. The Division offers the following comments for your consideration.

Division records indicate that there is one plugged and abandoned oil and gas well within the project boundary. The well is M.L Gillespie, "Simons" 1 (API# 037-05427). Individual well records are also available on the Division's web site at www.conservation.ca.gov or by making an appointment with our Records Clerk.

The scope and content of information that is germane to Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code, and administrative regulations under Title 14, Division 2, Chapter 4 of the California Code of Regulations.

3.1

If any wells, including any plugged, abandoned or unrecorded wells, are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements and approval to perform remedial operations.

The possibility for future problems from oil and gas wells that have been plugged and abandoned, or reabandoned, to the Division's current specifications are remote. However, the Division recommends that a diligent effort be made to avoid building over any plugged and abandoned well

To ensure proper review of this project, please contact our Construction Well Site Review Program for a well consultation. The Division has available an informational packet entitled, "Construction-Site Plan Review Program". This document is available on the Division's website at http://www.conservation.ca.gov/dog/for_operators/Pages/construction_site_review.aspx .

If you have any questions, please contact Grace P. Brandt at (714) 816-6847 or via email at Grace.Brandt@conservation.ca.gov.

Sincerely,

Grace P. Brandt
Associate Oil and Gas Engineer

cc: Chris McCullough, Facilities and Environmental Supervisor
DOGGR-HQ, Cathi Slaminski
DOGGR-HQ, Jan Perez
Environmental CEQA File

Errata Sheet 2

This section includes changes made to the IS-MND that are not based on responses to comments. Corrections or additional text are also shown in in strikethrough (for deleted text) and underline (for added text) format. None of these changes affect the conclusions of the IS-MND.

Page 10, end of Section 9

Lastly, the proposed project consists of amendments to the Calabasas General Plan. The proposed amendments are as follows:

- The addition of the following language to the "Business – Limited Intensity" (B-LI), "Business – Retail" (B-R), and "Business Park" (B-BP) land use descriptions in Table 11-1 of the Land Use Element.

  ~~*"For properties located within the Commercial Auto Related (CAR) Overlay Zone, the Basic Land Use Intensity is </= 0.4 FAR, and the Maximum Land Use Intensity = 0.6 FAR."*~~

  "Solely for automotive related uses permitted by right within the Commercial Auto Retailer (CAR) Overlay Zone District, and in compliance with the requirements of the CAR Overlay Zone District:

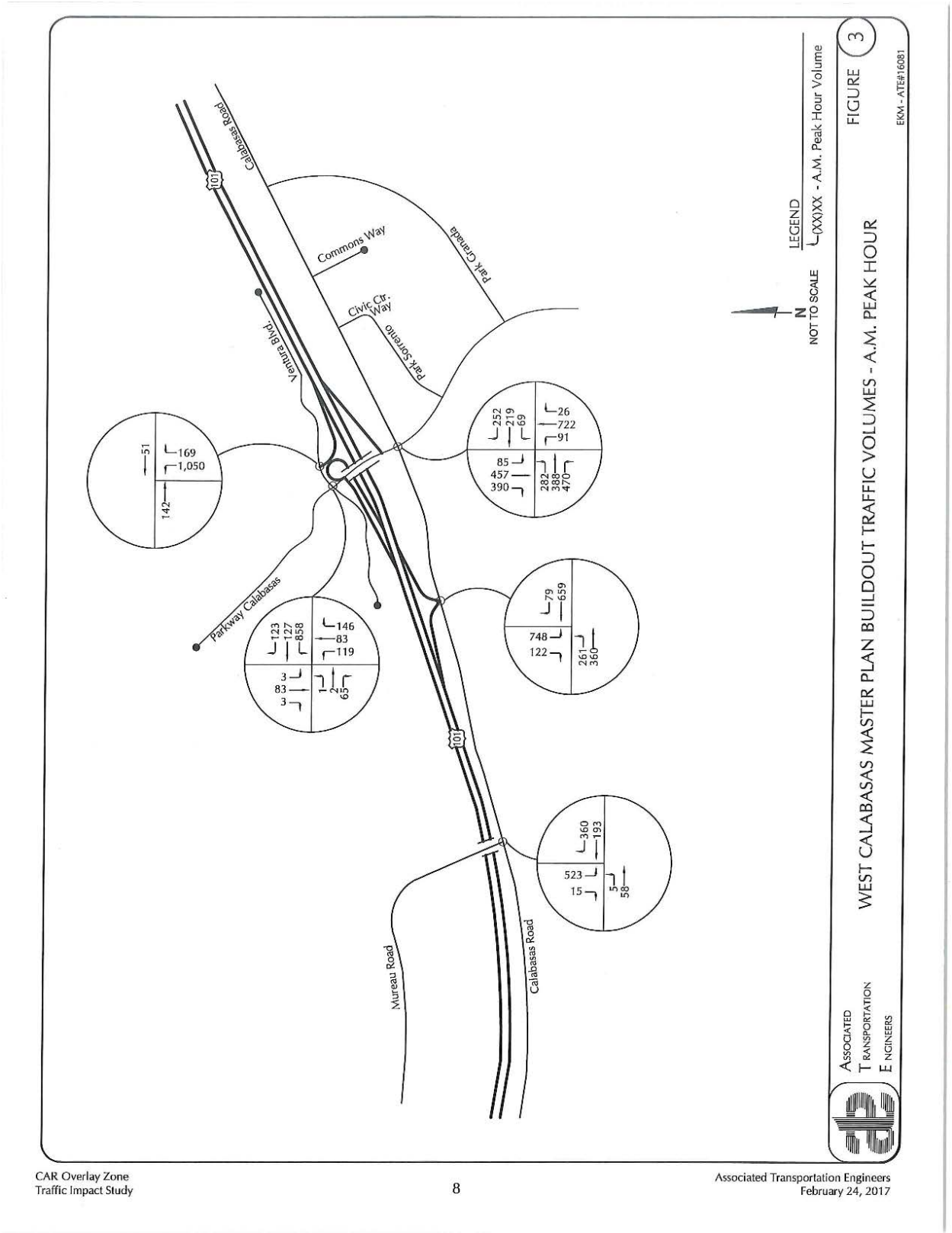
  Basic Land Use Intensity: FAR of ≤ 0.4

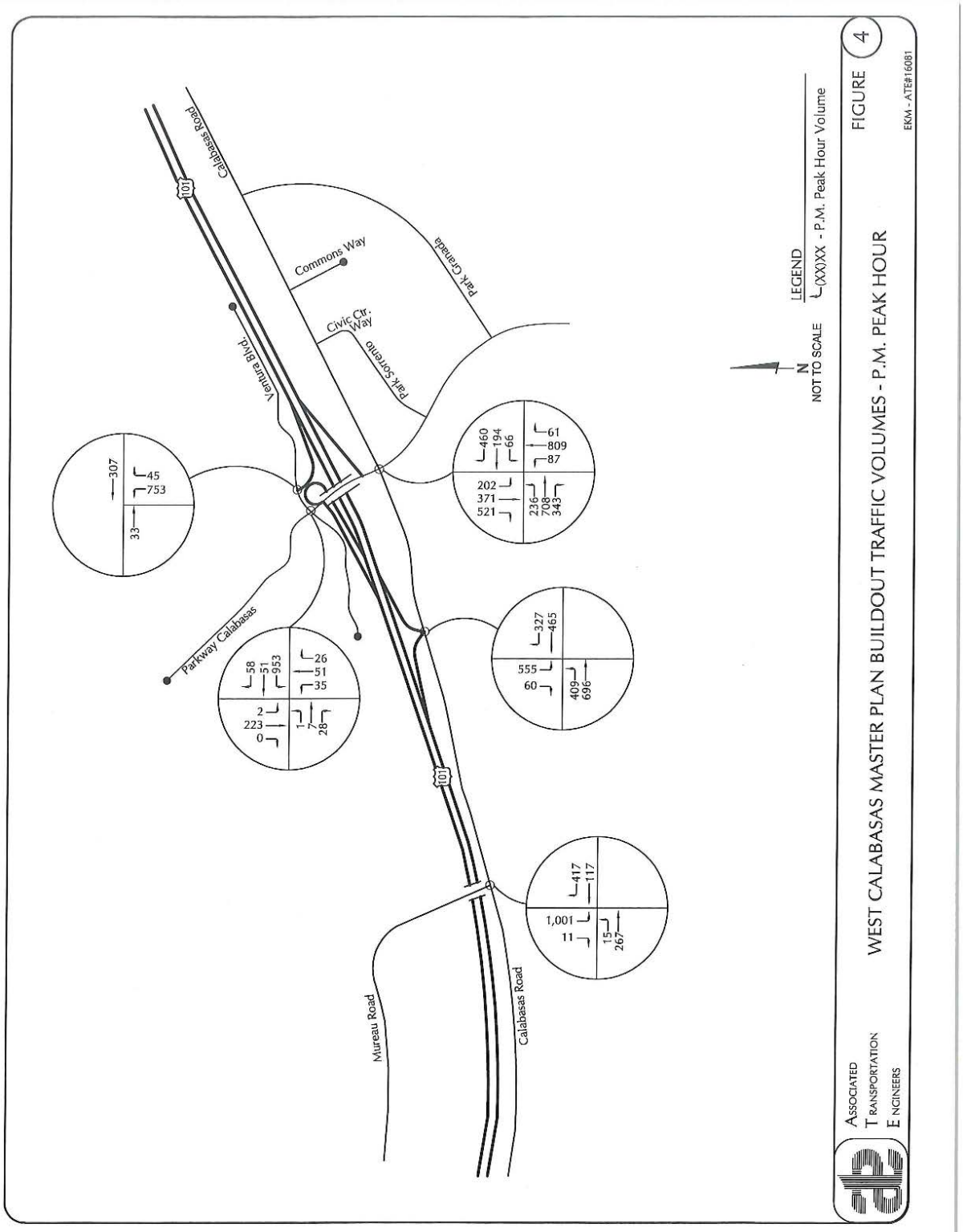
  Maximum Land Use Intensity: FAR of 0.6"

Appendix C, Traffic Impact Study, Figure 3 and 4

The title of Figure 3 was changed from "NEAR-TERM CUMULATIVE TRAFFIC VOLUMES – A.M. PEAK HOUR" to "WEST CALABASAS MASTER PLAN BUILDOUT TRAFFIC VOLUMES – A.M. PEAK HOUR". The title of Figure 4 was changed from "NEAR-TERM CUMULATIVE TRAFFIC VOLUMES – P.M. PEAK HOUR" to "WEST CALABASAS MASTER PLAN BUILDOUT TRAFFIC VOLUMES – P.M. PEAK HOUR". The traffic volumes in these figures were updated to include long-term volumes from the West Calabasas Masterplan. The original "near-term" volume figures were a combination of short-term and long-term volumes from different sources. Since the report discusses long-term volumes, which coincide with the volumes from the West Calabasas Masterplan, these volumes were deemed more appropriate to include in the figures.

The updated figures and volumes are shown below.


Calabasas Road
101
Commons Way
Civic Ctr. Way
Park Granada
Park Sorrento
Ventura Blvd.
Parkway Calabasas
Mureau Road
Calabasas Road
LEGEND
(XX)XX - A.M. Peak Hour Volume
NOT TO SCALE
N
FIGURE 3
WEST CALABASAS MASTER PLAN BUILDOUT TRAFFIC VOLUMES - A.M. PEAK HOUR
ASSOCIATED TRANSPORTATION ENGINEERS
EKM - ATE#16081


Calabasas Road
101
Commons Way
Park Granada
Civic Ctr. Way
Park Sorrento
Ventura Blvd.
Parkway Calabasas
Mureau Road
Calabasas Road
307
45
753
33
460
194
66
202
371
521
61
809
87
236
708
343
58
51
953
2
223
0
26
51
35
1
7
28
327
465
555
60
409
696
417
117
1,001
11
15
267
LEGEND
(XX)XX - P.M. Peak Hour Volume
N
NOT TO SCALE
FIGURE 4
WEST CALABASAS MASTER PLAN BUILDOUT TRAFFIC VOLUMES - P.M. PEAK HOUR
EKM - ATE#16081
ASSOCIATED TRANSPORTATION ENGINEERS