ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

The Village At Calabasas

Prepared for:
City of Calabasas

Prepared By:

CAJA Environmental Services, LLC

July 2013

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I. INTRODUCTION

Introduction

Pursuant to the California Environmental Quality Act (CEQA), an Environmental Impact Report (the "Certified EIR") was prepared for the Village at Calabasas Project.[1] The EIR was certified and the project was approved by the City of Calabasas City Council in September 2008. Since the approval, the project applicant has decided to propose a mixed-use project that provides for everyday resort-style living in an urban setting.

The purpose of this Addendum is to address the potential environmental consequences of the proposed changes to the approved Village at Calabasas project (approved project). Pursuant to Section 15164 of the State CEQA Guidelines, the lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred. The scope of this addendum focuses on the environmental effects that are associated with the specific modifications to the proposed revised Village at Calabasas project (revised project) as described in further detail in Section II, Project Description.

Project Information

Project Title:	Addendum to the Certified Village at Calabasas Project EIR
Project Location:	23500 Park Sorrento, east of Park Granada, within the City of Calabasas
Project Applicant:	D2 Development 1203 Flynn Road, Suite 230 Camarillo, CA 93012
Lead Agency:	City of Calabasas, Planning Division 100 Civic Center Way Calabasas, CA 91302

[1] *Village at Calabasas Final Environmental Impact Report, City of Calabasas, State Clearinghouse No. 2007111068.*

Organization of Addendum

This Addendum is organized into four sections as follows:

I. Introduction: This section provides introductory information such as the project title, the project applicant and the lead agency for the revised project.

II. Project Description: This section provides a detailed description of the revised project, including project characteristics and environmental review requirements.

III. Rationale for Addendum: This section contains the rationale for preparing an Addendum pursuant to Section 15164 of the State CEQA Guidelines.

IV. Environmental Impact Analysis: This section contains a brief summary of the environmental impacts disclosed in the prior EIRs for each environmental issue area. The evaluation includes an analysis of how any of the environmental factors may be altered as a result of the proposed changes.

II. PROJECT DESCRIPTION

A. PROJECT APPLICANT

D2 Development
1203 Flynn Road, Suite 230
Camarillo, CA 93012

B. PROJECT LOCATION

The project site is located at 23500 Park Sorrento, east of Park Granada, within the City of Calabasas. The site, formerly known as the Calabasas Inn, is a single, irregular- shaped 5.43-acre parcel, identified as assessor's parcel number 2068-005-025, located on the USGS 7.5 minute *Calabasas* quadrangle map, within Section 22 in Township 1N, Range 17W San Bernardino Baseline Meridian. For a generalized site location, see Figure II-1, Regional and Figure II-2, Vicinity Map; also see Figure II-3, Aerial View of Project Site and Vicinity.

C. PROJECT BACKGROUND

Environmental Clearance/Entitlement History

The Village at Calabasas project was approved by the City of Calabasas City Council in September 2008. Project approvals included the following:

Resolution No. 2008-1149:

- Certifying the adequacy of the Environmental Impact Report (EIR).
- General Plan Amendment approving a change in the land use designation from Business-Professional Office (B-PO) to Mixed Use (MU).
- Development Agreement allowing for the purchase of four (4) off-site market rate residential units to be sold to qualifying very-low income residents.
- Vesting Tentative Tract Map (No. 66208) for the subdivision of the residential condominium units.
- Oak Tree Permit permitting the removal of four (4) Coast Live Oak Trees and the encroachment into the protected zone of twenty-eight (28) Coast Live Oak Trees.
- Development Plan allowing an increase in the allowed floor area ratio from 0.2 to 0.7447.

Ordinance No. 2008-255:

- Approving a zone change from Commercial Office (CO) to Commercial Mixed Use (CMU).

- Site Plan Review for new construction.

Description of the Approved Project

The approved project permits the development 174,413 square feet of residential, retail, and restaurant uses, with a floor area ratio (FAR) of 0.7447. The approved project would contain 79 residential condominiums, four affordable conversion units offsite, and 13,135 square feet of commercial space. The approved project would be constructed in a four-story building with a height of 44.3 feet at its highest point. The retail component would be located on the ground level with the residential condominiums located on levels one through four. A total of 302 parking spaces would be provided onsite through a combination of surface parking and an underground parking garage.

D. PROJECT CHARACTERISTICS

The proposed "The Village at Calabasas" project (revised project) would be comprised of 80 units (72 for sale market rate units and eight affordable units for rent) and 10,700 square feet of neighborhood serving commercial uses for a total of approximately 212,400 square feet of development area. Parking would be accommodated through both surface and subterranean parking, for a total of 294 spaces. The revised project would be built in three continuous phases, over a 32-month period. The entire site would be graded as part of Phase 1. The first phase includes 10,700 square feet of commercial, 20 residential units, and 149 parking spaces. The second phase consists of 30 units and 74 parking spaces, and the third phase consists of 30 units, 71 parking spaces, and project amenities, including the community center and pool area. The commercial component would achieve a minimum of LEED silver certification, per City code.

Mixed-Use Project Components

The revised project's residential component includes 72 two- and three-bedroom market rate units and eight one- and two-bedroom affordable units for qualifying very low-income tenants, for a total of 80 units. The units range in size from approximately 550 square feet to 2,444 square feet. The revised project concept plan provides for everyday resort-style living, in an urban setting, with a focus on modern living presented by Northern Italian architecture.

The revised project's commercial uses are located on the first and second level of the building fronting Park Sorrento (Building 8). The combined 10,700 square feet of neighborhood commercial space, including the following retail types:

- Indoor sit-down restaurant uses (7,000 square feet);

- Day spa/retail space (3,700 square feet); and
- Outdoor patio dining associated with indoor sit-down restaurant (1,000 square feet).

Project Amenities

The revised project would include five distinct park and recreation zones. These areas are identified for specific park and recreation facilities, as follows:

Zone 1: Natural Open Space. The natural open space consists of McCoy Creek and associated riparian habitat, views from the Village walk, and oak trees along the slope of the creek. In addition to the preservation of open space and natural resource areas, this zone offers the following recreational activities:

- Pedestrian walkway/nature walk;
- Sitting benches along walkway;
- Interpretive nature trail signage;
- Creek and oaks amenity views;
- Rock gardens;
- Picnic table and seating; and
- Arizona Trail crossing across McCoy Creek to gate at Tennis & Swim Center.

Zone 2: Recreation/Pool Deck Lounge Area. This zone includes a pool deck with private poolside cabanas and chaise lounge chairs for passive recreation and leisure. This area would also be equipped with music and misters, as well as a fire pit/BBQ niche. A combination of walls and prominent landscaping would screen this component to create a private retreat.

Zone 3: Active Park/Recreation Space. Zone 3, located in the central plaza area, showcases an oval shaped pool with spa along with other active park and recreation uses. Other recreational uses within this zone are consistent with typical park uses, such as:

- Bocce ball court;
- Croquet tournament area;
- BBQ/fire pit areas;

- Doggie parks for pet accommodations; and
- Village Walk.

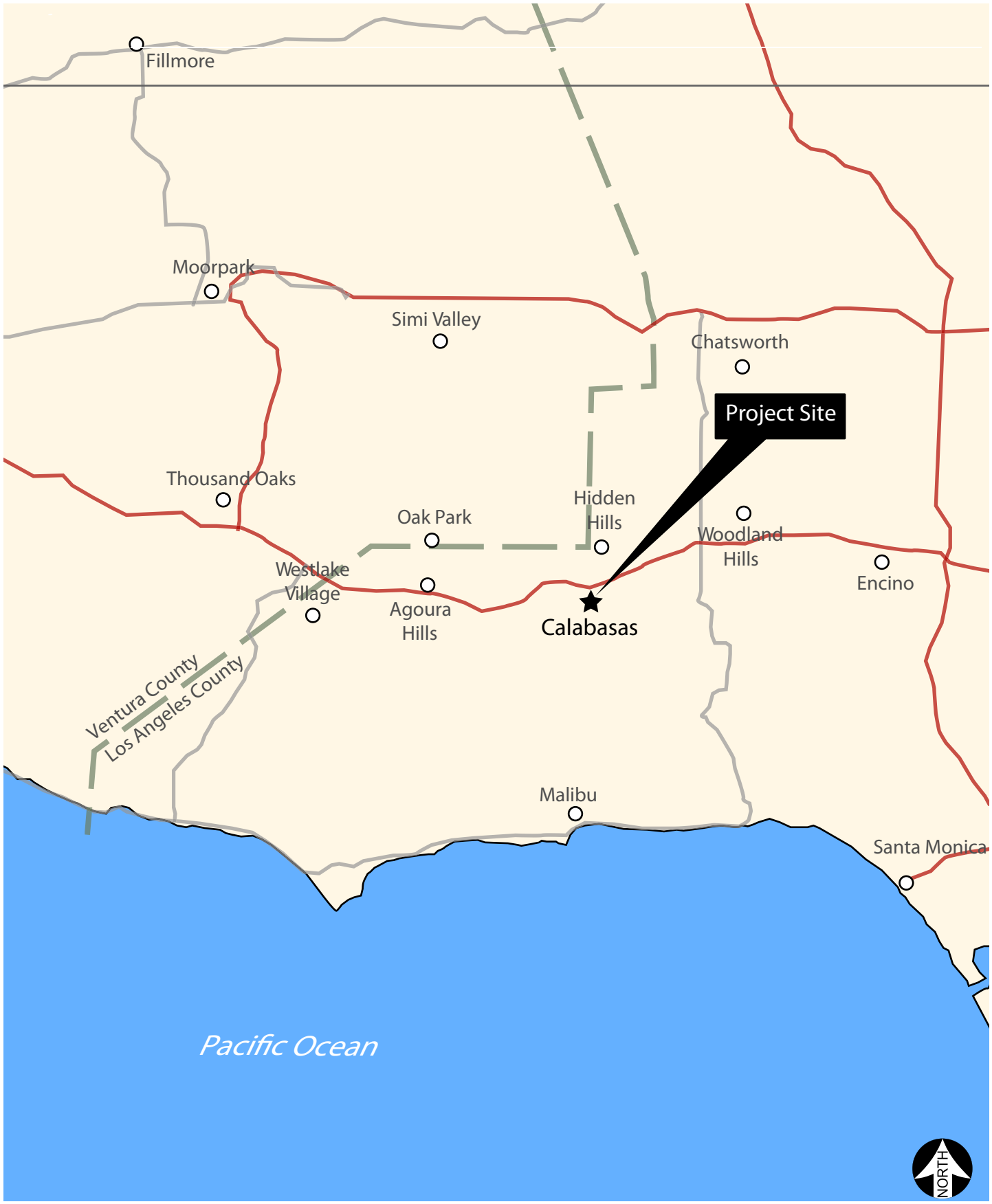
The Village Walk is a combination recreation and nature trail consisting of approximately a 1/3-mile loop. The trail generally loops around the property with views of McCoy Creek along parts of the southern and eastern segments of the walk. The nature trail would include interpretive plaques identifying onsite flora and fauna. Benches would be located along the trail providing sitting areas for resting, reading, and other outdoor leisure activities. Various exercise stations would be located throughout the exercise path providing an alternate workout to walking or jogging along the path. This path would also provide direct access, via a new gate, to the adjacent tennis and swim center and to the CPHA gate to Calabasas Lake.

Zone 4: Indoor Recreation Space. The project has designated specific indoor private space for use only by project residents. This private recreation space consists of a two-story clubhouse, including a fully equipped fitness center located on the second level, and a game room, media lounge, and kitchenette on the first level. In addition, each residential building contains a library lounge area on the lobby level for passive recreation leisure activities (i.e. reading, drawing, and conversation).

Zone 5: Open Space Plaza. The revised project design features an open grand piazza incorporating a Northern Italian village concept. This style includes open plaza concepts with clustered buildings on each side of the main plaza drive. The piazza is the primary focal point of the revised project's interior space, which includes the clubhouse and pool area encompassed by outdoor lounges with resort landscaping. This layout provides an intimate venue for both large and small cultural and social activities and gathering places, promoting a "village" environment.

Outdoor living spaces for the project residents are connected with walkways and paths weaving through the project. These defined areas offer bench seating along various pathways, as well as space for relaxation and conversation to be outside and enjoy the outdoor setting. The plaza and courtyard area would also display unique works of art interspersed at various locations throughout, featuring work created by local artisans.

Outdoor finishings for this component include a custom designed pergola to provide shade, screening, and visual interest with planted columns connected by a lattice framework above. The pergola is also used to define this outdoor space by creating a transitional structure between the water feature/seating area and the commercial space near the project entrance.



Source: D2 Development, Inc., 2007.

Not to scale.

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Figure II-1
Regional Map

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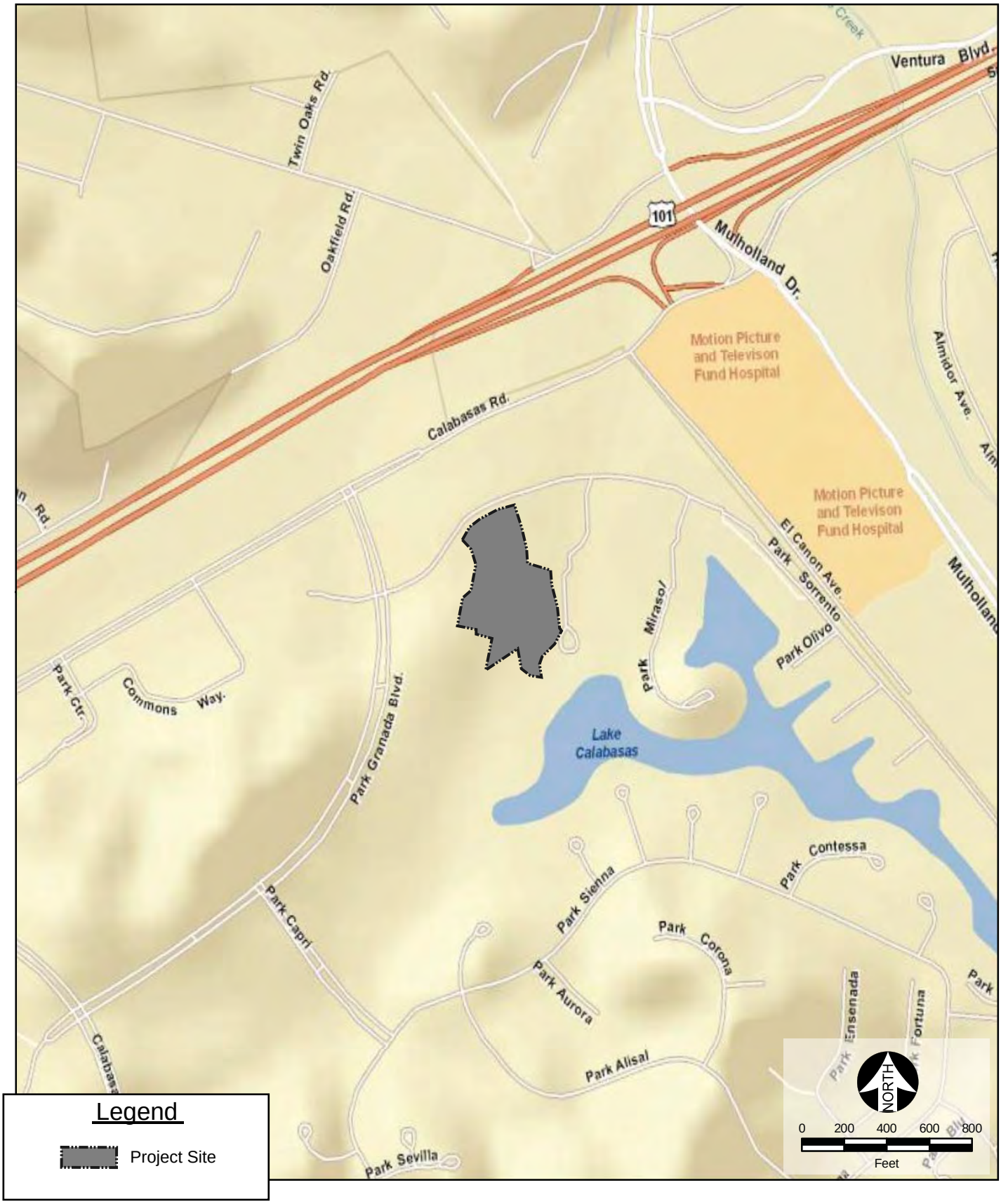

Source: ESRI Streetmap, County of Los Angeles and Christopher A. Joseph & Associates; October 2007.

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Figure II-2
Project Vicinity Map

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Source: D2 Development, Inc., 2007.

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Figure II-3
Aerial Photo of Project Site and Vicinity

Table II-1 provides a breakdown of the residential units, for a total of 80 units provided as part of the revised project.

Table II-1
Residential Unit Breakdown

Use	Quantity	Size	Total Square Footage
Building #1			
2-Bedroom Condominium	3	2,038 sf	6,114 sf
3-Bedroom Condominium	3	2,444 sf	7,332 sf
		Total Building #1	**13,446 sf**
Building #2			
3-Bedroom Condominium	6	2,097 sf	12,582 sf
3-Bedroom Condominium	6	2,415 sf	14,490 sf
		Total Building #2	**27,072 sf**
Building #3			
2-Bedroom Condominium	3	2,055 sf	6,165 sf
2-Bedroom Condominium	3	2,041 sf	6,123 sf
3-Bedroom Condominium	3	2,103 sf	6,309 sf
3-Bedroom Condominium	3	2,393 sf	7,179 sf
		Total Building #3	**25,776 sf**
Building #4			
3-Bedroom Condominium	6	2,097 sf	12,582 sf
3-Bedroom Condominium	6	2,415 sf	14,490 sf
		Total Building #4	**27,072 sf**
Building #5			
2-Bedroom Condominium	3	2,038 sf	6,114 sf
3-Bedroom Condominium	3	2,444 sf	7,332 sf
		Total Building #5	**13,446 sf**
Building #6			
3-Bedroom Condominium	6	2,097 sf	12,582 sf
3-Bedroom Condominium	6	2,415 sf	14,490 sf
		Total Building #6	**27,072 sf**
Building #7			
2-Bedroom Condominium	6	2,307 sf	13,842 sf
3-Bedroom Condominium	6	2,549 sf	15,294 sf
		Total Building #7	**29,136 sf**
Building #8			
1-Bedroom Condominium	2	560 sf	1,120 sf
1-Bedroom Condominium	4	560 sf	2,240 sf
2-Bedroom Condominium	2	825 sf	1,650 sf
		Total Building #8	**5,010 sf**
Source: Robert Hidey Architects, April 1, 2013.			

Table II-2 presents the comparison plan between the approved project and the revised project. Figure II-4 presents the site plan, and Figures II-5 through II-21 present the floor plans and elevations for Buildings 1-8, as well as the recreational building.

Table II-2
Comparison Between the Approved Project and the Revised Project

	Approved Project	Revised Project	Difference
Type	Commercial and Residential	Commercial and Residential	--
Building area (sf)	174,413	212,400	+37,987
FAR	0.74	0.91	+0.17
Parking Provided	302	294	-8
Total Pervious Area	44.9%	54.6%	+9.7%
Landscaping	53.0%	27.3%	-25.7%

sf = square feet.
FAR = floor-area-ratio.
Source: Robert Hidey Architects, April 1, 2013.

Project Height

Table II-3 provides the maximum building heights for each of the revised project buildings. As shown therein, the revised project would have a maximum height of 52.25 feet, or 52'3" (for Buildings 1, 2, 5, and 6). The remaining buildings would be shorter in height.

Table II-3
Revised Project Maximum Building Heights

Project Building	Maximum Height (in feet)
Building 1	52.25
Building 2	52.25
Building 3	43.63
Building 4	44.93
Building 5	52.25
Building 6	52.25
Building 7	51.83
Building 8	41

Source: Robert Hidey Architects, May 2013.

As shown in Table II-4, the maximum building height of the approved project was 44'3'' and the maximum height of the revised project would be 52'3" (for Buildings 1, 2, 5, and 6). However, based on

revisions to the Calabasas Land Use and Development Code, height is now measured differently than it was for the approved project.[1] Due to the change in height measurement, the maximum building height of the revised project appears to be significantly higher, but it is actually within the same building height envelope as the approved project, but with different building configurations (see also Figure II-13 of the Draft EIR for building sections of the approved project that demonstrate the difference between the existing grade and the finished grade). If the approved project were measured under the new Code method, the 44'3" approved project would actually measure 52'3". This is because 1) the height measurement did not include the mansard roof, and 2) the old Code measured height from the existing grade while the new Code measures height from existing or finished grade, whichever results in a lower building height.

Table II-4
Height Comparison Between the Approved Project and the Revised Project

	Approved Project	Revised Project
Stories	4 maximum	4 maximum
Configuration	3 and 4 stories over parking	2 and 3 stories over parking
Building Height – Old Code	44'3'' [a]	44' [b]
Building Height – New Code	52'3"	52'3" [c]

Source: Robert Hidey Architects and D2 Development & Construction, May 2013.
[a] This height was measured from the natural grade to the highest point on the flat roof per the prior City Code.
[b] This height was measured from the natural grade to the highest point on the flat roof per the prior City Code.
[c] This is the maximum building height for Buildings 1, 2, 5, and 6. The maximum height for the remaining buildings is shorter than 52'3", as shown in Table II-3.
Note: These figures do not include architectural elements up to 67 feet.

Project Parking

Phase 1 construction (described in detail, below) includes the construction of a multi-level subterranean parking garage under Building 8. This garage would provide 90 parking spaces for both commercial and residential uses. Commercial parking would be separated in a specific area, and residential spaces would be assigned spaces, by unit. A small surface parking lot, providing eight spaces, would be located on the

[1] *The height of the revised project is within the same building height envelope as that of the approved project. However, based on revisions to the Calabasas Land Use and Development Code (adopted January 27, 2010), Section 17.20.140 now requires the maximum height to be measured as the "vertical distance from the natural or finished grade, whichever is lower, of the site to an imaginary plane located the allowed number of feet above and parallel to the natural or finished grade."*

northwestern corner of the site. Each of the residential buildings (Buildings 1-7) would provide on-grade garage parking on the first level (to be provided throughout all three phases as buildings are constructed), with units stacked above. The revised project also provides the required handicapped spaces, guest spaces, and eight additional spaces to offset the loss of the Park Sorrento street parking at the project entrance. In addition, the revised project would provide seven spaces per the existing Waller parking agreement. Overall, the revised project includes a total of 294 parking spaces.

Project Loading

Two commercial loading zones are located off the eastern driveway near Building 8. Residential loading and unloading areas will be located along the side of the buildings for move in and move outs without interfering with fire access.

Project Access

Access to the revised project's residential buildings (Buildings 1-7) would be located from a central access roadway. Vehicular access to the mixed-use portion of the project (Building 8) would be via an eastern driveway with subterranean parking. The main project entrance would be located off Park Sorrento with proper driveway alignment in relationship to the driveway on the north side of the street at the Calabasas Square office building. Park Sorrento would be restriped to provide a right turn lane at the revised project driveway entrance. See also Figure II-22 for the fuel modification plan which shows fire department access.

Project Design

The revised project has been designed to incorporate elements of Northern Italian architecture. This particular style is consistent with other buildings within the City (including The Commons at Calabasas complex). The revised project buildings have been designed to be consistent with the existing land use intensity and scale of development of the surrounding area. Several architectural features have been incorporated into the plan to provide attractive, artistic features while maintaining the Northern Italian style of the buildings, including:

- Archways and square elements;
- Fountains and sculptures;
- Tower elements;
- Wall bands;
- Fascia detailing;
- Wrought iron balconies;
- Village center courtyard with decorative pavers; and
- Outdoor dining areas and patio seating for commercial areas.

Figures II-23 through II-25 provide perspective views of the revised project.

Planting Plan

The proposed landscaping concept for the revised project is presented in Figures II-26 and II-27.

Sound Wall

As part of Phase 1 and Phase 2 construction, certain building walls would be constructed as four-story sound walls, which would have specialty windows, dual glazed for sound, for the on-site residential units that would experience noise increases due to construction in later phases. These would not be separate sound walls, but would actually include certain walls on Buildings 2 and 8 for Phase 1 construction, and Buildings 5, 6, and 7 for Phase 2 construction. The location of these sound walls is presented in Figure II-28.

Green Building Ordinance Compliance

City of Calabasas Ordinance No. 2003-185 amends Article III of Title 17 of the Calabasas Municipal Code to require the development of all commercial structures above 5,000 square feet to achieve the equivalent of a "Silver" rating from the Leadership in Energy and Environmental Design (LEED) rating system and structures at or below 5,000 square feet to achieve at least a "Certified" rating. The project's 10,700 square foot commercial component (Building 8) would achieve at least a "Silver" rating by the LEED Green Building certification system. Therefore, the project will incorporate design, construction and operational elements consistent with the range of categories included in the Green Building rating system. These include:

- Sustainable Sites;
- Energy and Atmosphere;
- Water Efficiency;
- Materials and Resources;
- Indoor Environmental Quality; and
- Innovation in the Design Process.

Water Conservation Features

Water conservation features and programs will be incorporated into the project design in compliance with the City's overall water conservation performance objective. These may include:

- Incorporation of drought tolerant and low water using plants in the overall project landscape plans.

- Incorporation of water conservation techniques into the design of the irrigation system through such techniques as mulching, installation of drip irrigation systems, landscape design to group plants of similar water demand, rain sensors, and automatic irrigation systems.

- Clustering of landscaped areas to maximize the efficiency of the irrigation system; design of irrigation systems to eliminate watering of impervious surfaces.

- Use of reclaimed water from the new cistern for project landscape irrigation.

- Installation of water conserving kitchen and bathroom fixtures and appliances, installation of thermostatically controlled mixing valves for baths and showers, and insulation of hot water lines.

Energy Conservation

Energy conservation features and programs will be incorporated into the project design in compliance with the City's Performance Objectives on Energy. These may include:

- Design of buildings in groups or clusters with protected indoor or plaza/open areas that promote both exterior accessibility and enjoyment within a protected environment.

- Construction of internal circulation roadways at the minimum widths necessary for safe circulation to minimize solar reflection and heat radiation.

- Where possible, orient glass toward the south, the side with the greatest amount of solar access (heat gain potential).

- Commercial parking provided in a double subterranean garage to minimize heat island effect.

- Use canopies and overhangs to shade windows during summer months while allowing for reflection of direct sunlight during winter months.

- Installation of a white roof on the flat portion of the roof on Building 8.

- Incorporate individual controls for thermal comfort zones for various commercial spaces for the comfort of the building occupants.

- Incorporate green screens at courtyards in Building 8 that are open to the sky.

Site Preparation

The revised project includes the demolition of an existing 16,400 square-foot restaurant, wedding, and banquet facility and removal of the existing asphalt surface parking lot, sidewalks, and associated landscaping. Utilities would also be upgraded as part of the project. The entire site would be graded as

part of Phase 1 in order to prepare for the new construction. Earthwork quantities include 37,600 cubic yards of raw cut and 1,600 cubic yards of raw fill, resulting in a net export of 36,000 cubic yards of soil.

Construction Schedule

Following City approvals and the issuance of building construction permits, construction would commence with the demolition of the existing Calabasas Inn (approximately 16,400 square feet) and associated improvements including the surface parking lot. Building rubble would be hauled away to an approved dumpsite or to a recycling center for reuse or repurposing. Demolition would take approximately one month to complete. The construction phasing plan is provided in Figure II-28. Plans that show landscaping during each phase of construction are provided in Figures IV-29 through IV-31. Construction staging and parking during Phases 1 and 2 would be accommodated on the portion of the project site where the project amenities and clubhouse would ultimately be constructed.

The revised project would be built in three phases, as described below.

Phase 1 (14 Months)

The first phase includes the construction of Building 8, which is a mixed-use building fronting Park Sorrento with 10,700 square feet of commercial uses and eight residential units, along with the 90 subterranean parking spaces; and Building 2 which includes 12 residential units over parking. Total parking provided for Phase 1 is 149 spaces, and Phase 1 construction is estimated to take 14 months for completion.

Phase 2 (Nine Months)

The second phase includes the construction of Buildings 5, 6, and 7, for a total of 30 residential units. Total parking provided for Phase 2 is 74 spaces, and Phase 2 construction is estimated to take nine months for completion.

Phase 3 (Nine Months)

The final phase includes the construction of the remaining residential buildings (Buildings 1, 3, and 4), for a total of 30 residential units, as well as the project amenities. Total parking provided for Phase 3 is 71 spaces, and Phase 3 construction is estimated to take nine months for completion.

Zoning

The site is currently zoned CMU-0.95 (Commercial, Mixed Use). As defined by the City's Land Use Code, Commercial Districts Chapter 17.14.010, the purpose of the *"CMU zoning district is intended to provide for mixed-use developments with innovative site design and pedestrian orientation. Appropriate land uses include a broad range of office, retail, commercial services, high-intensity residential uses,*

entertainment, and similar and related compatible uses. The CMU zoning district is consistent with the mixed use land use district of the General Plan." The Village of Calabasas project is consistent with the City's zoning and land use planned for this property. The CMU zone allows for a floor area ratio (FAR) of up to 0.95, per the current zoning code. The proposed project complies with the FAR requirement.

Project Objectives

Project goals and objectives are identified below:

- The Village at Calabasas meets a strong housing need;
- The Village at Calabasas will provide very low income housing;
- The Village at Calabasas will meet a strong need for lifestyle retail;
- The Village at Calabasas would provide a source of additional tax revenue;
- The Village at Calabasas is a re-use of a previously developed site; and
- The Village at Calabasas would provide social benefits to Calabasas residents.

Required Approvals

The City will require the following reviews and approvals:

1) Site Plan Review;

2) Oak Tree Permit;

3) Conditional Use Permit;

4) EIR Addendum;

5) Tentative Tract Map Approval;

6) Variance for reduction of trash and recycling enclosure area requirement for Buildings 1 and 5; and

7) Variance for reduction of parking lot landscape buffer zone at a singular location on the western portion of the Site.

The revised project is subject to approval by the Planning Commission (PC). The applicant has opted to provide ten percent very low-income units onsite, designated as affordable units. In return, the applicant has requested a building height concession, and a concession related to parking stall widths for parking spaces located adjacent to columns, walls, or other obstructions in the garages.

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Source: Robert Hidey Architects, 2013.

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Figure II-4
Site Plan

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LEVELS 2, 3, 4

LEVEL 1

Legend

UNIT 1 - 2,038 S.F.
2 BEDROOM,
2.5 BATH

UNIT 2 - 2,444 S.F.
3 BEDROOM,
3.5 BATH

EGRESS — PATH OF EGRESS

VEHICLE CHARGING OUTLET

TRASH BIN (3 YARDS / 120 C.F.)

RECYCLING BIN (3 YARDS / 120 C.F.)

GREEN WASTE BIN

PRIVATE TRASH BIN (6 C.F.)

PRIVATE RECYCLING BIN (6 C.F.)

Location Map

Source: Robert Hidey Architects, 2013.

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Figure II-5
Buildings 1 and 5, Floor Plans

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Detail Set 2

LEFT (NORTH) ELEVATION

Detail Set 2 Detail Set 3

FRONT (WEST) ELEVATION

Detail Set 3

RIGHT (SOUTH) ELEVATION

Detail Set 3 Detail Set 2

REAR (EAST) ELEVATION

Location Map

Source: Robert Hidey Architects, 2013.

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Figure II-6
Building 1 Elevations

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Detail Set 3

RIGHT (NORTH) ELEVATION

Detail Set 3 Detail Set 2

REAR (WEST) ELEVATION

Detail Set 2

LEFT (SOUTH) ELEVATION

Detail Set 2 Detail Set 3

FRONT (EAST) ELEVATION

Location Map

Source: Robert Hidey Architects, 2013.

CAJA Environmental Services, LLC

Figure II-7
Building 5 Elevations

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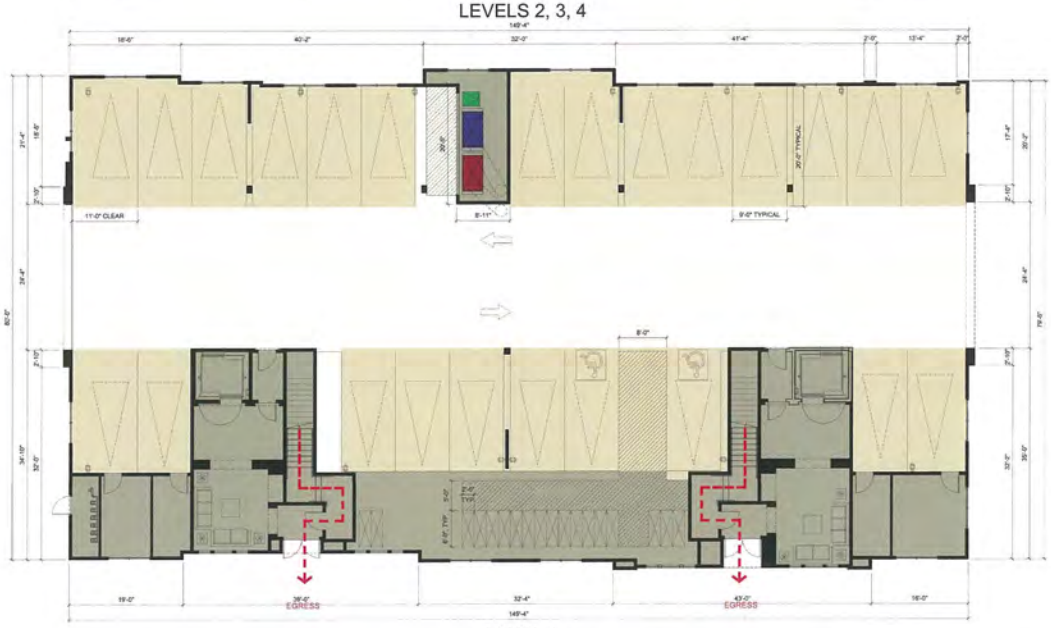
LEVELS 2, 3, 4



LEVEL 1

Legend

- UNIT 3 - 2,097 S.F. 3 BEDROOM, 3.5 BATH
- UNIT 4 - 2,415 S.F. 3 BEDROOM, 3.5 BATH
- PATH OF EGRESS
- VEHICLE CHARGING OUTLET
- TRASH BIN (3 YARDS / 120 C.F.)
- RECYCLING BIN (3 YARDS / 120 C.F.)
- GREEN WASTE BIN
- PRIVATE TRASH BIN (6 C.F.)
- PRIVATE RECYCLING BIN (6 C.F.)

Location Map

Source: Robert Hidey Architects, 2013.

CAJA Environmental Services, LLC

Figure II-8
Buildings 2, 4, and 6, Floor Plans

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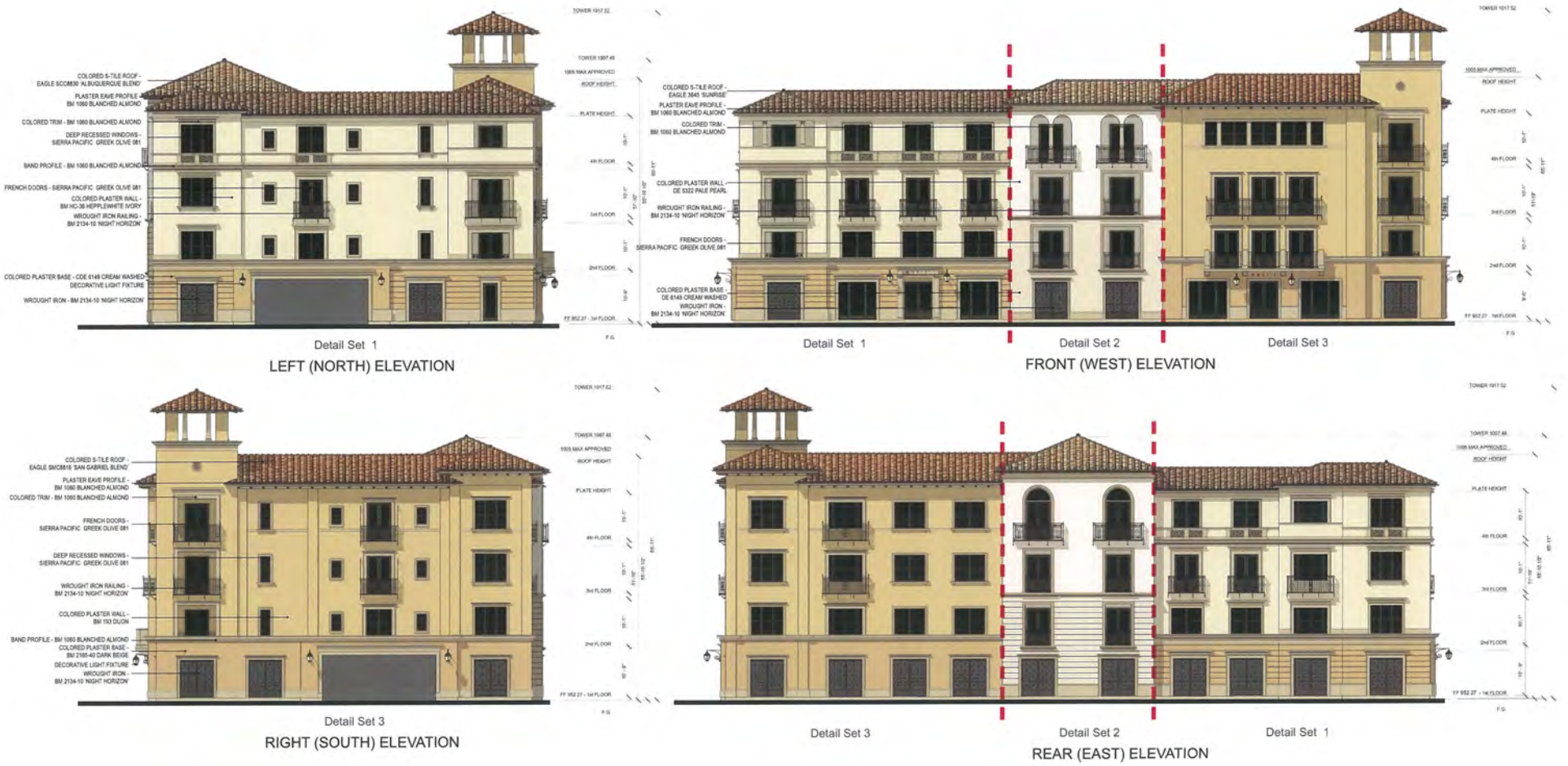

Location Map

Source: Robert Hidey Architects, 2013.

CAJA Environmental Services, LLC

Figure II-9
Building 2 Elevations

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Location Map

Source: Robert Hidey Architects, 2013.

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Figure II-10
Building 4 Elevations

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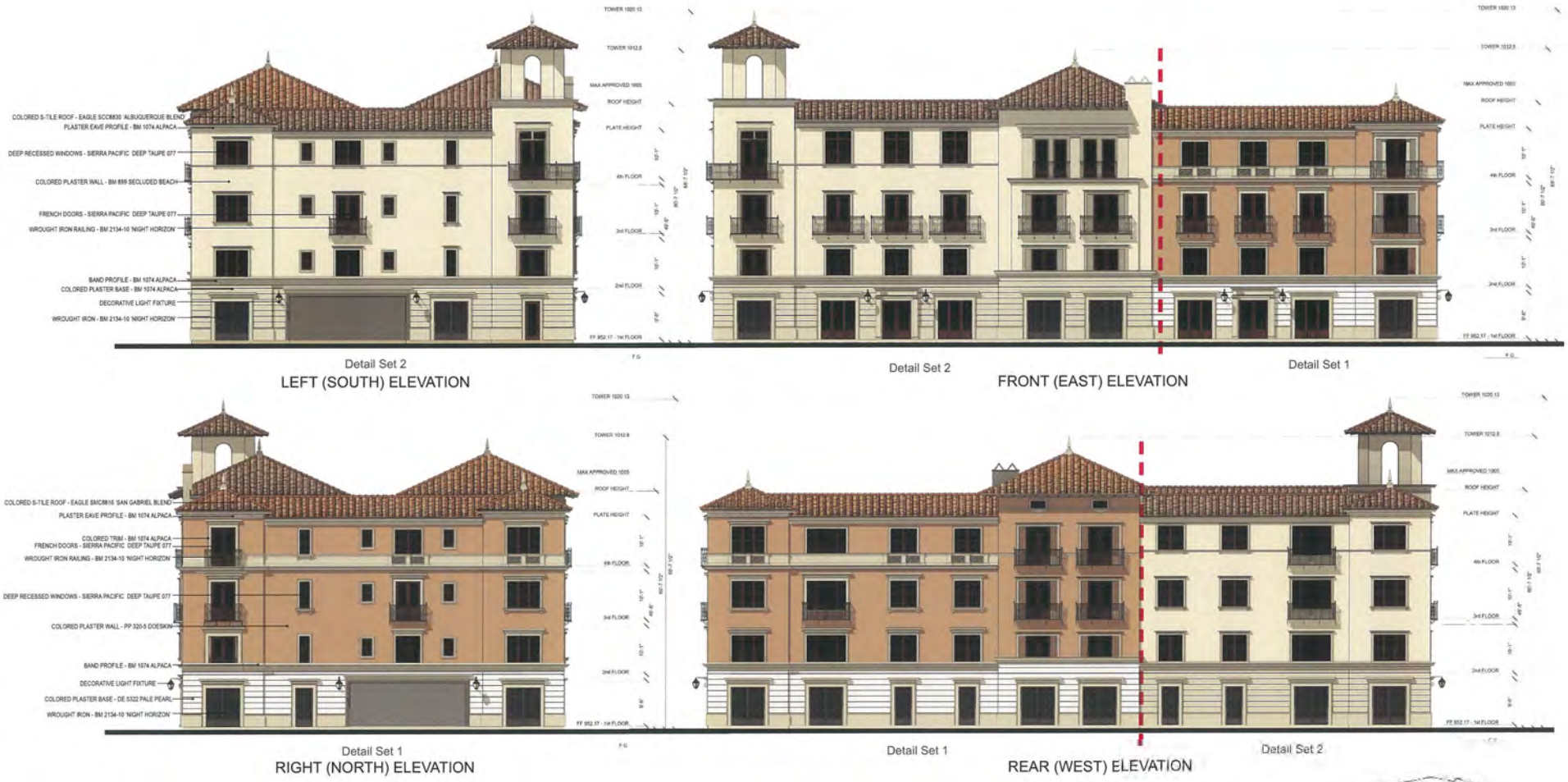

Location Map

Source: Robert Hidey Architects, 2013.

CAJA Environmental Services, LLC

Figure II-11
Building 6 Elevations

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LEVELS 2, 3, 4

LEVEL 1
BUILDING 3

Legend

- UNIT 3 - 2,103 S.F. 3 BEDROOM, 3.5 BATH
- UNIT 4 - 2,393 S.F. 3 BEDROOM, 3.5 BATH
- UNIT 5 - 2,055 S.F. 2 BEDROOM, 2.5 BATH
- UNIT 6 - 2,041 S.F. 2 BEDROOM, 2.5 BATH
- PATH OF EGRESS
- VEHICLE CHARGING OUTLET
- TRASH BIN (3 YARDS / 120 C.F.)
- RECYCLING BIN (3 YARDS / 120 C.F.)
- GREEN WASTE BIN
- PRIVATE TRASH BIN (6 C.F.)
- PRIVATE RECYCLING BIN (6 C.F.)

Location Map

Source: Robert Hidey Architects, 2013.

CAJA Environmental Services, LLC

Figure II-12
Building 3, Floor Plans

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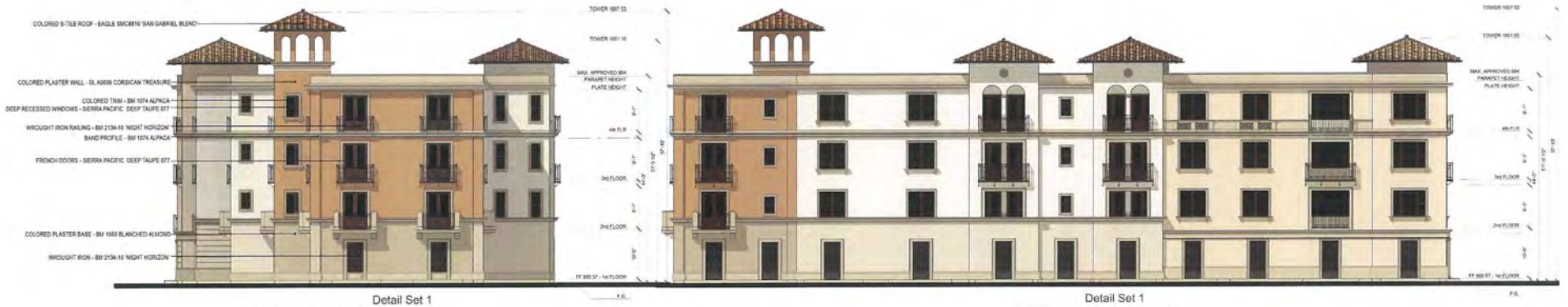
Detail Set 1
LEFT (NORTH) ELEVATION

Detail Set 1
FRONT (WEST) ELEVATION



Detail Set 1
RIGHT (SOUTH) ELEVATION

Detail Set 1
REAR (EAST) ELEVATION

Location Map

Source: Robert Hidey Architects, 2013.

CAJA Environmental Services, LLC

Figure II-13
Building 3 Elevations

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Legend

- UNIT 3X - 2,549 S.F. 3 BEDROOM, 3.5 BATH
- UNIT 4X - 2,307 S.F. 2 BEDROOM, 2.5 BATH
- PATH OF EGRESS
- VEHICLE CHARGING OUTLET
- TRASH BIN (3 YARDS / 120 C.F.)
- RECYCLING BIN (3 YARDS / 120 C.F.)
- GREEN WASTE BIN
- PRIVATE TRASH BIN (6 C.F.)
- PRIVATE RECYCLING BIN (6 C.F.)

BUILDING 7
FLOOR PLANS

Location Map

Source: Robert Hidey Architects, 2013.

CAJA Environmental Services, LLC

Figure II-14
Building 7, Floor Plans

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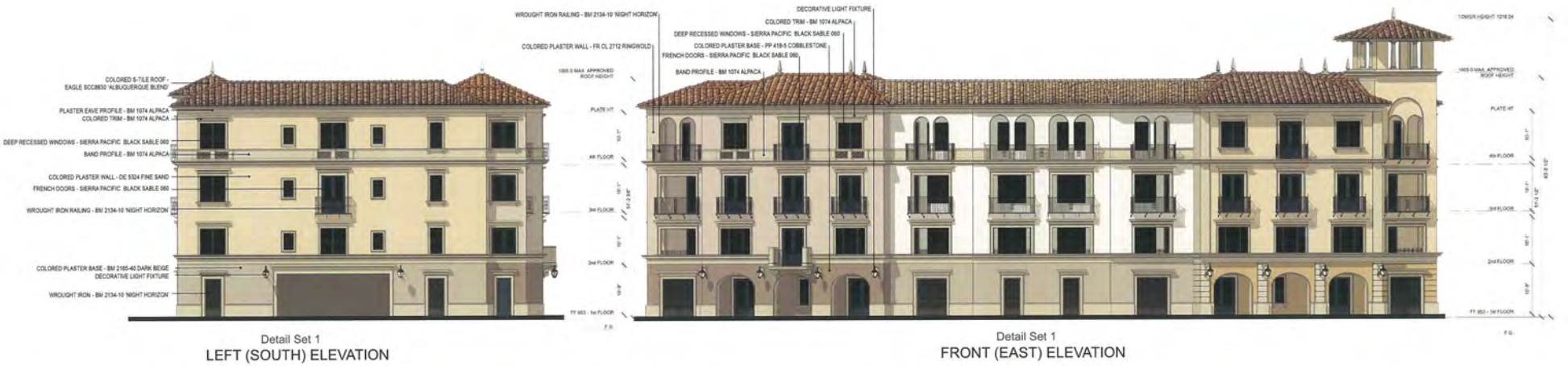

Detail Set 1
LEFT (SOUTH) ELEVATION

Detail Set 1
FRONT (EAST) ELEVATION

Detail Set 1
RIGHT (NORTH) ELEVATION

Detail Set 1
REAR (WEST) ELEVATION

Location Map

Source: Robert Hidey Architects, 2013.

CAJA Environmental Services, LLC

Figure II-15
Building 7 Elevations

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PARKING LEVEL P1
(1 LEVEL UNDERGROUND)

PARKING LEVEL P2
(2 LEVELS UNDERGROUND)

Location Map

Source: Robert Hidey Architects, 2013.

CAJA Environmental Services, LLC

Figure II-16
Building 8, Floor Plans

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BUILDING 8
LEVEL 1

Legend

- PATH OF EGRESS
- VEHICLE CHARGING OUTLET
- TRASH BIN (3 YARDS / 120 C.F.)
- RECYCLING BIN (3 YARDS / 120 C.F.)
- GREEN WASTE BIN
- PRIVATE TRASH BIN (6 C.F.)
- PRIVATE RECYCLING BIN (6 C.F.)

Location Map

Source: Robert Hidey Architects, 2013.

CAJA Environmental Services, LLC

Figure II-17
Additional Building 8, Floor Plans

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Location Map

Source: Robert Hidey Architects, 2013.

CAJA Environmental Services, LLC

Figure II-18
Additional Building 8, Floor Plans

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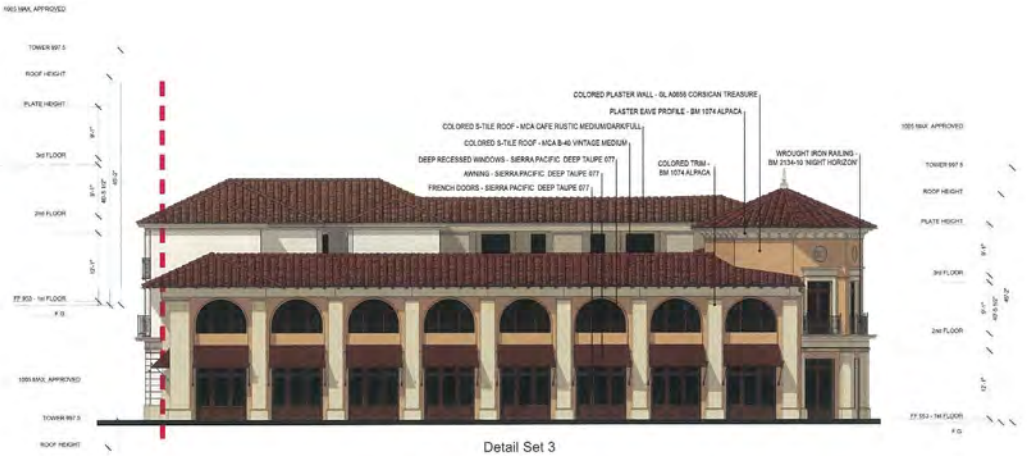
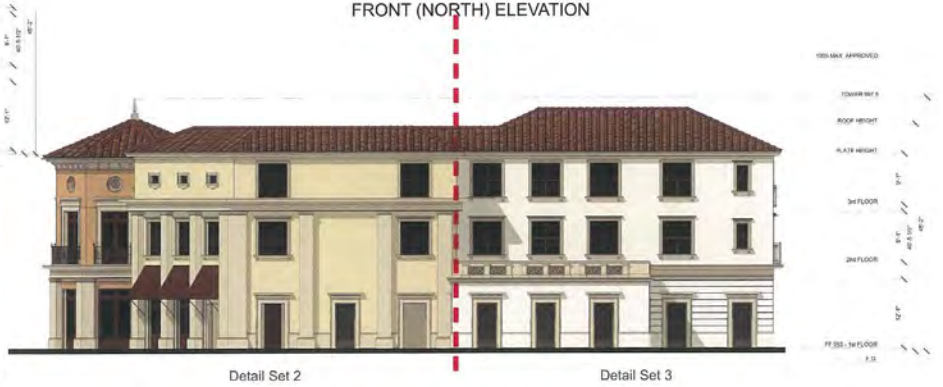
LEFT (EAST) ELEVATION

RIGHT (WEST) ELEVATION

COURTYARD ELEVATION



FRONT (NORTH) ELEVATION



REAR (SOUTH) ELEVATION

Location Map

Source: Robert Hidey Architects, 2013.

CAJA Environmental Services, LLC

Figure II-19
Building 8 Elevations

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LEVEL 1
646 SF

LEVEL 2
374 SF

TOTAL AREA: 1,020 SF

Location Map

Source: Robert Hidey Architects, 2013.

CAJA Environmental Services, LLC

Figure II-20
Recreational Building Floorplans

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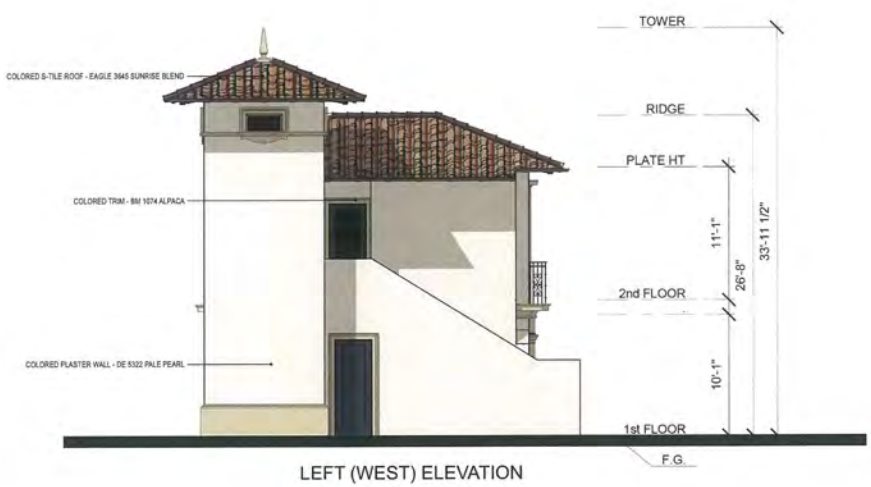

LEFT (WEST) ELEVATION

FRONT (NORTH) ELEVATION

RIGHT (EAST) ELEVATION

REAR (SOUTH) ELEVATION

Location Map

Source: Robert Hidey Architects, 2013.

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Figure II-21
Recreational Building Elevations

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Source: Pacific Coast Civil, Inc. 07/01/13.

CAJA Environmental Services, LLC

Figure II-22
Fuel Modification Plan

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Source: Robert Hidey Architects, 2013.

CAJA Environmental Services, LLC

Figure II-23
Perspective View 1

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Source: Robert Hidey Architects, 2013.

CAJA Environmental Services, LLC

Figure II-24
Perspective View 2

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Source: Robert Hidey Architects, 2013.

CAJA Environmental Services, LLC

Figure II-25
Perspective View 3

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Source: L.A. Group Design Works Landscape Architecture, 2013.

CAJA Environmental Services, LLC

Figure II-26
Landscape Planting Plan

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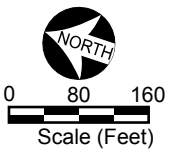
LOT COVERAGE RATIO (GROUND FLOOR ONLY)

Area Description / Legend	Areas (sq. ft.)	% Coverage
Grass / Landscaping (Excludes: Public Non-Comercial BBQ, Fire Pit & Picnic Areas)	78,129 sq. ft.	33.0%
Hardscape / Walkways (Excludes: Private BBQ & Fireplace Area)	22,749 sq. ft.	9.6%
Decorative Vehicular Roadway (Excludes: Uncovered ground Floor Parking)	35,674 sq. ft.	15.1%
Enclosed Building / Stairs / Hallways / Covered Ground Floor Parking	79,522 sq. ft.	33.6%
Parking Ramps	1,193 sq. ft.	0.5%
Uncovered Ground Floor Parking Area	17,788 sq. ft.	7.5%
Non-Comercial Public BBQ, Fire Pit & Picnic Area	1,341 sq. ft.	0.6%
Private BBQ & Fireplace Area	240 sq. ft.	0.1%
Total	236,636 sq. ft.	100%

PERVIOUS SURFACE COVERAGE

Area Description / Legend	Areas (sq. ft.)	% Coverage	% Pervious Area
Landscaping / Grass (Includes: Public Non-comercial BBQ, Fire Pit & Picnic Areas; Exclude: On-structure Planters)	79,286 sq. ft.	33.5%	33.5%
All Weather Fire Access / Pervious Paving	59,204 sq. ft.	25%	25%
Building / Underground Parking / Concrete Walkways / Asphalt Parking / Pool Spa / Curbs / Decorative Walls	98,146 sq. ft.	41.5%	0.0%
Total Site Area	236,636 sq. ft.	100%	58.5%
CMU Zone Requirement		38%	
Over & Above CMU Zone Requirement		20.5%	



Source: L.A. Group Design Works Landscape Architecture, 2013.

CAJA Environmental Services, LLC

Figure II-27
Lot Coverage Breakdown

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PARKING ANALYSIS PER PHASE
PHASE 1
Buildings 2 & 8

UNIT TYPE	NO. UNITS or S.F.	PARKING REQ'D/ PER UNIT	GUEST PARKING	PARKING TOTALS	GUEST PARKING TOTALS
COMMERCIAL	10,700			88	
1 BEDROOM	6	1.5	0.33	9.0	2.0
2 BEDROOM	2	2	0.33	4.0	0.7
3 BEDROOM	12	2.5	0.33	30.0	4.0
PARKING REQUIRED PER PHASE				131.0	7
PARKING PROVIDED PER PHASE	SUBTERRANEAN GARAGE		90	149.00	
	ON GRADE GARAGE PARKING		24		
	ON GRADE OPEN PARKING		35		

PARKING ANALYSIS PER PHASE
PHASE 2
Buildings 5, 6 & 7

NO. UNITS or S.F.	PARKING REQ'D/ PER UNIT	GUEST PARKING	PARKING TOTALS	GUEST PARKING TOTALS
0	1.5	0.33	0.0	0.0
9	2	0.33	18.0	3.0
21	2.5	0.33	53.0	7.0
			71	10
SUBTERRANEAN GARAGE PARKING	0		74	
ON GRADE GARAGE PARKING	60			
ON GRADE OPEN PARKING	14			

PARKING ANALYSIS PER PHASE
PHASE 3
Buildings 1, 3 & 4

NO. UNITS or S.F.	PARKING REQ'D/ PER UNIT	GUEST PARKING	PARKING TOTALS	GUEST PARKING TOTALS
0	1.83	0.33	0.0	0.0
9	2	0.33	18.0	3.0
21	2.5	0.33	53	7
			71	10
SUBTERRANEAN GARAGE PARKING	0		71	
ON GRADE GARAGE PARKING	60			
ON GRADE OPEN PARKING	11			

PARKING REQUIRED ACCUMULATIVE	138	219.0	300.0
PARKING PROVIDED ACCUMULATIVE	149.0	223.0	294.0
PARKING DEMAND* PER SHARED PARKING ANALYSIS (includes 15 Private Spaces)	144.8	217.1	285.0
NET PROJECT PARKING SURPLUS	4.2	5.9	9.0

*INCLUDES 6 MITIGATION PARKING SPACES FOR THE LOSS OF ON-STREET PARKING. 7 SPACES ARE ALSO INCLUDED AS PART OF A PRIVATE PARKING AGREEMENT

BUILDING SURFACES WITH SPECIALTY DUAL GLAZED WINDOWS TO MITIGATE CONSTRUCTION NOISE TO EXISTING RESIDENTS

Source: Robert Hidey Architects, 2013.

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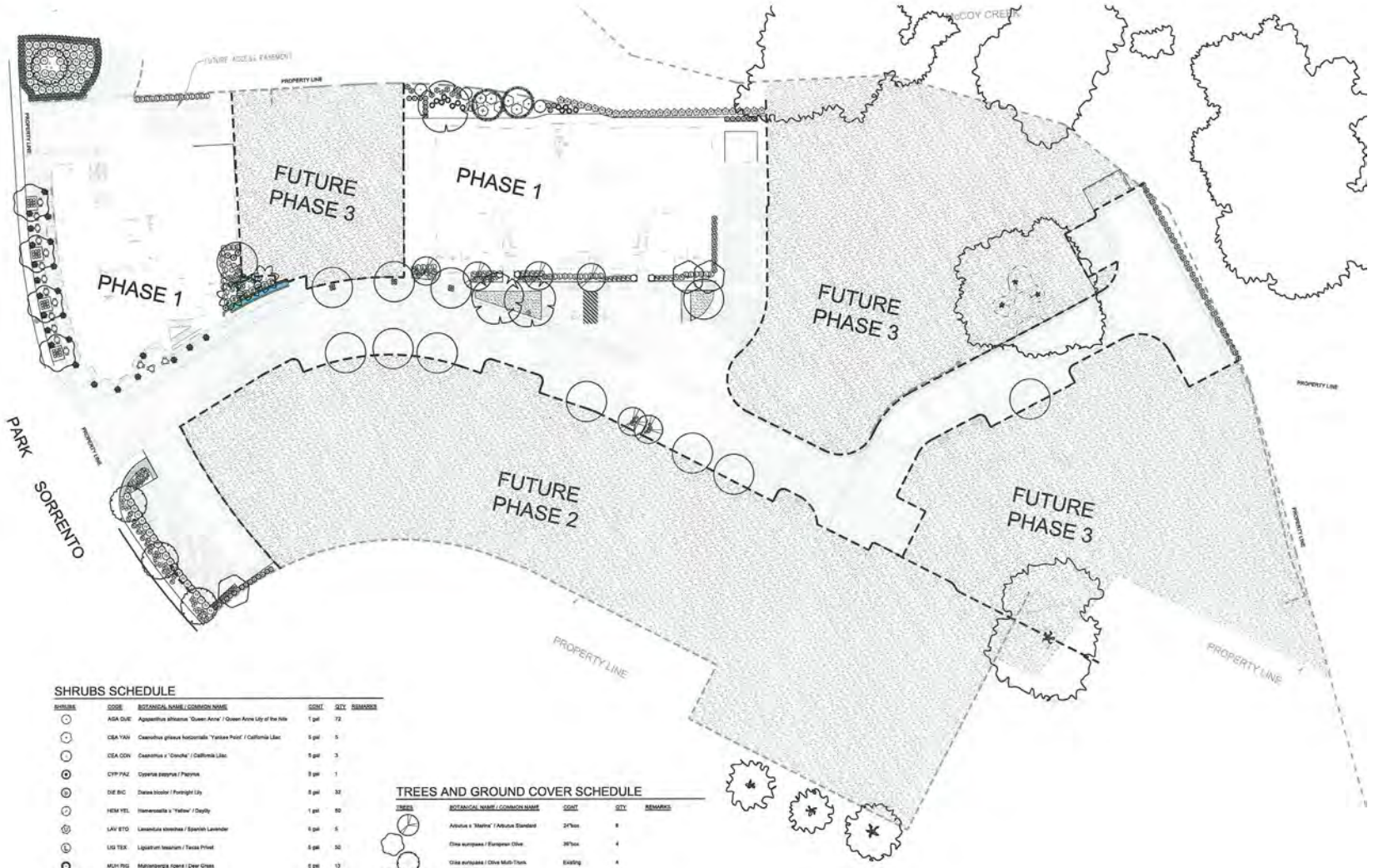

SHRUBS SCHEDULE

SHRUBS	CODE	BOTANICAL NAME / COMMON NAME	CONT	QTY	REMARKS
	AGA QUE	Agapanthus africanus 'Queen Anne' / Queen Anne Lily of the Nile	1 gal	72	
	CEA YAN	Ceanothus griseus horizontalis 'Yankee Point' / California Lilac	5 gal	5	
	CEA CON	Ceanothus x 'Concha' / California Lilac	5 gal	3	
	CYP PAZ	Cyperus papyrus / Papyrus	5 gal	1	
	DIE BIC	Dietes bicolor / Fortnight Lily	5 gal	32	
	HEM YEL	Hemerocallis x 'Yellow' / Daylily	1 gal	50	
	LAV STO	Lavandula stoechas / Spanish Lavender	5 gal	5	
	LIG TEX	Ligustrum texanum / Texas Privet	5 gal	52	
	MUH RIG	Muhlenbergia rigens / Deer Grass	5 gal	13	
	NAN DOM	Nandina domestica / Heavenly Bamboo	5 gal	11	
	PHO FIR	Phormium tenax 'Firestorm' / Fire Bird Flax	15 gal	29	
	POL PET	Polygala fruticosa 'Petite Butterfly' / Sweet Pea Shrub	5 gal	3	
	RHA MOU	Rhamnus californica 'Mound San Bruno' / California Coffeeberry	5 gal	41	
	RHA CLA	Rhaphiolepis indica 'Clara' / Indian Hawthorn	5 gal	143	
	RHU OVA	Rhus ovata / Sugar Bush	5 gal	29	
	RIB VIB	Ribes viburnifolium / Evergreen Currant	5 gal	3	
	ROS ICE	Rosa 'Iceberg' / Iceberg Rose	5 gal	74	
	ROS RAI	Rosa x 'Rainbow Knockout' / Rose	5 gal	51	
	STR REG	Strelitzia reginae / Bird Of Paradise	5 gal	8	
	WES WYN	Westringia fruticosa 'Wynyabbie Gem' / Wynyabbie Gem Coast Rosemary	5 gal	3	

TREES AND GROUND COVER SCHEDULE

TREES	BOTANICAL NAME / COMMON NAME	CONT	QTY	REMARKS
	Arbutus x 'Marina' / Arbutus Standard	24"box	8	
	Olea europaea / European Olive	36"box	4	
	Olea europaea / Olive Multi-Trunk	Existing	4	
	Pinus halepensis / Aleppo Pine	24"box	2	
	Platanus racemosa / California Sycamore	36"box	3	
	Prunus carolliniana / Carolina Laurel Cherry	15 gal	4	
	Trachycarpus fortunei / Windmill Palm	36"box	5	
	Tristania conferta / Brisbane Box	24"box	3	
	Ulmus parvifolia 'True Green' / True Green Elm	36"box	12	

GROUND COVERS	BOTANICAL NAME / COMMON NAME	CONT	SPACING	QTY	REMARKS
	Annual Color / Seasonal Annuals	4"pot	8"	242	To be approved by L.A.
	Low Profile Wildflower Mix / Sea Seed Mix Note	seed		111,762 sf	
	Turf Sod / Marathon II	sod		491 sf	HIGH

SEED MIX CONTAIN:
- CALENDULA OFFICINALIS (CALENDULA)
- CHRYSANTHEMUM PALCOMUM (WHITE CLUMP DAISY)
- CLARKIA AMOENA SUBSP. WILLIAMSONII (SISTER WILLIAM, PINK)
- ESCHSCHOLZIA CALIFORNICA (CALIFORNIA POPPY)
- GAZANIA SPLENDENS (GAZANIA)
- LOBULARIA MARITIMA 'CARPET OF SNOW' (SWEET ALYSSUM)
- LOTUS CORNICULATUS (BIRD'S-FOOT TREFOIL)
- LUPINUS NANUS 'EXSE DELIGHT' (SKY LUPINE)
- NEMOPHILA MENZIESII (BABY BLUE EYES)
- PHACELIA CAMPANULARIA (CALIFORNIA BLUE BELL)
- PLANTAGO SEMPERVIRENS (EVERGREEN PLANTAIN)
- SILENE ARMERIA (CATCHFLY)

NORTH

0 30 60

Scale (Feet)

Source: L.A. Group Design Works Landscape Architecture, 2013.

CAJA Environmental Services, LLC

Figure II-29
Planting Plan Phase 1

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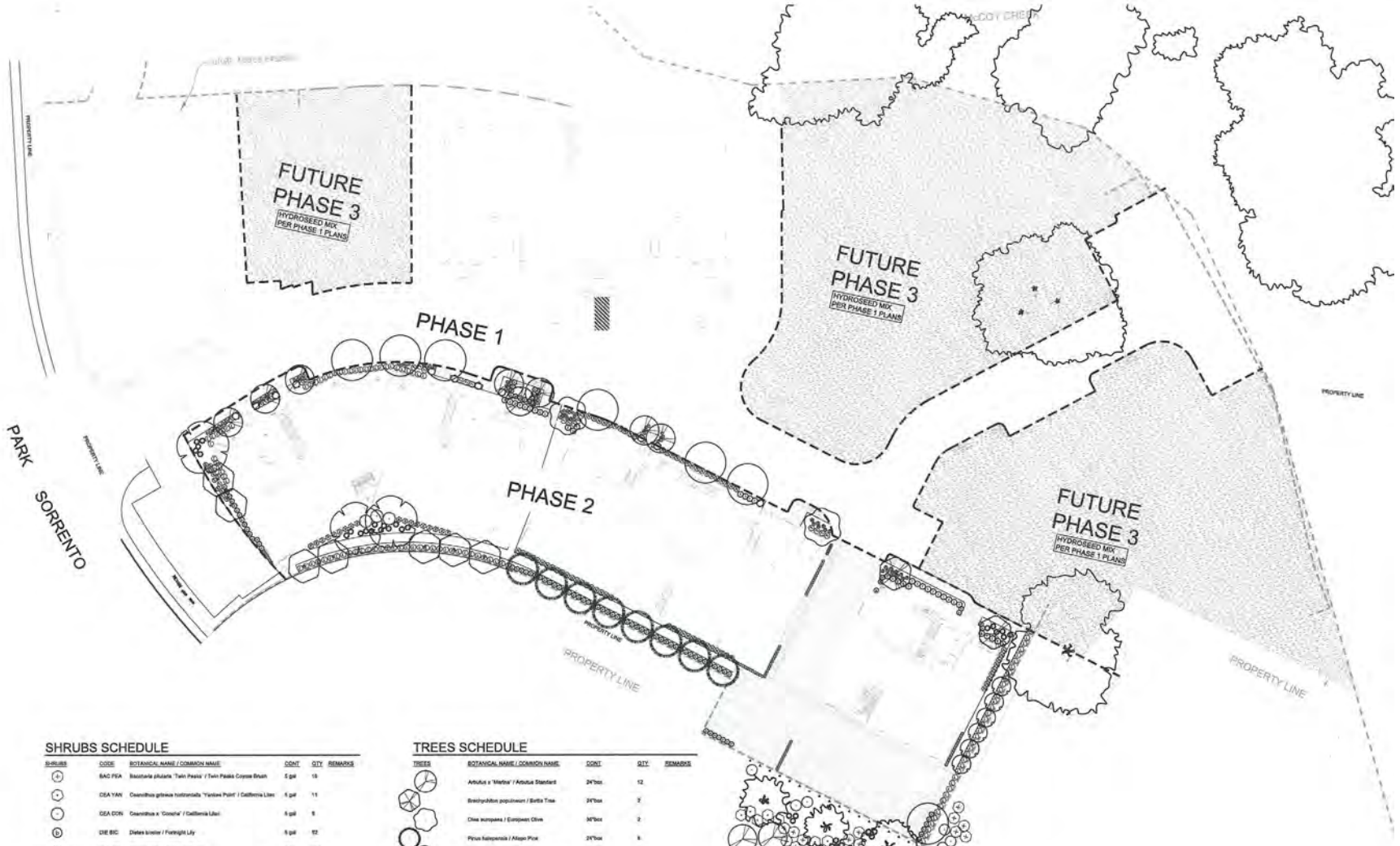

SHRUBS SCHEDULE

SHRUBS	CODE	BOTANICAL NAME / COMMON NAME	CONT	QTY	REMARKS
+	BAC PEA	Baccharis pilularis 'Twin Peaks' / Twin Peaks Coyote Brush	5 gal	15	
•	CEA YAN	Ceanothus griseus horizontalis 'Yankee Point' / California Lilac	5 gal	11	
○	CEA CON	Ceanothus x 'Concha' / California Lilac	5 gal	5	
⊙	DIE BIC	Dietes bicolor / Fortnight Lily	5 gal	52	
✓	HEM YEL	Hemerocallis x 'Yellow' / Daylily	1 gal	147	
L	LIG TEX	Ligustrum texanum / Texas Privet	5 gal	126	
O	MUH RIG	Muhlenbergia rigens / Deer Grass	5 gal	37	
N	NAN DOM	Nandina domestica / Heavenly Bamboo	5 gal	69	
PH	PHO FIR	Phormium tenax 'Firebird' / Fire Bird Flax	15 gal	31	
C	PIT TOB	Pittosporum tobira / Mock Orange	5 gal	39	
RM	RHA MOU	Rhamnus californica 'Mound San Bruno' / California Coffeeberry	5 gal	15	
RI	RHA CLA	Rhaphiolepis indica 'Clara' / Indian Hawthorn	5 gal	25	
R	ROS RAI	Rosa x 'Rainbow Knockout' / Rose	5 gal	12	
▲	TRA JAS	Trachelospermum jasminoides / Star Jasmine	5 gal	18	

TREES SCHEDULE

TREES	BOTANICAL NAME / COMMON NAME	CONT	QTY	REMARKS
	Arbutus x 'Marina' / Arbutus Standard	24"box	12	
	Brachychiton populneum / Bottle Tree	24"box	2	
	Olea europaea / European Olive	36"box	2	
	Pinus halepensis / Aleppo Pine	24"box	6	
	Platanus racemosa / California Sycamore	36"box	3	
	Podocarpus henkelii / Long-Leafed Yellow Wood	15 gal	6	
	Prunus caroliniana / Carolina Laurel Cherry	15 gal	11	
	Tristania conferta / Brisbane Box	24"box	7	
	Ulmus parvifolia 'True Green' / True Green Elm	36"box	7	

GROUND COVERS	BOTANICAL NAME / COMMON NAME	CONT	SPACING	QTY	REMARKS
	Low Profile Wildflower Mix / See Seed Mix Note	seed		63,827 sf	

SEED MIX CONTAIN:
- CALENDULA OFFICINALIS (CALENDULA)
- CHRYSANTHEMUM PALUDOSUM (WHITE CLUMP DAISY)
- GIANT/HUS BARBATUS (SWEET WILLIAM, PINKS)
- OSMORPHOTHECA SINUATA (AFRICAN DAISY)
- ESCHSCHOLZIA CALIFORNICA (CHINAY CALIFORNIA POPPY)
- ESCHSCHOLZIA CALIFORNICA (CALIFORNIA POPPY)
- GAZANIA SPLENDENS (GAZANIA)
- LOBULARIA MARITIMA "CARPET OF SNOW" (SWEET ALYSSUM)
- LOTUS CORNICULATUS (BIRD'S-FOOT TREFOIL)
- LUPINUS NANUS "POS DELIGHT" (SKY LUPINE)
- NEMOPHILIA MENZIESII (BABY BLUE EYES)
- PHACELIA CAMPANULARIA (CALIFORNIA BLUE BELL)
- PLANTAGO SEMPERVIRENS (EVERGREEN PLANTAIN)
- SILENE ARMERIA (CATCHFLY)

Source: L.A. Group Design Works Landscape Architecture, 2013.

CAJA Environmental Services, LLC

Figure II-30
Planting Plan Phase 2

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Source: L.A. Group Design Works Landscape Architecture, 2013.

CAJA Environmental Services, LLC

Figure II-31
Planting Plan Phase 3

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III. RATIONALE FOR PREPARING AN ADDENDUM

Section 15164 of the CEQA Guidelines provides the authority for preparing an Addendum to a previously certified Environmental Impact Report or adopted Negative Declaration. Specifically, Section 15164 states:

> *(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
>
> *(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*
>
> *(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
>
> *(d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*
>
> *(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

Section 15162 of the CEQA Guidelines provides the scenarios for preparing a subsequent EIR and Negative Declaration after an EIR has been certified. Specifically, a subsequent EIR is required when there are substantial changes to the proposed project that involve new significant environmental effects or substantial increase in the severity of previously identified significant effects; substantial changes under which the project is undertaken; and/or new information of substantial importance, which was not known and could not have been known with reasonable diligence.

As required in subsection (e), above, substantial evidence supporting the lead agency's decision not to prepare a Subsequent EIR pursuant to CEQA Guidelines Section 15162 is provided in Section IV, Environmental Impact Analysis, of this Addendum. The environmental analysis presented in Section IV evaluates the potential impacts of the revised project's changes in relation to the current environmental conditions and in consideration of the environmental findings for the approved project.

As summarized in Section II, Project Description, and further analyzed in greater detail in Section IV, Environmental Impact Analysis, the changes proposed to the approved project are relatively minor and would not result in any new significant environmental impacts. The analysis contained herein demonstrates that the revised project is consistent with the size, scale, and massing of the approved project and many of the impact issues previously examined in the EIR would remain unchanged with the proposed modifications. The revised project would result in little to no changes with respect to the

environmental impact conclusions analyzed for the approved project (see Table III-1). Therefore, as described in further detail in Section IV, the analysis supports the determination that the proposed changes to the approved project would not involve new significant environmental effects, or result in a substantial increase in the severity of previously identified significant effects which would call for, as provided in Section 15162 of the State CEQA Guidelines, the preparation of a Subsequent EIR. Therefore, an Addendum to the previously certified EIR serves as the appropriate form of documentation to meet the statutory requirements of CEQA.

Table III-1
Comparison of Environmental Findings between the Approved Project and the Revised Project

Environmental Issue	Approved Project	Revised Project	Conclusion
Aesthetics			
Scenic Vistas	LTS	LTS	No change
Scenic Resources	LTS/Mitigation	LTS/Mitigation	No change
Visual Character	LTS	LTS	No change
Light and Glare [a]	LTS	LTS	No change
Agricultural Resources	NI	NI	No change
Air Quality			
Consistency with AQMP	LTS	LTS	No change
Construction	LTS/Enhancements	LTS/Enhancements	Reduced
Operation	LTS	LTS	Reduced
Toxic Air Contaminants	LTS	LTS	No change
Greenhouse Gas	LTS	LTS	No Change
Biological Resources			
Southern Coast Live Oak	LTS/Mitigation	LTS/Mitigation	Reduced
Native Oak Trees	LTS/Mitigation	LTS/Mitigation	No change
CDFG Jurisdictional Habitat	LTS/Mitigation	LTS/Mitigation	No Change
Other Biological Impacts	LTS/Mitigation	LTS/Mitigation	No change
Cultural Resources			
Historic	NI	NI	No change
Archaeological	LTS/Mitigation	LTS/Mitigation	Reduced
Paleontological	LTS/Mitigation	LTS/Mitigation	Reduced
Geology and Soils			
Rupture of known Earthquake Fault	LTS	LTS	No change
Strong Seismic Ground Shaking	LTS	LTS	No change

Table III-1
Comparison of Environmental Findings between the Approved Project and the Revised Project

Environmental Issue	Approved Project	Revised Project	Conclusion
Liquefaction	LTS	LTS	No change
Landslides	LTS	LTS	No change
Substantial Soil Erosion	LTS	LTS	No change
Geologic Unit that is Unstable	LTS	LTS	No change
Expansive Soil	LTS	LTS	No change
Hazards and Hazardous Materials			
Transport, Use, or Disposal	LTS	LTS	No change
Release into the Environment	LTS	LTS	No change
Within ¼ mile of a School	NI	NI	No change
List of Hazardous Materials Sites	NI	NI	No change
Within 2 miles of a Public Airport	NI	NI	No change
Within vicinity of a Private Airstrip	NI	NI	No change
Hydrology and Water Quality			
Create or Contribute Runoff Water That would Violate any Water Quality Standards or Waste Discharge Requirements	LTS	LTS	No change
Substantial Additional Sources of Polluted Runoff from Delivery Areas; Loading Docks; other areas where materials are stored	LTS	LTS	No change
Discharge Stormwater so that one or more beneficial uses of receiving waters are adversely affected	LTS	LTS	No change
Violate any Other Water Quality Standards or Waste Discharge Requirements	LTS	LTS	No change
Substantially Deplete Groundwater Supplies or Interfere substantially with Groundwater Recharge	LTS	LTS	No change
Substantially Alter Existing Drainage Pattern of the site or area that would result in Erosion or Siltation on- or off-site	LTS/Mitigation	LTS/Mitigation	No change
Increase Erosion, either on- or off-site	LTS/Mitigation	LTS/Mitigation	No change

Table III-1
Comparison of Environmental Findings between the Approved Project and the Revised Project

Environmental Issue	Approved Project	Revised Project	Conclusion
Alter the existing Drainage Pattern of the site or area that would result in Flooding	LTS	LTS	No change
Create or contribute runoff water that would exceed the Capacity of existing or planned Stormwater Drainage systems	LTS	LTS	No change
Degrade Water Quality	LTS	LTS	No change
Place Housing within a 100-year Flood Hazard Area	LTS	LTS	No change
Place within a 100-year Flood Hazard Area Structures that would Impede or Redirect Flood Flows	LTS	LTS	No change
Expose People or Structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the Failure of Levee or Dam	LTS	LTS	No change
Expose people or structures to inundation by Seiche, Tsunami, Mudflow	LTS	LTS	No change
Land Use/Planning			
Physically Divide Community	NI	NI	No Change
Conflict with Land Use Plan	LTS	LTS	No change
Conflict with Habitat Conservation	NI	NI	No Change
Mineral Resources	LTS	LTS	No change
Noise			
Construction Noise	LTS/Mitigation	LTS/Mitigation	No Change
Operation Noise	LTS	LTS	No Change
Airport Land Use Plan	NI	NI	No Change
Population and Housing			
Induce Population Growth	LTS	LTS	No Change
Displace Existing Housing	NI	NI	No Change
Displace People	NI	NI	No Change
Public Services			
Fire	LTS	LTS	No Change

Table III-1
Comparison of Environmental Findings between the Approved Project and the Revised Project

Environmental Issue	Approved Project	Revised Project	Conclusion
Police	LTS/Mitigation	LTS/Mitigation	No Change
Schools	LTS	LTS	No Change
Parks	LTS	LTS	No Change
Libraries	LTS	LTS	No Change
Transportation/Traffic			
Trip Generation	LTS/Mitigation	LTS	Reduced
Site Access and Circulation	LTS	LTS	No Change
Site Distance	LTS/Mitigation	LTS/Mitigation	No Change
Parking	LTS	LTS	No Change
Air Traffic Patterns	NI	NI	No Change
Cumulative Traffic [c]	LTS/Mitigation	LTS	Reduced
Utilities			
Wastewater	LTS/Enhancements	LTS/Enhancements	No Change
Water	LTS/Enhancements	LTS/Enhancements	No Change
Solid Waste	LTS/Enhancements	LTS/Enhancements	No Change

Notes:
LTS = Less than significant
LTS/Mitigation = Less than significant with mitigation
LTS/Enhancements = Les than significant with enhancements
NI = No impact

[a] *Includes measures required to implement the Dark Sky Ordinance enhancement.*
[b] *Includes dust control measures per SCAQMD Rule 403*
[c] *Improvements identified by the City to reduce the cumulative significant impact Calabasas Road (W)/US 101 Southbound Ramps intersection, as stipulated in the conditions of approval.*

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IV. ENVIRONMENTAL IMPACT ANALYSIS

The following analysis addresses the environmental issues that were previously analyzed within the scope of the Village at Calabasas EIR (approved project) approved by the Calabasas City Council in September 2008. This analysis also determines whether those findings would be altered with the implementation of the revised project. This section provides a brief description of the approved project and the revised project. More detailed information is in Section II, Project Description of this Addendum. This section also provides a detailed assessment of how the change from approved project to revised project affects the conclusions of each respective environmental issue analyzed for the approved project.

Approved Project

The approved project permits the development of 174,413 square feet (sf) of residential, retail, and restaurant uses with a floor area ratio (FAR) of 0.7447. The approved project would contain 79 residential condominiums and 13,135 square feet of commercial space. The approved project would be constructed in a four-story building with a height of 44.3 feet at its highest point. The retail component would be located on the ground level with the residential condominiums located on levels one through four. A total of 302 parking spaces would be provided onsite through a combination of surface parking and an underground parking garage.

Revised Project

The revised project would be comprised of 80 units and 10,700 square feet of neighborhood serving commercial uses for a total of approximately 212,400 square feet of development area. The 80 units include 72 market rate units and eight affordable units for qualifying very low-income tenants. The revised project would have a maximum height of 52'3". However, as discussed below under Aesthetics, the revised project is actually within the same building height envelope as the approved project, but only appears to be taller based on the data point where the height measurement was taken to, and due to revisions to the Calabasas Land Use and Development Code with respect to height measurement. Parking would be accommodated through both surface and subterranean parking, for a total of 294 spaces. The revised project would be built in three continuous phases, over a 32-month period. The entire site would be graded as part of Phase 1. The first phase includes 10,700 square feet of commercial, 20 residential units and 149 parking spaces. The second phase consists of 30 units and 74 parking spaces, and the third phase consists of 30 units, 71 parking spaces, and project amenities including the clubhouse and pool area. The commercial component would achieve a minimum LEED silver, (equivalent) certification, per City code.

AESTHETICS

Scenic Vistas

Approved Project

The primary scenic vistas in the vicinity of the project site are of the Santa Monica Mountains to the south and the San Fernando Valley to the north. However, there are no publicly available scenic vistas of the Santa Monica Mountains through the project site as seen from Park Sorrento Drive (a public vantage point) that would be substantially affected by the approved project. Existing buildings and mature landscaping on and adjacent to the project site block potential views of the mountains from Park Sorrento Drive. Similarly, there are no publicly available views of the San Fernando Valley through the project site from locations to the south. The existing riparian vegetation along McCoy Canyon Creek effectively blocks northerly views from Calabasas Lake and the surrounding parklands. Therefore, the approved project would not have a substantial adverse effect on a scenic vista and this impact would be less than significant.

Revised Project

The revised project would be located on the same site as the approved project. As shown in Table II-3 (in Section II, Project Description), the maximum height of the revised project (Buildings 1, 2, 5, and 6) would be 52'3". Based on changes to the Calabasas Land Use and Development Code and a measurement to the top of the mansard roof and/or parapet, the revised project is considered to have a maximum height of 52'3", whereas under the previous Code, the approved project was considered to be 44'3" as measured to the top roof plate. If the approved project were to be measured under the new Code, it would be considered 52'3", which is within the same building envelope as the maximum height as the revised project. This change is because the height measurement of the approved project was to the rooftop and not the mansard roof which is eight feet taller than the existing roof (see also Table II-4, in Section II, Project Description). Additionally, the current Code measures height from existing or finished grade (whichever results in a lower building height), while the old Code measured height only from the existing grade. The primary scenic vistas of the Santa Monica Mountains to the south and the San Fernando Valley to the north would be similarly affected. However, there are no publicly available scenic vistas through the project site as seen from Park Sorrento Drive that would be substantially affected.

Appendix A to this Addendum includes updated view perspectives from Park Sorrento, Park Allegra, and Park Cordero. The view perspective from Park Sorrento shows the revised project buildings as well as the driveway and streetscape at the project entrance. As shown from this vantage point, the revised project would not impact views of any scenic vistas. In addition, as shown in the view perspectives from Park Allegra and Park Cordero, the revised project would not be visible from these vantage points. In addition, tower elements may be viewed from across the Calabasas Lake. However, these tower elements would not block other valued views or scenic vistas. Overall, the revised project would affect scenic vistas to the

same extent as the approved project since project site location and building height are the same. Both the revised and approved project impacts on scenic vistas would be less than significant and the preparation of a subsequent EIR is not warranted.

Visual Character

Approved Project

The approved project would change the character of the project site from the existing low intensity Calabasas Inn facility to a 3- and 4-story mixed-use development that covers a majority of the project site. The project is designed in the Santa Barbara Mission style architecture, which lends continuity to the prevalent architectural styles of the surrounding community. While the approved project would be one to two-stories taller than most other buildings in the area, its massing would not visually dominate the area and its scale would be compatible with its surroundings. Therefore, the approved project would not substantially degrade the existing visual character or quality of the project site and its surroundings, and this impact would be less than significant.

Revised Project

The revised project would change the character of the project site from the existing low intensity Calabasas Inn facility to a 2- and 4-story development that covers a majority of the project site. The project is designed using Northern Italian style architecture that is consistent with other buildings within the City (including The Commons at Calabasas complex). The revised project buildings have been designed to be consistent with the existing land use intensity and scale of development of the surrounding areas. The revised project would affect visual character to the same extent as the approved project, as the architectural style, intensity and scale are similar. Both the revised and approved project impacts on visual character would be less than significant and the preparation of a subsequent EIR is not warranted.

Light and Glare

Approved Project

The approved project would provide two categories of exterior lighting: feature lighting and lighting for security (pedestrian and/or resident). Feature lighting would be used for visual articulation of building exteriors or architectural features. Security lighting would be used to illuminate pathways and parking areas. The intent of the exterior light is to retain all site lighting within the perimeter of the project site, minimizing any light spillage or trespass onto adjacent residential properties. This would be accomplished with low-level foot path lighting fixtures as well as with shielding devices on light standards (pole mounted). Exterior lighting fixtures (for both featuring and security) would be selected which have the minimum light output necessary for safety and visual acuity. The new exterior security lighting and interior window glow would be of a relatively low-intensity nature comparable to the existing levels of lighting created by the existing nearby commercial and residential uses. Non-sensitive commercial and

recreational uses, located in close proximity to the project site are not expected to be adversely affected by the new site lighting. Also, the existing vegetation along McCoy Canyon Creek would continue to screen new project site lighting from the residential uses to the south of Calabasas Lake. Therefore, the approved project would not substantially cause light or glare, and this impact would be less than significant.

Revised Project

The revised project would implement similar categories of exterior lighting: feature lighting and lighting for security. The outdoor courtyards and walkways would include specialized, shielded lighting. The change in building layout that could affect levels of ambient illumination would be nominal compared to surrounding conditions. The revised project would cause light and glare at the same level of significance as the approved project since both would require feature lighting and security lighting and both projects would provide the same on-site uses.

Calabasas lighting standards are contained in Chapter 17.27.030 of the Municipal Code. For illuminance on a secondary road, the target illuminance is a maximum average of 0.9 footcandles (fc). The revised project would result in a maximum average illuminance of 0.89 fc (see Figures IV-1 and IV-2) on both the secondary road north and the secondary road south. For illuminance on the Park Sorrento sidewalk, the Calabasas lighting standards allow a maximum average illuminance of 1 fc, and the revised project would result in a maximum average illuminance of 1 fc (see Figure IV-3). For interior sidewalks, the Calabasas lighting standards allow a maximum average target illuminance of 0.6 fc. As shown on Figure IV-4, the revised project would result in average illuminance of 1 fc on the revised project's interior sidewalks. However, the Calabasas lighting standards do not address the emergency egress lighting requirement of a 1 fc average illuminance. Therefore, while the revised project would exceed the target illuminance on the interior sidewalks, it would do so in order to provide adequate emergency egress lighting. Figure IV-5 provides a light trespass study which shows the levels of illuminance on project boundaries and surrounding streets. As shown therein, the revised project would not provide excessive lighting that would impact surrounding uses, and lighting would be similar to that provided by the approved project.

Therefore, the revised and approved project impacts on light and glare would be less than significant and the preparation of a subsequent EIR is not warranted.

Aesthetics Conclusion

No significant aesthetic impacts were identified for the approved project. However, mitigation measures were recommended to implement the City's Dark Sky Ordinance (Section 17.27.020). The revised project would be located on the same site as the approved project, and would be constructed in the same general configuration. As discussed above, the revised project would result in the same impact with respect to views at the approved project. Further, the revised project would also implement the same mitigation

measures pursuant to the City's Dark Sky Ordinance. The revised project would therefore result in the same impacts as the approved project with respect to aesthetics. Therefore, the preparation of a subsequent EIR is not warranted.

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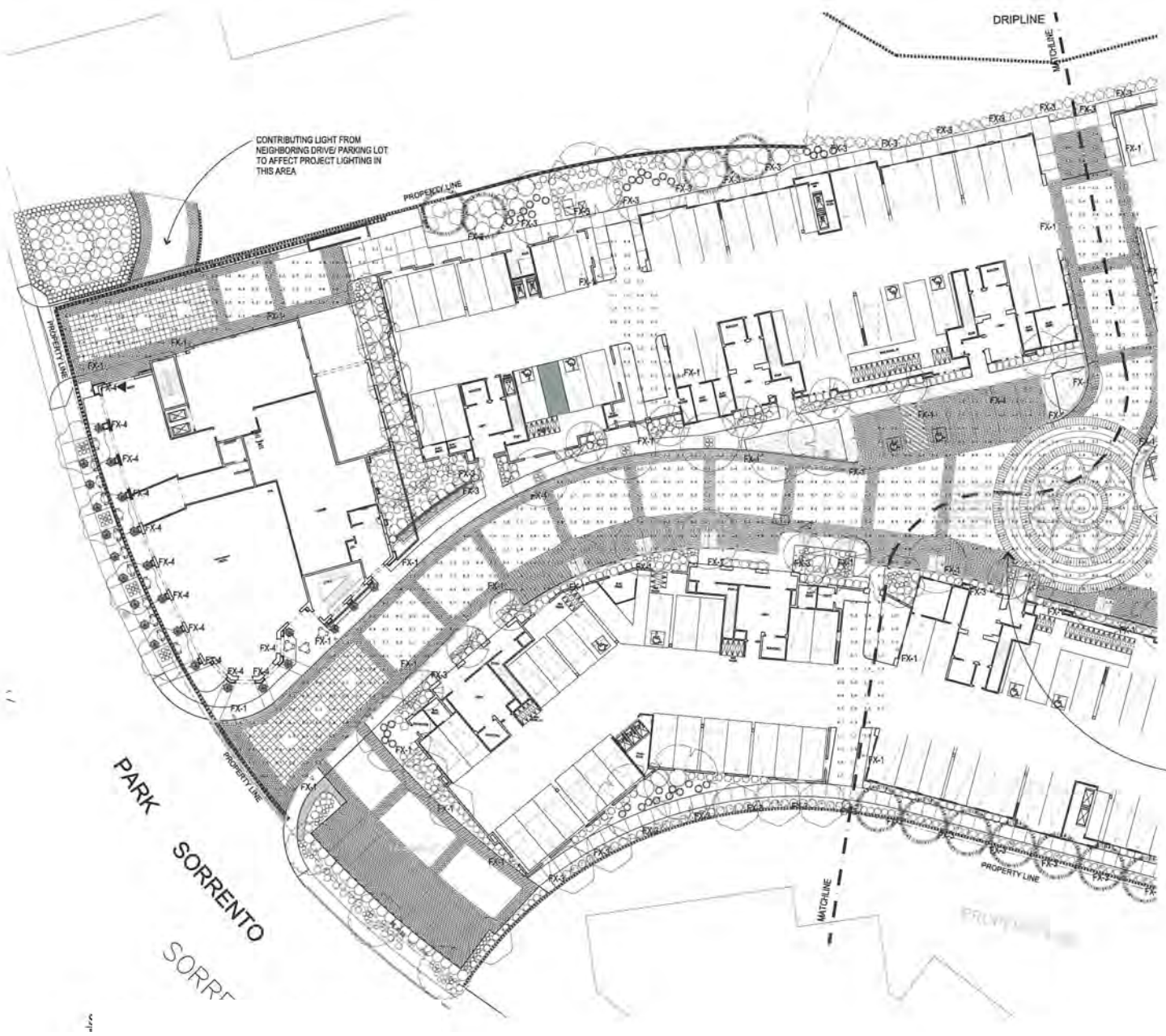

GENERAL NOTES:
- Calculations are based on Primary and Secondary fixtures and do not account for light contributions from building mounted fixtures.
- Fixtures are calculated with Light Loss Factors, but should be controlled as necessary.

See study below for illuminance calculations.

Fixture Types:
FX-1 Architectural Area lighting- LED
36w Single Headed Postlight
Typical spacing: 25ft
Typical mounting height: 15ft
Light Loss Factor: 0.80
Lumens: 1635

* Recommend dimming fixture to 75% to meet low level lighting requirements and still maintain required uniformity

Secondary Road Calculations:
Calabasas Lighting Standards: Chapter 17.27.030
Target Illuminance: Maximum Average 0.9fc
Uniformity (Max/ Min): 4:1

Maximum Average Illuminance
0.89fc
Uniformity (Max/ Min)
4:1

NOTE:
This dashed area located in the middle of the project is not included as part of overall driveway uniformity of 4:1 as the width is approx. 50ft wide and is too great to overcome with a traditional contemporary postlight. The rest of the drive as indicated with a thick dashed boundary line meets the Calabasas Lighting Standards: Chapter 17.27.030.
It should also be noted that if this area is included, uniformity only drops to 8:1 which still exceeds IES recommended guidelines of 10:1 and is in keeping with the spirit and intent of the code.

Source: KGM, 2013.

CAJA Environmental Services, LLC

Figure IV-1
Photometric Plan, Secondary Roadway North

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GENERAL NOTES:
- Calculations are based on Primary and Secondary fixtures and do not account for light contributions from building mounted fixtures.
- Fixtures are calculated with Light Loss Factors, but should be controlled as necessary.

See study below for illuminance calculations.

Fixture Types:
FX-1 Architectural Area lighting- LED
36w Single Headed Postlight
Typical spacing: 25ft
Typical mounting height: 15ft
Light Loss Factor: 0.80
Lumens: 1635

* Recommend dimming fixture to 75% to meet low level lighting requirements and still maintain required uniformity

Secondary Road Calculations:
Calabasas Lighting Standards: Chapter 17.27.030
Target Illuminance: Maximum Average 0.9fc
Uniformity (Max/ Min): 4:1

Maximum Average Illuminance
0.89fc
Uniformity (Max/ Min)
4:1

NOTE:
This dashed area located in the middle of the project is not included as part of overall driveway uniformity of 4:1 as the width is approx. 50ft wide and is too great to overcome with a traditional contemporary postlight. The rest of the drive as indicated with a thick dashed boundary line meets the Calabasas Lighting Standards: Chapter 17.27.030.
It should also be noted that if this area is included, uniformity only drops to 8:1 which still exceeds IES recommended guidelines of 10:1 and is in keeping with the spirit and intent of the code.

Source: KGM, 2013.

CAJA Environmental Services, LLC

Figure IV-2
Photometric Plan, Secondary Roadway South

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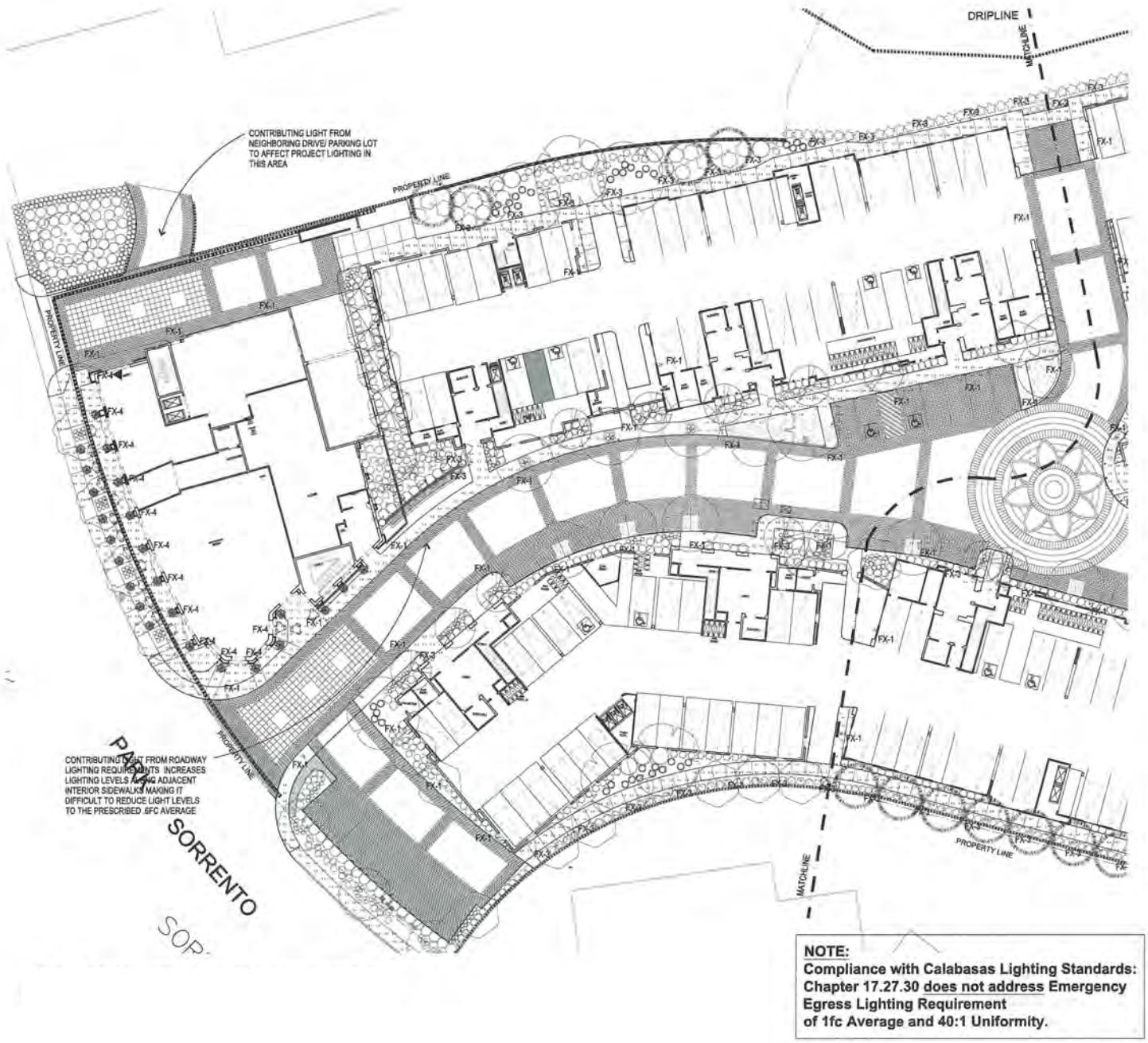

NOTE:
Compliance with Calabasas Lighting Standards: Chapter 17.27.30 does not address Emergency Egress Lighting Requirement of 1fc Average and 40:1 Uniformity.

GENERAL NOTES:
- Calculations are based on Primary and Secondary fixtures and do not account for light contributions from building mounted fixtures.
- Fixtures are calculated with Light Loss Factors, but should be controlled as necessary.

See study below for illuminance calculations.

Fixture Types:
FX-1 Architectural Area lighting- LED
36w Single Headed Postlight
Typical spacing: 40ft
Typical mounting height: 15ft
Light Loss Factor: 0.80
Lumens: 1635

* Recommend dimming fixture to 75% to meet low level lighting requirements and still maintain required uniformity

FX-3 Auroralight Hermosa
35w Xelogen Bollard w/ House-Side Shield
Typical spacing: 15ft
Typical mounting height: 30in
Light Loss Factor: 0.7
Lumens: 650

* Recommend dimming fixture to 50% to meet low level lighting requirements

FX-4 Steve Handelman
60w Incandescent
Typical mounting height: 10ft
Lumens: Approx. 410

Park Sorrento Sidewalk Calculations:
Calabasas Lighting Standards: Chapter 17.27.30
Target Illuminance: Maximum Average 1fc

Average Illuminance
1fc

Uniformity (Max/ Min)
No Uniformity Required

Interior Sidewalk Calculations:
Calabasas Lighting Standards: Chapter 17.27.30
Target Illuminance: Maximum Average 0.6fc

Average Illuminance
1fc

Uniformity (Max/ Min)
No Uniformity Required

Source: KGM, 2013.

CAJA Environmental Services, LLC

Figure IV-3
Photometric Plan, Pedestrian Sidewalk North

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GENERAL NOTES:
- Calculations are based on Primary and Secondary fixtures and do not account for light contributions from building mounted fixtures.
-Fixtures are calculated with Light Loss Factors, but should be controlled as necessary.

See study below for illuminance calculations.

Fixture Types:
FX-1 Architectural Area lighting- LED
36w Single Headed Postlight
Typical spacing: 40ft
Typical mounting height: 15ft
Light Loss Factor: 0.80
Lumens: 1635

* Recommend dimming fixture to 75% to meet low level lighting requirements and still maintain required uniformity

FX-3 Auroralight Hermosa
35w Xelogen Bollard w/ House-Side Shield
Typical spacing: 15ft
Typical mounting height: 30in
Light Loss Factor: 0.7
Lumens: 650

* Recommend dimming fixture to 50% to meet low level lighting requirements

Interior Sidewalk Calculations:
Calabasas Lighting Standards: Chapter 17.27.30
Target Illuminance: Maximum Average 0.6fc

Average Illuminance
1fc

Uniformity (Max/ Min)
No Uniformity Required

NOTE:
Compliance with Calabasas Lighting Standards: Chapter 17.27.30 does not address Emergency Egress Lighting Requirement of 1fc Average and 40:1 Uniformity.

Source: KGM, 2013.

CAJA Environmental Services, LLC

Figure IV-4
Photometric Plan, Pedestrian Sidewalk South

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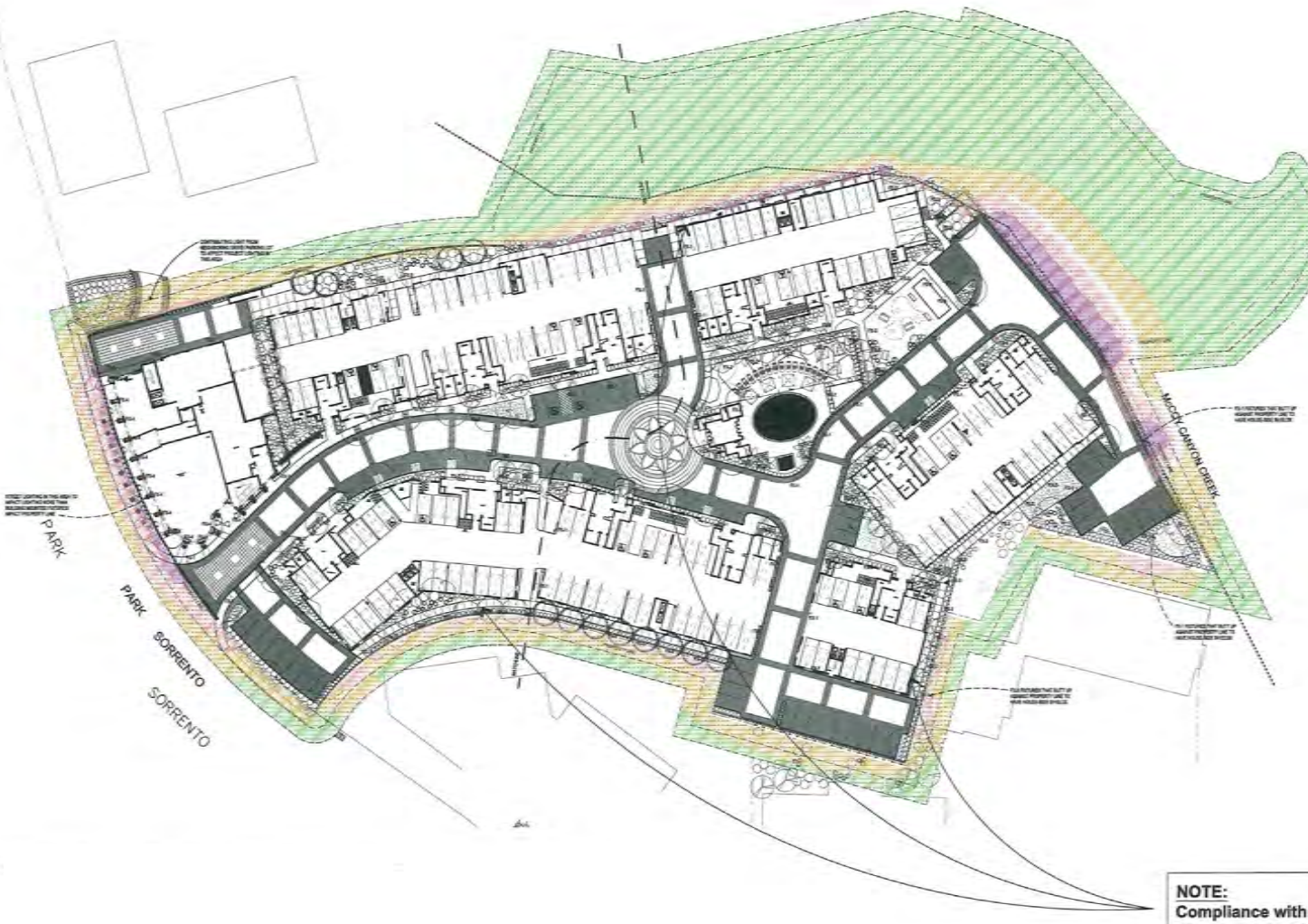

GENERAL NOTES:
- 2 Additional Setback lines have been added to define a distance of both 10ft & 20ft beyond the existing Property Line.
- Color have been applied to help diagram the different lighting levels surrounding the project.

See Legend below for more information

LEGEND

- 0.00- 0.01fc
- 0.02- 0.10fc
- 0.11- 0.50fc
- 0.51- 1fc

NOTE:
Compliance with Calabasas Lighting Standards: Chapter 17.27.30 does not address Emergency Egress Lighting Requirement of 1fc Average and 40:1 Uniformity. In areas where the pathways are adjacent to the property line, higher lighting level may be required to meet emergency egress standards for safe evacuation. This will be determined during the design process by the Electrical Engineer of Record

Source: KGM, 2013.

CAJA Environmental Services, LLC

Figure IV-5
Photometric Plan, Light Trespass Study

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AGRICULTURAL RESOURCES

Prime Farmland, Unique Farmland, or Farmland of Statewide Importance

Approved Project

The California Department of Conservation, Division of Land Resource Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland." The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the project site is not included in the Important Farmland category. The project site is located in the heavily developed area of Los Angeles and does not include any State-designated agricultural lands. Therefore, no impact on farmland or agricultural resources would occur.

Revised Project

The revised project would be on the same site as the approved project. The project site is located in the heavily developed area of Los Angeles and does not include any State-designated agricultural lands. Therefore, no impact on farmland or agricultural resources would occur and the preparation of a subsequent EIR is not warranted.

Agricultural Use or a Williamson Act Contract

Approved Project

The project site is not currently zoned for agricultural use nor would the approved project involve the conversion of agricultural land to another use. Therefore, the approved project would have no impact associated with land zoned for agricultural use.

Revised Project

The revised project would be on the same site as the approved project. The project site is not currently zoned for agricultural use nor would the revised project involve the conversion of agricultural land to another use. Therefore, the revised project would have no impact associated with land zoned for agricultural use and the preparation of a subsequent EIR is not warranted.

Conversion of Farmland to Non-Agricultural Use

Approved Project

Neither the project site nor the nearby properties are currently utilized for agricultural activities and the project site is not classified in any "Farmland" category designated by the State. Therefore, the approved project would have no impact associated with the conversion of farmland.

Revised Project

The revised project would be on the same site as the approved project. Neither the project site nor the nearby properties are currently utilized for agricultural activities and the project site is not classified in any "Farmland" category designated by the State. Therefore, the revised project would have no impact associated with the conversion of farmland and the preparation of a subsequent EIR is not warranted.

Agricultural Resources Conclusion

The approved project would result in no impact with respect to agricultural resources. The revised project would be located on the same site as the approved project, and would therefore also result in no impact with respect to agricultural resources. As such, the preparation of a subsequent EIR is not warranted.

AIR QUALITY

Consistency with the Applicable AQMP

Approved Project

The 2007 Air Quality Management Plan (AQMP) was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of South Coast Air Quality Management District (SCAQMD), to return clean air to the region, and to minimize the impact of pollution control on the economy. The residential component of the approved project would generate an estimated 225 new residents, which would constitute 17 percent of the population growth anticipated to occur in the City of Calabasas between 2005 and 2010 according to the Southern California Association of Governments (SCAG). The proposed commercial component of the approved project would generate an estimated 31 employees, which represents roughly 6 percent of the employment growth anticipated in the City from 2005 to 2010. Since the approved project does not exceed the growth rate anticipated for the area it would be consistent with regional population projections, and no impact would occur.

Another measurement tool in determining consistency with the AQMP is to determine how a project accommodates the expected increase in population or employment. Generally, if a project is planned in a way that results in the minimization of vehicle miles traveled (VMT) both within the project site and the

community in which it is located, thus minimizing air pollutant emissions, that aspect of the project is consistent with the AQMP. As the approved project is a mixed-use development it would provide its residents with local serving retail, thereby reducing VMT. Metropolitan Transit Authority (MTA) lines 161 and 645 are also accessible from the project site. Therefore, patrons and residents of the approved project would have an alternative transportation option to the single occupancy vehicle. This type of infill development is consistent with the goals of the AQMP for reducing the emissions associated with new development.

Based on this information, the approved project would not jeopardize attainment of air quality standards in the 2007 AQMP for the Basin and the Los Angeles County portion of the Basin, and this impact would be less than significant.

Revised Project

The AQMP is a blueprint for how the region can accommodate growth and achieve federal and State ambient air quality standards. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Since SCAG's regional growth forecasts are based upon, among other things, land uses specified in city general plans, a project that is consistent with the land use designated in a city's general plan would also be consistent with the SCAG's regional forecast projections. Subsequently, a project that would introduce a land use that is consistent with what was designated in the city's general plan would then also be consistent with the AQMP growth projections. The revised project would be consistent with the land uses that are permitted in the current Commercial Mixed-Use (CMU) Zoning for the project site. Thus, development of the revised project would be consistent with the land use designated in the City's General Plan. Therefore, the revised project would not exceed the AQMP population and housing projections and would not jeopardize attainment of the air quality conditions projected in the AQMP. As the revised project would be consistent with the underlying assumptions of the SCAQMD's 2007 AQMP and does not cause or worsen an exceedance of an ambient air quality standard, the revised project is concluded to be consistent with that plan. This impact would be less than significant and substantially similar to the approved project.

Construction Impacts

Approved Project

Construction activities for the approved project were based on the following assumptions. Construction was expected to begin in September of 2008 and end in November 2009 (approximately 15 months). The demolition phase would include removal of the existing 15,000 square foot structure. The grading/excavation phase would include approximately 79,810 cubic yards of soil excavation, which would be exported to allow for the subterranean garage and the building foundations. The final phase of

building construction would include the construction of the proposed four-story building (approximately 174,413 sf).

As indicated in Table IV.C-4, Estimated Mass Daily Construction Emissions, and Table IV.C-5, Summary of Dispersion Modeling Results – Construction, in the Certified EIR, the approved project would result in less than significant regional and localized air quality impacts. The approved project would be required to implement Mitigation Measures C-1 and C-2 identified in the Certified EIR.

Revised Project

The revised project is generally expected to produce less than significant construction-related impacts that are comparable or less than the approved project for two key reasons.

First, the revised project would include less grading and soil export than the approved project. While the approved project called for 79,810 cubic yards of soil excavation to accommodate the provision of 302 parking spaces and building foundations in underground structures, the revised project would only locate 90 parking spaces below grade. The revised project is expected to require 37,600 cubic yards of raw cut and 1,600 cubic yards of raw fill, resulting in a net export of 36,000 cubic yards of soil. As a result, grading and foundation work is expected to be less than the approved project. On-site emissions from operation of construction equipment and grading activities are also expected to be less than the approved project for both localized pollutants $PM_{10,}$ $PM_{2.5}$, and carbon monoxide, as well as ozone precursors ROG and NO_x.

Second, while the revised project increases built improvements, the revised project calls for a three-phase construction process that significantly reduces the scope of construction activities at any time, when compared to the approved project. Specifically, the proposed improvements would be built over a 32-month period starting in late 2013. The phased construction schedule is over twice the duration of the approved project and results in much smaller footprints of construction activity:

- *Phase 1:* 14 months of construction of Building 8 (which is a mixed-use building with 10,700 square feet of commercial development, eight residential units, and 90 subterranean parking spaces), and Building 2 (comprising 12 residential units over parking). Total parking provided for Phase 1 is 149 spaces.

- *Phase 2:* Nine months of construction for Buildings 5, 6, and 7 (30 residential units), as well as 74 parking spaces.

- *Phase 3:* Nine months of construction for Buildings 1, 3, and 4 (30 residential units), as well as 71 parking spaces, and the project amenities.

Because significance thresholds are based on acute, daily thresholds of significance, the smaller scope of construction activity at a given time would result in fewer air quality impacts when compared to the

approved project. As shown in Table IV-1, construction emissions would be well below thresholds of significance for all criteria pollutants when incorporating Mitigation Measure C-2, identified in the Certified EIR. Most emissions of particulates would occur during the initial demolition and grading activities, while ROG emissions would peak during the coatings stage prior to building occupancy.

Table IV-1
Construction Emissions (Mitigated)

Criteria Pollutant	Regional Threshold (lbs per day)	Localized Threshold (lbs per day)	Peak Regional/Localized Emissions (lbs per day)			Significant Impact?
			Phase 1	Phase 2	Phase 3	
Volatile Organic Compounds (VOC)	75	--	31/31	17/17	16/16	No
Nitrogen Oxides (NO_x)	100	104	40/21	12/12	12/12	No
Carbon Monoxide (CO)	550	652	20/11	9/8	9/8	No
Sulfur Oxides (SO_x)	150	--	<1/<1	0/0	0/0	No
Fine Particulates ($PM_{2.5}$)	55	4	3/2	1/1	1/1	No
Particulates (PM_{10})	150	11	8/8	1/1	1/1	No

Source: DKA Planning, March 2013. Based on URBEMIS 2007, version 9.2.4.
[a] Localized thresholds are based on 50-meter receptor distance and a one acre per day grading schedule.

Accordingly, the construction related air quality impacts associated with the revised project would be less than significant and similar to the impacts of the approved project. Similar to the approved project, the revised project would be required to implement Mitigation Measures C-1 and C-2 identified in the Certified EIR.

Operational Impacts

Approved Project

Operational activities for the approved project were based on the following assumptions. Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices and cooking appliances, the operation of landscape maintenance equipment, the use of consumer products, and the application of architectural coatings (paints). Mobile emissions would be generated by the motor vehicles traveling to and from the project site (assumed approximately 1,510 average daily vehicle trips).

As indicated in Tables IV.C-6 and IV.C-7 in the Certified EIR, the approved project would result in less than significant operational regional and localized CO air quality impacts.

Revised Project

The revised project includes a net increase of one residential unit and a net reduction of 1,435 square feet of commercial floor area. The revised project would produce 1,399 average daily vehicle trips, 111 fewer trips than the approved project.[1] As a result, the revised project's regional air quality impacts would be less than the approved project, which was not projected to result in any significant impacts to regional air quality.

To reaffirm this finding, an updated operational analysis was performed. As shown in Table IV-2, the revised project's operational emissions would be significantly below the thresholds of significance. These estimates include mobile source emissions from vehicles traveling to and from the project site, along with area source emissions from heating, cooling, and other sources associated with operating the revised project.

Table IV-2
Daily Operational Emissions

Criteria Pollutant	Threshold (lbs per day)	Mobile [a] /Area/Total Emissions (lbs per day)			Significant Impact?
Volatile Organic Compounds (VOC)	55	7	6	13	No
Nitrogen Oxides (NO_x)	55	11	<1	11	No
Carbon Monoxide (CO)	550	100	9	109	No
Sulfur Oxides (SO_x)	150	<1	<1	<1	No
Fine Particulates ($PM_{2.5}$)	55	5	<1	5	No
Particulates (PM_{10})	150	27	<1	27	No

Source: DKA Planning, March 2013. Based on URBEMIS 2007, version 9.2.4.
[a] *Includes gross mobile source emissions to represent worst-case scenario.*

Localized air quality would not be significantly impacted by the revised project. The revised project includes a net increase of 33 trips during the morning peak hour and 22 fewer trips during the afternoon peak hour. It would not result in any significant impacts on levels of service at 15 traffic intersections in the vicinity of the project in either time period. As a result, the revised project's localized CO air quality impacts would also be considered less than significant, slightly reduced when compared to the approved project. No violations of CAAQS are expected from the revised project.

[1] *Updated Traffic, Circulation, and Parking Study for the Village at Calabasas Mixed-Use Project, Associated Transportation Engineers, June 11, 2013.*

Toxic Air Contaminants

Approved Project

The amount of trucks and the associated diesel emissions at the project site would not come close to the concentrations that could pose a potential health risk and would warrant a health risk assessment. Therefore, the effects of the toxic emissions from future vehicle operations at the project site are not expected to be substantial.

Toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the proposed land uses at the project site. Only small quantities of common forms of hazardous or toxic substances, such as cleaning agents, which are typically used or stored in conjunction with residential and commercial uses, would be present. Most uses of such substances would occur indoors. Based on the common uses expected on the site, any emission would be minor. This would be a less than significant impact regarding the exposure of sensitive receptors to substantial concentrations of toxic air contaminants.

Revised Project

As with the approved project, the revised project would not produce long-term TACs that would significantly impact local sensitive receptors. No conventional sources of toxic emissions are expected from the proposed residential and commercial land uses. Therefore, impacts of toxic air contaminants would be less than significant and the preparation of a subsequent EIR is not warranted.

Greenhouse Gas Emissions

Approved Project

Based on the characteristics of the approved project, Table IV.C-8 in the Certified EIR determined the approved project would generate a net increase of approximately 2,459.13 CO2e per year as a result of the approved project's electricity demand, natural gas consumption, and motor vehicle emissions. In addition, the approved project was evaluated for consistency with the strategies from the 2006 CAT Report. As shown in Table IV.C-9 of the Certified EIR, the approved project would be consistent with all feasible and applicable strategies to reduce greenhouse gas emissions in California. Therefore, the impact of the approved project would be less than significant.

Revised Project

The revised project would result in 121 fewer daily vehicle trips. Accordingly, the revised project would produce less greenhouse gas emissions when compared to the approved project. Similar to the approved project, the revised project would also be consistent with all feasible and applicable strategies to reduce greenhouse gas emissions in California.

The commercial portion of the revised project would also comply with the City of Calabasas Ordinance No. 2003-185 which requires the development of all commercial structures above 5,000 square feet to achieve the equivalent of a "Silver" rating from the Leadership in Energy and Environmental Design (LEED) rating system and structures at or below 5,000 square feet to achieve at least a "Certified" rating. Thus, the commercial component of the revised project would achieve at least a "Silver" rating by the LEED Green Building certification system. Therefore, the revised project would reduce its carbon footprint by incorporating design, construction, and operational elements consistent with the range of categories included in the Green Building rating system. In addition, the revised project would include several project design features targeting water and energy conservation that would further reduce the revised project's greenhouse gas emissions. Thus, greenhouse gas impacts under the revised project would be considered less than significant, and comparable to the approved project.

Air Quality Conclusion

CAJA Environmental Services prepared an Air Quality Analysis for the Revised Village at Calabasas project, on May 9, 2013 (which can be found as Appendix B to this Addendum). This revised analysis showed that the revised project would not result in new significant air quality impacts or a substantial increase in previously identified air quality impacts. Thus, with respect to air quality impacts, the revised project would meet the criteria established in Section 15164 of the State CEQA Guidelines calling for the preparation of an Addendum to an EIR.

BIOLOGICAL RESOURCES

Loss of Southern Coast Live Oak Riparian Forest

Approved Project

The approved project would permanently impact 0.04 acres of southern live coast oak riparian forest habitat. However, implementation of Mitigation Measure D-1, involving the establishment of a new oak forest onsite at a 1:1 replacement ratio totaling 0.04 acres from onsite open space, fencing off oaks that fall within 20 ft of the construction zone, as well as oaks with a diameter at breast height that is less than the two (2) inch ordinance requirement, would reduce this impact to less than significant level.

Revised Project

As shown in the Updated Biological Resources Technical Report (contained in Appendix C-1 to this Addendum), development of the revised project would permanently impact 0.022 acres of southern live oak riparian forest. This is a reduction of over 50% when compared to the approved project. Nevertheless, any encroachment on the habitat would require implementation of Mitigation Measure D-1, as described for the approved project. This would reduce impacts to less than significant levels and the preparation of a subsequent EIR is not warranted.

Impacts to Native Oak Trees

Approved Project

Based on a review of the conceptual site plans for the approved project, of the 174 oak trees with a diameter, base, height (DBH) greater than one inch within the project grading zone, 113 would remain unaffected by the approved project, 24 would have their protected zones permanently encroached upon by structures, 33 would potentially have encroachments within their protected zones (by the construction of a footpath along the eastern border of the project site) and four oak trees would be removed. While the removal, cutting, pruning, relocation, damage, or encroachment into the protected zone of any oak tree is considered a potentially significant impact in the City of Calabasas, implementation of Mitigation Measure D-1, would reduce potential project impacts to less than significant levels.

Revised Project

The following discussion is based on the Oak Tree Report for the "Village at Calabasas" Project, which is contained in Appendix C-2 to this Addendum. There are 204 coast live oaks and 14 valley oaks on the project site, and within 200 feet of the proposed grading. All of the valley oaks surveyed and 153 of the coast live oaks have a DBH of two inches or greater and are protected under the City of Calabasas Oak Tree Preservation and Protection Guidelines and Section 17.26.070 of the Calabasas Municipal Code.

Based on the current grading plan for the revised project, 129 of the ordinance-sized oaks would remain unaffected by the revised project, 28 would sustain permanent encroachment by structures or hardscape, and five (5) would be removed (#87, #89, #94, #101, and #137). All of the removal trees are in good condition and should be considered for relocation. Further, none of the proposed removals are Heritage trees and all have DBHs of 15 inches or less. While the revised project results in the removal of one additional oak tree when compared to the approved project (which is a volunteer tree that wasn't on the property in 2008), the revised project would also implement Mitigation Measure D-1 to reduce the potentially significant impact to less than significant.

The revised project would result in permanent encroachments to four additional trees when compared to the approved project (28 for the revised project compared to 24 in the approved project). However, the previously proposed footpath (part of the approved project) would not be developed as part of the revised project.[2] Therefore, the 33 previously potentially encroached-upon oaks would incur no impacts associated with development of the revised project. Additionally, no permanent impacts to the

[2] *The Final EIR for the approved project provided the condition that the footpath should not be approved by the City until it has adequately demonstrated maximum avoidance of trees #65, #60, #61, and #63 to the satisfaction of the Community Development Director. However, the impacts of the footpath were analyzed in the Draft and Final EIRs for the approved project, and therefore, for purposes of this Addendum, the footpath is considered part of the approved project.*

encroached-upon oaks are expected to occur with the implementation of Mitigation Measure D-1. As a condition of approval, the project will be required to replace any encroached oak tree that severely declines during the five-year monitoring period in accordance with Mitigation Measure D-1, which is recommended for the five removals. See also Table IV-3 for a comparison of impacts between the approved project and the revised project.

Overall, the revised project would result in a similar impact to the approved project. Although one additional tree would be removed and four additional trees would result in permanent encroachment, the revised project would avoid the impacts associated with the footpath (which was to result in potential encroachment of an additional 33 trees). In addition, canopy and root pruning for the proposed building and fire road would require monitoring by a certified arborist. The preparation of a subsequent EIR is therefore not warranted.

Table IV-3
Oak Tree Impact Comparison

Tree No.	Approved Project	Reason	Revised Project	Reason	Impact Conclusion
Potential Encroachments					
6 (H)	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
12 (H)	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
13 (H)	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
20	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
21	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
22	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
23	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
24 (H)	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
25	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
26	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
27	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
28	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
29	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
30	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
31 (H)	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
33	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
35	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
36	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
40	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
45	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
46	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**

Table IV-3
Oak Tree Impact Comparison

Tree No.	Approved Project	Reason	Revised Project	Reason	Impact Conclusion
47	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
48	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
49	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
50	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
53	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
56	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
57	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
58	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
60	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
61	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
63	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
65	Potential Encroachment	Footpath	No Impact	Footpath removed	**Reduced**
Conclusion		**33 Approved Project potential encroachments would not occur with the Revised Project**			
Encroachments and Removals					
74 (H)	Encroach 28’ into PZ (23’into DL)	Fire Lane	Encroachment	Grading, Building #3, walkway, and fencing – approximately 45 feet away and upslope from the trunk on the west side. Permanent encroachment within 30’ under the westerly portion of the PZ zone due to construction; canopy pruning will be required for clearance, but significant root pruning is not anticipated due	**No Change**

Table IV-3
Oak Tree Impact Comparison

Tree No.	Approved Project	Reason	Revised Project	Reason	Impact Conclusion
				to distance and grade difference; additional minor pruning may be required periodically along the westerly most branches to provide fire clearance.	
77	Encroach 6' into PZ (1' into DL)	Parking Garage	No Impact	Site Plan change	**Reduced**
79 (H)	Encroach 20' into PZ	Fire Lane and Parking Garage	Encroachment	Grading, walkway, and fencing for Building #3 – approximately 30 feet away and upslope from the trunk; up to 25' of permanent encroachment within the westerly portion of the protected zone will occur; no canopy pruning or root disturbance is anticipated due to distance and grade difference.	**No Change**
80 (H)	Encroach 13' into PZ	Fire Lane and Parking Garage	No Impact	Edge of construction is greater than 50 feet upslope from the trunk.	**Reduced**
81 (H)	Encroach 23' into PZ (4' into DL)	Fire Lane and Parking Garage	Encroachment	Grading, walkway, and fencing for Building #3 – approximately 25 feet away and upslope from the trunk; 5-10 feet of canopy pruning may be required, but root disturbance is not anticipated due to distance and grade difference; minor pruning may be required periodically along the westerly most branches to provide fire clearance.	**No change**
83	Encroach 6' into PZ	Fire Lane and Parking Garage	Encroachment	Grading, walkway, and fencing for Building #3 – approximately 5 feet away and upslope from the	**Reduced**

Table IV-3
Oak Tree Impact Comparison

Tree No.	Approved Project	Reason	Revised Project	Reason	Impact Conclusion
				trunk. Approximately 10' of permanent encroachment within the westerly portion of the PZ will occur; though located downslope, there is the potential for root disturbance due to grading and retaining wall placement.	
84	Encroach 9' into PZ (6' from trunk)	Fire Lane and Parking Garage	Encroachment	Grading, walkway, and fencing for Building #3 – approximately 4-5 feet away and upslope from the trunk; permanent encroachment within the westerly portion of the protected zone will occur due to construction; westerly portion of the canopy will be raised for clearance and construction access. Though located downslope, there is potential for root disturbance due to grading and retaining wall placement.	**Reduced**
85	Encroach 10' in PZ (5' from trunk)	Fire Lane and Parking Garage	Encroachment	Grading, walkway, and fencing for Building #3 – approximately 4-5 feet away and upslope from the trunk; permanent encroachment within the westerly portion of the protected zone will occur due to construction; westerly portion of the canopy will be raised for clearance and construction access. Though located downslope, there is potential for root disturbance due to grading and retaining wall placement.	**Reduced**
86	Encroach 9' into PZ (6'	Fire Lane and	Encroachment	Grading, walkway, and fencing for Building #3 –	**Reduced**

Table IV-3
Oak Tree Impact Comparison

Tree No.	Approved Project	Reason	Revised Project	Reason	Impact Conclusion
	from trunk)	Parking Garage		approximately 4-5 feet away and upslope from the trunk; permanent encroachment within the westerly portion of the protected zone will occur due to construction; westerly portion of the canopy will be raised for clearance and construction access. Though located downslope, there is potential for root disturbance due to grading and retaining wall placement.	
87	Removal	Fire Lane and Parking Garage	Removal	Grading for Building #3.	**No Change**
88	Encroach 11' into PZ (6' into DL, 5' from trunk)	Fire Lane and Parking Garage	Encroachment	Grading, walkway, and fencing for Building #3 – approximately 4-5 feet away and upslope from the trunk; permanent encroachment within the westerly portion of the protected zone will occur due to construction; westerly portion of the canopy will be raised for clearance and construction access. Though located downslope, there is potential for root disturbance due to grading and retaining wall placement.	**Reduced**
89	Removal	Fire Lane and Parking Garage	Removal	Grading for Building #3.	**No Change**
90	Encroach 12' into PZ (3' from DL, 3' from trunk)	Fire Lane and Parking Garage	Encroachment	Grading, walkway, and fencing for Building #3 – approximately 4-5 feet away and upslope from the trunk; permanent encroachment within the	**Reduced**

Table IV-3
Oak Tree Impact Comparison

Tree No.	Approved Project	Reason	Revised Project	Reason	Impact Conclusion
				westerly portion of the protected zone will occur due to construction; westerly portion of the canopy will be raised for clearance and construction access. Though located downslope, there is potential for root disturbance due to grading and retaining wall placement.	
91(H)	Encroach 29' into PZ (8' into DL)	Stairs, Parking Garage, Structures	Encroachment	Drive/Fire lane and Building #3 – permanent encroachments include (approx. distance from the trunk): sidewalk 10' north, Bocce ball court 15' east, sidewalk and parking lot 30' east, fire lane and driveway 25' to the south, building #3 20' to the north, walkway 15' to the west; minor canopy and root pruning may be required.	**No Change**
92(H)	Encroach 16' into PZ (11' into DL)	Parking Garage, Structures	Encroachment	Drive/Fire lane and Building #3 – permanent encroachments include (approx. distance from the trunk): sidewalk 20' north, Bocce ball court 8' east, sidewalk and parking lot 22' east, fire lane and driveway 15' to the south, building #3 30' to the north, walkway 35' to the west; minor canopy and root pruning may be required.	**No Change**
93	Encroach 15' into PZ (10' into DL)	Parking Garage, Structures	Encroachment	Drive/Fire lane and Building #3 – permanent encroachments include (approx. distance from the trunk): sidewalk 16' north, Bocce ball court 27' east, sidewalk and parking lot 40' east, fire	**No Change**

Table IV-3
Oak Tree Impact Comparison

Tree No.	Approved Project	Reason	Revised Project	Reason	Impact Conclusion
				lane and driveway 18' to the south, building #3 35' to the north, walkway 16' to the west; minor canopy and root pruning may be required.	
94	Removal	Parking Garage, Structures	Removal	Grading and Building #4.	**No Change**
95(H)	Encroach 30' into PZ (15' into DL)	Grading and Retaining Wall	Encroachment	Permanent encroachments include: property line fencing approximately 5' south and upslope of the trunk, placement of a retaining wall, walkway, and Building #4 approx. 15' upslope and to the north, and placement of a fill slope ranging from 25 feet northeast and 68 feet to the east. Minor canopy pruning on the north may be required for clearance, but no significant root pruning is anticipated.	**No Change**
96(H)	Encroach 35' into PZ	Grading and Retaining Wall	No Impact	Site plan change.	**Reduction**
97	Encroach 5' into PZ	Grading	Encroachment	Retaining wall, walkway, slope, and Building #4 – the retaining wall is proposed approximately 6' north and upslope from the trunk of the 4-inch diameter tree. Minor canopy pruning on the north may be required for clearance, but no significant root pruning is anticipated.	**Increase**
98	Encroach 11' into PZ (6' into DL)	Parking garage and structures	Encroachment	Retaining wall, walkway, slope, and Building #4 – the retaining wall is proposed approximately 4'	**No Change**

Table IV-3
Oak Tree Impact Comparison

Tree No.	Approved Project	Reason	Revised Project	Reason	Impact Conclusion
				north and upslope from the trunk of the 19-inch diameter tree. Canopy pruning on the north will be required for clearance, and root pruning may be required on the north side.	
99	No Impact	N/A	Encroachment	Retaining wall, walkway, slope, and Building #4 – the retaining wall is proposed approximately 6' north and upslope from the trunk of the 5-inch diameter tree. Minor canopy pruning on the north may be required for clearance, but no significant root pruning is anticipated.	**Increase**
100	No Impact	N/A	Encroachment	Retaining wall, walkway, slope, and Building #4 – the retaining wall is proposed approximately 6' north and upslope from the trunk of the 2-inch diameter tree. Minor canopy pruning on the north may be required for clearance, but no significant root pruning is anticipated.	**Increase**
101	Encroach 10' into PZ (5' from trunk)	Parking Garage, Structures	Removal	Grading for retaining wall, walkway, and Building #4.	**Increase**
102	Removal	Grading	N/A (Dead)	Not applicable as tree is dead.	**Reduced**
105 (H)	Encroach l' into PZ	Fire Lane	No Impact	Site plan change.	**Reduced**
106 (H)	Encroach 5' into PZ	Fire Lane	No Impact.	Site plan change.	**Reduced**

Table IV-3
Oak Tree Impact Comparison

Tree No.	Approved Project	Reason	Revised Project	Reason	Impact Conclusion
127 (H)	Encroach 2' into PZ	Retaining Wall	No Impact	Site plan change.	**Reduced**
131	Encroach 12' into PZ (3' from trunk)	Fire Lane	N/A (Dead)	Not applicable as tree is dead.	**Reduced**
134	Encroach 12' into PZ (7' into DL) – same encroachment into DL as existing pavement	Replace existing driveway to connect with proposed grade	Encroachment	New 22' concrete driveway in same alignment as current 15-16'asphalt driveway, 12-15 feet from south side of the trunk.	**No Change**
Newly Inventoried Trees					
137	N/A	N/A	Removal	Building #8.	**Increase**
143	N/A	N/A	Encroachment	Property line fencing is proposed within the PZ of this sapling oak; no significant root loss is anticipated.	**Increase**
144	N/A	N/A	Encroachment	Property line fencing is proposed within the PZ of this sapling oak; no significant root loss is anticipated.	**Increase**
145	N/A	N/A	Encroachment	Property line fencing is proposed within the PZ of this sapling oak; no significant root loss is anticipated.	**Increase**
146	N/A	N/A	Encroachment	Property line fencing is proposed within the PZ of this sapling oak; no significant root loss is anticipated.	**Increase**
148	N/A	N/A	Encroachment	A retaining wall is proposed approximately 8-10	**Increase**

Table IV-3
Oak Tree Impact Comparison

Tree No.	Approved Project	Reason	Revised Project	Reason	Impact Conclusion
(H)				feet east of this tree; minor root pruning and canopy pruning may be required.	
149	N/A	N/A	Encroachment	A retaining wall is proposed approximately 8-10 feet east of this sapling tree; no significant root pruning or canopy pruning is anticipated.	**Increase**
150	N/A	N/A	Encroachment	A retaining wall is proposed approximately 5-6 feet east of this sapling tree; no significant root pruning or canopy pruning is anticipated.	**Increase**
151	N/A	N/A	Encroachment	A retaining wall is proposed approximately 5-6 feet east of this sapling tree; no significant root pruning or canopy pruning is anticipated.	**Increase**
152	N/A	N/A	Encroachment	A retaining wall is proposed approximately 8-10 feet east of this sapling tree; minor root pruning and canopy pruning may be required.	**Increase**
167	N/A	N/A	Encroachment	A retaining wall is proposed approximately 5-6 feet east of this sapling tree; no significant root pruning or canopy pruning is anticipated.	**Increase**

(H) = Heritage Oak Tree; PZ = protected zone; DL = dripline
Approved Project Oak Tree Impact report, dated June 19, 2007.
Revised Project Oak Tree Impact report, dated May 2013.

Loss of California Department of Fish and Game Jurisdictional Habitat

Approved Project

Portions of riparian habitat understory (southern coast live oak riparian forest) along the creek (which is within the jurisdiction of California Department of Fish and Wildlife (CDFW)) would be impacted by the construction of a fire lane. The approved project would result in the loss of 0.025 acres of CDFW jurisdictional riparian habitat. The implementation of Mitigation Measure D-2 would reduce the impacts to CDFW jurisdictional areas to a less than significant level. This measure may include a combination of the following: the creation of at least an equal amount of equal quality riparian habitat, or enhancement of the riparian habitat currently onsite on a greater than 1:1 replacement ratio, or creation of riparian habitat offsite where currently none exists, or riparian habitat mitigation bank or riparian enhancement program.

Revised Project

Impacts to CDFW jurisdictional riparian habitat would be reduced from approximately 0.025 acres to 0.022 acres. The reduction to jurisdictional habitat is due to the footpath not being included in the site plan. However, any impact along the creek by the construction of a fire lane would require implementation of Mitigation Measure D-2, as described for the approved project. This would reduce impacts to less than significant levels and the preparation of a subsequent EIR is not warranted.

Other Biological Impacts

Approved Project

The approved project may increase general wildlife mortality. Mitigation Measure D-3 would require capture and relocation of these animals to a permanent open space and impacts would be reduced to a less than significant level.

The approved project may reduce or eliminate nesting birds. Mitigation Measure D-4 would require clearing and grubbing to occur during winter rather than during bird nesting season. If nesting is being compromised, construction shall suspend until fledging is complete. This would ensure impacts would be reduced to a less than significant level.

The approved project may increase litter on-site. Mitigation Measure D-5 would require the establishment of CC&Rs to ensure that maintenance crews remove litter and impacts would be less than significant.

The approved project would reduce the potential adverse effects of night lighting on the surrounding natural areas with Mitigation Measure D-6. This would ensure that impacts are less than significant.

The approved project would prevent downstream impacts including contamination from storm water runoff, and erosion with Mitigation Measure D-7. This would ensure that impacts are less than significant.

Revised Project

No further impacts to biological resources are anticipated based on the revised grading plans, beyond what has been described above (less excavation than the approved project). The revised project would be subject to the same mitigation measures as the approved project to ensure that impacts to wildlife mortality, nesting birds, on-site litter, adverse effects of night lighting, and prevention of downstream contamination are less than significant and the preparation of a subsequent EIR is not warranted.

Biological Resources Conclusion

The revised project would result in the removal of five oak trees, which results in the removal of one additional oak tree when compared to the approved project. However, like the approved project, the revised project would also implement Mitigation Measure D-1 to reduce the potentially significant impact to less than significant. Overall, the revised project would result in a similar impact to the approved project with respect to oak trees. Although one additional tree (which is a volunteer tree that wasn't on the property in 2008) would be removed and four additional trees would result in permanent encroachment, the revised project would avoid the impacts associated with the footpath (which was to result in potential encroachment of an additional 33 trees). Further, the revised grading plans would reduce impacts to southern coast live oak riparian forest from 0.04 acres to 0.022 acres. Impacts to California Department of Fish and Game jurisdictional riparian habitat would be reduced from approximately 0.025 acres to 0.022 acres. The reduction to jurisdictional habitat is due to the footbridge not being included in the site plan. No further impacts to biological resources are anticipated based on the revised grading plans. As such, the revised project would result in a comparable impact to the approved project with respect to biological resources. Therefore, the preparation of a subsequent EIR is not warranted.

CULTURAL RESOURCES

Historic

Approved Project

The project site is occupied by the Calabasas Inn, which is not considered a historic resource. Additionally, the project site is not adjacent to any buildings currently listed as landmarks at the national, state, or local levels. Therefore, no impact to historical resources would occur.

Revised Project

The revised project would be located on the same site as the approved project and would involve the demolition of the existing Calabasas Inn, which is not considered a historic resource. Like the approved project, the revised project would have no impact to historic resources and the preparation of a subsequent EIR is not warranted.

Archaeological

Approved Project

According to the Archaeological Investigation for the Village at Calabasas, prepared by Greenwood and Associates in March 2007, the lack of observed artifacts, the meandering nature of the stream, and the modern disturbances indicates that the probability of encountering significant intact archaeological resources is low. The Archaeological Investigation concluded that since the archaeological inventory was negative, there are no constraints on the approved project. However, the Archaeological Investigation also indicated that should cultural deposits be encountered during construction, work should be temporarily diverted from the vicinity of the discovery until a qualified archaeologist can identify and evaluate the importance of the find, conduct any appropriate assessment, and implement measures to mitigate impacts on significant resources.

In this respect, it must also be mentioned that the Preliminary Geotechnical Engineering Report indicated that artificial fill mantels a majority of the property at depths of up to ten feet (see Section IV.F, Geology and Soils). The artificial fill lies on top of older alluvial soils. Because the artificial fill is of recent origin, any archaeological remains on the site would likely be buried by the fill. Consequently, the failure of the surface archaeological survey to detect prehistoric cultural remains does not eliminate the possibility that such remains may occur beneath the fill. Since construction of the approved project would require the removal of most of the artificial fill and some of the older alluvium, the potential remains that archaeological remains could be encountered during the excavation phase. While the Archaeological Investigation considered the probability of encountering significant intact archaeological resources to be low, mitigation measures are recommended to ensure that project impacts would remain less than significant.

Revised Project

The Draft EIR for the approved project determined that the probability of encountering significant intact archaeological resources was low, and that impacts with respect to archaeological resources would be less than significant with implementation of the recommended mitigation measures. Greenwood and Associates, in an Archeological Investigation letter dated January 14, 2013 (which can be found as Appendix D), reviewed their findings for the approved project against the revised site plan. While there are minor variations in the footprint for each project, the general configuration is the same, and the

original archaeological resources survey encompassed the area of the revised project. The revised project would therefore result in the same impact as the approved project with respect to archaeological resources and the preparation of a subsequent EIR is not warranted.

Paleontological

Approved Project

A records search at the Los Angeles County Museum of Natural History for paleontological resources was conducted in September 2007. According to the Museum, grading or shallow excavations in the younger Quaternary Alluvium at the project site are unlikely to uncover significant fossil vertebrate remains. Deeper excavations that extend down into deposits of the Modelo Formation or older Quaternary deposits, however, may encounter significant vertebrate fossil remains. Any substantial excavations at the project site, therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations. Mitigation Measures E-4 through E-8 would ensure that a qualified vertebrate paleontologist be retained during earth-moving activities to monitor and recover all vertebrate fossil specimen to designated museum repository requirements. This would ensure that impacts would be less than significant.

Revised Project

It was determined for the approved project that grading or shallow excavations at the project site are unlikely to uncover significant fossil vertebrate remains, but that deeper excavations may encounter significant vertebrate fossil remains. Mitigation measures were provided for the approved project to reduce the potential impact to less than significant. Grading and excavation for the revised project would occur on the same site as the approved project; however, the revised project would require less than half the amount of excavation as the approved project due to the reduction in subterranean parking. The revised project would therefore result in a less than significant impact, and the impact would be reduced when compared to the approved project. As such, a subsequent EIR is not warranted.

Cultural Resources Conclusion

The Draft EIR for the approved project concluded that with implementation of the provided mitigation measures, project impacts with respect to cultural resources (including historic, archaeological, and paleontological resources) would be less than significant. The revised project would be constructed on the same site as the approved project, and as discussed above, would result in a similar probability as the approved project to impact a cultural resource. The same mitigation measures provided for the approved project would also be implemented by the revised project. Overall, the revised project's impacts to

cultural resources would be comparable to the approved project. Therefore, preparation of a subsequent EIR is not warranted.

GEOLOGY AND SOILS

Rupture of a Known Earthquake Fault

Approved Project

A Preliminary Geotechnical Engineering Report for the approved project was prepared by Earth Systems Southern California in February 2007 after several field explorations (January 13, 2006 and November 27-29, 2006). Direct evidence for faulting or geomorphic features suggestive of faulting was not observed onsite during the 2006 site investigations. The project site is not within an Alquist-Priolo Fault-Rupture Hazard Zone. Therefore, the approved project would not likely be subject to the potential for ground rupture due to faulting and impacts would be less than significant.

Revised Project

An Updated Geotechnical Engineering Report, prepared by Earth Systems Southern California, dated January 29, 2013 was prepared (included as Appendix E to this Addendum). The revised project would be located on the same site as the approved project. As it is not within an Alquist-Priolo Fault Rupture Hazard Zone, impacts would be less than significant and a subsequent EIR is not warranted.

Strong Seismic Ground Shaking

Approved Project

The project site (like any site in the Calabasas area) is located in the seismically active region of Southern California and can be expected to be subjected to strong grounding shaking during the life-time of the project. Currently accepted design standards for seismically induced ground shaking resistant construction are addressed in the 2007 California Building Code (CBC) and City of Calabasas amendments, as well as the City of Calabasas Municipal Code. These guidelines are considered the minimum standards for design and construction of buildings in the southern California area and would be incorporated into any final project designs. Because design and construction of the approved project in compliance with the CBC's recommended seismic design criteria would achieve an "acceptable level" of risk, as defined by the State of California, impacts to the approved project caused by strong seismic ground shaking would be less than significant. Therefore, other than the required compliance with the recommendations of the project's Preliminary Geotechnical Engineering Report and the requirements of the City's Building and Safety Division, further mitigation measures are not required.

Revised Project

The revised project would be located on the same site as the approved project in a seismically active region of Southern California. Design standards in the City of Calabasas Building Code (based on the 2010 California Building Code) would also apply to the building of the revised project. Because design and construction of the revised project in compliance with the CBC's recommended seismic design criteria would achieve an "acceptable level" of risk, as defined by the State of California, impacts caused by strong seismic ground shaking would be less than significant and a subsequent EIR is not warranted.

Liquefaction

Approved Project

The easterly portion of the project site is located within a defined liquefaction hazard zone. However, according to the project's Preliminary Geotechnical Engineering Report, unconsolidated materials (soil) at the site consists of terrace materials that are relatively old and dense, and not generally susceptible to liquefaction. Moreover, the deepest elevation of the site soil is above the base of the proposed structures. In other words, the base of each of the proposed structures, as currently designed, would bear entirely in bedrock. Therefore, the potential for liquefaction-induced damage to proposed structures at this site is considered negligible by the consulting geotechnical engineers. Consequently, liquefaction-related impacts to the approved project would be less than significant and other than the required compliance with the CBC, recommendations of the project's Preliminary Geotechnical Engineering Report and the requirements of the City's Building and Safety Division, further mitigation measures are not required.

Revised Project

The revised project would be located on the same site as the approved project with the easterly portion within a defined liquefaction hazard zone. According to the Updated Geotechnical Engineering Report, bedrock was encountered in all borings at depths ranging from near surface to 21 feet below the grade. Artificial fill was observed on the majority of the project site and was observed as deep as 10 feet. The fill is undocumented and considered unsuitable for support of structures or slabs. The fill was observed to consist of moderately compact sandy silts and clays. Native site soils are comprised of consolidated older alluvium referred to as terrace deposits. The terrace deposits were found to consist of sandy clays with layers of silts, clays, silty sand, and gravel rich layers. Bedrock was encountered at depths ranging from near the surface in the southwest corner of the site to 21 feet below the adjacent grade in the center-easterly portion of the site. The depth to bedrock, thickness of existing fill, and thickness of natural soil vary considerably across the site, from approximately 0 (bedrock at surface) in the southwest part of the project site to about 20 feet in the east-central and northerly parts of the site.

The grading plan indicates that the base of the subterranean parking level adjacent to the street on the north would extend down to a depth of 20 to 25 feet below existing grade to an elevation that would be

close to or at the bedrock contact. Temporary shoring and retaining walls would be necessary to support the street and form the subterranean parking levels. The remaining development (the southerly portion) would be situated at-grade or close to existing grade. The southern portion of the project would thus be above the underlying bedrock surface, except for the zone along the mid to southwesterly property line where bedrock is shallow or at the ground surface. Thus, the proposed at-grade structures would intersect the bedrock contact in the southwestern portion of the site.

According to the Updated Geotechnical Engineering Report, the proposed buildings should be founded either entirely on bedrock or entirely on new engineered compacted fill, and the structures should not transition from one material to the other. Based on conceptual grading plans, the subterranean parking structure would bottom in or near bedrock and should bear entirely in bedrock, while some remedial grading beneath the base of the lower parking level may be necessary for uniform slab support. The buildings in the other (southerly) portions of the project may be supported by shallow spread footings that bear entirely on compacted soil (engineered fill) or foundations may be deepened to uniformly support the structure in bedrock.

Because of the depth to bedrock beneath some portions of the proposed buildings as discussed above, deep foundations may be necessary for some portions of buildings to be supported on bedrock. If the proposed buildings in the southern portion of the site are to be supported by footings bearing in compacted fill, rather than bedrock, remedial grading would be necessary in those areas to treat existing uncompacted fills and shallow bedrock so that the footings bear on a uniform thickness of new engineered compacted fill. Engineered fill soils that are underlain by relatively dense native soils and competent bedrock are considered at low risk to liquefaction. Therefore, impacts due to liquefaction would be less than significant and a subsequent EIR is not warranted.

Landslides

Approved Project

The project site is not located within a zone for earthquake induced landslides as designated by the State of California on the "Seismic Hazard Zones" Calabasas Quadrangle. In addition, the approved project would not be located in a landslide area as identified by the City of Calabasas General Plan, Community Profile: Environmental Hazards (May 6, 1993). Furthermore, the project's Preliminary Geotechnical Engineering Report geologic map does not indicate the presence of any landslide materials on the project site and does not indicate a potential for the project to be subjected to landslides. Therefore, landslide-related impacts to the approved project would be less than significant. Other than the required compliance with the CBC, recommendations of the project's Preliminary Geotechnical Engineering Report and the requirements of the City's Building and Safety Division, further mitigation measures are not required.

Revised Project

The project site is not located within a zone for earthquake induced landslides as designated by the State of California on the "Seismic Hazard Zones" Calabasas Quadrangle. In addition, the revised project would not be located in a landslide area as identified by the City of Calabasas 2030 General Plan Safety Element. Furthermore, the approved project's Preliminary Geotechnical Engineering Report geologic map does not indicate the presence of any landslide materials on the project site and does not indicate a potential for the project to be subjected to landslides. As the revised project would be in the same location, the site would continue to be outside the potential area subjected to landslides. Like the approved project, the revised project's landslide-related impacts would be less than significant.

Substantial Soil Erosion or Loss of Topsoil

Approved Project

For the approved project, construction and grading would expose a relatively small area to erosional forces (approximately 5.43 acres). Erosion potential is also directly related to the steepness of the terrain. Most of the project site exposed during site preparation is characterized by level to gently sloping terrain. In addition, the on-site soils are not described by the Preliminary Geotechnical Engineering Report as being particularly susceptible to erosion: rather, the terrace deposit is consolidated and the mantling artificial fill is moderately compacted. Nevertheless, there is the potential for some soil erosion at the site. This soil erosion potential would be addressed by the required compliance with a variety of federal, state and local programs. In particular, the approved project would be required by the City of Calabasas and the Los Angeles Regional Water Quality Control Board to implement Best Management Practices (BMPs) to control erosion in accordance with the requirements of the National Pollution Discharge Elimination System (NPDES) permit, the Stormwater Pollution Prevention Plan (SWPPP) for short-term construction-related erosion control, and the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP) for control of the project's long-term operational activities. The approved project's compliance with these programs would ensure that the project would not result in substantial soil erosion or loss of topsoil. Therefore, potential soil erosion impacts would be less than significant.

Revised Project

The revised project would be located on the same site as the approved project and subject to the same soil conditions that could result in soil erosion or loss of topsoil. There is the potential for some soil erosion at the site. This soil erosion potential would be addressed by the required compliance with a variety of federal, state, and local programs. As with the approved project, the revised project would be required by the City of Calabasas and the Los Angeles Regional Water Quality Control Board to implement Best Management Practices (BMPs) to control erosion in accordance with the requirements of the National Pollution Discharge Elimination System (NPDES) permit, the Stormwater Pollution Prevention Plan (SWPPP) for short-term construction-related erosion control, and the Los Angeles County Standard

Urban Stormwater Mitigation Plan (SUSMP) for control of the project's long-term operational activities. Further, when compared to the approved project, the revised project would result in an approximately 57 percent reduction in raw cut, an approximately 78 percent reduction in raw fill, and an approximately 55 percent reduction in export. Therefore, impacts due to soil erosion or loss of topsoil would be less than significant and a subsequent EIR is not warranted.

Geologic Unit or Soil that is Unstable

Approved Project

The approved project would not be located on a geologic unit or soil that is unstable or would become unstable. Soils that are potentially unstable would be excavated and removed from the site and the base of the structure would bear entirely in bedrock. Therefore, unstable soils-related impacts to the approved project would be less than significant and other than the required compliance with the CBC, recommendations of the project's Preliminary Geotechnical Engineering Report and the requirements of the City's Building and Safety Division, further mitigation measures are not required.

Revised Project

The revised project would be located on the same site as the approved project. As the approved project would not be located on a geologic unit or soil that is unstable, the revised project would also not be affected. Typical cut and fill grading down to 10 feet in depth would remove unstable soil. Remedial grading (soil removal and recompaction) would be necessary to mitigate the effects of unsuitable soil (uncompacted fill and compressed natural soils). Therefore, impacts due to unstable geologic units or soil would be less than significant and a subsequent EIR is not warranted.

Expansive Soil

Approved Project

The approved project would not be located on expansive soils. According to the Preliminary Geotechnical Engineering Report, the upper on-site soils are considered to have a "Very Low" expansion potential, and the bedrock is considered to have a "Medium" expansion potential. The Preliminary Geotechnical Engineering Report provided recommendations for foundation design bearing on the bedrock. These foundation design recommendations, in combination with the construction requirements imposed upon the approved project by the City's Building and Safety Division, would ensure that expansive soil-related impacts would be less than significant. Under CEQA, no further mitigation measures are required.

Revised Project

The revised project would be located on the same site as the approved project. Like the approved project, the revised project's upper on-site soils are considered to have a "Very Low" expansion potential and the

bedrock to have a "Medium" potential. According to the Updated Geotechnical Engineering Report, the proposed buildings should be founded either entirely on bedrock or entirely on new engineered compacted fill, and the structures should not transition from one material to the other. Based on conceptual grading plans, the subterranean parking structure would bottom in or near bedrock and should bear entirely in bedrock, while some remedial grading beneath the base of the lower parking level may be necessary for uniform slab support. The buildings in the other (southerly) portions of the project may be supported by shallow spread footings that bear entirely on compacted soil (engineered fill) or foundations may be deepened to uniformly support the structure in bedrock.

Because of the depth to bedrock beneath some portions of the proposed buildings as discussed above, deep foundations may be necessary for some portions of buildings to be supported on bedrock. If the proposed buildings in the southern portion of the site are to be supported by footings bearing in compacted fill, rather than bedrock, remedial grading would be necessary in those areas to treat existing uncompacted fills and shallow bedrock so that the footings bear on a uniform thickness of new engineered compacted fill. Construction requirements imposed upon the revised project by the City's Building and Safety Division would ensure that impacts due to expansive soils would be less than significant and a subsequent EIR is not warranted.

Geology and Soils Conclusion

The Draft EIR for the approved project concluded that with implementation of the recommendations contained in the Preliminary Geotechnical Engineering Report and compliance with the requirements of the City's Building and Safety Division and the California Building Code and the City of Calabasas amendments, project impacts with respect to geotechnical hazards would be less then significant. The revised project would be constructed on the same site as the approved project. Therefore, with implementation of the recommendations contained in the Preliminary Geotechnical Engineering Report (prepared for the approved project) and the Updated Geotechnical Engineering Report (prepared for the revised project), as well as compliance with the requirements of the City's Building and Safety Division and the California Building Code and the City of Calabasas amendments, project impacts with respect to geotechnical hazards would be less then significant, and would be the same as the impacts of the approved project.

HAZARDS AND HAZARDOUS MATERIALS

Routine Transport, Use, or Disposal of Hazardous Materials

Approved Project

The land uses for the approved project (i.e., retail/residential) are not expected to require the use, storage, or disposal of large quantities of hazardous materials. Other than typical cleaning solvents, no hazardous materials would be used, transported or disposed of in conjunction with the routine day-to-day operations

of the project. As such, the approved project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

Revised Project

The land uses for the revised project are not expected to require the use, storage, or disposal of large quantities of hazardous materials. Typical cleaning solvents would also be used, transported or disposed of in conjunction with the routine day-to-day operations of the project. Similar to the approved project, the revised project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant. Therefore, the preparation of a subsequent EIR is not warranted.

Release of Hazardous Materials into the Environment

Approved Project

The existing Calabasas Inn is reported to have been constructed in 1968. Due to the age of the building, there is the potential for asbestos-containing material (ACM) and lead-based paint (LBP) to occur at the project site. Demolition activities associated with ACM is subject to numerous regulations enforced by agencies such as OSHA (Occupational Safety and Health Administration) and the EPA. Cal-OSHA regulates asbestos at concentrations greater than one tenth of one percent. As such, prior to demolition, if affected, any ACM would be removed and be disposed of by a licensed and qualified asbestos abatement contractor in accordance with all federal, State and local laws, ordinances and regulations. Compliance with these regulations would ensure that potential impacts associated with ACM would be less than significant.

LBP, which can result in lead poisoning when consumed or inhaled, was widely used in the past to coat and decorate buildings. Like ACM, LBP generally does not pose a health risk to building occupants when left undisturbed; however, demolition can result in hazardous exposure. Demolition activities associated with LBP is subject to numerous regulations enforced by agencies such as OSHA and the EPA. Compliance with these regulations would ensure that potential impacts associated with LBP would be less than significant.

Revised Project

The revised project would also involve demolition of the existing Calabasas Inn, which, due to the age of the building, has the potential for asbestos-containing material (ACM) and lead-based paint (LBP). As such, prior to demolition, if affected, any ACM would be removed and be disposed of by a licensed and qualified asbestos abatement contractor in accordance with all federal, State and local laws, ordinances and regulations. Demolition activities could disturb LBP and result in hazardous exposure. Similar to the

approved project, the revised project would need to be in compliance with Cal-OSHA and EPA regulations to ensure that potential impacts associated with ACM and LBP would be less than significant. As such, the preparation of a subsequent EIR is not warranted.

Hazardous Materials Within One-quarter Mile of an Existing or Proposed School

Approved Project

There are no existing schools and no known proposed schools within one-quarter mile of the project site. Therefore, no impact would occur.

Revised Project

There are no existing schools and no known proposed schools within one-quarter mile of the project site. No impact would occur and the preparation of a subsequent EIR is not warranted.

Located on a Site Which is Included on a List of Hazardous Materials Sites

Approved Project

California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses. The project site is not included on any of the applicable lists; therefore, no impact would occur.

Revised Project

The project site is not included on any of the applicable lists. Similar to the approved project, no impact would occur and the preparation of a subsequent EIR is not warranted.

Located Within An Airport Land Use Plan or Within Two Miles of a Public Airport

Approved Project

The project site is not located within two miles of a public airport. Therefore, no impact would occur.

Revised Project

The project site is not located within two miles of a public airport. Similar to the approved project, no impact would occur and the preparation of a subsequent EIR is not warranted.

Within the Vicinity of a Private Airstrip

Approved Project

The approved project is not located in the vicinity of a private airstrip. Therefore, no impact would occur.

Revised Project

The approved project is not located in the vicinity of a private airstrip. No impact would occur and the preparation of a subsequent EIR is not warranted.

Hazards and Hazardous Materials Conclusion

The Draft EIR for the approved project concluded that compliance with the regulations concerning asbestos abatement and lead based paint removal would ensure that impacts with respect to ACM and LBP would be less than significant. As discussed above, the revised project would also comply with these regulations, and therefore the revised project's impacts with respect to an upset and release of hazardous materials would also be less than significant. The revised project would be constructed on the same site as the approved project, and would not contain a use that would release hazardous materials into the environment. As such, the revised project's impacts would be less than significant and the same as the impacts of the approved project. Preparation of a subsequent EIR is not warranted.

HYDROLOGY AND WATER QUALITY

Create or Contribute Runoff Water that would Violate any Water Quality Standards or Waste Discharge Requirements

Approved Project

Construction

Since the approved project would include grading of more than one acre, the project site would require a General Construction Activity Storm Water Permit from the State Water Resources Control Board (SWRCB) prior to the start of construction. The National Pollutant Discharge Elimination System (NPDES) requires that a Notice of Intent (NOI) be filed with the SWRCB. By filing an NOI, the project developer agrees to the conditions outlined in the General Permit. One of the conditions of the General Permit is the development and the implementation of a Storm Water Pollution Prevention Plan (SWPPP).

The SWPPP identifies which structural and nonstructural BMPs would be implemented, such as sandbag barriers, temporary desilting basins near inlets, gravel driveways, dust controls, employee training, and general good housekeeping practices. In addition, the approved project would be required to obtain a grading permit from the Department of Building and Safety. With implementation of the applicable grading and building permit requirements and the application of best management practices (BMPs) specifically designed to minimize construction-related water quality impacts, the construction of the approved project would not violate any water quality standards or waste discharge requirements. Therefore, impacts on water quality from construction activities would be less than significant.

Operation

The approved project is a mixed-use development consisting primarily of residential uses with some ground floor commercial. Discharges from the project would consist of typical urban runoff from residential and commercial uses. There would be no industrial discharge to any public sewage or storm drainage system. The approved project must comply with the Standard Urban Storm Water Mitigation Plan (SUSMP) program and would be required to obtain the City's municipal storm water sewer system permit (which requires separate infrastructure for storm water flow and sewer flow). The SUSMP program establishes comprehensive storm water quality programs to manage urban storm water and minimize pollution of the environment to the maximum extent practicable. The SUSMP program requires the approved project to implement Best Management Practices (BMPs) to reduce pollutants in urban storm water discharge to the maximum extent practicable. With the project's compliance with all applicable federal, State, and local regulations, Code requirements, and permit provisions, including SUSMP, the approved project would not violate any water quality standards or waste discharge requirements and, therefore, impacts would be less than significant.

Revised Project

Construction

The revised project would be located at the same site as the approved project and would also include grading of more than one acre, and thus the project site would also require a General Construction Activity Storm Water Permit from the SWRCB prior to the start of construction. To obtain permit coverage, permit registration documents (PRDs) must be electronically filed with the SWRCB prior to the commencement of construction activity. One of the PRD documents is the NOI, and once the NOI has been received, a waste discharge identification number (WDID) would be issued. Like the approved project, the revised project would be required to implement a SWPPP, which would identify which structural and nonstructural BMPs would be implemented. According to the Standard Grading Notes provided by the project applicant, the revised project's construction phase shall implement appropriate best management practices (BMPs) to be consistent with Calabasas Municipal Code, Chapter 8.28, as well as the approved stormwater pollution prevention plan, urban runoff mitigation plan, and the erosion

control plan. Like the approved project, the revised project's impacts on water quality from construction activities would be less than significant and the preparation of a subsequent EIR is not warranted.

Operation

The revised project consists of both residential and commercial uses. Discharges from the project would consist of typical urban runoff from residential and light commercial uses. There would be no industrial discharge to any public sewage or storm drainage system. The revised project, like the approved project, must comply with the SUSMP program and would be required to obtain the City's municipal storm water sewer system permit (which requires separate infrastructure for storm water flow and sewer flow). The SUSMP program requires BMPs to reduce pollutants in urban storm water discharge to the maximum extent practicable. Further, stormwater and urban runoff would drain to the site's low point which is generally located in the southeast portion of the site (Phase 3). The project design includes a below-grade holding tank to capture water runoff. This would also be used as a treatment area prior to reuse of the water or outflow to the creek. The size of the cistern would be 9,000 cubic feet, holding up to 67,000 gallons of water. Most of this water would be recycled onsite for landscaping purposes. Most of the development runoff would be intercepted and treated by the cistern before outletting or discharging to the creek. The revised project would not violate any water quality standards or waste discharge requirements and, therefore, impacts would be less than significant and the preparation of a subsequent EIR is not warranted.

Substantial Additional Sources of Polluted Runoff from delivery areas; loading docks; other areas where materials are stored, vehicles or equipment are fueled or maintained, waste is handled, or hazardous materials are handled or delivered; other outdoor work areas; or other sources

Approved Project

The approved project includes a small, covered loading dock area, located in the northeastern corner of the development. As the project is primarily a residential development, the commercial components of the project would not be expected to generate substantial loading dock activity. Also, the loading dock area would be covered and not subject to direct runoff. Furthermore, the approved project's storm drainage system is designed to intercept and convey all the tributary runoffs, including that from the loading dock area, to the proposed interconnected underground Storm Tech chambers for treatment prior to discharge into McCoy Canyon Creek. Therefore, the loading dock area would not provide substantial additional sources of polluted runoff.

The approved project would not include specified outdoor areas where materials are to be stored; no vehicles or equipment would be fueled or maintained on the project site; no hazardous materials would be handled on or delivered to the project site; and, no outdoor work areas are included in the project design. Therefore, the approved project would not provide substantial additional sources of polluted runoff from any of these sources and impacts would be less than significant.

Revised Project

The revised project includes two loading zones located off the eastern driveway near Building 8. As the project is primarily a residential development, the project would not be expected to generate substantial loading dock activity. Like the approved project, the loading dock areas of the revised project would be covered and not subject to direct runoff. Furthermore, the revised project's storm drainage system is designed to intercept and convey all the tributary runoffs, including that from the loading dock area, to the proposed interconnected underground Storm Tech chambers for treatment prior to discharge into McCoy Canyon Creek. Therefore, the loading dock area would not provide substantial additional sources of polluted runoff.

The revised project, like the approved project, would not include specified outdoor areas where materials are to be stored; no vehicles or equipment would be fueled or maintained on the project site; no hazardous materials would be handled on or delivered to the project site; and, no outdoor work areas are included in the project design. Similar to the approved project, the revised project would not provide substantial additional sources of polluted runoff from any of these sources. Impacts would be less than significant and the preparation of a subsequent EIR is not warranted.

Discharge Stormwater so that one or more beneficial uses of receiving waters are adversely affected

Approved Project

As discussed above (under the heading entitled "Create or Contribute Runoff Water that would Violate any Water Quality Standards or Waste Discharge Requirements"**),** the approved project would be compliant with all applicable federal, state, and local regulations, Code requirements, and permit provisions, including SUSMP and NPDES. The approved project would not discharge storm water so that beneficial uses of receiving waters would be adversely affected. Therefore, impacts in this respect would be less than significant.

Revised Project

Like the approved project, and as also discussed above (under the heading entitled "Create or Contribute Runoff Water that would Violate any Water Quality Standards or Waste Discharge Requirements"), the revised project is required to comply with all applicable federal, state, and local regulations, Code requirements, and permit provisions, including SUSMP and NPDES. The revised project would also not discharge storm water so that beneficial uses of receiving waters would be adversely affected. In addition, the revised project would comply with Low Impact Development (LID) measures. The LID concept is a design strategy that uses naturalistic, on-site BMPs to lessen the impacts of development on stormwater quality and quantity. The goal of LID is to mimic the undeveloped runoff conditions of the project site with the post-development conditions. The following design strategies are examples of LID and would be incorporated into the revised project as feasible: porous pavement; downspout routing; disconnect

impervious surfaces; dry well; landscaping and landscape irrigation; and green roof. Like the approved project, the revised project's impacts in this respect would be less than significant and the preparation of a subsequent EIR is not warranted.

Violate any other water quality standards or waste discharge requirements

Approved Project

Given the project's compliance with all applicable federal, state, and local regulations, Code requirements, and permit provisions, including the SUSMP and NPDES, the approved project would not be expected to violate any other water quality standards or waste discharge requirements. Therefore, impacts in this respect would be less than significant.

Revised Project

Like the approved project, the revised project would comply with all applicable federal, state, and local regulations, Code requirements, and permit provisions, including SUSMP and NPDES, the revised project would not be expected to violate any other water quality standards or waste discharge requirements. Like the approved project, the revised project's impacts in this respect would be less than significant and the preparation of a subsequent EIR is not warranted.

Substantially deplete groundwater supplies or interfere substantially with groundwater recharge

Approved Project

No water wells are proposed as part of the project. Project development would include excavation for one level of underground parking. While temporary construction-related dewatering may be necessary, there would be no necessity for ongoing dewatering. In addition, the existing project site has approximately 30 percent pervious surface coverage. In comparison, the approved project would increase pervious surface area to approximately 45 percent of the project site. As the result, the approved project would increase the potential for onsite soil infiltration of rainfall and landscape irrigation. Therefore, the project would not substantially deplete groundwater and impacts would be less than significant.

Revised Project

Like the approved project, the revised project does not include water wells. Similar to the approved project, temporary construction-related dewatering may be necessary, there would be no necessity for ongoing dewatering. The revised project would have a slightly larger amount of pervious area (54.6 percent versus 44.9 percent for the approved project). Like the approved project, the revised project would not substantially deplete groundwater and impacts would be less than significant and the preparation of a subsequent EIR is not warranted.

Substantially alter the existing drainage pattern of the site or area that would result in substantial erosion or siltation on- or off-site

Approved Project

The project would not substantially alter the existing drainage pattern of the site or area. The project applicant must demonstrate to the satisfaction of both the City of Calabasas and to the Federal Emergency Management Agency that project implementation would not result in substantial erosion or siltation on- or off-site. With the implementation of the City of Calabasas Code Requirements (Mitigation Measures G-1 through G-3), NPDES Requirements (Mitigation Measures G-4 through G-6), and City of Calabasas Conditions of Approval (Mitigation Measures G-7 through G-21), the approved project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. Therefore, the project's erosion and siltation impacts would be less than significant.

Revised Project

Like the approved project, the revised project would not substantially alter the existing drainage pattern of the site or area. The project applicant must demonstrate to the satisfaction of both the City of Calabasas and to the Federal Emergency Management Agency that project implementation would not result in substantial erosion or siltation on- or off-site. With the implementation of the City of Calabasas Code Requirements, NPDES Requirements, and City of Calabasas Conditions of Approval, the revised project would not substantially alter the existing drainage pattern of the site or area. Like the approved project, the revised project's erosion and siltation impacts would be less than significant and the preparation of a subsequent EIR is not warranted.

Significantly increase erosion, either on or off-site

Approved Project

During the construction phase, the project would not be expected to significantly increase erosion for the following reasons: (1) the project site is relatively flat and, therefore, does not generate high velocity runoff; (2) the project site is relatively small (only 5.43 acres), would be developed in one phase and, therefore, large areas of raw land would not be exposed to erosional forces for extended periods of time; (3) as a developed urban area, the project site only generates minor quantities of debris that might flow into McCoy Canyon Creek and cause downstream erosion; (4) the project would be required to prepare and implement a SWPPP, a plan that identifies the structural and nonstructural BMPs that would be implemented to prevent erosion during construction.

Following the construction phase the project would not be expected to significantly increase erosion for the following reasons: (1) the developed site's storm drainage system includes on-site storm water

detention and control release of treated flows into McCoy Canyon Creek; (2) Mitigation Measure G-1 requires the installation of energy dissipaters at the project's discharge outlets to slow the velocity of discharging waters. Therefore, the project's potential to result in substantial erosion would be less than significant.

Revised Project

Like the approved project, the revised project would not be expected to significantly increase erosion. The project site is relatively flat, small, surrounded by an urban area, and would implement a SWPPP and BMPs. As described in Section II, Project Description, the entire site would be graded during Phase 1. However, the portions of the site that would accommodate Phases 2 and 3 would be landscaped pursuant to a planting plan while Phase 1 is constructed. Therefore, the impacts with respect to erosion would be less than significant, and similar to the impacts of the approved project.

Further, like the approved project, the revised project would not be expected to significantly increase erosion following the project's construction phase. Like the approved project, the revised project's storm drainage system would include on-site storm water detention and control release of treated flows into McCoy Canyon Creek. Further, the revised project would comply with Mitigation Measure G-1 provided for the approved project that would require the installation of energy dissipaters at the project's discharge outlets to slow the velocity of discharging waters. Similar to the approved project, the revised project's potential to result in substantial erosion would be less than significant and the preparation of a subsequent EIR is not warranted.

Substantially alter the existing drainage pattern of the site or area that would result in flooding

Approved Project

The southern and southeastern portions of the project site are designated as being within a flood hazard area. However, the project would raise the elevation of the buildings in that portion of the site above the flood hazard level and would protect the development with a retaining wall along McCoy Canyon Creek. Therefore, the approved project would not be subject to flooding.

Construction of the approved project would result in an increase in onsite permeable surface area, resulting in the potential for more onsite absorption of rainfall and a potential decrease in runoff. Also, the developed site's storm drainage system includes on-site storm water detention and control release of treated flows into McCoy Canyon Creek. Therefore, the approved project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, and impacts would be less than significant.

Installation of the proposed retaining wall along McCoy Canyon Creek has the potential to alter the course of McCoy Canyon Creek. However, as discussed below, the project applicant must demonstrate to

both the City of Calabasas and to the Federal Emergency Management Agency (FEMA) that the project would not result in off-site flooding. To initiate this determination, the project applicant has prepared a Conditional Letter of Map Revision (CLOMR) application for FEMA. A CLOMR is FEMA's review and comment on a project that is proposed within a flood hazard area. A CLOMR comments on whether the approved project meets the minimum floodplain management criteria of the National Flood Insurance Program (NFIP) and, if so, what revisions would be made to the community's NFIP map if the project is completed as proposed.

In addition, the project applicant has submitted the preliminary Drainage Concept to the City of Calabasas Department of Public Works. Public Works has reviewed the report and has established conditions of approval which outline the necessary steps the project applicant must take to resolve all flood hazard related-concerns. These conditions of approval are identified below. With the approval of the Drainage Concept as conditioned by both the City of Calabasas and FEMA, the approved project would not substantially alter the existing drainage pattern resulting in flooding on- or off-site. Therefore, flood hazard impacts related to alteration of McCoy Canyon Creek would be less than significant.

Revised Project

The southern and southeastern portions of the project site are designated as being within a flood hazard area. However, the project would raise the elevation of the buildings in that portion of the site above the flood hazard level and would protect the development with a retaining wall along McCoy Canyon Creek. Therefore, the revised project would not be subject to flooding.

The revised project would have a slightly larger amount of pervious area (54.6 percent versus 44.9 percent for the approved project). However, the revised project's storm drainage system includes on-site storm water detention with controlled release of treated flows into McCoy Canyon Creek. With these storm drainage system improvements, the revised project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, and impacts would be less than significant. Further, the project applicant's Drainage Concept has been submitted to the City of Calabasas Department of Public Works. The Department of Public Works has established conditions of approval which outline the necessary steps the project applicant must take to resolve all flood hazard concerns. The City's conditions of approval are as follows:

1. Areas of creek bank that have eroded need to be fully stabilized per the Army Corp of Engineer's standards and approved by the California Department of Fish and Wildlife.

2. Creek banks need to be cleaned up, broken trees and barriers removed from the creek bed and bank.

3. This project will disturb one acre or greater of land and therefore must obtain coverage under a statewide General Construction Activities Stormwater Permit (General Permit). Prior to issuance of a grading permit, the applicant must submit to the City:

    a. Proof of the PRD filing confirmation with the State Water Resources Control Board under the new General Permit (Order No. 2009-0009-DWQ Permit);

    b. A statement of owner's certification that a State Stormwater Pollution Prevention Plan (SWPPP) has been prepared; and

    c. A copy of the SWPPP prepared for the project complying with all applicable requirements of the Order No. 2009-0009-DWQ.

4. This is a Planning Priority Project as defined in the City of Calabasas' National Pollutant Discharge Elimination System (NPDES) permit. As such, the construction drawings must incorporate the following five requirements into the project design prior to the issuance of the grading permit:

    a. Conserve natural areas;

    b. Protect slopes and channels;

    c. Provide storm drain system stenciling and signage;

    d. Divert roof runoff to vegetated areas before discharge unless the diversion would result in slope instability; and

    e. Direct surface flow to vegetated areas before discharge unless the diversion would result in slope instability.

5. The owner/owner's agent shall ensure the following minimum requirements are effectively implemented at the construction site:

    a. Sediments generated on the project site shall be retained using adequate Treatment Control or Structural BMPs;

    b. Construction-related materials, wastes, spills, or residues shall be retained at the project site to avoid discharge to streets, drainage facilities, receiving waters, or adjacent properties by wind or runoff;

    c. Non-storm water runoff from equipment and vehicle washing and any other activity shall be contained at the project site; and

d. Erosion from slopes and channels shall be controlled by implementing an effective combination of BMPs, such as the limiting of grading scheduled during the wet season; inspecting graded areas during rain events; planting and maintenance of vegetation on slopes; and covering erosion susceptible slopes.

6. This project is a development planning priority project under the City's NPDES Municipal Stormwater Permit. An Urban Stormwater Mitigation Plan (USMP) that incorporates appropriate post-construction best management practices (BMPs) into the design of the project must be prepared and approved prior to issuance of any grading. Please refer to the Los Angeles County *Standard Urban Stormwater Mitigation Plan (SUSMP)* for applicable design requirements. The project-specific USMP shall describe how this project design conforms to all requirements set forth in the SUSMP and must include a fully executed and recorded "Maintenance Covenant for Parcels Subject to SUSMP Requirements" to provide for on-going maintenance of the BMPs that have been chosen.

7. Landscape areas should utilize a concave design to capture irrigation runoff and first ¾ inch of a two year storm event for the landscape area only; additional capacity should be included if runoff from the roof and all hardscape areas is directed to landscaped areas.

8. Direct runoff from the driveway toward permeable areas and construct portions of the driveway from porous materials.

9. Grading shall be prohibited from October 1st through April 15th, unless the City Engineer determines that soil conditions at the site are suitable, and adequate and effective erosion and sediment control measures will be in place during all grading operations.

10. Individuals responsible for SWPPP preparation, implementation, and permit compliance shall be appropriately trained. This includes those personnel responsible for developing the SWPPP called Qualified SWPPP Developer (SQD) and those personnel responsible for installation, inspection, maintenance, and repair of BMPs called the Qualified SWPPP Practitioner (QSP). They shall provide a certificate of appropriate trainings. Training sessions are offered by government agencies or professional organizations.

11. During the term of the City permit, the contractor, their employees, and subcontractors shall implement appropriate Best Management Practices (BMPs) to prevent pollution to local waterways. Sediments, construction debris, paint, trash, concrete truck wash water and other chemical waste from construction sites left on the ground and streets unprotected, or washed into storm drains, causes pollution in local waterways via the storm drain system and is against City Ordinance and State law. The BMPs implemented shall be consistent with the City of Calabasas Municipal Code Chapter 8.28. Failure to implement appropriate BMPs shall result in project

delays through City issued "Stop Work Notices" and/or fines levied against the owner/developer/contractor.

Compliance with the conditions of approval would ensure that the revised project would not substantially alter the existing drainage pattern resulting in flooding on- or off-site. Overall, impacts would be less than significant and the preparation of a subsequent EIR is not warranted.

Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems

Approved Project

The approved project would not discharge runoff into an existing storm water drainage system. Rather, the project would discharge into McCoy Canyon Creek. Because the approved project would not increase the rate of runoff and has the capacity for onsite runoff detention with controlled release into McCoy Canyon Creek, the project would not increase peak flows beyond current levels. Therefore, the approved project would not create or contribute runoff water that would exceed the capacity of the existing storm water drainage system. Because the approved project's proposed storm drainage system has been designed to accommodate runoff from a 50-year design storm, the project would not create or contribute runoff water that would exceed the capacity of the planned onsite storm water drainage system. Therefore, the approved project's impacts on existing and/or planned storm water drainage systems would be less than significant.

Revised Project

The revised project, like the approved project, would not discharge runoff into an existing storm water drainage system, and rather, would utilize on-site detention with controlled release into McCoy Canyon Creek. In addition, the revised project would use diverting downspouts to landscaped areas where feasible. Therefore, the project would not create or contribute runoff water that would exceed the capacity of the existing storm water drainage system. Because the project's proposed storm drainage system has been designed to accommodate runoff from a 50-year design storm, the revised project, like the approved project, would not create or contribute runoff water that would exceed the capacity of the planned onsite storm water drainage system. Similar to the approved project, the revised project's impacts on existing and/or planned storm water drainage systems would be less than significant and the preparation of a subsequent EIR is not warranted.

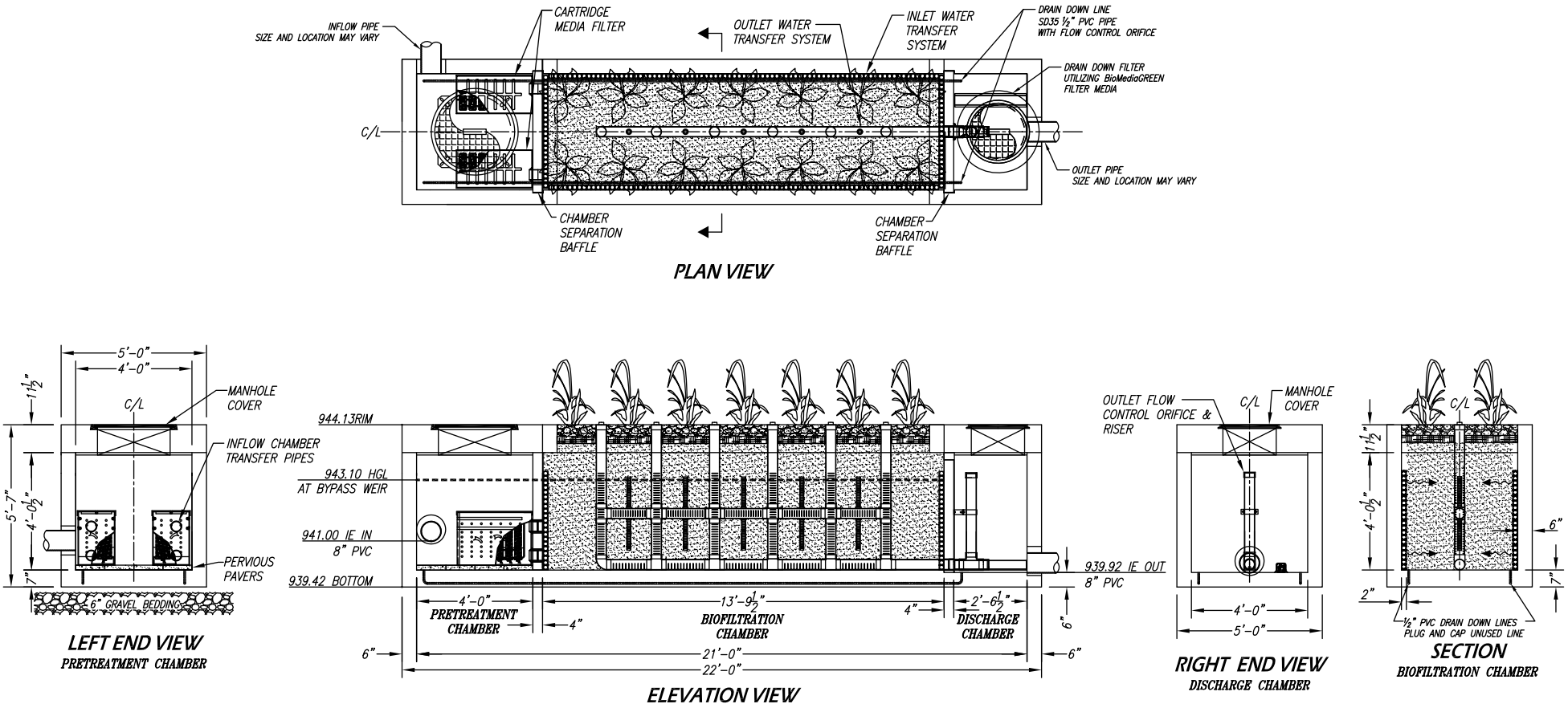
Substantially degrade water quality

Approved Project

No other potential degradation of water quality has been identified. Therefore, the approved project's water quality impacts would be less than significant.

Revised Project

No other potential degradation of water quality has been identified and most development runoff would be intercepted and treated by the cistern before outletting or discharging to the creek. Figures IV-6 and IV-7 provide specifics of the water treatment and filtration system used to treat water before it is outletted or discharged to the creek. Similar to the approved project, the revised project's water quality impacts would be less than significant and the preparation of a subsequent EIR is not warranted.



Legend

- 2" DRAIN CELL PERMITER INLET WATER TRANSFER SYSTEM
- WETLAND MEDIA
- PLANT/ROOT MOISTURE RETENTION LAYER
- MANHOLE / ACCESS HATCH

Source: Modular Wetland System Inc. 2013.

CAJA Environmental Services, LLC

Figure IV-6
Water Treatment System

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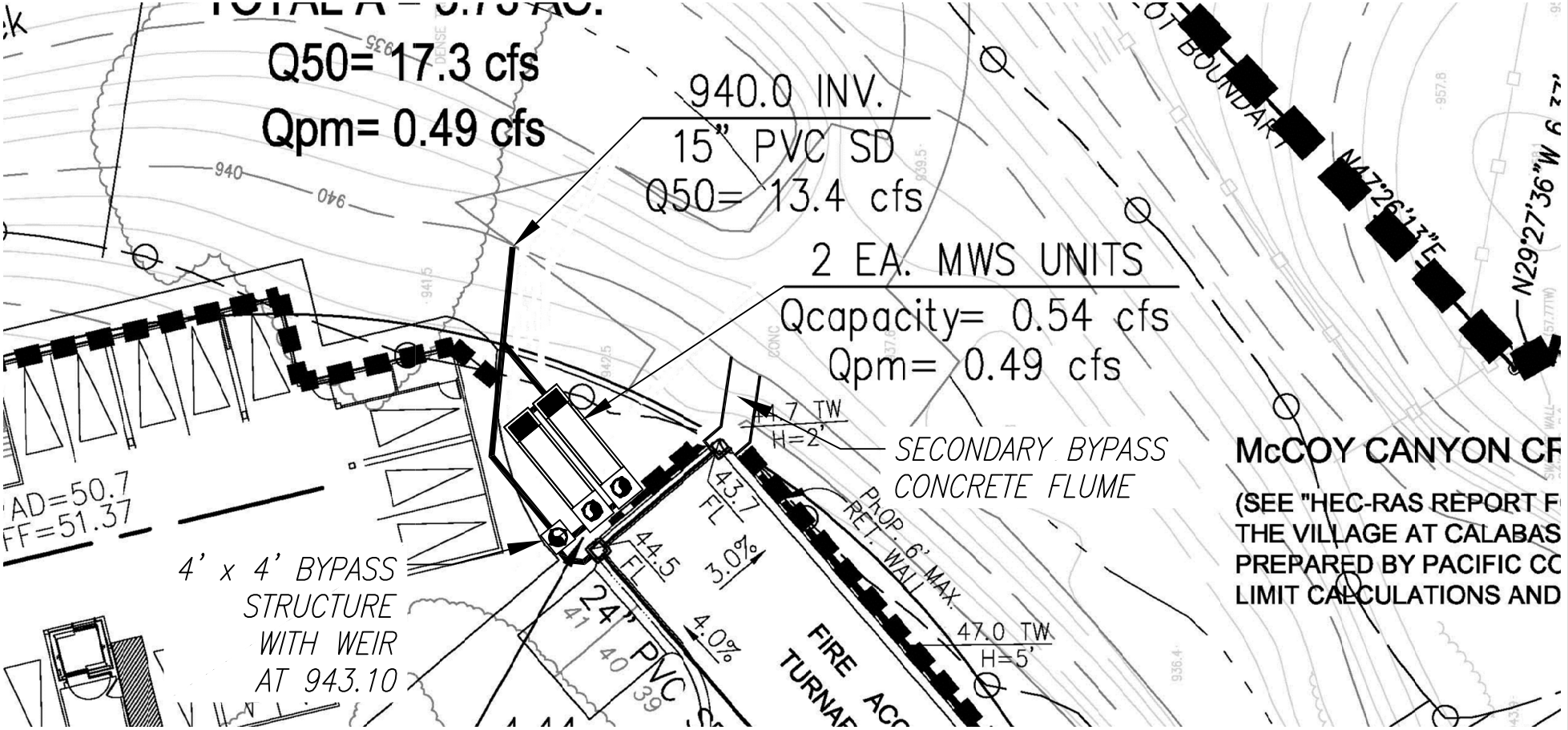

Source: Modular Wetland System Inc. 2013.

CAJA Environmental Services, LLC

Figure IV-7
Water Treatment System

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Place housing within a 100-year flood hazard area

Approved Project

The approved project would place a portion of the proposed residential units within a flood hazard area currently designated by the County of Los Angeles. To protect the development, the project design calls for the construction of a retaining wall along the top of the McCoy Canyon Creek bank and the emplacement of fill behind the retaining wall to raise the elevation of the proposed structure above the calculated water surface elevation for the creek's design peak 50-year storm runoff of 2,700 cubic feet per second (cfs). The intent of the retaining wall is to restrict the floodplain to the Creek bed, south and east of the development area, and remove the flood hazard designation for the development portion of the site.

However, the current designation of the southern portion of the project site as a flood hazard area does not permit construction within the designated flood hazard area. Therefore, the applicant proposes to have the flood hazard designation on the development portion of the project site removed by FEMA. To initiate the process by which the flood hazard designation may eventually be removed, the project applicant has prepared a Conditional Letter of Map Revision (CLOMR) application for FEMA. A CLOMR is FEMA's review and comment on a project that is proposed within the Special Flood Hazard Area. A CLOMR comments on whether the approved project meets the minimum floodplain management criteria of the National Flood Insurance Program (NFIP) and, if so, what revisions would be made to the community's Flood Insurance Rate Map (FIRM) if the project is completed as proposed. The letter from FEMA on a CLOMR for flood hazard can be found in the Appendices as Appendix J.

Once a project has been completed, the City of Calabasas must request a revision to the Flood Insurance Rate Map (FIRM) to reflect the project. However, the amendment to the map would not likely occur until construction of the project is near completion.

The project applicant has submitted the preliminary Drainage Concept to the City of Calabasas Department of Public Works. Public Works has reviewed the report and has established conditions of approval which outline the necessary steps the project applicant must take to ensure the flood hazard related-impacts associated with the approved project would be less than significant.

Revised Project

The revised project would also build a retaining wall. The intent of the retaining wall is to restrict the floodplain to the Creek bed, south and east of the development area, and remove the flood hazard designation for the development portion of the project site.

The project applicant has submitted the preliminary Drainage Concept to the City of Calabasas Department of Public Works. Public Works will establish conditions of approval that outline the necessary steps the project applicant must take to ensure the flood hazard related-impacts associated with

the revised project would be less than significant. The revised project would have the same conditions of approval as the approved project and therefore, impacts would be less than significant and the preparation of a subsequent EIR is not warranted.

Place within a 100-year flood hazard area structures that would impede or redirect flood flows

Approved Project

The southern portion of the approved project would be within an existing designated flood hazard area. The project design would have the effect of narrowing the width of the floodplain in the project vicinity, which has the potential to raise the calculated water surface elevation for the creek's design peak 50-year storm runoff, may cause flood flows to expand beyond the current floodplain limits on the south and east sides of McCoy Canyon Creek, and may locally accelerate streambed flow velocities.

The City of Calabasas Department of Public Works has reviewed the project's Drainage Concept and has developed a series of conditions of approval to ensure the project would not create flood hazards. When constructed in accordance with the City's conditions of approval and the CLOMR recommendations, the approved project would not be expected to impede or redirect flood flows. Therefore, project impacts with respect to impeding or redirecting flood flows would be less than significant.

Revised Project

Like the approved project, the southern portion of the revised project would be within an existing designated flood hazard area. The revised project design would also have the effect of narrowing the width of the floodplain in the project vicinity, which has the potential to raise the calculated water surface elevation for the creek's design peak 50-year storm runoff, may cause flood flows to expand beyond the current floodplain limits on the south and east sides of McCoy Canyon Creek, and may locally accelerate streambed flow velocities.

The revised project's Drainage Concept has been reviewed by the City of Calabasas Department of Public Works to ensure that there would not be drainage problems. When constructed in accordance with the City's conditions of approval and the CLOMR recommendations, the revised project would not be expected to impede or redirect flood flows. Similar to the approved project, the revised project's impacts with respect to impeding or redirecting flood flows would be less than significant and the preparation of a subsequent EIR is not warranted.

Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam

Approved Project

Because Lake Calabasas is not contained by a dam, the project site is not subject to flooding as a result of dam failure. Further, Lake Calabasas sits at a lower elevation than the project site and therefore would not pose a risk with respect to flooding. There are no other large bodies of water in the project vicinity. Therefore, the approved project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. These flood hazards and impacts would be less than significant.

Revised Project

The revised project is subject to the same existing conditions as the approved project in relation to Lake Calabasas, which does not contain a dam structure subject to potential failure. Thus, the project site is not subject to flooding as a result of dam failure. Further, Lake Calabasas sits at a lower elevation than the project site and therefore would not pose a risk with respect to flooding. There are no other large bodies of water in the project vicinity. Like the approved project, the revised project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. These flood hazards and impacts would be less than significant and the preparation of a subsequent EIR is not warranted.

Expose people or structures to inundation by seiche, tsunami or mudflow

Approved Project

The project site is not subject to seiches, tsunamis or mudflows. Therefore, the approved project would not expose people or structures to inundation by seiche, tsunami or mudflow. These flood hazards and impacts would be less than significant.

Revised Project

Like the approved project, the revised project site is not subject to seiches, tsunamis or mudflows. Like the approved project, the revised project would not expose people or structures to inundation by seiche, tsunami or mudflow. These flood hazards and impacts would be less than significant and the preparation of a subsequent EIR is not warranted.

Hydrology/Water Quality Conclusion

With implementation of the City of Calabasas Code requirements, NPDES requirements, and City of Calabasas Conditions of Approval, the approved project's impacts related to hydrology and water quality would be less than significant. The revised project would be constructed on the same site with the same general configuration as the approved project. Further, the revised project would have a slightly larger amount of pervious area (54.6 percent versus 44.9 percent for the approved project). The revised project

would also implement the City of Calabasas Code requirements, NPDES requirements, City of Calabasas Conditions of Approval, and BMPs. Like the approved project, the revised project's storm drainage system would include on-site storm water detention with controlled release of treated flows into McCoy Canyon Creek. Further, the revised project would install energy dissipaters at the project's discharge outlets to slow the velocity of discharging waters. Like the approved project, the revised project would not be subject to flooding as a result of failure of a levee or dam, or be inundated by seiche, tsunami, or mudflow. Therefore, impacts related to hydrology and water quality would be less than significant and the preparation of a subsequent EIR is not warranted.

LAND USE/PLANNING

Physically Divide an Established Community

Approved Project

The approved project would be consistent with the existing physical arrangement of the project site and surrounding properties. No streets or sidewalks would be permanently closed, and no separation of uses or disruption of access between land use types would occur as a result of the approved project. Therefore, the approved project would not disrupt or divide the physical arrangement of the established community and no impact would occur.

Revised Project

Like the approved project, the revised project would be consistent with the existing physical arrangement of the site and surrounding properties. The revised project would not cause any streets or sidewalks to be permanently closed, and no separation of uses or disruption of access would occur. In fact, the project adds walking paths that connect to the neighboring properties through and around the site that are accessible to the public. As such, approval of the revised project would not disrupt or divide the physical arrangement of the established community, and therefore, no impact would occur and the preparation of a subsequent EIR is not warranted.

Conflict with Land Use Plan

Approved Project

A General Plan Amendment was requested for the approved project to change the existing zoning from B-PO (Business Park/Office) to MU (Mixed Use) to accommodate both the housing and retail components of the project under one land use designation. The Mixed Use land use designation is intended to promote innovative site design and creation of urban, pedestrian-oriented developments by permitting a broad range of office, retail, and other commercial services and high intensity residential uses within an integrated, multi-use setting. The approved project includes the mix of commercial and residential uses that are identified in the General Plan for the Mixed Use land use designation. The overall FAR for the

approved project is approximately 0.74:1, which is within the range of land use intensity permitted by the MU designation. The types of retail, restaurant, and condominium uses proposed for the approved project would not only be compatible with, but would also promote the objectives of the Mixed Use land use designation.

A Zone Change from CO (Commercial Office) to CMU (Commercial Mixed Use) is required to ensure consistency with the General Plan. The CMU zone is intended to provide for mixed-use developments with innovative site design and pedestrian orientation. Appropriate land uses for the CMU zoning district include a broad range of office, retail, commercial services, high intensity residential uses, entertainment, and similar and related compatible uses. Further, the maximum FAR permitted under the CO zone is 0.5:1. The FAR for the approved project is approximately 0.74:1. Under the CMU zone, the base FAR is 0.2:1; however, with the establishment of a Planned Development Overlay Zone, incremental increases up to a maximum of 1.0:1 are permitted in the CMU zone. The land uses associated with the approved project are considered appropriate land uses for this zone. As the surrounding area is characterized by a mix of commercial land use and zoning designations, the zoning would be compatible with the surrounding land uses and land use designations as well as the objectives of the approved project.

A Development Plan approval is required for all development and land uses proposed on a site that is subject to a Planned Development (PD) overlay zoning district. The purpose of the PD overlay zone is to provide for maximum flexibility in site planning for residential, commercial, and mixed-use projects. Development Plan approval may include the modification of any setback, building height, site coverage, FAR, parking and loading, or sign regulations of the City of Calabasas Development Code. The approved project requires Development Plan Approval to allow an increase over the base FAR permitted in the CMU zone. The CMU zone allows a base FAR of 0.2:1, and as discussed above, the PD overlay zone is necessary to permit the proposed FAR of 0.74:1.

As the approved project includes approximately 13,000 square feet of commercial space, it is subject to the City's Green Building Ordinance, which requires the project to achieve at least the equivalent of "Silver" rating by the LEED Green Building certification system. To comply with the ordinance, the approved project would incorporate design, construction, and operational elements consistent with the range of categories included in the Green Building rating system.

Overall, the approved project would conform to the General Plan Mixed Use land use designation and the corresponding Land Use and Development Code Zoning District CMU-PD and the proposed uses are permitted under these districts. The commercial component would be subject to the Green Building Ordinance and compliance would be mandatory. The project site is not located within an area (i.e. hillside area or Scenic Corridor) regulated by additional ordinances or zoning standards. The approved project would not conflict with the City's General Plan Land Use designation, Zoning designation nor Green Building Ordinance, therefore impacts would be less than significant.

Revised Project

The existing General Plan land use designation for the project site is MU (Mixed Use) (following a General Plan Land Use Amendment for the approved project and the adoption of the City's 2030 General Plan in 2008), which would accommodate the revised project's mixed-use development. Further, the revised project would be consistent with the existing CMU (Commercial Mixed Use) zoning of the site for the following reasons. The existing CMU zone permits FAR of up to 0.95, which would accommodate the revised project's proposed FAR of 0.91 (following the adoption of a new Development Code in 2010). Therefore, the revised project would not require a Planned Development overlay for FAR, whereas one was required for the approved project. The land uses associated with the revised project are considered appropriate land uses for this zone. As the surrounding area is characterized by a mix of commercial and residential land use and zoning designations, the project would be compatible with the surrounding land uses and land use designations as well as the objectives of the revised project.

As the revised project would provide ten percent very low-income inclusionary units, the project applicant is requesting two concessions pursuant to City of Calabasas Ordinance No. 2006-224 and State law. The first concession is related to height. As discussed in Section II, Project Description (under the heading "Project Height"), based on revisions to the Calabasas Land Use and Development Code, Section 17.20.140 now requires maximum height to be measured from either the natural or finished grade, whichever is lower. Previously, maximum height was measured from the natural grade. Due to the change in the height measurement formula, the maximum building height for the revised project appears to be higher, but is actually within the same building envelope as the approved project, although the layout of the buildings differs from the approved project. (See also Table II-4 in Section II, Project Description.)

The second concession is related to parking stall width. The code indicates minimum parking stall dimensions of 11' x 18' adjacent to columns and/or walls for parking garages. The revised project would provide for 9' x 18' spaces located adjacent to some columns and walls in garages. This design is 9' clear with a 24' drive aisle, which would provide for an adequate turning radius for ingress and egress to the parking stalls, and the column would not encumber the door opening making the parking width 10' at each column.

The project applicant is also requesting two variances for the revised project. The first variance is for a reduction of trash and recycling enclosure area requirements for Buildings 1 and 5. The City code requires a minimum 7' x 20' trash enclosure for these residential buildings (CMC 17.20.200). Due to space limitations in the first level garages, the project proposes to provide 10' x 9' trash enclosures in Buildings 1 and 5, which does not meet the code requirement. However, project design provides trash, recycling, and green waste areas in each residential building, which is easily accessible through hallway trash chutes and location near the elevators. In addition, service doors opening to the outside are provided for collection of trash and recycling by a City-approved service provider. Although the square footage of the area provided for trash and recycling is less than the code requirement, the plan layout provides

enough room from both a user and service collection standpoint to provide adequate trash and recycling areas in these two buildings. As such, impacts with respect to this variance would be less than significant.

The second variance is for a reduction of parking lot landscape buffer zone at a singular location on the western portion of the site. There is a small surface parking lot located at the western boundary of the site, which provides 13 standard parking spaces for the residential units, situated between Buildings 5 and 6. The code requires a minimum of 5 feet of side yard landscaping to be provided adjacent to all parking areas abutting non-residential uses (CMC 17.26.040(B)(2)(iii)). The revised project provides for an onsite landscape buffer that varies between 0-2 feet, which does not meet the code requirement. However, in order to provide a distinct buffer between the properties, and meet the intent of the code, the project applicant proposes to include the following items in the subject parking area:

- Plant alternate trees and provide vegetation along the western boundary of the neighboring property adjacent to the parking lot location. These landscape alterations would be implemented per an agreement with the property owner for the screening boundary between the two properties. Once established, maintenance of these new plantings would be the responsibility of the property owner.

- Plant zone appropriate species/plant palette with strong preference given to native plants where feasible.

- Ensure that said trees will provide shading for 50 percent of the parking lot area within 15 years.

- Provide adequate landscaping to prevent erosion where practical.

- Ensure that all materials are bordered by a concrete curb at a minimum of 6” x 6”.

- Control the irrigation of trees/landscaping in this parking area with a water efficient automatic irrigation system, equipped with rain sensors and timers.

- Utilize two feet in depth in subject parking stalls (bumper overhang area), for low-growth landscape planting while maintaining the required parking dimensions, where feasible.

The above listed measures are incorporated into the project landscape plan which, when considered as a whole, meets the intent of City code requirements. As such, impacts with respect to this variance would be less than significant.

As the revised project includes more than 5,000 square feet of commercial space, the project is subject to the City’s Green Building Ordinance, which requires the commercial component (Building 8) of the revised project to achieve at least the equivalent of “Silver” rating by the LEED Green Building certification system. To comply with the ordinance, the revised project would incorporate design,

construction, and operational elements consistent with the range of categories included in the Green Building rating system.

Overall, the revised project, like the approved project, would conform to the 2030 General Plan Mixed Use land use designation and the corresponding Land Use and Development Code Zoning District CMU-0.95 and the proposed uses are permitted under these districts. The commercial component would be subject to the Green Building Ordinance and compliance would be mandatory. The project site is not located within an area (i.e. hillside area or Scenic Corridor) regulated by additional ordinances or zoning standards. The revised project would not conflict with the City's General Plan Land Use designation, Zoning designation nor Green Building Ordinance. Therefore, impacts would be less than significant and the preparation of a subsequent EIR is not warranted.

Conflict with Habitat Conservation Plan

Approved Project

No habitat conservation plan or natural community conservation plans exist which govern activities at the project site. Therefore, no impact would occur as a result of the approved project.

Revised Project

The revised project would be located on the same site as the approved project. No habitat conservation plan or natural community conservation plans exist which govern activities onsite. As such, like the approved project, no impact would occur and the preparation of a subsequent EIR is not warranted.

Land Use Conclusion

With approval of the requested zone change and General Plan amendment, the approved project was determined to have a less than significant impact with respect to land use and planning. As the zone change and General Plan amendment was already approved, the revised project is consistent with the current zoning and General Plan land use designations for the project site. In addition, as a result of providing 10 percent very-low income inclusionary units, the applicant is requesting two concessions related to height and parking stall width. Further, the applicant is requesting two variances related to the parking lot landscape buffer and solid waste/recycling area dimensions. As described above, approval of these variances would result in a less than significant impact. Finally, the revised project, would be located on the same site as the approved project, and would not physically divide an established community or conflict with a habitat conservation plan. As such, preparation of a subsequent EIR is not warranted.

MINERAL RESOURCES

Known Mineral Resource that would be of Value and Locally Important Mineral Resources

Approved Project

The vast majority of the City of Calabasas has been classified as Mineral Resource Zone (MRZ) 3. MRZ-3 areas contain mineral deposits for which the significance cannot be evaluated from available data. According to the Surface Mining and Reclamation Act (SMARA) and State policy, if lands have been classified as MRZ-3, the affected lead agency must then establish mineral resource protection policies to be incorporated into its General Plan. A small eastern portion of the city has been designated as MRZ-1. The State does not require protection of MRZ-1 areas. It is not clear whether the project lies within the area of the City qualified as MRZ-3 land or the smaller portion in the MRZ-1 zone. Nevertheless, the City's enforcement of its mineral resource protection policies would ensure that project impacts to mineral resources would be less than significant.

Revised Project

The revised project would be located on the same site as the approved project. It is not clear whether the project lies within the area of the City qualified as MRZ-3 land or the smaller portion in the MRZ-1 zone. Like the approved project, the revised project would be required to comply with the City's enforcement of its mineral resource protection policies that would ensure that project impacts to mineral resources would be less than significant and the preparation of a subsequent EIR is not warranted.

Mineral Resources Conclusion

Both the approved project and the revised project would be located on the same site. As discussed above, it is not clear whether the project site lies within the area of the City qualified as MRZ-3 or MRZ-1. The entire project site would be required to comply with the City's enforcement of its mineral resource protection policies. Similar to the approved project, the revised project's impacts to mineral resources would be less than significant and the preparation of a subsequent EIR is not warranted.

NOISE

Construction Noise

Approved Project

Construction of the approved project would require the use of heavy equipment for demolition, excavation for subterranean parking, site grading, installation of utilities, paving, and building fabrication. Development activities would also involve the use of smaller power tools, generators, and other sources

of noise. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity.

Actual noise levels associated with construction of the approved project would vary widely during the course of construction depending on where the equipment is located and what pieces of equipment are in use at any one time. Maximum noise levels associated with all construction equipment operating at the same time would probably never occur during construction. Typically, noise levels from construction activity would range from 75 dBA to 85 dBA at a distance of 50 feet. There would be times when construction noise would be audible at the property line; however, this would not be considered a significant impact. In addition, implementation of the provided mitigation measure (Mitigation Measure I-1 from the Certified EIR) would further reduce impacts associated with construction noise.

Revised Project

While the revised project increases built improvements, the revised project calls for a three-phase construction process that significantly reduces the scope of construction activities at any time, when compared to the approved project. Specifically, the proposed improvements would be built over a 32-month period starting in late 2013. Project phasing includes:

- *Phase 1:* 14 months of construction of Building 8 (which is a mixed-use building with 10,700 square feet of commercial development, eight residential units, and 90 subterranean parking spaces), and Building 2 (comprising 12 residential units over parking). Total parking provided for Phase 1 is 149 spaces.

- *Phase 2:* Nine months of construction for Buildings 5, 6, and 7 (30 residential units), as well as 74 parking spaces.

- *Phase 3:* Nine months of construction for Buildings 1, 3, and 4 (30 residential units), as well as 71 parking spaces, and the project amenities.

The phased construction schedule is over twice the duration of the approved project and results in much less noise-generating construction activity at any given time. Because significance thresholds are based on acute thresholds of significance, the smaller scope of construction activity at a given time would result in even fewer noise impacts when compared to the approved project. Although the construction activities at the project site would be phased, there may still be peak days of construction where noise levels at nearby off-site receptors can still be a nuisance due to the localized nature of noise.

Regardless, the revised project would still need to incorporate the same mitigation measure as the approved project (see Mitigation Measure I-1 from the Certified EIR). The revised project would be required to construct a four-story sound wall with specialty windows, dual glazed for sound, for the on-site residential units that would experience noise increases due to construction in later phases. These

windows would provide a minimum noise reduction between exterior and interior noise of 30 dBA. If interior noise does not exceed 55 dBA, there would be no significant impact. As exterior noise is not expected to exceed 85 dBA, interior noise would not exceed 55 dBA and construction noise would not result in a significant impact upon any occupied building.

Construction would also be restricted to daily operation between 7:00 AM and 7:00 PM, Monday through Friday, and 8:00 AM to 5:00 PM on Saturdays. There should be no work on Sundays or federal holidays. All construction equipment would be properly maintained and utilize exhaust mufflers, as well as engine enclosure covers.

Ultimately, the revised project would result in less construction-related noise at any given time when compared to the approved project. Further, any potential noise impacts for on-site sensitive receptors (e.g., residents from Phase 1 residential units) would also be considered less than the approved project and less than significant, and the preparation of a subsequent EIR is not warranted.

Operational Noise

Approved Project

Existing average daily traffic volumes were analyzed for existing conditions as well as future conditions with and without the project. The only significant roadways that are contributing to the noise levels at the project site are Park Sorrento and Calabasas Road. Noise from the US 101 freeway is not audible at the project site. Increases in existing traffic volumes with and without the approved project have been calculated, and utilizing standard accepted acoustical engineering methods, future year noise level increases were calculated with and without the project based on the increases in traffic volumes. The increases in CNEL value due to the approved project range from 0.6 dB to 1.1 dB. Most people cannot distinguish noise level changes of 1 or 2 dB. A noise level change of 3 dB begins to become noticeable and a noise level change of 5 dB is considered significant. Based on this analysis, there would be no significant noise level changes or noise level impacts due to future year traffic volumes.

Revised Project

The revised project would generate long-term operational noise impacts primarily from traffic traveling to and from the site. Project-related traffic noise levels were estimated for existing and future years with and without the revised project based on increases in traffic volumes. In addition, 15-minute noise measurements were performed along three nearby locations to confirm existing traffic noise (see appendix to the noise study, which is contained in Appendix G to this Addendum). These segments include:

- Park Granada from Park Sorrento to Parkway Calabasas;
- Park Sorrento from Park Granada to Park Ora; and

- Park Ora from Park Sorrento to Valmar Road.

According to the Caltrans Technical Noise Supplement, traffic volumes need to double to create an audible noise increase.[3] The largest increase in vehicle traffic along the analyzed street segments occurs during the AM peak hour along Park Sorrento between Park Granada and Park Ora. In the future plus project scenario, traffic at this segment increases 18 percent from existing conditions. This is 82 percent less than what is needed to cause an audible 3 dBA increase in traffic noise.[4] Additionally, the revised project would generate 1,399 daily trips, which is 121 fewer trips than what was estimated for the approved project. Because the approved project would produce negligible ambient noise increases of 1.1 dBA along nearby roadways, the revised project's even smaller traffic impacts would result in even smaller increases in ambient traffic-related noise.

To assess the impact of ambient noise levels on future residents of the revised project, 24-hour noise measurements were taken. 24-hour L_{eq} values were utilized to calculate the Community Noise Equivalent Level (CNEL) and the Day Night Level (L_{dn}). The CNEL is the energy average of all 24-hour L_{eq} values with the three evening hours (between 7:00 PM and 10:00 PM) increased in value by 5 dB, and the nine nighttime hours (between 10:00 PM and 7:00 AM) increased in value by 10 dB. The L_{dn} is similar to the CNEL except that there is no upward shift of the recorded L_{eq} values between the evening hours of 7:00 PM to 10:00 PM. The results of these noise measurements indicate that the north property line of the site is exposed to CNEL 61.4 value (as opposed to a CNEL 62.3 value as measured for the analysis contained in the Certified EIR).

A noise level of between 60 to 65 dBA CNEL is considered to be conditionally acceptable by the California Office of Noise Control, Department of Health Services.[5] A detailed acoustical analysis was performed in 2009 to ensure that the structures provided as part of the approved project would have an interior CNEL of a maximum of 45 dBA. Therefore, the revised project would not result in siting new receptors in an existing environment that is not compatible with residential land uses. As a result, the impact of locating future residents in an environment with noise sources would be considered a less than significant impact. Therefore, the preparation of a subsequent EIR is not warranted.

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[3] *California Department of Transportation, Technical Noise Supplement, Page N-168, October 1998.*

[4] *Ibid.*

[5] *Guidelines for the Preparation and Content of Noise Elements of the General Plan, Office of Noise Control and Governors Office of Planning and Research, 1976.*

Airport Land Use Plan

Approved Project

The site of the approved project is not located within an airport land use plan or within two miles of a public airport or private airstrip. Therefore, no impact would occur.

Revised Project

The revised project would be located on the same site as the approved project, and therefore, would not be located within an airport land use plan or within two miles of a public airport or private airstrip. No impact would occur.

Noise Conclusion

CAJA Environmental Services prepared a Noise Analysis for the Revised Village at Calabasas project, on May 9, 2013 (which can be found as Appendix G to this Addendum). This revised analysis showed that the revised project would not result in new significant construction or operational noise impacts or a substantial increase in previously identified noise impacts. Thus, with respect to noise impacts, the revised project would meet the criteria established in Section 15164 of the State CEQA Guidelines calling for the preparation of an Addendum to an EIR.

POPULATION AND HOUSING

Induce Substantial Population Growth

Approved Project

In 2005, the City of Calabasas had an average household size of 2.854. Based on this average household size, the project would generate an estimated 225 residents.[6] Southern California Association of Governments (SCAG) forecasts that by the year 2010, the City of Calabasas would have a population of 23,223 persons (an increase of 1,331 persons from 2005). The residents generated by the approved project would represent roughly 17 percent of this increase.[7] As such, the proposed units are expected to accommodate existing housing needs in the City rather than promote population growth. Thus, the residents generated by the approved project would be within the population forecasts and impact would be less than significant.

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[6] *79 units x 2.854 persons/unit = 225 persons.*

[7] *225 / 1,331 x 100% = 17%*

The commercial component of the project would total roughly 13,135 square feet neighborhood serving restaurant and retail uses. These uses would generate an estimated 31 employees. SCAG forecasts that by the year 2010, the City of Calabasas would provide employment for 8,043 persons (an increase of 510 employees from 2005). The employees generated by the project would represent roughly six percent of this increase. Thus, the employees generated by the approved project would be within the employment forecasts and the impact would be less than significant.

Revised Project

According to the California Department of Finance, in 2012, the City of Calabasas is estimated to have an average household size of approximately 2.7 persons per household.[8] Therefore, the revised project's 80 residential units would generate approximately 216 residents,[9] whereas the approved project was expected to generate 225 residents. As such, the revised project would result in slightly fewer residents when compared to the approved project. The approved project's population generation was compared to Citywide data from 2010 to 2015. As shown in Calabasas General Plan EIR Table 4.10-2, the City of Calabasas is expected to grow by 1,000 residents between 2010 and 2015. Thus, the approximately 216 persons would represent approximately 21.6 percent of the anticipated growth in Calabasas through 2015. Further, the revised project would embrace a "Calabasas First" initiative, as allowed by law, by marketing initially to Calabasas residents with the goal of providing current residents of Calabasas the opportunity to purchase units and remain within the community.

The commercial component of the revised project would require approximately 25 employees,[10] compared with the approved project total of 31. Like the approved project, the job creation of the revised project would be a beneficial impact to the community. The employees of the revised project would likely live in either the City of Calabasas (which has an unemployment rate of 4.5 percent)[11] or surrounding cities within either Los Angeles County (which has an unemployment rate of 9.9 percent) or Ventura County (which has an unemployment rate of 7.7 percent).[12] Therefore, the revised project would result in a less than significant impact with respect to population growth, and would provide the benefit of additional job creation. The preparation of a subsequent EIR is not warranted.

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[8] *California Department of Finance, E-5 City/County Population and Housing Estimates, May 2012.*

[9] *80 units x 2.7 persons/unit = 216 persons.*

[10] *The approved project had 31 employees for 13,135 sf of retail or 2.36 employees/1,000 sf. Therefore, 10,700 sf of commercial uses would require approximately 25 employees.*

[11] *California Employment Development Department, Labor Market Information Division (current as of March 2013), website: http://www.labormarketinfo.edd.ca.gov/?pageid=133, accessed April 25, 2013.*

[12] *California Employment Development Department, Labor Market Information Division (current as of March 2013), website: http://www.labormarketinfo.edd.ca.gov/?, accessed April 25, 2013.*

Displace Substantial Numbers of Existing Housing

Approved Project

The approved project would involve the removal of the existing Calabasas Inn, which is a banquet facility and does not contain housing. Therefore, the approved project would not involve the displacement of existing housing or necessitate the construction of replacement housing. Thus, no impact would occur.

Revised Project

The revised project would also involve the removal of the existing Calabasas Inn, which is a banquet facility and does not contain housing. As with the approved project, the revised project would have no impact on the displacement of existing housing or necessitate the construction of replacement housing. The preparation of a subsequent EIR is not warranted.

Displace Substantial Numbers of People

Approved Project

The approved project would involve the removal of the existing Calabasas Inn, which is a banquet facility and does not contain housing. Therefore, the approved project would not involve the displacement of people or necessitate the construction of replacement housing and no impact would occur.

Revised Project

The revised project would also involve the removal of the existing Calabasas Inn, which is a banquet facility and does not contain housing. As with the approved project, the revised project would have no impact on the displacement of people or necessitate the construction of replacement housing. The preparation of a subsequent EIR is not warranted.

Population and Housing Conclusion

Both the approved project and the revised project would replace an existing commercial use with a primarily residential use. The revised project is expected to result in the generation of 216 residents, whereas the approved project was expected to generate 225 residents. The population difference is negligible as both projects would be within the population forecasts. Neither the approved project nor the revised project would displace any existing housing or peoples. Similar to the approved project, the revised project's impact would be less than significant and the preparation of a subsequent EIR is not warranted.

PUBLIC SERVICES

Fire

Approved Project

The approved project would be served by two Los Angeles County Fire Department (LACFD) stations: Station No. 68 and Station No. 125. Station No. 68 is located at 24130 Calabasas Road and is 0.9 miles and 6 minutes from the project site. Station No. 125 is located at 5215 North Las Virgenes Road and is 4.5 miles from the project site. No response time was given for this station. Based upon the adequacy of fire protection services in the City of Calabasas, the adequacy of the project site's response distance and time from the nearest fire station, and the requirements that the project provide the required fire flows and payment of the required developer's fees for the provision of fire protection facilities, the Fire Department has concluded the approved project would not have a significant impact on fire protection services.

Because the project site is located in a Fire Zone 4 (VHFHSZ), all applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification would be required of the approved project.

Revised Project

The revised project would also be served by the same two LACFD stations: Station No. 68 and Station No. 125. Response distances for the revised project would be the same as the approved project, 0.9 and 4.5 miles, respectively. Response time for first responding Station No. 68 would be 6 minutes. As the revised project would be on the same site as the approved project, the response distance and time would be adequate. The requirements that the project provide the required fire flows and payment of the required developer's fees for the provision of fire protection facilities would also apply to the revised project. The revised project would be constructed on the same project site with the same general configuration as the approved project. The revised project is similar in size, scope, and land use to the approved project. The revised project would generally have the same number of employees and slightly fewer residents on-site compared to the approved project.

The LACFD provided a review letter on January 28, 2013 (which can be found as Appendix H to this Addendum). Fire flow for public hydrants is 2,500 gallons per minute at 20 psi for 2 hours over and above maximum daily domestic demand. Two hydrants flowing simultaneously may be used to achieve this. Fire flow for private on-site hydrants is 2,500 gallons per minute at 20 psi. Each private hydrant must be capable of flowing 1,250 gallons per minute at 20 psi with 2 hydrants simultaneously, one of which must be the furthest from the public water source. Fire hydrant requirements require installation of 2 private on-site fire hydrants and installation of 1 public fire hydrant. Per Las Virgenes Municipal Water District, hydrants and flows for public fire hydrants meet the current fire department requirements.

As described in the LACFD letter, the following are conditions of approval:

- Access shall comply with Section 503 of the Fire Code, which requires all weather access. All weather access may require paving.

- Private driveways shall be indicated on the final map as "Private Driveway and Firelane" with the widths clearly depicted and shall be maintained in accordance with the Fire Code. All required fire hydrants shall be installed, tested, and accepted prior to construction.

- Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants. All required fire hydrants shall be installed, tested, and accepted prior to construction.

- This property is located within the area described by the Fire Department as "Very High Fire Hazard Severity Zone" (formerly Fire Zone 4). A "Fuel Modification Plan" shall be submitted and approved prior to final map clearance.

- Provide Fire Department or City-approved street signs and building access numbers prior to occupancy.

All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification would be required of the revised project. The revised project shall be fully fire-sprinklered. No new or expanded facilities would be required. Therefore, the revised project would be expected to result in the same less than significant impact as the approved project and the preparation of a subsequent EIR is not warranted.

Police

Approved Project

The approved project would be served by the Los Angeles Sheriff's Department (LASD) from the Malibu/Lost Hills station. According to the Sheriff's Department, the station is adequate to serve the approved project and no expansion is necessary. Contributing to this assessment are the facts that (a) the crime rate in the area is relatively low (16.3 crimes per 1,000 persons in the area serviced by the Malibu/Lost Hills Police Station compared to 28 crimes per 1,000 persons region-wide in 2006), and (b) the current staffing level more than meets the Sheriff's Department staffing goal of one deputy per 1,000 persons in the population. As the approved project is not expected to necessitate the construction or expansion of Sheriff's facilities, impacts would be less than significant. The implementation of the recommended Mitigation Measures J.2-1 through J.2-3 would further reduce the approved project's impacts. The mitigation measures secure the construction site from trespass, submit the plot plan to LASD's Crime Prevention Section, and provide the Malibu/Lost Hills Police Station with access codes and/or keys to the project's locked gates and doors to reduce response delays.

Revised Project

The revised project would also be served by the Los Angeles Sheriff's Department from the Malibu/Lost Hills station. According to the Sheriff's Department, the station is adequate to serve the approved project and no expansion is necessary. As the crime rate in the area is relatively low and the current staffing level more than meets the staffing goal of one deputy per 1,000 persons, it is assumed that the station would adequately serve the revised project as it indicated it could serve the approved project. The revised project is similar in size, scope and land use to the approved project. The revised project would generally have the same number of employees and slightly fewer residents on-site as compared to the approved project. The revised project would not result in any new significant environmental impacts upon police protection services or result in a substantial increase in the severity of any previously identified impacts. The implementation of Mitigation Measures J.2-1 through J.2-3, as described above for the approved project, would also be implemented by the revised project and would further reduce the revised project's impacts. As such, the revised project would not necessitate the construction or expansion of Sheriff's facilities. Therefore, the preparation of a subsequent EIR is not warranted.

Schools

Approved Project

The approved project would be served by the Las Virgenes Unified School District (LVUSD) from Bay Laurel Elementary School, A.C. Stelle Middle School and Calabasas High School. Sixteen elementary, eight middle and eight high school students would be generated by the development of the approved project. The elementary and high schools are over capacity and the middle school is under capacity. In *Goleta Union School District v. The Regents of California*, the California Appellate Court held that classroom overcrowding, per se, does not constitute a significant effect on the environment under CEQA. Rather, the threshold for such a finding is whether the project would result in a substantial adverse physical impact associated with the provision of or need for new or physically altered schools in order to maintain acceptable service ratios or other performance objectives. Therefore, the approved project's impact on elementary, middle and high schools within the LVUSD would be considered adverse, but less than significant.

Revised Project

The revised project would include the development of 80 residential condominium units and 10,700 square feet of commercial uses. As such, 16 elementary, eight middle, and eight high school students would be generated by the development of the revised project (see Table IV-4), which is exactly the same as the approved project. It is possible that some of the residents of the revised project already reside within the service boundaries of the LVUSD, with their school-aged children currently enrolled in the LVUSD schools near the project site. However, to present for a worst-case scenario, this analysis assumes that the additional 32 students associated with the revised project are not currently enrolled in the LVUSD

schools near the project site, and would be enrolled upon relocation to the project area. Therefore, like the approved project, the revised project would pay the required developer's fees, which would mitigate impacts associated with a substantial adverse physical impact associated with the provision of or need for new or physically altered schools. As such, impacts to schools would be less than significant and the same as the approved project. Preparation of a subsequent EIR is not warranted.

Table IV-4
Revised Project Student Generation

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total
Residential [a]	80 du	16	8	8	**32**
Commercial [b]	***10,700 sf***	0	0	0	**0**
Revised Project Total		***16***	***8***	***8***	***32***

Notes:

du = dwelling unit, sf = square foot

[a] Student generation rates are as follows for multi-family residential uses: 0.2042 elementary, 0.0988 middle and 0.0995 high school students per 1,000 square feet

[b] Student generation rates are as follows for retail/service uses: 0.0149 elementary, 0.0069 middle and 0.0067 high school students per 1,000 square feet.

Source: Los Angeles Unified School District, School Facilities Needs Analysis, 2006.

Parks

Approved Project

At the City's standard requirement of 3.0 acres of park area per 1,000 persons, the approved project's 225 persons would generate the need for approximately 0.675 acres of park area.[13] Because of the relatively small size of the approved project and the availability of nearby recreational facilities, such as the adjacent Calabasas Tennis and Swim Center, and the availability of additional recreational facilities within adjacent communities, including the 153,250-acre Santa Monica Mountains National Recreation Area, it is unlikely the approved project's new demand for recreational opportunities would result in the City's provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts. It is unlikely project residents

[13] *A = 0.003 x UP (A is amount of parking land required, in acres, U is number of dwellings, and P is population per dwelling). 79 units x 2.854 persons/unit x 0.003 acres = 0.675 acres*

would 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 because the approved project would have on-site amenities with natural open space/trail, park/recreation open space, community recreation space, and plaza and courtyard recreation space. Lastly, it is not anticipated that the approved project would require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, project impacts with respect to park facilities and services would be less than significant. However, the project applicant/developer would be obligated to either dedicate 0.675 acres of parkland or pay an in lieu Quimby fee to the City of Calabasas to offset any increased demand on parks and recreational facilities created by the approved project.

Revised Project

The revised project has been designed to provide for parks and recreational space to help minimize impact to City parks and recreation facilities. The approved project was required to either dedicate 0.675 acres of parkland or pay the in lieu Quimby fee to the City of Calabasas. Using the same parkland calculation as the approved project, the revised project would require approximately 0.648 acres of parkland.[14]

If a fee in lieu of land dedication is required, the fee is based on the Fair Market Value of a project divided by the gross site acreage, multiplied by the parkland obligation in acres, as calculated above.

The revised project would include five distinct park and recreation zones. These areas are identified for specific park and recreation facilities, as follows:

Zone 1: Natural Open Space. The natural open space consists of McCoy Creek and associated riparian habitat, views from the Village walk, and oak trees along the slope of the creek. In addition to the preservation of open space and natural resource areas, this zone offers the following recreational activities:

- Pedestrian walkway/nature walk;
- Sitting benches along walkway;
- Interpretive nature trail signage;
- Creek and oaks amenity views;
- Rock gardens;
- Picnic table and seating; and

[14] *80 units x 2.7 persons/unit x 0.003 = 0.648 acres*

- Arizona Trail crossing across McCoy Creek to gate at Tennis & Swim Center.

Zone 2: Recreation/Pool Deck Lounge Area. This zone includes a pool deck with private poolside cabanas and chaise lounge chairs for passive recreation and leisure. This area would also be equipped with music and misters, as well as a fire pit/BBQ niche. A combination of walls and prominent landscaping would screen this component to create a private retreat.

Zone 3: Active Park/Recreation Space. Zone 3, located in the central plaza area, showcases an oval shaped pool with spa along with other active park and recreation uses. Other recreational uses within this zone are consistent with typical park uses, such as:

- Bocce ball court;
- Croquet tournament area;
- BBQ/fire pit areas;
- Doggie parks for pet accommodations; and
- Village Walk.

Zone 4: Indoor Recreation Space. The project has designated specific indoor private space for use only by project residents. This private recreation space consists of a two-story clubhouse, including a fully equipped fitness center located on the second level, and a game room, media lounge, and kitchenette on the first level. In addition, each residential building contains a library lounge area on the lobby level for passive recreation leisure activities (i.e. reading, drawing, and conversation).

Zone 5: Open Space Plaza. The revised project design features an open grand piazza incorporating a Northern Italian village concept. This style includes open plaza concepts with clustered buildings on each side of the main plaza drive. The piazza is the primary focal point of the revised project's interior space, which includes the clubhouse and pool area encompassed by outdoor lounges with resort landscaping. This layout provides an intimate venue for both large and small cultural and social activities and gathering places, promoting a "village" environment.

Outdoor living spaces for the project residents are connected with walkways and paths weaving through the project. These defined areas offer bench seating along various pathways, as well as space for relaxation and conversation to be outside and enjoy the outdoor setting. The plaza and courtyard area would also display unique works of art interspersed at various locations throughout, featuring work created by local artisans.

Outdoor finishings for this component include a custom designed pergola to provide shade, screening, and visual interest with planted columns connected by a lattice framework above. The pergola is also used

to define this outdoor space by creating a transitional structure between the water feature/seating area and the commercial space near the project entrance.

Due to the provision of numerous on-site recreational amenities, and the requirement of the applicant to either donate land or pay an in-lieu fee to mitigate impacts to City park and recreation facilities (Quimby), the revised project would result in a less than significant impact with respect to parks and recreational facilities and the preparation of a subsequent EIR is not warranted.

Libraries

Approved Project

The Calabasas Library moved to its current location in July 2008. As the library is a new facility with more than double the building size and collection holdings of its previous location, it is anticipated to be adequate to the City for decades to come. Therefore, impacts on library services would be less than significant.

Revised Project

The revised project would also be served by the Calabasas Library. As the library is a new facility with more than double the building size and collection holdings of its previous location, it is anticipated to be adequate to the City for decades to come. Similar to the approved project, the revised project would have a less than significant impact on library service and the preparation of a subsequent EIR is not warranted.

Public Services Conclusion

The revised project would generally have the same number of employees and slightly fewer residents than the approved project. Fire protection would be adequately provided by two fire stations and the building would be fully-sprinklered and in compliance with all applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification as the site is within a Very High Fire Hazard Severity Zone. Police protection would be adequately provided by the Malibu/Lost Hills Sheriff's Station as it is similar in size, scope, and land use as the approved project and located in a low crime area. The revised project would result in the same impacts with respect to schools, as it would also result in 32 additional students attending LVUSD schools. The revised project would provide a variety of recreation, leisure, and open spaces, which would lessen the impact to City recreation and park facilities. Both the approved project and revised project would be adequately served by the new Calabasas Library. Similar to the approved project, the revised project would have a less than significant impact on fire, police, schools, parks, and libraries. Therefore, the preparation of a subsequent EIR is not warranted.

TRANSPORTATION/TRAFFIC

Trip Generation and Intersection Levels of Service

Approved Project

Trip generation rates for the approved project were calculated based on the rates presented in the Institute of Transportation Engineers (ITE) 7th Edition Trip Generation Manual. Based on these rates, it was estimated that the approved project would generate an average of 1,510 daily trips, including 74 AM peak hour trips and 133 PM peak hour trips.

Levels of service were then calculated for the study intersections assuming year 2009 and year 2009 plus project AM and PM peak hour traffic forecasts. These forecasts indicate that the Calabasas Road (W)/US 101 Southbound Ramps intersection is forecast to operate at LOS D and the Valley Circle Boulevard/US 101 Northbound Ramps intersection is forecast to operate at LOS F during the AM peak hour under 2009 and 2009 plus project conditions. The approved project would not exceed the City of Calabasas and City of Los Angeles impact thresholds at these locations. The remainder of the study intersections would continue to operate at LOS C or better and the approved project would not generate impacts during the AM peak hour based on the applicable impact criteria. The Calabasas Road (W)/US 101 Southbound Ramps intersection and the Calabasas Road/Mulholland Drive intersections are forecast to operate at LOS D during the PM peak hour under year 2009 plus project conditions. However, the approved project would not exceed the City of Calabasas or City of Los Angeles impact thresholds at these intersections. The remainder of the intersections would continue to operate at LOS C or better and the approved project would not generate impacts during the PM peak hour based on the applicable impact criteria.

Cumulative traffic conditions were then analyzed, which include the 2009 traffic forecasts and the addition of the related projects and the ambient growth factor. The analysis shows that the related projects would generate 2,304 average daily trips, 328 AM peak hour trips, and 313 PM peak hour trips. With the cumulative plus project traffic volumes, the intersection of Calabasas Road (W)/US 101 Southbound Ramps is forecast to operate at LOS F during the AM peak period. The approved project's traffic addition to this intersection would exceed the City of Calabasas traffic impact threshold of a V/C 0.003 change for intersections operating at LOS F. The Valley Circle Boulevard/US 101 Northbound Ramps intersection would also operate at LOS F with cumulative traffic, but the approved project would not impact this location based on the City of Los Angeles thresholds of significance. The remainder of the study intersections would continue to operate at LOS C or better and the approved project would not generate cumulative impacts at these intersections during the AM peak period. During the PM peak period, the Calabasas Road (W)/US 101 Southbound Ramps intersection is forecast to operate at LOS D with cumulative plus project traffic volumes. The Calabasas Road/Mulholland Drive intersection is forecast to operate at LOS D with cumulative traffic, but the approved project would not exceed the City of Los Angeles impact threshold at this intersection. The remainder of the study intersections are forecast to operate at LOS C or better during the PM peak period under cumulative and cumulative plus project

conditions. The approved project would not generate cumulative impacts at these intersections based on the applicable thresholds. With implementation of the provided mitigation measure, the approved project's impact at the intersection of Calabasas Road (W)/US 101 Southbound Ramps would be less than significant.

Revised Project

The following analysis contains information provided in the Updated Traffic, Circulation, and Parking Study for the Village at Calabasas Mixed-Use Project, prepared by Associated Transportation Engineers, dated June 11, 2013 (which can be found as Appendix I).

Trip Generation

The trip generation forecasts developed for the revised project assume no credit for the current site uses in order to present a "worst case" assessment of impacts. Trip generation estimates were developed for the revised project based on the rates presented in the Institute of Transportation Engineers (ITE) Trip Generation report.[15] The rates for Residential Units (Land Use Code 230, Condominium/Townhouse), Commercial Space (Land Use Code 826, Specialty Retail), and Restaurant (Land Use Code 932, High-Turnover (Sit-Down) Restaurant) were used for the analysis. The ITE report does not provide AM peak hour rates for Specialty Retail uses. However, this analysis assumes that 3% of the daily traffic would occur during the AM peak hour based on data published in the SANDAG Trip Generators report.[16]

Table IV-5 summarizes the trip generation estimates developed for the revised project. The data presented in this table shows that the revised project would generate 1,399 average daily trips, including 107 AM peak hour trips and 111 PM peak hour trips.

Table IV-5
Revised Project Trip Generation Estimates

Land Use	Size	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Condominium	80 units	5.81	465	0.44	35	0.52	42
Specialty Retail	3,700 sf	44.32	164	1.33	5	2.71	10
Sit-Down Restaurant	8,000 sf	127.15	1,017	10.81	86	9.85	79
Subtotal		**1,646**		**126**		**131**	
Less 15% Mixed-Use/Pass-By		**-247**		**-19**		**-20**	

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

[16] *Trip Generators, San Diego Association of Governments, April 2002.*

TOTAL		**1,399**	**107**	**111**
Source: Associated Transportation Engineers, June 11, 2013.				

Table IV-6
Summary Comparison of Trip Generation Estimates

	Average Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Approved Project	1,510	74	133
Revised Project	1,399	107	111
Net Change	**-111**	**+33**	**-22**
Source: Associated Transportation Engineers, June 11, 2013.			

Table IV-6 compares the trip generation estimates for the approved project and the revised project, and shows the net change in traffic that would result. As shown, the revised project would generate 111 less average daily trips, 33 additional AM peak hour trips, and 22 less PM peak hour trips when compared to the approved project.

Impact Analysis

Project Specific Analysis

Levels of service were calculated for the study area intersections assuming the Year 2016 and Year 2016+Project peak hour traffic volumes. Tables IV-7 and IV-8 compare the Year 2016 and Year 2016+Project peak hour levels of service and identify the significance of the revised project's traffic additions at each location based on the applicable City and County thresholds. As shown in these tables, the revised project's traffic additions would not generate project-specific impacts to the study area intersections based on the applicable City and County impact thresholds.

Table IV-7
Year 2016+Project AM Peak Hour Intersection Levels of Service

Intersection	Year 2016		Year 2016+Project		Project Added	
	ICU/Delay	LOS	ICU/Delay	LOS	Increase	Impact?
Ventura Blvd/Pkwy Calabasas	0.53	A	0.53	A	0.000	No
Ventura Blvd/US 101 NB Ramps	0.47	A	0.48	A	0.001	No
Calabasas Rd (W)/US 101 SB Ramps	0.71	C	0.71	C	0.003	No
Calabasas Rd/Pkwy Calabasas	0.44	A	0.44	A	0.000	No
Calabasas Rd/Park Centre	0.27	A	0.27	A	0.003	No
Calabasas Rd/Commons Way	0.29	A	0.29	A	0.005	No
Calabasas Rd/Park Granada	0.45	A	0.46	A	0.011	No

Park Granada/Pkwy Calabasas	0.74	C	0.74	C	0.004	No
Park Sorrento/Park Granada	0.43	A	0.45	A	0.019	No
Valley Cir Blvd/US 101 NB Ramps	1.00	E	1.00	E	0.002	No
Calabasas Rd (E)/US 101 SB Ramps	0.54	A	0.55	A	0.012	No
Calabasas Rd/Mulholland Dr	0.77	C	0.77	C	0.002	No
Park Sorrento/Park Ora [(a)]	12.8 sec	B	14.1 sec	B	N/A	No
Valmar Rd/Park Ora	0.75	C	0.76	C	0.009	No

[(a)] Unsignalized intersection – LOS based upon average delay per vehicle in seconds.
Source: Associated Transportation Engineers, June 11, 2013.

Table IV-8
Year 2016+Project PM Peak Hour Intersection Levels of Service

Intersection	Year 2016		Year 2016+Project		Project Added	
	ICU/Delay	LOS	ICU/Delay	LOS	Increase	Impact?
Ventura Blvd/Pkwy Calabasas	0.70	B	0.70	B	0.001	No
Ventura Blvd/US 101 NB Ramps	0.46	A	0.46	A	0.001	No
Calabasas Rd (W)/US 101 SB Ramps	0.67	B	0.67	B	0.002	No
Calabasas Rd/Pkwy Calabasas	0.64	B	0.65	B	0.004	No
Calabasas Rd/Park Centre	0.43	A	0.44	A	0.006	No
Calabasas Rd/Commons Way	0.51	A	0.51	A	0.006	No
Calabasas Rd/Park Granada	0.72	C	0.74	C	0.014	No
Park Granada/Pkwy Calabasas	0.56	A	0.56	A	0.002	No
Park Sorrento/Park Granada	0.51	A	0.54	A	0.029	No
Valley Cir Blvd/US 101 NB Ramps	0.87	D	0.87	D	0.005	No
Calabasas Rd (E)/US 101 SB Ramps	0.76	C	0.79	C	0.014	No
Calabasas Rd/Mulholland Dr	1.02	F	1.02	F	0.001	No
Park Sorrento/Park Ora [(a)]	12.8 sec	B	13.1 sec	B	N/A	No
Valmar Rd/Park Ora	0.64	B	0.65	B	0.009	No

[(a)] Unsignalized intersection – LOS based upon average delay per vehicle in seconds.
Source: Associated Transportation Engineers, June 11, 2013.

Cumulative Analysis

Levels of service were calculated for the study area intersections assuming the Cumulative and Cumulative + Project peak hour traffic volumes. Tables IV-9 and IV-10 compare the Cumulative and Cumulative + Project peak hour levels of service and identify the significance of the revised project's traffic additions at each location based on the applicable City and County thresholds. As shown in these tables, the project's traffic additions would not generate significant cumulative impacts to the study area intersections based on the applicable City and County thresholds.

The analysis for the approved project found that the project would generate cumulative impacts at one study intersection. The Calabasas Road (W)/US 101 Southbound Ramps intersection was forecast to operate at LOS F during the AM peak hour with cumulative plus project traffic volumes. The approved

project's traffic additions to this intersection were forecast to exceed the City of Calabasas traffic impact threshold of a V/C 0.003 change for intersections operating at LOS F. The approved project was conditioned to participate in the implementation of the improvements identified by the City for this intersection, which would reduce the impact to less than significant. As shown in Table IV-8, the revised project avoids this significant cumulative impact, and therefore would not be required to participate in the implementation of the improvements identified by the City of this intersection. In addition, the following condition of approval would off-set the revised project's contribution to cumulative traffic growth in the City:

1. The project applicant shall pay traffic impact fees according to the City's traffic mitigation program.

Table IV-9
Cumulative + Project AM Peak Hour Intersection Levels of Service

Intersection	Cumulative		Cumulative + Project		Project Added	
	ICU/Delay	LOS	ICU/Delay	LOS	Increase	Impact?
Ventura Blvd/Pkwy Calabasas	0.53	A	0.53	A	0.001	No
Ventura Blvd/US 101 NB Ramps	0.48	A	0.48	A	0.001	No
Calabasas Rd (W)/US 101 SB Ramps	0.71	C	0.71	C	0.003	No
Calabasas Rd/Pkwy Calabasas	0.44	A	0.44	A	0.000	No
Calabasas Rd/Park Centre	0.27	A	0.28	A	0.003	No
Calabasas Rd/Commons Way	0.29	A	0.30	A	0.005	No
Calabasas Rd/Park Granada	0.45	A	0.46	A	0.011	No
Park Granada/Pkwy Calabasas	0.74	C	0.74	C	0.002	No
Park Sorrento/Park Granada	0.43	A	0.45	A	0.020	No
Valley Cir Blvd/US 101 NB Ramps	1.00	E	1.00	E	0.002	No
Calabasas Rd (E)/US 101 SB Ramps	0.54	A	0.55	A	0.012	No
Calabasas Rd/Mulholland Dr	0.77	C	0.77	C	0.002	No
Park Sorrento/Park Ora [(a)]	13.9 sec	B	14.2 sec	B	N/A	No
Valmar Rd/Park Ora	0.75	C	0.76	C	0.008	No

[(a)] Unsignalized intersection – LOS based upon average delay per vehicle in seconds.
Source: Associated Transportation Engineers, June 11, 2013.

Table IV-10
Cumulative + Project PM Peak Hour Intersection Levels of Service

Intersection	Cumulative		Cumulative + Project		Project Added	
	ICU/Delay	LOS	ICU/Delay	LOS	Increase	Impact?
Ventura Blvd/Pkwy Calabasas	0.70	B	0.70	B	0.002	No
Ventura Blvd/US 101 NB Ramps	0.46	A	0.46	A	0.002	No
Calabasas Rd (W)/US 101 SB Ramps	0.69	B	0.69	B	0.002	No
Calabasas Rd/Pkwy Calabasas	0.67	B	0.67	B	0.003	No
Calabasas Rd/Park Centre	0.44	A	0.45	A	0.006	No

Calabasas Rd/Commons Way	0.53	A	0.54	A	0.006	No
Calabasas Rd/Park Granada	0.73	C	0.74	C	0.013	No
Park Granada/Pkwy Calabasas	0.57	A	0.57	A	0.002	No
Park Sorrento/Park Granada	0.52	A	0.55	A	0.029	No
Valley Cir Blvd/US 101 NB Ramps	0.87	D	0.88	D	0.005	No
Calabasas Rd (E)/US 101 SB Ramps	0.78	C	0.79	C	0.014	No
Calabasas Rd/Mulholland Dr	1.02	F	1.02	F	0.001	No
Park Sorrento/Park Ora [(a)]	12.8 sec	B	13.2 sec	B	N/A	No
Valmar Rd/Park Ora	0.65	B	0.66	B	0.009	No

[(a)] Unsignalized intersection – LOS based upon average delay per vehicle in seconds.
Source: Associated Transportation Engineers, June 11, 2013.

Site Access and Circulation

Approved Project

Vehicular access to the site would be provided via two driveways on Park Sorrento. The west driveway would provide access to the above ground motor court and parking and the subterranean parking garage. The east driveway would provide access mainly to ground level parking and the east loading zone. Both project driveways would provide access to emergency vehicles. An additional fire truck lane extends from the driveways around the east side of the site.

The western driveway currently provides access to the Calabasas Inn. The approved project proposes to realign the driveway so that it is directly across from the driveway on the opposite side of Park Sorrento, and a new driveway is proposed at the eastern boundary of the property. A connection between the project and the adjacent site is proposed approximately 100 feet south of Park Sorrento. The adjacent development would take inbound access through the approved project driveway, and direct outbound access through an existing driveway located approximately 54 feet east of the proposed driveway.

Park Sorrento adjacent the project site is 64 feet wide curb-to-curb and contains one travel lane in each direction, a median two-way left-turn lane, and parallel parking on both sides of the road. The approved project is expected to generate 30 inbound and 40 outbound AM peak hour trips, and 79 inbound and 54 outbound PM peak hour trips at the two project driveways. Based on the roadway configuration, the traffic volumes on Park Sorrento adjacent the project site and the projected traffic volumes generated by the site, it was determined that the driveway connections would operate acceptably. The western driveway, which would carry the majority of project traffic, would operate at LOS B in the AM and PM peak hours. The eastern driveway provides an approximately 170-foot long lane between the project parking lot and Park Sorrento. A loading area is proposed that would be accessed from the eastern driveway approximately 85 feet from Park Sorrento. The western driveway provides an approximately 120-foot opening between the parking lot and Park Sorrento. Given the expected project driveway volumes and the distance between the loading area and the driveway, it was determined that the loading area and internal circulation would operate acceptably and would not cause impacts to Park Sorrento.

Revised Project

Access to the site would be provided via two driveways on Park Sorrento. The western driveway would be moved approximately 112 feet to the east in order to align with the driveway on the opposite side of Park Sorrento. This driveway would provide access to the surface parking areas and the residential buildings. The eastern driveway would provide access to the proposed parking garage and to the commercial loading areas. This driveway would be shared with the adjacent property to the east, which would take inbound access from this proposed driveway and would take outbound access through an existing driveway located approximately 80 feet to the east. Park Sorrento adjacent to the project site is 64 feet wide, curb to curb, and contains one eastbound travel lane, two westbound travel lanes, a median two-way left-turn lane, and parallel parking on both sides of the road. The revised project is forecast to generate 48 inbound and 59 outbound AM peak hour trips, and 65 inbound and 45 outbound PM peak hour trips at the two project driveways. The project driveways are forecast to operate at LOS B during the peak periods under the Year 2016+Project and Cumulative Project scenarios. Based on the roadway configuration, the traffic volumes on Park Sorrento adjacent to the project site and the projected traffic volumes generated by the site, the proposed driveway connections would operate acceptably. Like the approved project, the revised project would have a less than significant impact on site access and circulation.

Sight Distance

Approved Project

At the approved project's western driveway, the sight distance looking to the west towards Park Granada is over 400 feet. The sight distance looking to the east would be limited to approximately 150 feet by cars parking along the south side of Park Sorrento. Similarly, the sight distance looking to the east of the approved project driveway at the eastern boundary of the property is 260 feet, but the sight distance looking to the west from the driveway is limited to 120 feet by on-street parking. It is recommended that on-street parking be prohibited along the south side of Park Sorrento between the two approved project driveway locations. This would increase the sight distances from both driveways in both directions to over 250 feet, which is the Caltrans standard for minimum stopping sight distance for a 35 mph design speed.

Revised Project

ATE completed a sight distance analysis at the proposed site driveway locations on Park Sorrento. Sight distance requirements for public road intersections are determined using the corner sight distance standards provided in the Caltrans Highway Design Manual. The Caltrans Highway Design Manual states in section 405.1(2) that for private road intersections, "the minimum corner sight distance shall be equal to the stopping sight distance." Thus, both the corner and stopping sight distance standards were used to evaluate the sight distance at the project driveways.

The posted speed limit on Park Sorrento is 35 mph. It is noted, however, that there is a speed hump and a 15 mph advisory sign on Park Sorrento east of the project site. ATE recorded speed samples along Park Sorrento in both directions and determined that the 85th percentile speed in both directions was less than 35 mph. However, this analysis assumes 35 mph as the design speed. The minimum required stopping sight distance listed in the Caltrans Highway Design Manual for an intersection on a roadway with a speed of 35 mph is 250 feet and the stopping sight distance requirement for 35 mph is 250 feet.

Western Driveway

A sight distance analysis for the revised project was performed at the proposed driveway locations on Park Sorrento. The sight distance looking to the east and to the west from the western driveway is limited to less than 250 feet by cars parking along the south side of Park Sorrento. It is therefore recommended that 192 feet of red curb be installed west of the driveway and 108 feet of red curb be installed east of the driveway (between the two project driveways) to ensure that sight distance is not impeded. Implementation of the new red curb areas on Park Sorrento would result in the net loss of 8 parking spaces adjacent to the site. Existing trees and landscaping along Park Sorrento would also need to be trimmed back in order to obtain the required sight distance. The sight distance looking to the west towards Park Granada would be increased to approximately 480 feet, assuming the installation of 192 feet of red curb, which exceeds the minimum corner sight distance requirement of 385 feet and the stopping sight distance requirement of 250 feet. The sight distance looking to the east would be approximately 440 feet, assuming installation of 108 feet red curb and trimming of the existing landscaping, which exceeds the minimum corner (385 feet) and stopping (250 feet) sight distance standards. Figure IV-8 shows the recommended areas for red curb and illustrates the available sight lines for the western driveway. It is noted that the proposed realigned western driveway would allow for increased sight distance compared to the existing and approved project driveway locations.

Eastern Driveway

The sight distance looking to the west from the eastern driveway would be limited to less than 250 feet by cars parking along the south side of Park Sorrento. It is therefore recommended that 108 feet of red curb be installed west of the driveway (between the two project driveways). Sight distance looking to the west is approximately 260 feet, assuming installation of the red curb, which meets the minimum required stopping sight distance of 250 feet but is less than the corner sight distance requirement of 385 feet. There is approximately 80 feet of existing red curb present on Park Sorrento east of the project driveway. Sight distance looking to the east was measured at approximately 310 feet, which exceeds the minimum stopping sight distance requirement of 250 feet, but is less than the corner sight distance requirement of 385 feet. Figure IV-9 shows the recommended areas for red curb and illustrates the available sight lines for the eastern driveway. Implementation of the following condition of approval would ensure adequate line-of-sight at the project driveways:

2. Five on-street parking spaces shall be removed to the west of the western driveway and three on-street parking spaces shall be removed between the two project driveways (8 total spaces removed) to ensure maximum sight distance. Existing landscaping shall also be trimmed back to ensure that sight distance is not impeded.

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Source: Associated Transportation Engineers, June 11, 2013.

CAJA Environmental Services, LLC

Figure IV-8
Western Driveway Sight Distance

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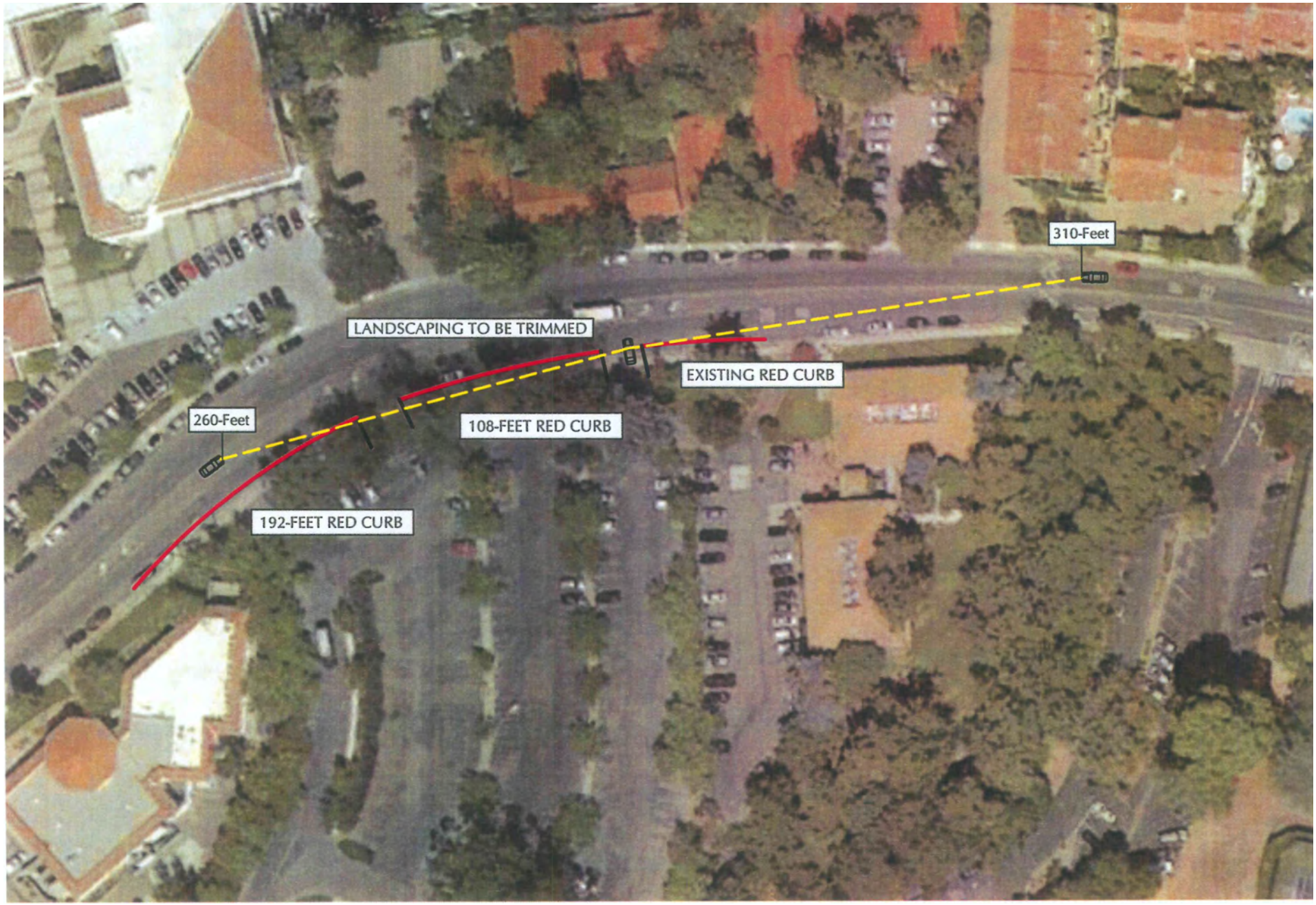

Source: Associated Transportation Engineers, June 11, 2013.

CAJA Environmental Services, LLC

Figure IV-9
Eastern Driveway Sight Distance

Parking

Approved Project

The approved project would provide a total of 302 onsite spaces in a surface lot and subterranean garage, which would satisfy the City's Zoning Ordinance parking requirement of 302 spaces. A shared parking analysis was also conducted to determine when the overlapping peak demands for the approved project would occur at the site. This analysis found that the peak parking demand would occur at 7:00 PM with a projected demand of 287 spaces. Thus, the approved project would have a surplus of 15 spaces based on the shared parking analysis.

Revised Project

The following analysis evaluates the adequacy of the proposed parking supply based on the City's Zoning Ordinance and empirical shared parking demand data for mixed-use developments.

Proposed Parking Supply

The revised project proposes a total of 294 parking spaces with 144 enclosed parking spaces reserved for on-site residents, 90 spaces located in a subterranean garage, and 60 surface parking spaces. Eight of the subterranean parking spaces would be reserved for residents of the affordable units, and the remaining 82 spaces would be shared between residential guests and the patrons and employees of the commercial uses. The eight surface spaces located in the small lot at the northwest corner of the site would be made available for both the commercial uses due to the proximity of the parking area to the commercial buildings and the public (to mitigate for the loss of on-street parking). Additionally, these eight spaces would be time restricted to encourage public use and discourage use by the business tenants in the vicinity. The remaining 52 surface parking spaces would be available for shared use between residential guests and the patrons and employees of the commercial uses. The revised project also includes 108 on-site bicycle parking spaces.

City of Calabasas Zoning Ordinance Parking Requirements

The City's Zoning Ordinance parking requirements for the revised project are summarized in Table IV-11.

Table IV-11
Revised Project Zoning Ordinance Parking Requirements

Proposed Use	Size	Parking Requirement	Required Parking Spaces
1-Bedroom Condo	6 Units	1.5 spaces/unit	9 spaces
2-Bedroom Condo	20 Units	2 spaces/unit	40 spaces
3-Bedroom Condo	54 Units	2.5 spaces/unit	135 spaces
Residential Guest	80 units	1 space/3 units	27 spaces
General Commercial	3,700 sf	1 space/250 sf	15 spaces
Sit Down Restaurant	7,000 sf	1 space/100 sf	70 spaces
Outdoor Dining	1,000 sf	1 space/100 sf [(a)]	3 spaces
		Total	**299 spaces**

[(a)] Above 250 sf, 1 space per 250 sf.
Source: Associated Transportation Engineers, June 11, 2013.

Table IV-11 shows that the City's Zoning Ordinance requirement for the revised project is 299 spaces. The proposed parking supply of 294 spaces would not satisfy the City's Zoning Ordinance parking requirements, and therefore, the project applicant is requesting a reduction of the City's parking requirements based on a shared parking analysis, which is described below.

Residential Parking Demand Analysis

The revised project proposes to provide 152 reserved spaces for the residential units (excluding guest parking). In order to determine the adequacy of the residential parking supply, a parking demand analysis was completed using data presented in the Institute of Transportation Engineers (ITE) Parking Generation Report[17] and the Urban Land Institute (ULI) Shared Parking Report.[18] These reports contain studies of similar uses that quantify the number of vehicles parked at the facilities during peak times. Table IV-12 presents the peak parking demand estimates calculated for the revised project based on the ITE and ULI parking demand rates for residential condominiums.

[17] *Parking Generation, Institute of Transportation Engineers, 4th Edition, 2010.*

[18] *Shared Parking, Urban Land Institute, 2nd Edition, 2003.*

Table IV-12
Residential Peak Parking Demand Estimates – ITE and ULI Rates

Rate Source	Size	Peak Demand Rate	Peak Parking Demand	Spaces Provided	Reserve Spaces
ITE	80 units	1.52 spaces/unit	122 spaces	152 spaces	30 spaces
ULI	80 units	1.85 spaces/unit	148 spaces	152 spaces	4 spaces

Source: Associated Transportation Engineers, June 11, 2013.

The data presented in Table IV-12 show that the peak parking demands forecast for the residential component of the revised project using the ITE and ULI rates range from 122 to 148 spaces. The proposed parking supply of 152 reserved parking spaces would accommodate these peak parking demands and provide a reserve of parking supply of 4–30 spaces for peak days based on the ITE and ULI parking demand rates.

Commercial Shared Parking Analysis

The peak parking demands experienced by the different commercial uses proposed for the site would occur at different times of the day. A shared parking analysis was therefore completed to determine when the overlapping peak demands would occur at the site. The analysis was completed using peak parking demand data and time-of-day factors contained in the Urban Land Institute's Shared Parking manual and assumes a 15% mixed-use reduction for the commercial uses to account for the fact that some of the patrons would originate from the on-site residences. The analysis accounts for the parking demands generated by the restaurant, retail, and residential guest uses. Table IV-13 presents the peak weekday and weekend parking demand forecasts for the revised project.

Table IV-13
Shared Parking Demand Forecasts

Period	Time	Shared Parking Demand [(a)]	Shared Parking Supply	Reserve Spaces
Weekday	7:00 PM	98 vehicles	142 spaces	44 spaces
Weekend	7:00 PM	124 vehicles	142 spaces	18 spaces

[(a)] Assumes restaurant, retail, and residential guest parking demands.
Source: Associated Transportation Engineers, June 11, 2013.

Table IV-13 shows that the peak shared parking demand forecast for the commercial portion of the revised project range from 98 to 124 vehicles. The proposed shared parking supply of 142 spaces would therefore accommodate the combined parking demands of the restaurant, retail, and residential guest uses and provide a reserve parking supply of 18-44 spaces.

Additional Parking Requirements

The revised project would result in the loss of eight on-street parking spaces adjacent to the site, as red curb areas would be installed in order to increase the sight distance at the project driveways. The City has requested that the eight on-street spaces be replaced on-site and remain available for public use. The revised project also proposes to provide seven on-site parking spaces for tenants of an adjacent property on Park Sorrento, per an existing agreement with the property owners. Based on the data presented in Table IV-13, the reserve parking supply (18-44 spaces) would accommodate the additional 15 spaces on-site.

Parking Summary

Based on the information provided above, the parking demand analysis supports the requested shared parking reduction. Therefore, no new impacts are expected.

Air Traffic Patterns

Approved Project

The project site is not located within the vicinity of a public or private airport. Therefore, no impact would occur.

Revised Project

The revised project would be located on the same site as the approved project, and is therefore not within the vicinity of a public or private airport. Therefore, like the approved project, no impact would occur.

Transportation/Traffic Conclusion

The approved project would result in a less than significant impact with mitigation at the intersection of Calabasas Road (W)/US Southbound 101 Ramps. The revised project would result in the generation of fewer average daily trips than the approved project, and would also avoid the significant cumulative impact at the Calabasas Road (W)/US Southbound 101 Ramps. Therefore, the revised project would no longer be required to participate in the implementation of the improvements identified by the City for this intersection. Both the approved project and the revised project would result in a less than significant impact with respect to site access, sight distance, and parking. Therefore, the preparation of a subsequent EIR is not warranted.

UTILITIES

Wastewater

Approved Project

As shown in Table IV-14, the approved project would generate approximately 12,057 gallons of wastewater per day. However, considering the wastewater generation of the existing restaurant and wedding banquet facility that would be removed, the approved project would result in a net increase of 11,799 gallons per day (gpd). This represents less than 0.2 percent of the currently unused 6.5 million gallons per day (mgd) of capacity at the Tapia Water Reclamation Facility (TWRF). The TWRF would have adequate capacity to serve the approved project. The approved project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. Therefore, the approved project would have a less than significant impact on the wastewater system.

Table IV-14
Approved Project Wastewater Generation

Land Use	Size	Generation Rate [a]	Wastewater Generation (gpd)
1-Bedroom Condominium	18 du	150 gpd/du	2,700
2-Bedroom Condominium	40 du	150 gpd/du	6,000
3-Bedroom Condominium	21 du	150 gpd/du	3,150
Commercial Use (Shops)	0.635 ERU [b] (6,034 sf)	150 gpd/ERU	95
Bakery	0.242 ERU (2,300 sf)	150 gpd/ERU	36
Restaurant	0.505 ERU (4,801 sf)	150 gpd/ERU	76
		Subtotal Approved Project	**12,057**
Existing Restaurant (Calabasas Inn)	*-1.72 ERU [b] (-16,364 sf)*	*150 gpd/ERU*	*-258*
		Net Approved Project Total	***11,799***

Notes: du = dwelling unit; sf = square feet; gpd = gallons per day
[a] Source: Michael Brown, Las Virgenes Municipal Water District correspondence, October 5, 2007.
[b] ERU = Equivalent Residential Unit = 9,500 square feet of commercial

Revised Project

The revised project would provide a total of 80 condominium units and 10,700 square feet of commercial space. As shown in Table IV-15, the revised project would generate approximately 12,170 gallons of wastewater per day. However, considering the wastewater generation of the existing restaurant and

wedding banquet facility that would be removed, the revised project would result in a net increase of 11,912 gpd. This represents less than 0.2 percent of the currently unused 6.5 million gallons per day (mgd) of capacity at the Tapia Water Reclamation Facility (TWRF). The revised project would generate approximately the same amount of wastewater as the approved project. Overall, the TWRF would have adequate capacity to serve the revised project. The revised project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. Therefore, the revised project would have a less than significant impact on the wastewater system and the preparation of a subsequent EIR is not warranted.

Table IV-15
Revised Project Wastewater Generation

Land Use	Size	Generation Rate [a]	Wastewater Generation (gpd)
Condominium	80 du	150 gpd/du	12,000
General Commercial	0.39 ERU [b] (3,700 sf)	150 gpd/ERU	59
Restaurant	0.74 ERU (7,000 sf)	150 gpd/ERU	111
Existing Restaurant (Calabasas Inn)	*-1.72 ERU (-16,364 sf)*	*150 gpd/ERU*	*-258*
		Net Revised Project Total	***11,912***

Notes: du = dwelling unit; sf = square feet; gpd = gallons per day
[a] Source: Michael Brown, Las Virgenes Municipal Water District correspondence, October 5, 2007.
[b] ERU = Equivalent Residential Unit = 9,500 square feet of commercial

Water

Approved Project

As shown in Table IV-16, the approved project is estimated to consume 14,158 gpd of water served by the Las Virgenes Municipal Water District (LVMWD). Recycled water is available in Park Sorrento (6-inch main) and would be required for irrigation purposes pursuant to LVMWD Code Titles 3.3.206 and 3.2.209. In accordance with District Ordinance No. 1-93-205, landscape and irrigation plans shall be submitted to the LVMWD for review. Park Sorrento, at the entrance to the approved project, has a 10-inch potable water main. Static pressure at this point is approximately 110 pounds per square inch (psi) and the system is fed from an 8 million gallon tank. LVMWD has public on-site water facilities that serve the current site. These facilities would need to be removed, at the developer's expense, prior to demolition or improvements to the site.

Based on the analysis provided in the Urban Water Master Plan for LVMWD, existing and future water supplies are expected to accommodate the approved project's water demand with incorporation of standard water conservation features required by the City of Calabasas and the LVMWD. The approved project would implement appropriate water conservation techniques and methods into the design of the proposed facilities (e.g., ultra low-flow toilets, hot water recirculating pumps, install drought tolerant landscaping, and utilize recycled water for irrigation needs). Therefore, impacts on water supply would be less than significant.

Table IV-16
Approved Project Water Consumption

Land Use	Size	Consumption Rate [a]	Water Consumption (gpd)
1-Bedroom Condominium	18 du	180 gpd/du	3,240
2-Bedroom Condominium	40 du	180 gpd/du	7,200
3-Bedroom Condominium	21 du	180 gpd/du	3,780
Commercial Use (Shops)	0.635 ERU [b] (6,034 sf)	180 gpd/ERU	114
Bakery	0.242 ERU (2,300 sf)	180 gpd/ERU	43
Restaurant	0.505 ERU (4,801 sf)	180 gpd/ERU	91
		Subtotal Approved Project	**14,468**
Existing Restaurant (Calabasas Inn)	*-1.72 ERU (-16,364 sf)*	*180 gpd/ERU*	*-310*
		Net Approved Project Total	***14,158***

Notes:
du = dwelling unit; sf = square feet; gpd = gallons per day
[a] Source: Michael Brown, Las Virgenes Municipal Water District correspondence, October 5, 2007.
[b] ERU = Equivalent Residential Unit = 9,500 square feet of commercial
Water consumption assumed to be 120% of wastewater generated for an existing land use.

Revised Project

The revised project would provide a total of 80 condominium units and 10,700 square feet of commercial space. As shown in Table IV-17, the revised project would consume approximately 14,603 gallons of water per day. However, considering the water consumption of the existing restaurant and wedding banquet facility that would be removed, the revised project would result in a net increase of 14,293 gpd.

To ensure that the LVMWD has adequate water supply available to serve its customers, LVMWD is implementing plans to reduce the impacts of fluctuating water supplies related to the cycles of abundant and minimal precipitation and the development characteristics of Southern California. These plans rely

heavily on the use of recycled water, additional water importation and storage, and application of sound water conservation practices. Further, the LVMWD has developed several strategies to meet the water demand of an increased population. These strategies include purchase of additional imported water from the Metropolitan Water District, water demand management and water conservation efforts, and the use of recycled water to meet irrigation demands.

Based on the analysis provided in the Urban Water Master Plan for LVMWD, existing and future water supplies are expected to accommodate the approved project's water demand with incorporation of standard water conservation features required by the City of Calabasas and the LVMWD. Therefore, it is expected that supplies are also available to accommodate the revised project. In addition, water conservation features and programs would be incorporated into the project design in compliance with the City's overall water conservation performance objective. These may include:

- Incorporation of drought tolerant and low water using plants in the landscape plans;
- Incorporation of water conservation techniques into the design of the irrigation system through such techniques as mulching, installation of drip irrigation systems, landscape design to group plants of similar water demand, rain sensors, and automatic irrigation systems;
- Clustering of landscaped areas to maximize the efficiency of the irrigation system; design of irrigation systems to eliminate watering of impervious surfaces;
- Use of reclaimed water from the cistern, for landscape irrigation; and
- Installation of water conserving kitchen and bathroom fixtures and appliances, installation of thermostatically controlled mixing valves for baths and showers, and insulation of hot water lines.

Therefore, impacts on water supply would be less than significant and the preparation of a subsequent EIR is not warranted.

Table IV-17
Revised Project Water Consumption

Land Use	Size	Consumption Rate [a]	Water Consumption (gpd)
Residential	80 du	180 gpd/du	14,400
General Commercial	0.39 ERU [b] (3,700 sf)	180 gpd/ERU	70
Restaurant	0.74 ERU (8,000 sf)	180 gpd/ERU	133
Existing Restaurant (Calabasas Inn)	*-1.72 ERU [b] (-16,364 sf)*	*180 gpd/ERU*	*-310*
		Net Revised Project Total	***14,293***

Notes: du = dwelling unit; sf = square feet; gpd = gallons per day
[a] Source: Michael Brown, Las Virgenes Municipal Water District correspondence, October 5, 2007.
[b] ERU = Equivalent Residential Unit = 9,500 square feet of commercial
Water consumption assumed to be 120% of wastewater generated for an existing land use.

Solid Waste

Approved Project

Construction

Based on a construction generation rate of 4.38 pounds of waste for every square foot of new residential construction, the construction of 79 dwelling units (161,278 square feet, including enclosed halls and lobby) is projected to generate approximately 353.2 tons of waste. Based on a construction generation rate of 3.89 pounds of waste for every square foot of nonresidential construction, the construction of 13,135 square feet of nonresidential use is projected to generate approximately 25.5 tons of waste. Development of the approved project is projected to generate a total of 378.7 tons of construction waste.

All solid waste generating activities within the City of Calabasas, which includes the approved project, would continue to be subject to the requirements set forth in AB 939. Therefore, the approved project would divert a minimum of 50 percent of its solid waste from the waste stream and dispose of approximately 378,746.5 pounds or 189 tons. In addition, the 189 tons of solid waste would be disposed throughout the construction period and, therefore, would not exceed the remaining permitted daily intake of each of the landfills. The remaining daily intake of the landfills is approximately 11,025 tons. Since the landfills serving the project site are currently operating below their permitted capacities, the construction waste would not exceed the permitted throughput capacity of any landfill that would accept construction waste from the project site. Therefore, a less then significant impact associated with construction waste would occur.

Operation

As shown in Table IV-18 the approved project would generate approximately 950 pounds (net), or approximately 0.475 tons (net), of solid waste per day. All solid waste generating activities within the City of Calabasas, which includes the approved project, would continue to be subject to the requirements set forth in AB 939. Therefore, the approved project would be required to divert 50 percent of its solid waste, resulting in a daily waste stream directed to landfills of approximately 475 pounds (net), or approximately 0.24 ton (net), waste per day. The combined remaining daily intake of the available landfills is 11,025 tons per day. The daily operation waste represents a negligible amount compared to the remaining capacity. As such, the landfills would have adequate capacity to accommodate the daily operational waste generated by the approved project. Therefore, a less than significant impact associated with operational waste would occur.

Table IV-18
Approved Project Solid Waste Generation

Land Use	Size	Generation Rate [a]	Solid Waste Generation (lbs/day)
Residential	79 du	12.23 lbs/du/day	966
Commercial	6,034 sf	5 lbs/1,000 sf/day	30
Bakery	2,300 sf	5 lbs/1,000 sf/day	12
Restaurant	4,801 sf	5 lbs/1,000 sf/day	24
		Subtotal	***1,032***
Existing Restaurant (Calabasas Inn)	*-16,364 sf*	*5 lbs/1,000 sf/day*	*-82*
		Net Approved Project Total	***950***

Notes:
du = dwelling unit, sf = square feet, lbs = pounds
[a] Source: California Integrated Waste Management Board, Estimated Solid Waste Generation Rates website: http://www.ciwmb.ca.gov/WasteChar/WasteGenRates/WGCommer.htm, January 24, 2008.

Revised Project

Construction

Based on a construction generation rate of 4.38 pounds of waste for every square foot of new residential construction, the construction of 168,030 square feet of condominium facilities is projected to generate approximately 368 tons of construction waste. Based on a construction generation rate of 3.89 pounds of waste for every square foot of nonresidential construction, the construction of 10,700 square feet of nonresidential use is projected to generate approximately 20.81 tons of waste. Development of the revised project is therefore projected to generate a total of 388.81 tons of construction waste. The waste would be generated over the life the construction. The construction waste per day would easily be accommodated by the remaining permitted daily intake of the landfills.

All solid waste generating activities within the City of Calabasas, which includes the revised project, would continue to be subject to the requirements set forth in AB 939. Therefore, the revised project would divert a minimum of 50 percent of its construction waste from the waste stream and dispose of approximately 194.5 tons. In addition, the 194.5 tons of solid waste would be disposed throughout the construction period and, therefore, would not exceed the remaining permitted daily intake of each of the landfills. The remaining daily intake of the landfills is approximately 11,025 tons. Since the landfills serving the project site are currently operating below their permitted capacities, the construction waste would not exceed the permitted throughput capacity of any landfill that would accept construction waste from the project site. Therefore, a less then significant impact associated with construction waste would occur.

Operation

Table IV-19
Revised Project Solid Waste Generation

Land Use	Size	Generation Rate [a]	Solid Waste Generation (lbs/day)
Residential	80 du	12.23 lbs/du/day	978
Commercial	10,700 sf	5 lbs/1,000 sf/day	54
Existing Restaurant (Calabasas Inn)	*-16,364 sf*	*5 lbs/1,000 sf/day*	*-82*
		Net Revised Project Total	***950***

Notes:
du = dwelling unit, sf = square feet, lbs = pounds
[a] Source: California Integrated Waste Management Board, Estimated Solid Waste Generation Rates website: http://www.ciwmb.ca.gov/WasteChar/WasteGenRates/WGCommer.htm, January 24, 2008.

As shown in Table IV-19 the revised project would generate approximately 950 pounds, or approximately 0.48 tons, of solid waste per day. All solid waste generating activities within the City of Calabasas, which includes the revised project, would continue to be subject to the requirements set forth in AB 939. Therefore, the revised project would be required to divert 50 percent of its solid waste, resulting in a daily waste stream directed to landfills of approximately 0.24 tons of solid waste per day. The combined remaining daily intake of the available landfills is approximately 11,025 tons per day.[19] The daily operational waste represents a negligible amount compared to the remaining capacity. As such, the

[19] *Remaining landfill capacity is as follows: (1) Calabasas Landfill 1,945 tons per day; (2) Commerce Refuse-to-Energy Facility 580 tons per day; (3) Downey Area Recycling and Transfer Facility 3,800 tons per day; (4) South Gate Transfer Station 500 tons per day; and (5) Puente Hills Materials Recovery Facility 4,200 tons per day.*

landfills would have adequate capacity to accommodate the daily operational waste generated by the revised project. Therefore, a less than significant impact associated with operational waste would occur.

Utilities Conclusion

The revised project would generate approximately the same amount of wastewater as the approved project, and like the approved project, the Tapia Water Reclamation Facility would have adequate capacity to serve the revised project. Further, the revised project would consume approximately the same amount of water as the approved project. Based on the analysis provided in the Urban Water Master Plan for the Las Virgenes Municipal Water District, existing and future water supplies are expected to accommodate the approved project's water demand with incorporation of standard water conservation features. This would also apply to the revised project. Finally, the revised project would generate approximately the same amount of solid waste as the approved project. The combined remaining daily intake of the available landfills is 11,025 tons per day. The daily operational waste from the revised project represents a negligible amount compared to the remaining capacity. Similar to the approved project, the revised project's impacts to wastewater generation, water consumption, and solid waste generation would be less than significant and the preparation of a subsequent EIR is not warranted.

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