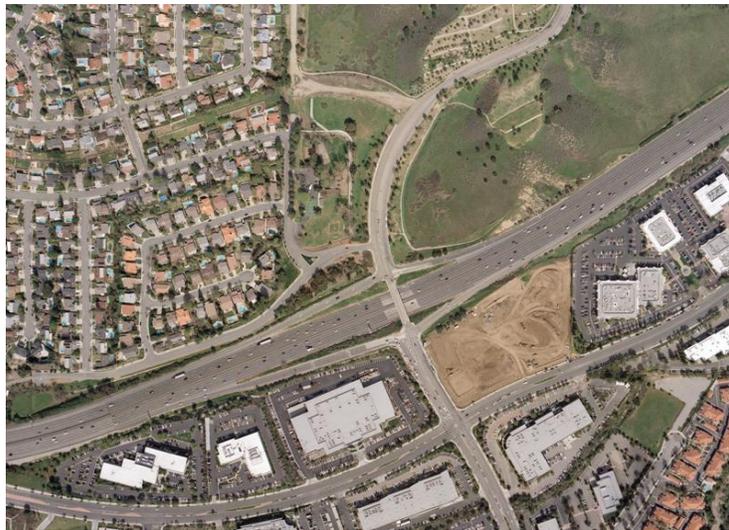


# **Lost Hills Road/US-101 Lost Hills Road Overcrossing Replacement & Interchange Modification Project**

CITY OF CALABASAS, LOS ANGELES COUNTY, CALIFORNIA  
DISTRICT 7 – US-101 (PM 31.9/32.3)

## **Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment**



**Prepared by the  
City of Calabasas and the  
State of California Department of Transportation**

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this Proposed Project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.



**December 2011**

**Lost Hills Road/US-101 Lost Hills Road Overcrossing Replacement & Interchange  
Modification Project**

**Initial Study with Proposed Mitigated Negative Declaration/  
Environmental Assessment**

Submitted Pursuant to: (State) Division 13, California Public Resources Code  
(Federal) 42 USC 4332(2)(C)

The environmental review, consultation, and any other action required in accordance with applicable laws for this project is being, or has been carried out by Caltrans under assumption of responsibility pursuant to 23 U.S.C 327

**THE CITY OF CALABASAS  
and  
THE STATE OF CALIFORNIA  
Department of Transportation**

1/10/2012

Date of Approval

Robert Yalda

Robert Yalda  
Public Works Director  
City of Calabasas

Jan 13, 2012

Date of Approval

Ron Kosinski

Ron Kosinski  
Deputy District Director  
Division of Environmental Planning District 7  
California Department of Transportation

The following persons may be contacted for additional information concerning this document:

Carlos Montez  
California Department of Transportation  
100 South Main Street  
Los Angeles, CA 90012-3712  
(213) 897-9116

Robert Yalda  
City of Calabasas  
100 Civic Center Way  
Calabasas, CA 91302  
(818) 224-1671

**Proposed Mitigated Negative Declaration**  
Pursuant to: Division 13, Public Resource Code

***Project Description***

The California Department of Transportation and The City of Calabasas propose to widen and replace the existing Lost Hills Road Overcrossing and modify the interchange (proposed project). The proposed project area includes the bridge and the on- and off-ramps located at U.S. Highway 101 (US-101)/Lost Hills Road Interchange. The Lost Hills Road / US-101 Interchange has signalized intersections at the on- and off-ramps for the existing diamond interchange.

***Determination***

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Mitigated Negative Declaration for this project. This does not mean that the decision regarding the project is final. The MND is subject to modification based on comments received by interested agencies and the public during public circulation. Caltrans has prepared an Initial Study for this project and pending public review, expects to determine from this study that the proposed project would not have an effect on the environment for the following reasons:

The proposed project would have no effect on wild and scenic rivers, timberlands, community impacts, natural communities, threatened and endangered species, topography, seismic exposure, floodplains, wetlands or water quality, public facilities or other socio-economic features, or cultural resources. The proposed project would have no significant effect on land use, open space or parklands, sensitive plant or animal species, other wildlife, riparian habitat, or agricultural land. There would be no significant adverse effect on noise or scenic resources because mitigation measures would reduce potential effects to less than significant including the early construction of noise abatement walls that would reduce noise to acceptable levels and utilizing Caltrans' Best Management Practices for landscaping and aesthetic treatments for scenic enhancement to reduce impacts to scenic resources. Hazardous waste impacts would be less than significant because of mitigation measures such as soil and paint chip sampling as well as surveys for aerially deposited lead, asbestos containing materials, and lead-based paint. In addition, all work will be conducted under the conditions of a site specific health and safety plan. Impacts to biological resources would be less than significant because of mitigation measures that include oak tree replacement at a one-to-one ratio, percussive activities, sound wall construction, and roadway construction is to be conducted during the non-breeding season for birds, and a biologist shall survey the trees to assess the potential for their use as maternity roosts.

---

Ron Kosinski  
Deputy District Director  
Division of Environmental Planning District 7  
California Department of Transportation

---

Date

# **Table of Contents**

## List of Technical Studies Bound Separately

Chapter 1 – Proposed Project.....	1
1.1 Introduction.....	1
1.2 Project Purpose .....	4
1.3 Project Need.....	4
1.4 Logical Termini and Independent Utility.....	10
1.5 Project Description.....	10
1.6 Project Alternatives.....	10
1.6.1 No-Build Alternative.....	11
1.6.2 Build Alternative .....	11
1.6.3 Related Projects .....	15
1.6.4 Alternatives Considered but Eliminated from Further Discussion.....	16
1.6.5 Cost Estimate: The Build Alternative .....	17
1.7 Permits and Approvals Needed .....	18
Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures .....	19
2.1 Impact Topics Dismissed from Further Analysis .....	19
2.1.1 Coastal Zone .....	19
2.1.2 Wild and Scenic Rivers .....	19
2.1.3 Farmlands/Timberlands.....	19
2.2 Human Environment .....	19
2.2.1 Land Use.....	19
2.2.2 Parks and Recreational Facilities .....	24
2.2.3 Growth.....	26
2.2.4 Community Impacts.....	28
2.2.5 Environmental Justice .....	30
2.2.6 Utilities/Emergency Services .....	32
2.2.7 Traffic and Transportation/Pedestrian and Bicycle Facilities .....	33
2.2.8 Visual/Aesthetics .....	48
2.2.9 Cultural Resources.....	56
2.3 Physical Environment .....	57

2.3.1	Hydrology and Floodplain.....	57
2.3.2	Water Quality and Storm Water Runoff .....	60
2.3.3	Geology/Soils/Seismic/Topography.....	67
2.3.4	Paleontology.....	70
2.3.5	Hazardous Waste/Materials .....	71
2.3.6	Air Quality.....	74
2.3.7	Noise and Vibration .....	88
2.4	Biological Environment .....	95
2.4.1	Natural Communities.....	95
2.4.2	Wetlands and Other Waters .....	98
2.4.3	Plant Species .....	101
2.4.4	Animal Species.....	109
2.4.5	Threatened and Endangered Species.....	111
2.4.6	Invasive Species .....	119
2.5	Construction Impacts .....	120
2.6	Cumulative Impacts .....	121
2.7	Climate Change .....	123
Chapter 3 – Comments and Coordination.....		133
Chapter 4 – List of Preparers .....		135
Chapter 5 – Distribution List.....		136

**Appendix A.** CEQA Checklist (References)

**Appendix B.** Non – Functional Use of the Property

**Appendix C.** Title VI Policy Statement

**Appendix D.** Environmental Commitment Record

**Appendix E.** List of Acronyms

**Appendix F.** Letter to Los Angeles County

**Appendix G.** Acknowledgement of Use Letter from County of Los Angeles

**Appendix H.** Right-of-Way/Parcel Map

## **List of Tables**

Table 1 – Level of Service Descriptions .....	5
Table 2 – Intersection Level of Service Criteria.....	5
Table 3 – Existing Intersection Level of Service Summary .....	6
Table 4 – Future (2040) No-Build Intersection Level of Service Summary.....	6
Table 5 – Surrounding Projects.....	15
Table 6 – Eliminated Alternative Analysis Summary .....	16
Table 7 – Cost Estimates for Alternatives (Millions).....	17
Table 8 – Permits for the Proposed Project .....	18
Table 9 – Population and Racial Makeup of Calabasas.....	30
Table 10 – HCM Level of Service Definitions.....	34
Table 11 – Level of Service Descriptions .....	34
Table 12 – Level of Service Criteria for Ramps and Ramp Junctions .....	35
Table 13 – Accident Rate Calculation .....	35
Table 14 – Existing Intersection Level of Service.....	42
Table 15 – Existing Freeway Ramp Level of Service Summary.....	42
Table 16 – Proposed Project Completion Year (2012) No-Build Alternative Intersection Level of Service.....	44
Table 17 – Project Completion Year (2012) Build Alternative Intersection Level of Service Summary.....	44
Table 18 – Future (2040) No-Build Intersection Level of Service Summary.....	45
Table 19 – Future (2040) Build Alternative Intersection Level of Service.....	46
Table 20 – Future (2040) Freeway Segment Level of Service Summary.....	47
Table 21 – Future (2040) Freeway Ramp Level of Service Summary.....	47
Table 22 – Ambient Air Quality Standards and Attainment Status for the Basin .....	77
Table 23 – Short-Term Emissions (unmitigated) .....	83
Table 24 – CO Concentrations at Project Intersections .....	87
Table 25 – Noise Abatement Criteria (2006 Noise Protocol).....	88
Table 26 – Noise Levels of Common Activities .....	89
Table 27 – Noise Analysis for Build Alternative.....	92
Table 28 – Summary of Impact to Jurisdictional Waters .....	101
Table 29 – Plant Species within the BSA .....	102
Table 30 – Oak Tree Location.....	106

Table 31 – Special-Interest Species Potentially Occurring in the Proposed Project Area .....	113
Table 32 – Cumulative Trip Generation .....	122
Table 33 – Climate Change/CO <sub>2</sub> Reduction Strategies.....	130

**List of Figures**

Figure 1 – Proposed Project Location and Vicinity.....	2
Figure 2 – Proposed Project Study Area.....	3
Figure 3 – Existing Average Daily Traffic Volumes .....	8
Figure 4 – Future (2040) No-Build Average Daily Traffic Volumes .....	9
Figure 5 – No-Build Alternative .....	12
Figure 6 – Build Alternative: Cloverleaf .....	13
Figure 7 – Existing Land Uses in the Site Vicinity .....	21
Figure 8 – General Plan Land Use Designations in the Site Vicinity.....	22
Figure 9 – Bicycle and Pedestrian Lanes.....	38
Figure 10 – Existing Traffic Volumes.....	39
Figure 11 – Future (2040) No-Build Alternative Traffic Volumes.....	40
Figure 12 – Future (2040) Build Alternative Traffic Volumes.....	41
Figure 13 – Build Alternative Interchange Concept.....	51
Figure 14 – FEMA Floodplain Map.....	59
Figure 15 – Sensitive Receptor Map .....	78
Figure 16 – Sensitive Receptor and Noise Barrier Locations.....	94
Figure 17 – Oak Tree Location.....	107
Figure 18 – California Greenhouse Gas Forecast.....	127

**Key Observation Point Simulations**

Key Observation Point 1 .....	52
Key Observation Point 2 .....	53
Key Observation Point 3 .....	54
Key Observation Point 4 .....	55

## **List of Technical Studies Bound Separately**

- Advanced Planning Study (APS), TY LIN International, August 2010.
- Archaeological Survey Report (ASR), Chambers Group, Inc., January 2011.
- Focused plant surveys within the BSA, Chambers Group, Inc., May 2009.
- Hazardous-Materials Work Plan, Ninyo & Moore, Inc., February 2011.
- Historic Property Survey Report (HPSR), Chambers Group, Inc., January 2011.
- Initial Site Assessment (ISA), Ninyo & Moore, Inc., February 2011.
- Jurisdictional Delineation Report, Chambers Group Inc, September 2011.
- Air Quality Technical Report, Chambers Group, Inc., October 2011.
- Natural Environment Study, Chambers Group, Inc., April 2011.
- Noise Abatement Decision Report, Huitt-Zollars, Inc., August 2011.
- Noise Study Report, Acentech, April 2011.
- Preliminary Foundation Report, Ninyo & Moore, Inc., May 2010.
- Storm Water Data Report, Huitt-Zollars, Inc., January 2011.
- Lost Hills Interchange Project Report, Traffic Analysis, DKS Associates, January 11, 2011.
- Visual Impact Assessment, Tatsumi & Partners, Inc., July 2011.
- Water Quality Assessment Report, Chambers Group, Inc., November 2009 (Revised April 2011).

# Chapter 1 – Proposed Project

## 1.1 Introduction

The City of Calabasas proposes to replace the existing Lost Hills Road/ U.S. Highway 101 (US-101) overcrossing and modify the interchange (proposed project). The interchange is currently inadequate due to closely spaced intersections and the relatively high traffic flows. The proposed improvements would increase roadway widths to accommodate proper lane arrangements on the overcrossing; modify the existing northbound and southbound ramps and replace the existing overcrossing with a new one designed with increased vertical clearance and current seismic safety standards. Without the proposed project, traffic conditions would continue to worsen with time. California Department of Transportation (Caltrans) is the lead agency for both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) regarding this project.

The design and environmental study of the Lost Hills Road Interchange is included in the Southern California Association of Government's 2008 Regional Transportation Plan Amendment #2 and Regional Transportation Improvement Program (RTIP) Amendment #08-24 (Proposed Project ID: LA0G208). At this time, this proposed project is not included in the FY 2007/2008-2011/2012 Federal Statewide Transportation Improvement Program (FSTIP) or the State Transportation Improvement Plan (STIP). Upon adoption of the next update to the Long Range Transportation Plan (LRTP) the construction of the Lost Hills Road Interchange will be included and the RTIP and STIP will be subsequently updated.

US-101 is a primary north-south route extending along the coastal area of the State of California. The segment of the highway that is within the proposed project area however, trends in an east-west direction and provides the primary regional access for the City of Calabasas and adjacent cities within the western part of Los Angeles County and the eastern part of Ventura County. The proposed project location and vicinity are shown in Figure 1.

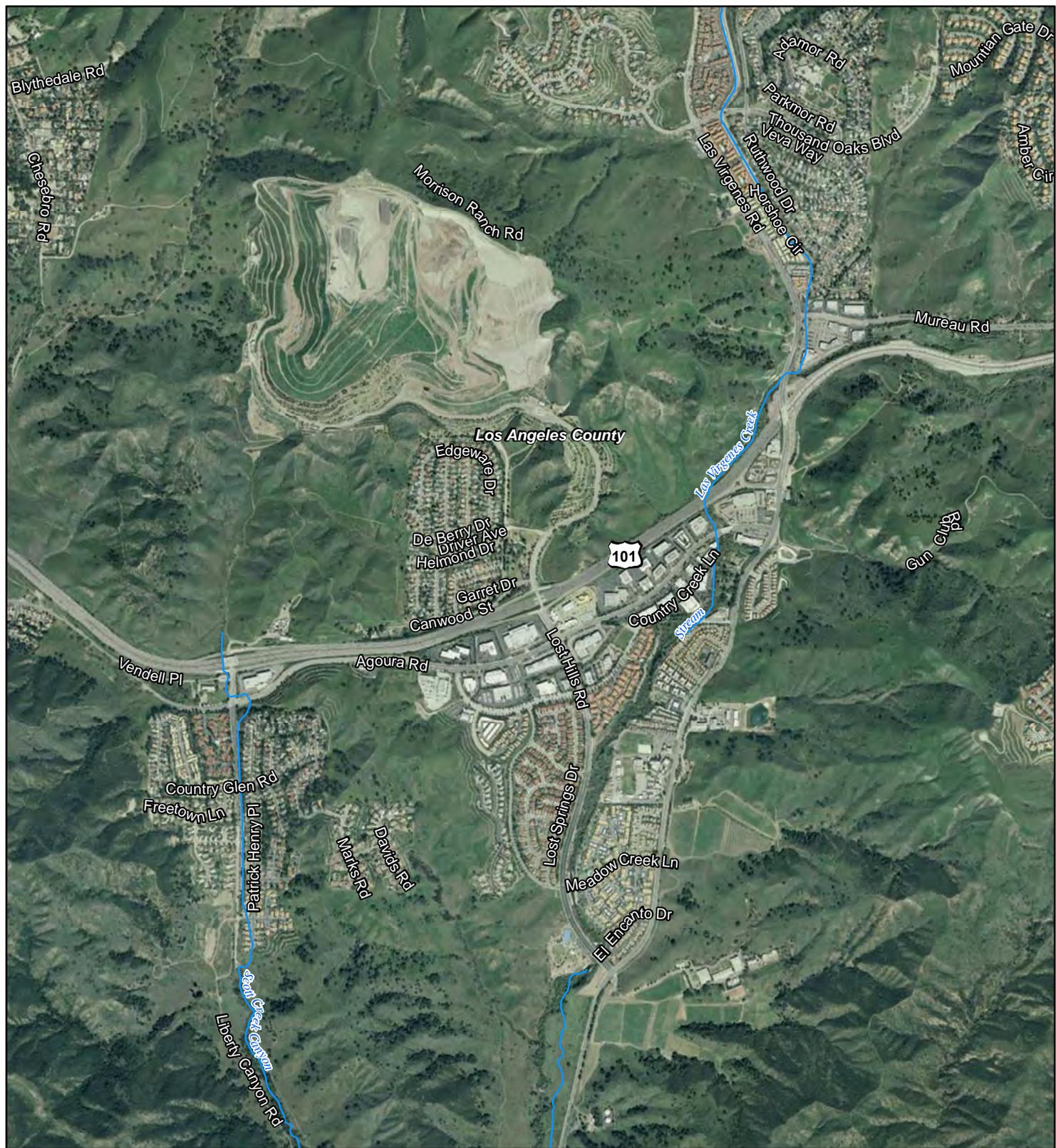
The project area includes the bridge and the existing on- and off-ramps located at the Lost Hills Road / US-101 Interchange. The project area, shown on Figure 2, is intended to include the largest potential disturbance area.

The US-101 Freeway provides the primary regional access for the City of Calabasas and adjacent cities with the western part of the City of Calabasas served by the interchanges at Lost Hills Road and Las Virgenes Road. Lost Hills Road is a north-south arterial street that extends from the County landfill north of Canwood Street to Las Virgenes Road. There are signalized intersections at the on-ramp and off-ramp locations for the existing diamond interchange. The existing US-101 Freeway is an eight-lane facility, while Lost Hills Road has four lanes to the south of the overcrossing and two lanes to the north of the overcrossing.

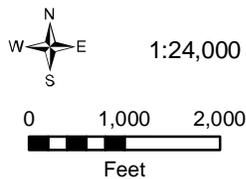
The regional travelers use Lost Hills Road and its interchange with US-101 as a through route. The regional through travelers form what is referred to as the "Z" pattern. They flow between areas along US-101 north of Calabasas and areas along Pacific Coast Highway, generally east of Malibu Canyon Road (Las Virgenes Road becomes Malibu Canyon Road at Piuma Road near the south end of Calabasas).<sup>1</sup>

---

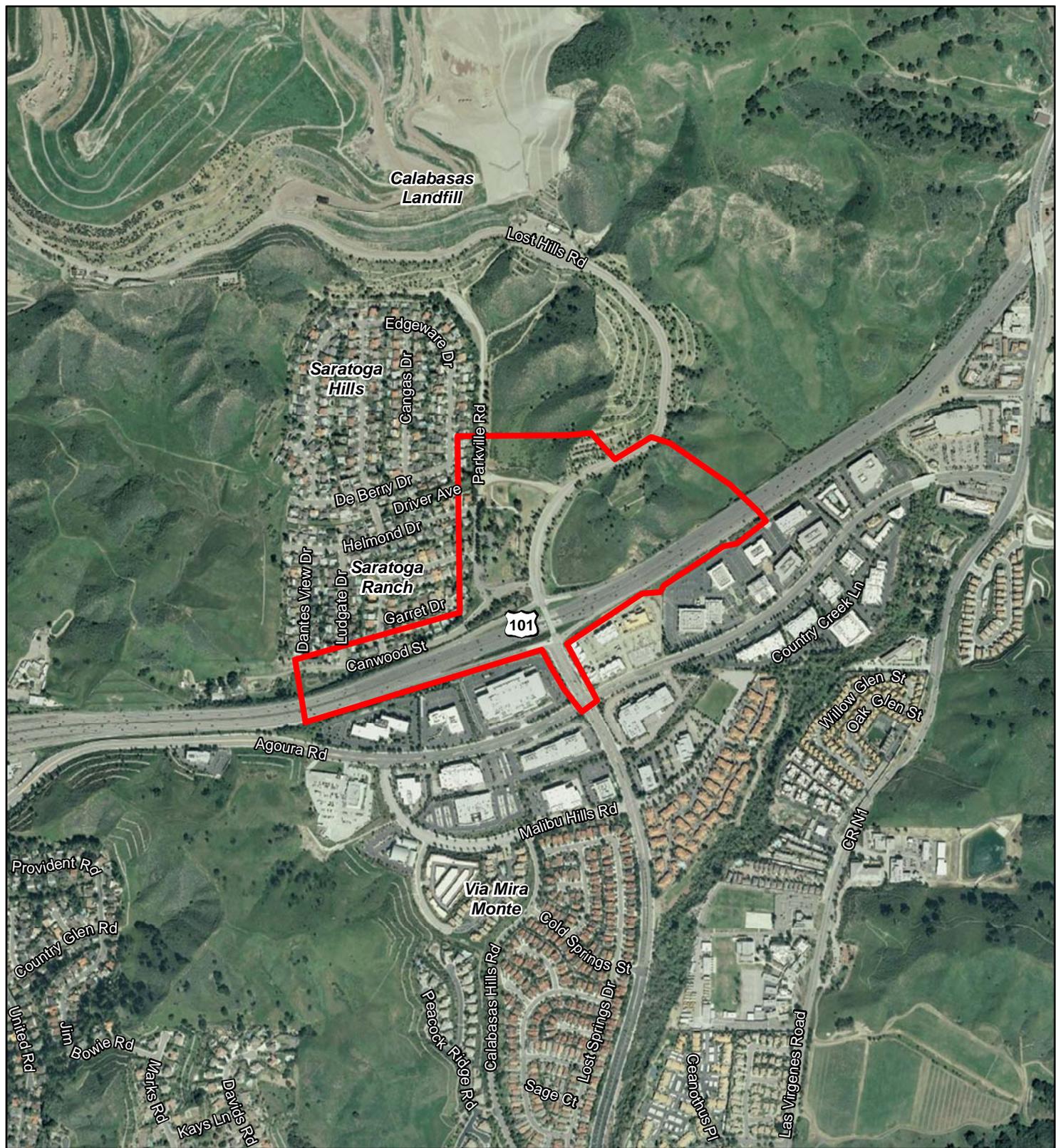
<sup>1</sup> Proposed Project Study Report – Proposed Project Development Support, Athalye Consulting Engineers, March 2007.



**Figure 1**  
 Proposed Project Location and Vicinity Map  
 US 101 / Lost Hills Interchange  
 Improvement Project  
 City of Calabasas, CA

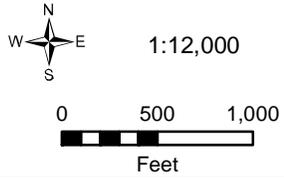


06-20-11



**Legend**

 Project Area



**Figure 2**  
 Proposed Project Study Area Map  
 US 101 / Lost Hills Interchange  
 Improvement Project  
 City of Calabasas, CA

12-30-11



The project is proposed to be funded through the City of Calabasas Bridge and Major Thoroughfare Construction Fee District (B&T District) and County of Los Angeles Measure R funding. The City of Calabasas created the B&T District to fund roadway and intersection improvements needed to accommodate future traffic volumes within the boundaries of the district. The Lost Hills Road / US-101 interchange is part of the identified improvements within the district boundaries.

A Project Study Report – Project Development Support (PSR-PDS) for the Lost Hills Road Interchange, was approved on March 26<sup>th</sup>, 2007.

## **1.2 Project Purpose**

The proposed project is intended to achieve the following goals:

- Improve local mobility by reducing traffic congestion on Lost Hills Road within the proposed project limits.
- Decrease travel times for regional commuters.
- Improve structural and design deficiencies on Lost Hills Road overcrossing.

## **1.3 Project Need**

The Lost Hills Road / US-101 Overcrossing Replacement and Interchange Modification Project has been developed to improve local mobility, decrease regional commuter travel times, and improve structural and seismic deficiencies at the overcrossing.

Growing Use of the Interchange for Regional Commuters Results in Delay:

The Lost Hills Road / US-101 interchange currently experiences high volumes of regional through traffic in both the AM and PM peak periods. The northbound ramp intersection is currently operating at a level of service (LOS) C for the AM and PM peak hours (see Table 3 below). Refer to Table 1 below for a description of level of service ratings and Table 2 for intersection criteria. In the morning, drivers from Ventura County that are going to western Los Angeles County use US-101 and exit at Lost Hills Road. They drive south to Las Virgenes Road, which turns into Malibu Canyon Road, and then take Pacific Coast Highway (State Route 1) toward their destination. This movement results in a high volume of vehicles exiting US-101 on the southbound off-ramp at Lost Hills Road (existing peak hour right-turn is 904 vehicles). In the afternoon, drivers reverse their path home (existing peak hour 770 vehicles) – driving north up Lost Hills Road to US-101 and turning left to access the northbound on-ramp. Figure 3 and Figure 4 at the end of this section show the average daily traffic volumes for the existing condition and the future condition without a project.

**Table 1 – Level of Service Descriptions**

<b>LOS</b>	<b>Description</b>	<b>Capacity</b>
A	Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience is excellent.	0.000 – 0.600
B	Is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.	0.610 – 0.700
C	Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.	0.710 – 0.800
D	Represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.	0.810 – 0.900
E	Represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver with the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to “give way” to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver frustration is generally high. Operations at this level are generally unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.	0.910 – 1.000
F	Is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion.	> 1.000

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

**Table 2 – Intersection Level of Service Criteria**

<b>Level of Service</b>	<b>Unsignalized Intersection Delay per Vehicle (in seconds)</b>	<b>Signalized Intersection Delay per Vehicle (in seconds)</b>
A	≤ 10.0	≤ 10.0
B	> 10.0 – 15.0	> 10.0 – 20.0
C	> 15.0 – 25.0	> 20.0 – 35.0
D	> 25.0 – 35.0	> 35.0 – 55.0
E	> 35.0 – 50.0	> 55.0 – 80.0
F	> 50.0	> 80.0

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

**Table 3 – Existing Intersection Level of Service Summary**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
Lost Hills Road/Canwood Street	6.2	A	6.0	A
Lost Hills Road/US-101 NB Ramps	32.0	C	24.6	C
Lost Hills Road/US-101 SB Ramps	3.1	A	6.0	A
Lost Hills Road/Agoura Road	17.6	B	21.1	C

Source: Traffic Analysis, DKS Associates, January 5, 2011

The southbound off-ramp has three lanes to accommodate the high volume of traffic (existing peak hour is 927 vehicles for all lanes) in the morning. The intersection of the southbound off-ramp and Lost Hills Road has been configured to favor the vehicle traffic turning right onto southbound Lost Hills Road, creating a difficult street crossing for pedestrians.

The northbound on-ramp provides two lanes for traffic entering northbound US-101. However, during the evening peak period, the ramp is fed by the northbound left turn movement which is only one lane. The northbound left turn movement operates in a shared lane (the lane is for both northbound left-turn traffic and northbound through traffic). As such, the capacity of the northbound on-ramp is constrained by the capacity of the northbound left-turn movement. Increasing the capacity of the left-turn would require widening/replacing the overcrossing because the left-turn traffic queues up on the overcrossing.

The Lost Hills Road and northbound ramp intersection is currently operating at LOS C for both the morning and evening peak traffic hours. It should be noted that the actual operating conditions tend to be worse than indicated by the theoretical level of service calculation due to lane merging on the bridge and vehicles backing up between intersections. Traffic forecasts for the year 2040 without a project indicate LOS F will occur for the evening peak hour at the intersection of Lost Hills Road and the northbound ramps (see Table 4 below). In other words, the delay at the intersection would change from approximately 30 seconds in the existing condition to approximately 1 minute and 45 seconds in the year 2040 no project scenario. This increase in delay time would affect both local traffic and regional commuters.

**Table 4 – Future (2040) No-Build Intersection Level of Service Summary**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
Lost Hills Road/Canwood Street	9.1	A	8.9	A
Lost Hills Road/US-101 NB Ramps	<b>49.3</b>	<b>D</b>	<b>105.7</b>	<b>F</b>
Lost Hills Road/US-101 SB Ramps	3.3	A	6.0	A
Lost Hills Road/Agoura Road	23.9	C	29.3	C

Source: Traffic Analysis, DKS Associates, January 5, 2011

**Lack of Capacity and Proximity of Intersections Causes Traffic Congestion:**

The high volumes of regional traffic, geometric configuration of the existing interchange and the proximity of the local street intersections (both signalized and unsignalized) create

congestion and cause delays for regional and local drivers. In the morning, the high volume of southbound traffic exiting US-101 and heading south on Lost Hills Road makes it difficult for local traffic on Lost Hills Road to turn right (west) on Agoura Road. In the evening the high volume of northbound traffic entering US-101 at Lost Hills Road can back up across the two-lane overcrossing, through the southbound ramp intersection, and approach the Agoura Road intersection approximately 700 feet away. Because vehicles waiting to enter the freeway fill up the northbound lane, the back-up impedes access to the Saratoga Hills and Ranch residential communities, not only for local residents, but also for emergency responders (police, fire, ambulance). The back-up going south from the northbound ramps intersection also affects the operation of the southbound ramps intersection at the south end of the overcrossing due to vehicles not clearing the intersection. The mobility of traffic within the interchange is also affected by the geometry of Lost Hills Road. The overcrossing has only two traffic lanes on the north end of the bridge and the capacity of those traffic lanes is exceeded by the vehicle demand.

#### Seismic Deficiencies of Existing Overcrossing:

The bridge requires seismic restrainer evaluation due to the current higher design criteria of Peak Rock Acceleration magnitude than was required at the time of original construction. The structure is 4 miles from an active fault and could experience seismic effects that exceed the restraint for which the bridge was designed. Since this overcrossing is the only access to the residential development on the north side of the interchange for both residents and emergency vehicles, it must be considered for seismic retrofit and upgrade.

#### Vertical Clearance Restrictions of Existing Overcrossing:

The City proposes to improve the existing vertical clearance between the freeway and the overcrossing structure. It is currently only 15.4 feet, which does not meet the current standard of 16.5 feet.

Figure 3 – Existing Average Daily Traffic Volumes

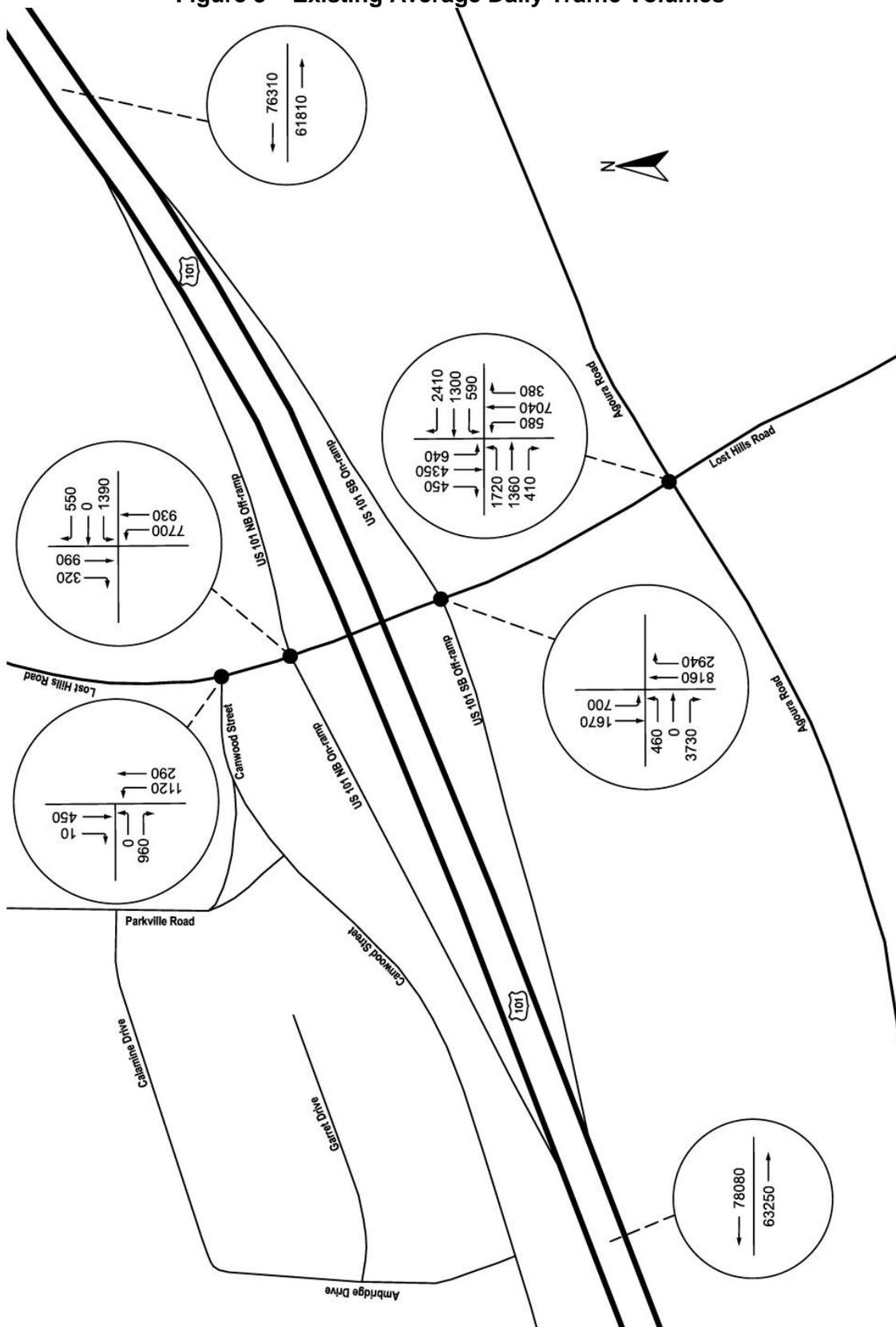
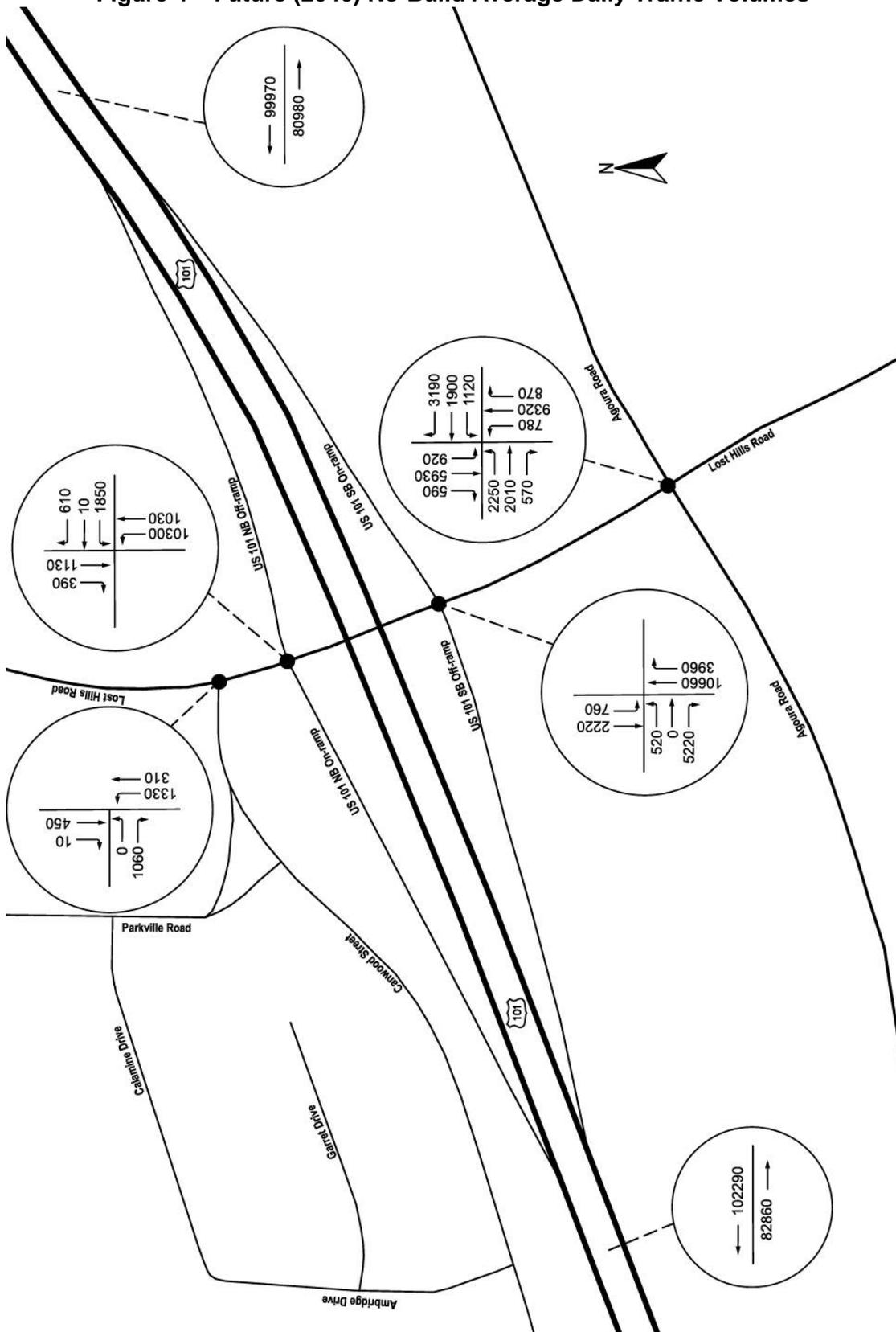


Figure 4 – Future (2040) No-Build Average Daily Traffic Volumes



## **1.4 Logical Termini and Independent Utility**

Federal Highway Administration (FHWA) regulations (23 CFR 771.111 [f]) require proposed transportation projects to consider logical project limits and have independent use if no other improvements in the area are made. Logical Termini and Independent Utility are measures to ensure transportation projects are planned and built without being bound to any other development for the proposed project to function. The project limits should include improvements that are a reasonable expenditure of funds and address an acceptable scope of environmental impacts. The project “need” must be met without compromising logical project limits or limiting other reasonable project alternatives.

The Lost Hills Road / US-101 Overcrossing Replacement and Interchange Modification Project has been developed to improve local mobility, decrease regional commuter travel times, and improve structural and seismic deficiencies at the overcrossing. Based on these criteria, the termini for the project was determined to be most effective within the limits of Lost Hills Road and Agoura Road to the south, Lost Hills Road towards Calabasas Landfill to the north, and the US-101 freeway connections through the vicinity (east and west). (Figure 6) Improvements within this area would allow local traffic to be alleviated and the Lost Hills Road overcrossing to be brought up to seismic and structural standards.

The proposed project would have independent utility because it would improve local mobility if no other changes are made in the project area. The Lost Hills Road Overcrossing would be modified to meet current seismic and vertical clearance standards. The shoulders on the overcrossing would create a Class III bikeway and would connect with the existing routes in Calabasas.

## **1.5 Project Description**

This project proposes to replace the existing Lost Hills Road Overcrossing and improve the US 101 and Lost Hills Road Interchange. The proposed improvement would increase roadway width on Lost Hills Road to allow for four lanes with a striped median, and would address operational and traffic needs. Implementing the interchange improvements would address bridge seismic and vertical clearance deficiencies as well as local street traffic congestion for the immediate and future needs of the City of Calabasas, County of Los Angeles and Caltrans. Based on right-of-way acquisition requirements and the anticipated increases of traffic capacity at Lost Hills Road interchange, the proposed project was determined to be a Project Development Category 4A project.

The project cost is estimated to be \$20,000,000 for construction and \$1,500,000 for right-of-way acquisition. The project is proposed to be funded through the City of Calabasas Bridge and Major Thoroughfare Construction Fee District (B&T District) and County of Los Angeles Measure R funding. \$16,500,000 of Measure R funds are committed to the project for design and construction. The balance of funding is expected to come from the B&T District.

## **1.6 Project Alternatives**

This section describes the proposed action and the build alternative that was developed by a multidisciplinary team to achieve the proposed project purpose and need, while avoiding or minimizing environmental impacts. Alternatives 2 - 6 were evaluated and eliminated from further consideration (ref. Alternatives Considered but Eliminated from Further discussion – Draft Project Report).

The proposed improvements consist of the Build Alternative that would improve the operational, safety, and capacity problems occurring at this segment of US-101 and Lost Hills Road. The No-Build and the Build Alternatives are discussed below.

### **1.6.1 No-Build Alternative**

#### **A. Description:**

This alternative would retain the existing roadway condition. The existing features include a non-standard vertical clearance under the Lost Hills Road Overcrossing, with non-standard shoulders, an abrupt northbound merge on the bridge, and lack of left turn storage. The existing bridge is 39.7 ft wide with 6.8 ft of sidewalk and 32.0 ft of roadway. The existing north end of the bridge has two lanes, one in each direction, while the existing south end accommodates three lanes, two northbound lanes and one southbound lane. The two northbound lanes merge abruptly into one lane in the middle of the bridge. There are signalized intersections at the on-ramp and off-ramp locations for the existing diamond interchange and the on-ramps are currently metered. The ramp locations are currently operating at a LOS B for the AM peak hour and LOS C for the PM peak hour. Based on the traffic forecasts for the future (2040) the worst case LOS will be D for the AM peak hour and F for the PM Peak hour<sup>2</sup>. This no-build alternative would leave the City of Calabasas with a growing congestion problem at this location. Current and future traffic and safety concerns would not be addressed with the no-build alternative.

### **1.6.2 Build Alternative**

#### **Build Alternative: Cloverleaf**

#### **A. Description:**

This alternative features a Cloverleaf interchange (on-and-off ramp) that would replace the existing northbound on- and off-ramp. This alternative considers a new cloverleaf on-ramp for northbound US-101, and the closure of the existing US-101 northbound on-ramp. The new cloverleaf northbound on-ramp would serve both northbound and southbound traffic on Lost Hills Road. Access to the residential community to the northwest of the interchange would remain at Canwood Street.

This alternative would meet the need and purpose of the proposed project. The new loop on-ramp would be able to handle the large volume of traffic entering US-101 northbound from Lost Hills Road. Traffic mobility would be improved throughout the interchange due to geometric changes and bridge seismic and vertical deficiencies would be addressed by the construction of a new overcrossing.

#### **B. Proposed Engineering Features:**

- Provide minimum vertical clearance (16.5 ft) above a widened US-101 Freeway shoulder.
- The design speed for Lost Hills Road is 40 MPH. The current design requires right-of-way acquisition from the County of Los Angeles. Total acquisition would be approximately 8.7 acres.

---

<sup>2</sup> Lost Hills Road Interchange Project Report Traffic Analysis, DKS Associates, January 5, 2011.

**Figure 5**

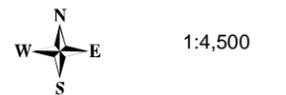
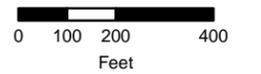
No-Build Alternative

**Legend**

 Project Area



US 101 / Lost Hills Interchange  
Improvement Project  
City of Calabasas, CA



08-16-2011



**Figure 6**

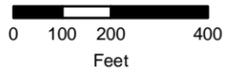
Build Alternative

**Legend**

 Project Area



US 101 / Lost Hills Interchange  
Improvement Project  
City of Calabasas, CA



08-16-2011



- Bridge deficiencies would be eliminated by providing appropriate seismic restraints and a minimum permanent vertical clearance of 19.2 ft and temporary vertical clearance of 15.1 ft over the existing US-101 Freeway.
- Geometric improvements for the overcrossing consist of providing a minimum standard shoulder of 4 ft in each direction, five (5) 12 ft lanes, and a 7 ft sidewalk on the west side for a total width of 71 feet. The existing lane configuration on the overcrossing varies from two lanes to three lanes and includes a 5 ft sidewalk for a total width of 38 feet.
- Pursuant to Highway Design Manual (HDM) 105.3, this project complies with the Americans with Disabilities Act (ADA) and the Government Code 4450 requiring that buildings, structures, sidewalks, curbs, and related facilities be accessible and usable by the physically disabled. The existing pedestrian route along Lost Hills Road would continue to be along the west edge of the street.
- The existing Las Virgenes Municipal Water District 10-inch reclaimed waterline and AT&T cable would be relocated as needed. A proposed 3-inch GRS conduit would be provided for the proposed traffic signal interconnection.
- Ramp metering would be installed on the new on-ramps for both northbound and southbound US-101.
- Landscaping of the completed Build Alternative would be consistent with the aesthetic theme of this section of US-101.
- A noise barrier is recommended on the north side of US-101 from Lost Hills Road to a point approximately 2000 feet west of Lost Hills Road to accommodate the design of the Build Alternative. Noise walls of 12 to 16 feet are required to block the line of sight from the noise sources to receptors by at least 5 Decibels (dB). Where noise levels exceed 75 dBA, the noise levels at all residential locations can be reduced by 5 dB or more by a combination of sound barrier walls and berms.<sup>3</sup>
- Retaining walls are required to accommodate the increase in elevation of Lost Hills Road that is needed to provide the required clearance over US-101. These retaining walls would be designed along the aesthetic theme of this section of US-101.
- The Build Alternative would include a 7 foot wide sidewalk on the west side of the proposed overcrossing. Pedestrian traffic would be routed south to Agoura Road and would then use the designated crossing to go east toward the commercial retail development. A pedestrian crosswalk would be provided at the crossing of the southbound off-ramp.
- A 4-foot shoulder would be provided on Lost Hills Road in each direction. Bicyclists would be permitted to use the shoulder in accordance with the City of Calabasas Bicycle Master Plan. It is categorized as a Class III bikeway.

---

<sup>3</sup> Project Noise Study Report, April 2011

### 1.6.3 Related Projects

Table 5 below represents the list of surrounding projects within the vicinity of the proposed project.

**Table 5 – Surrounding Projects**

EA	Route	Jurisdiction	Proposed Project	Status
28150	LA 101 29.2/38.1	Various	GSRD/other Treatment BMP	Planning stage approved October 2010. Not yet programmed.
25720	LA 101 33.0/34.4	Agoura (O/S)	Palo Comado Interchange Improvements	Planning Stage – Project study expected completion August 2011
24920	LA 101 24.9/38.2	Various	Restripe Roadway for Auxiliary Lanes	Planning stage approved. Not funded for any phases.
25210	LA 101 31.1/38.2	Various	Pavement Rehabilitation	Construction planned completion July 2012
25810	LA 101 37.0/38.0	Westlake Village (OS)	Lindero Canyon Road Interchange improvements	Design phase – expected completion August 2011

Source: Caltrans, 2011

The Reyes Adobe Road Interchange project is located approximately 4.10 miles west of the proposed project in the City of Agoura Hills. Construction of the Reyes Adobe Road Interchange is nearing completion. The Reyes Adobe Road Interchange project made improvements to the existing interchange, primarily by expanding the existing three-lane configuration to a six-lane configuration and adding new bike lanes and sidewalk<sup>4</sup>. Also, the nearest proposed project listed per the 2008 Regional Transportation Plan (RTP) is below.

The Southern California Association of Government (SCAG) 2008 RTP includes construction of Lindero Canyon Road from Agoura Road to Janlor Drive. This proposed project is located approximately 5.6 miles from the Lost Hills Road Interchange project. Work on the Lindero Canyon project will include construction of a bike path, re-striping, intersection widening, and signal coordination. In addition, Lindero Canyon Road will be widened from two to three lanes in each direction between Via Colinas and Agoura Road. The overcrossing will require reconfiguration to eliminate a sidewalk on the north side and provide a combination bike path/sidewalk on the south side. Bridge reconfiguration will occur within the existing width of the bridge surface. The proposed project will not interfere with construction of this proposed project.

After the public circulation period, all comments will be considered, and Caltrans will identify a preferred alternative and make the final determination of the proposed projects effect on the environment. In accordance with The California Environmental Quality Act (CEQA), if no significant impacts are identified, Caltrans will prepare a Negative Declaration (ND) or Mitigated ND. Similarly, if Caltrans determines the action does not impact the environment, Caltrans, as assigned by the Federal Highway Administration (FHWA), will issue a Finding of

<sup>4</sup> City of Agoura Hills, <http://www.ci.agoura-hills.ca.us/Index.aspx?page=155>.

No Significant Impact (FONSI) in accordance with The National Environmental Policy Act (NEPA).

**1.6.4 Alternatives Considered but Eliminated from Further Discussion**

Five additional alternatives (Huitt-Zollars, Inc. June 2011) were analyzed throughout the project development process. Alternatives 2-6 were evaluated, developed, and/or eliminated based on the following criteria: ability to meet project purpose and need, cost effectiveness, constructability, extent of environmental impacts and community disruption. The following alternatives have been eliminated due to their inability to meet one or more of these criteria.

**Table 6 – Eliminated Alternative Analysis Summary**

<b>ALTERNATIVE</b>	<b>SUMMARY</b>
Transportation System Management	This alternative would not provide the current and future traffic and safety improvements as outlined in the Need and Purpose description. The existing physical issues with the interchange and overcrossing such as bridge width, closely spaced intersections, left turn movement for northbound Lost Hills Road to northbound US-101, unprotected pedestrian crossings, inadequate bridge clearance, and bridge seismic deficiencies would all remain unchanged.
Roundabout	This alternative would not provide the current and future traffic and safety improvements as outlined in the Need and Purpose description. This alternative would require the relocation of access to the residential community to the northwest of the interchange. Canwood Street would be closed and Driver Road would need to be constructed. In the outreach efforts for this project the community has voiced opposition to the development of Driver Road as access to the community. Additionally, the design would convert existing signalized pedestrian crossings into unsignalized crossings. An existing non-standard feature requiring 500 ft of separation between ramp intersections and local road intersections would be worsened by connecting a local road intersection with Canwood Street into the roundabout with ramp connections.
Expanded Diamond Interchange	This alternative would not provide the current and future traffic and safety improvements as outlined in the Need and Purpose description. The configuration of the interchange would remain the same as existing. Existing traffic issues due to the high volume of left turning traffic from northbound Lost Hills Road to northbound US-101 would be unchanged. Ramp intersections would be shifted slightly to accommodate a longer bridge which would worsen the existing non-standard intersection spacing between Canwood Street and the US-101 northbound on-ramp.

ALTERNATIVE	SUMMARY
Partial Cloverleaf	The geometry for this alternative results in more non-standard features than the No-Build Alternative. This alternative would require the relocation of access to the residential community to the northwest of the interchange. Canwood Street would be closed and Driver Road would need to be constructed. In the outreach efforts for this project the community has voiced strong opposition to the development of Driver Road as access to the community. During the community outreach efforts, a Cloverleaf design utilizing a similar loop ramp was developed. The new Cloverleaf design has fewer design exceptions and maintains Canwood Street as the access road for the community. The Build Alternative for this project utilizes this Cloverleaf design.
Full Standard Diamond Interchange	This alternative would not provide the current and future traffic and safety improvements as outlined in the Need and Purpose description. Existing traffic issues due to the high volume of left turning traffic from northbound Lost Hills Road to northbound US-101 would be unchanged. This alternative would require the relocation of access to the residential community to the northwest of the interchange. Canwood Street would be closed and Driver Road would need to be constructed. In the outreach efforts for this project the community has voiced strong opposition to the development of Driver Road as access to the community.

### 1.6.5 Cost Estimate: The Build Alternative

The Build Alternative would construct a new overcrossing to meet Caltrans design standards, a new cloverleaf on-ramp for northbound US-101, and the closure of the existing US-101 northbound on-ramp. The new cloverleaf on-ramp for US-101 northbound would serve both northbound and southbound traffic on Lost Hills Road. The existing access to the residential community to the northwest of the interchange would remain at current alignment with Canwood Street. This alternative will serve the heavy northbound Lost Hills Road to northbound US-101 traffic. Table 7 shows the cost estimate for the No-Build and the Build Alternative.

**Table 7 – Cost Estimates for Alternatives (Millions)**

Alternatives	Roadway	Structure	Right-of-way	Total
No-Build	\$0.0	\$0.0	\$0.0	\$0.0
Build Alternative	\$15.3	\$4.7	\$1.5	\$21.5

Source: Preliminary Cost Estimate prepared by Huitt-Zollars, August 2011

## 1.7 Permits and Approvals Needed

The proposed project would require permits from different federal, state, and local agencies which would vary depending on the alternative selected. The project may require permits from regulatory agencies including U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), California Department of Fish and Game (CDFG), U.S. Fish and Wildlife Service (USFWS), and Los Angeles (LA) County. Permits that may be required in the event a listed species is observed on site or in the vicinity of the site include Section 7 or 10 Consultation with CDFG and/or USFWS required by the Endangered Species Act (ESA). In the event that any oak trees within the Biological Study Area (BSA) will be removed or impacted by construction activities, an oak tree permit will be needed as required under the LA County Oak Tree Ordinance Code 22.56.2050.

The following Table 8 lists the types of permits, reviews, and approvals that would be required for proposed project construction.

**Table 8 – Permits for the Proposed Project**

<b>Agency</b>	<b>Permit/Approval</b>	<b>Status</b>
US Army Corps of Engineers	404 Permit for filing or dredging water of the United States	Anticipated submittal after final environmental document distribution and during final design phase.
Regional Water Quality Control Board	401 Permit for water discharge	Anticipated submittal after final environmental document distribution and during final design phase.
California Department of Fish and Game	1600 Series Agreement for Streambed Alternation	Anticipated submittal after final environmental document distribution and during final design phase.
US Fish and Wildlife Service	Section 7 Consultation for Threatened and Endangered Species Review and Comment on 404 Permit	Anticipated submittal after final environmental document distribution and during final design phase.
Los Angeles County Regional Planning	Oak Tree Removal Permit	Anticipated submittal after final environmental document distribution and during final design phase.

## **Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures**

This chapter explains the impacts that the proposed project would have on the human, physical, and biological environments within the proposed project and surrounding areas. It describes the existing environment that could be affected by the proposed project, potential impacts from each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures. Any indirect impacts are included in the general impacts analysis and discussions.

### **2.1 Impact Topics Dismissed from Further Analysis**

As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document.

#### **2.1.1 Coastal Zone**

The proposed project is located in the City of Calabasas, approximately 7.6 miles north of the coast. It is indicated that the proposed project is not located within a designated coastal zone.<sup>5</sup>

#### **2.1.2 Wild and Scenic Rivers**

The proposed project area does not contain any important water resources, including Wild or Scenic Rivers.<sup>6</sup> The proposed project area is clearly outside the National Park Service's listed Wild and Scenic Rivers, including: portions of Tuolumne, American, Middle Fork of the Feather, Smith, Klamath, Trinity, and Eel Rivers.

#### **2.1.3 Farmlands/Timberlands**

The proposed project is a realignment of an existing road right-of-way. The proposed project area is not within or adjacent to a Prime Farmland, Unique or Farmland of Statewide Importance ("Farmland"), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.

### **2.2 Human Environment**

#### **2.2.1 Land Use**

##### **Existing and Future Land Uses**

The proposed project is located in the City of Calabasas in Los Angeles County. As shown in Figure 7, existing land uses surrounding the proposed project site include a single-family residential development to the northwest, commercial uses to southwest, land under development to the southeast, and undeveloped County owned property to the northeast. Land uses within the proposed project site include US-101 freeway and Lost Hills Road.

Planned land use designations for the site vicinity are shown in Figure 8 (City of Calabasas General Plan Land Use Map). A commercial center with five, one-story buildings, totaling

---

<sup>5</sup> Preliminary Environmental Analysis Report, Bonterra Consulting, March 2007.

<sup>6</sup> Ibid.

approximately 70,100 gross square feet of commercial space is under development at the northeast corner of the Agoura Road and Lost Hills Road intersection. Vehicle trips associated with the future development of this commercial area would access Lost Hills Road.

### **Consistency with State, Regional, and Local Plans and Programs**

#### 2007 Federal Transportation Improvement Program (FTIP)

The SCAG prepared a multi-year FTIP in accordance with Title 23 of the U.S. Code. The FTIP serves as a short-term program for the use of anticipated federal transportation funds to maintain, operate, and improve the region's multi-modal circulation system. The FTIP identifies all federally funded highway, transit, and other surface transportation proposed projects in Southern California that are scheduled for implementation and regionally significant plans even if they are not federally funded. Proposed projects in the FTIP are identified in SCAG's adopted RTP or are consistent with the RTP's goals, policies, and objectives.

#### State Transportation Improvement Program (STIP)

In accordance with Government Code 14520 et. seq., the STIP is a statewide program of transportation proposed projects which governs the expenditure of state revenues for transportation. The STIP includes proposed projects from regional agencies that are included in the RTIP, and proposed projects nominated by Caltrans. Proposed projects from this plan are included for programming in the STIP's Interregional Improvement Program (IIP).

#### Southern California Association of Governments (SCAG) Destination 2030

"Making the Connection" is the 2008 RTP for the six county Region in Southern California including Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. It is a multi-modal Plan representing a vision for a better transportation system, integrated with the best possible growth pattern for the Region over the Plan horizon of 2030. The RTP provides the basic policy and program framework for long term investment in southern California. Transportation investments in the SCAG Region that receive State or federal transportation funds must be consistent with the RTP and must be included in the Regional Transportation Improvement Program (RTIP) when ready for funding.

#### Federal Planning

US-101 is part of the Federal Aid Primary (FAP) System, which is a subset of the National Highway System. The proposed project is not identified on the FAP system. There are no other proposed projects on the FAP system in the proposed project area.

#### State Planning

Per the STIP, there are not any current or future proposed projects planned within the vicinity of the Lost Hills Road Interchange proposed project.

#### Regional Planning

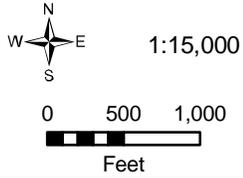
It should be noted that there are no highway proposed projects planned in the immediate vicinity of the Lost Hills Road Interchange proposed project. However, the nearest proposed project is listed below per the 2008 RTP.



**Legend**

 Project Area

**Figure 7**  
 Existing Land Uses in the Site Vicinity Map  
 US 101 / Lost Hills Interchange  
 Improvement Project  
 City of Calabasas, CA

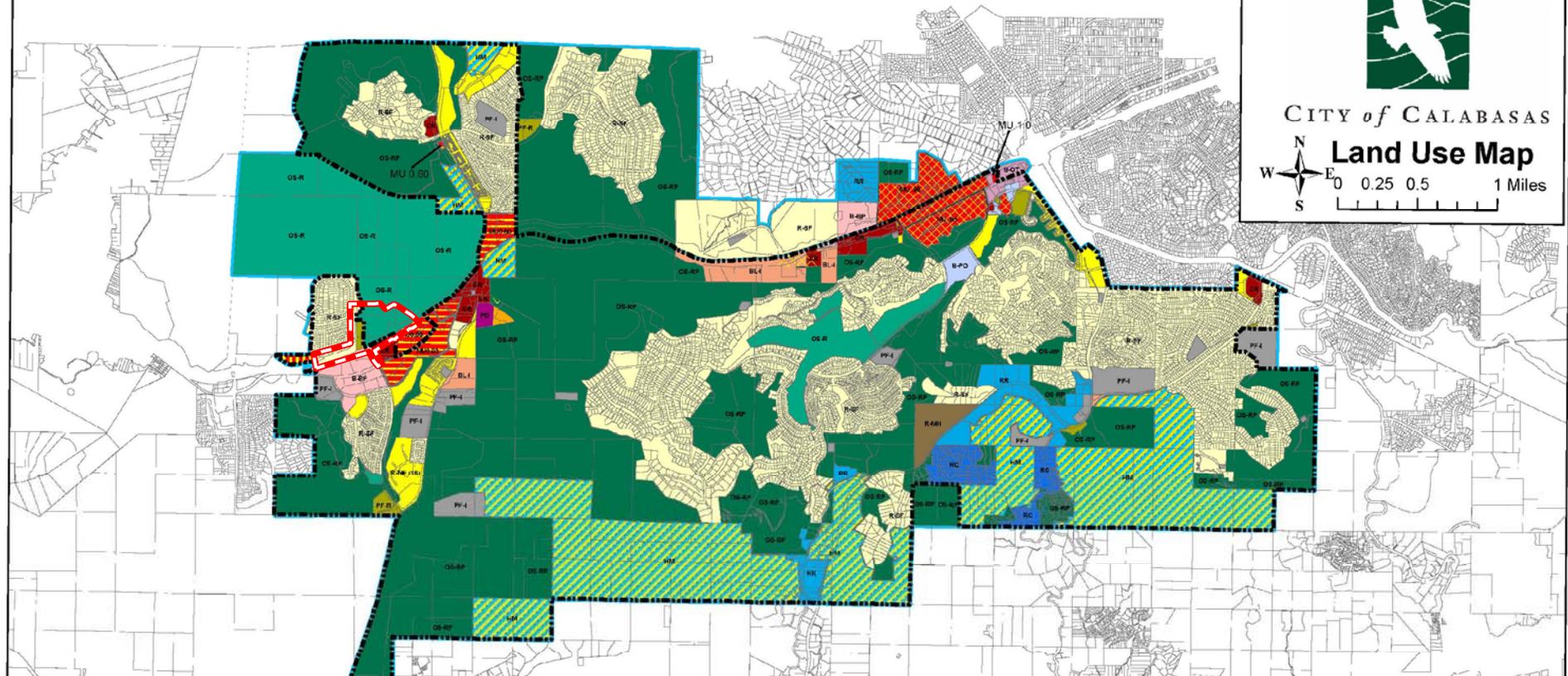
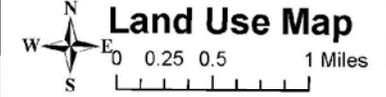


06-20-11



CITY of CALABASAS

### Land Use Map



	Calabasas City Boundary		R-MH Residential- Mobile Home		MU 0.95 Mixed Use 0.95		HM Hillside Mountainous
	Plan Area Boundary		B-OT Business- Old Town		MU 0.60 Mixed Use 0.60		OS-R Open Space- Recreational
	R-SF Residential- Single Family		B-PO Business- Professional Office		PD Planned Development		OS-RR Open Space- Resource Protected
	R-MF(12) Residential- Multiple Family (12)		B-R Business- Retail		PF-R Public Facilities- Recreational		Labels
	R-MF(16) Residential- Multiple Family (16)		B-BP Business- Business Park		PF-I Public Facilities- Institutional		<small>On December 16, 1988, City Council adopted Resolution 2009-119 approving this land use map.</small>
	R-MF(20) Residential- Multiple Family (20)		B-LI Business- Limited Intensity		RR Rural Residential		<small>Units: General Plan Amendment</small>
			MU 1.0 Mixed Use 1.0		RC Rural Community		Map printed on August 11, 2011.

#### Legend

Project Area

**Figure 8**  
General Plan Land Use Designations in the Site Vicinity Map  
US 101 / Lost Hills Interchange  
Improvement Project  
City of Calabasas, CA

### Local and Transit Operator Planning

The Metropolitan Transportation Authority (Metro) short range transportation plans for this region include plans for a major corridor study along US-101, enhanced Commuter Service between the San Fernando Valley Metro Rapidway and the Las Virgenes/Malibu sub-region, as well as locally sponsored Call for proposed projects improvements funded by Metro (subject to funding availability).

### Habitat Conservation Plans

The project site is located in the City of Calabasas. No habitat conservation plan or other similar plan exists for the proposed project vicinity. Thus, the proposed project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local regional or state habitat conservation plan. (Reference discussion under Section 2.4, Biological Environment.)

### City of Calabasas General Plan

The City of Calabasas General Plan is an officially adopted statement of local policy concerning the City's long-term development. The General Plan contains goals, policies, and programs which guide development within the undeveloped areas of the City

The project would replace the existing Lost Hills Road Overcrossing, thereby improving the Lost Hills Road / US-101 Interchange, which is classified as "Critical Intersections and Roadways Corridors" because of their importance with respect to overall vehicle movement in Calabasas in the General Plan. Since the proposed project is included in the General Plan, zoning will remain consistent with the City of Calabasas 2010 Zoning Map. Existing zones in or near the project area consist of commercial business and retail, single-family residential, and recreation. The recreational area, Grape Arbor Park, would remain intact. The City of Calabasas Land Use Map shows the designations for land uses within a plan area boundary that includes some land in the unincorporated areas of Los Angeles County. The area to the northeast of the interchange is designated as Open Space – Recreational which designates the land to be used for active or passive recreational use. Although this area is designated for recreational use by the City of Calabasas, the public is restricted from using the site by the land owner, the County of Los Angeles.

The City of Calabasas Bicycle Master Plan identifies existing and proposed routes within Calabasas, as well as routes connecting to similarly designated routes in neighboring communities. The City's vision is to establish a system of bicycle routes along major north-south and east-west routes within the City as shown in the Bicycle Master Plan. The Bicycle Master Plan, identifies Lost Hills Road at the US-101 overcrossing as a proposed Class III bike lane facility.

### **Environmental Consequences**

Based on the following discussion and analysis, neither the No-Build Alternative nor the Build Alternative would result in impacts associated with inconsistency with state, regional, and local plans and programs.

### No-Build Alternative

Under the No-Build Alternative, existing conditions would remain and no impacts to existing and future land uses would occur. However, existing congestion at the Lost Hills Road Interchange would not be alleviated, proposed projected growth in the area would not be accommodated, and safety would not be improved along the roadway with implementation of the No-Build Alternative.

### Build Alternative

At the community level, most of the proposed project improvements would occur within existing right-of-way, with the exception of some varying degrees of encroachment onto the County of Los Angeles owned property located northeast of the Lost Hills Road/US-101 Interchange with implementation of the Build alternative; however, this action would not open any new areas to development. No changes to existing or proposed land uses and/or density would occur as a result of the proposed project. None of the areas within the study area identified for future development would be made directly more accessible with implementation of the proposed project. As part of all Build Alternative, Caltrans would acquire the needed right-of-way from the County of Los Angeles. Hillside/mountainous slopes would be cut for transportation improvements.

### **Avoidance, Minimization, and/or Mitigation Measures**

The following construction mitigation measure has been included to reduce impacts.

**LU-1:** Hillside/mountainous slopes would be cut for transportation improvements. Engineering measures would be taken to ensure safe cuts and proper slopes

### **2.2.2 Parks and Recreational Facilities**

#### **Affected Environment**

A survey of existing and planned park and recreation resources in the vicinity of the proposed project was conducted to identify Section 4(f) resources in proximity to, or directly affected by, the proposed project. Section 4(f) resources are publicly owned parks, recreation areas, or wildlife and waterfowl refuge areas, and any land from a historical site of national, state, or local significance. A portion of the property is owned by the County of Los Angeles and would be affected by the construction of the north bound on and off ramps associated with the Project as currently proposed by the City of Calabasas. The Los Angeles County Zoning Map indicates that the property is zoned for open space (O-S), which permits the land to be used for campgrounds, crops, grazing of animals, and resource management. The property is operated by the Sanitation District of Los Angeles County under a Joint Powers Agreement (JPA) for Calabasas Landfill No. 5. The southeast portion of this property would be affected by the proposed improvements. This portion of the property is not part of the active landfill operation and is currently undeveloped. There is no current use existing or allowed for recreational activities, features, or attributes that qualify the resource for protection under Section 4(f).

There is one public park within the 0.5 miles project area. Grape Arbor Park, a 3-acre neighborhood park, is owned and operated by the City of Calabasas. The park includes a small playground, a tee ball diamond, volleyball court, and picnic area/open play area. Grape Arbor Park is located on Parkville Road, which intersects with Canwood Street one block north of the Lost Hills Road interchange with US-101. The park is publicly owned.

The City of Calabasas Bicycle Master Plan indicates that the Lost Hills Overcrossing is to be designated as a class III bike facility. Per the Bicycle Master Plan, the recommended bicycle facilities network improvements in the project area are to add signage on Lost Hills Road between Agoura Road and Canwood Street consistent with a Class III facility.

The undeveloped land north of US-101 and east of Lost Hills Road is located in the City's sphere of influence and is considered "Open Space-Recreational" according to the City's General Plan. This is compatible with Los Angeles County's General Plan which designates the area as Open Space. The City of Calabasas does not currently and has no intention to use the affected property for recreation (Appendix B). The site is currently restricted to public access and/or recreational uses with barbed wire fencing surrounding the property.

## **Environmental Consequences**

### No-Build Alternative

Under the No-Build Alternative, the Lost Hills Road interchange would continue to operate in its existing condition, thus Grape Arbor Park and any recreational facilities would not be impacted by the No-Build Alternative.

### Build Alternative

Construction activities associated with the Build Alternative would be limited to within the existing Lost Hills Road and immediately adjacent right-of-way. No construction activities would occur on Grape Arbor Park. Construction staging areas and the construction zone for the Build Alternative would be located outside the park. Construction activities that would generate dust and create noise would generally be limited to weekdays during daytime hours. Access to the park is from a portion of Parkville Road which is outside of the area of construction activity, and pedestrian and vehicular access to the park would be maintained at all times during construction. Access for bicyclists on Lost Hills Road Overcrossing would be maintained during and post- construction. Signage would be added in the project area to designate the route as a Class III bicycle facility which is consistent with the Calabasas Bicycle Master Plan.

The existing property to the northeast of the interchange is owned by the County of Los Angeles is zoned for Open Space (O-S) per the Los Angeles County Zoning Maps. There is no current use existing or allowed for recreational activities, features, or attributes that qualify the resource for protection under Section 4(f).

The property is under the operational purview of the County of Los Angeles Sanitation District for landfill purposes associated with Calabasas Landfill No. 5, and activities are regulated under the Joint Powers Agreement between the District and the County of Los Angeles.

The proposed project would affect a portion of the southeastern section of the existing property (APN 2052-012-904) that is not a part of the active landfill operation, either currently or in the future. Neither the existing property, nor the affects of the proposed project would constitute an adverse affect on activities, features, or attributes that qualify a resource for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966.

Caltrans sent a letter to Los Angeles County (Appendix F). Pursuant to 23 CFR 771.135(p). In response, Caltrans received a letter from the County of Los Angeles (Appendix G) stating that the parcel adjacent to the proposed Lost Hills Road Interchange (Appendix H) does not have

any recreational use and is not accessible to the public. Therefore it would not be considered a Section 4(f) resource.

### **Avoidance, Minimization, and/or Mitigation Measures**

Because the Build Alternative would not result in impacts to Parks and Recreational Facilities or Section 4(f) resources, no avoidance, minimization, and/or mitigation measures are required (Appendix B). Access for bicyclists would be maintained throughout the duration of project construction and post construction.

### **2.2.3 Growth**

#### **Regulatory Setting**

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with the National Environmental Policy Act of 1969, require evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 CFR 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

CEQA also requires the analysis of a proposed project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

#### **Affected Environment**

The Proposed Project is located in the City of Calabasas and near the City's border with Los Angeles County. The existing land use and City of Calabasas zoning are shown in Figure 7 and Figure 8 respectively (City of Calabasas, General Plan 2008). The areas directly southeast and southwest of the project area are zoned commercial mixed use. The area directly northeast of the project area is open space and the area directly northwest of the project includes a small park and a single family residential development. A review of the City's General Plan Zoning Element for the areas within approximately one mile of the project area defines the existing business and residential areas that surround the project area. Business and residential areas are to the south along Lost Hills Road. The zoning to the north is existing single family residences northwest of Lost Hills Road to the existing borders of the residential development. The area to the northeast of Lost Hills Road is zoned as Open Space. Further north, Lost Hills Road ends within the existing Los Angeles County Landfill.

The City of Calabasas pursues a policy of deliberate, managed growth. City policies constrain most growth of the City to the existing built environment. The General Plan contains policies that require developments to be compatible with the overall semi-rural and residential character of the City and limits approvals of new developmental projects to those that can be integrated into the existing community, providing for the protection of existing neighborhood character, and protecting desirable non-residential land use and open space.

The natural environment for this section of the City of Calabasas and the Proposed Project area is steep mountains and drainages. These are protected areas. These mountains are difficult to

build on without heavily altering the natural vegetation and drainage patterns and are considered protected areas by the City of Calabasas and County of Los Angeles.

The policy constraints ensure that any growth within the City will be limited to redevelopment of existing mixed-use and residential areas. Although the mixed-use zones can accommodate residential use, such as apartments, these areas currently contain viable commercial enterprises and the City is hesitant to redevelop these areas.

There are three areas that are in various stages of development within one mile of the project area. A commercial center with five, one story buildings totaling approximately 70,100 gross square feet of commercial space is under development on the northeast corner of the Agoura Road and Lost Hills Road intersection, to the south of the project area. Vehicle trips associated with the future development of this commercial area would access Lost Hills Road.

The second project that may be developed consists of 23 estate homes located within Liberty Canyon, to the west of the existing residential area, north of the US-101. This is undeveloped land within the County of Los Angeles. It is unlikely that these residents would use the Lost Hills Road/US-101 interchange to access the freeway and the City of Calabasas. Liberty Canyon Road has an existing interchange to the US-101 and it is unknown if the development will access Lost Hills Road via Canwood Street because Canwood Street currently does not connect between Lost Hills Road and Liberty Canyon Road.

The above noted commercial and residential projects are the extent of the planned and the reasonably foreseeable future developments within the Proposed Project area. The existing policies of the City of Calabasas combined with the physical constraints of the location prevent extensive residential or commercial growth. The Build Alternative is not likely to influence growth in the area due to existing conditions and constraints. Further analysis of the affects of the Proposed Project on the growth of the area is not warranted due to these conditions and constraints.

## **Environmental Consequences**

### No-Build Alternative

Under the No-Build Alternative, existing conditions would remain and any potential development would likely contribute to existing congestion.

### Build Alternative

The Build Alternative is designed to alleviate the existing and future traffic congestion by increasing mobility of the local community and regional commuters, and reducing conflicts between vehicular traffic and pedestrians and cyclists. It is also designed to improve the safety of the regional commuters, northern residential area, and surrounding natural resources by improving access and response times for the local emergency services. The Build Alternative is also designed to improve the air quality of the area by allowing quicker passage of traffic and reduced idle time of vehicles. The potential development of the small areas within the vicinity of the project area is not influenced by the development of the Build Alternative. The existing zoning policies and physical constraints will influence the development of the area.

## **Avoidance, Minimization, and/or Mitigation Measures**

The Build Alternative will not influence the growth of the area; therefore, no avoidance, minimization, and/or mitigation measures are necessary.

### **2.2.4 Community Impacts**

#### **Community Character and Cohesion**

##### **Regulatory Setting**

The National Environmental Policy Act of 1969 as amended (NEPA), established that the federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 U.S.C. 4331[b][2]). The Federal Highway Administration in its implementation of NEPA (23 U.S.C. 109[h]) directs that final decisions regarding proposed projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under California Environmental Quality Act (CEQA), an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this proposed project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the proposed project's effects.

##### **Affected Environment**

The project area is located adjacent to both developed areas and undeveloped open space land. Directly south of the US-101 are commercial office and technology development buildings and restaurants. South of these commercial/technology buildings is a residential area. Adjacent to the north of US-101 is undeveloped land on the east side of Lost Hills Road and the project area. A residential area is located to the west of Lost Hills Road and north of the US-101. The residential communities are a combination of two planned developments: Saratoga Ranch is the closest to the freeway and the project area's northern boundary; and, Saratoga Hills which is adjacent to the northern border of Saratoga Ranch. Further north is the Calabasas Landfill in which Lost Hills Road ends. There is a small city park between the eastern edge of Saratoga Ranch and Lost Hills Road. There are no other residential developments north of the project area and the only commercial business is a pet kennel located to the northwest of the project area and west of the Saratoga communities.

The Saratoga Hills community formed the Community Association of Saratoga Hills (CASH) in 1968 to support and promote the proper residential development of Saratoga Hills, which was completed in 1976. Saratoga Hills consists of 221 homes. Saratoga Ranch was developed as a residential community in the 1980s and eventually became part of CASH. CASH, and associated communities decided to become part of the City of Calabasas upon the City's incorporation in 1991. Previously the residential developments were part of unincorporated Los Angeles County. CASH plays an active part in ensuring any future development of the

surrounding area is in the best interest of the residents. According to CASH, several of the original homeowners are residing within the community of Saratoga Hills and Saratoga Ranch<sup>7</sup>.

Schools, senior centers, and other similar services are located within the City of Calabasas, although residents of Saratoga Hills and Saratoga Ranch do have a polling place (a designated private house) within their community for voting in local, state, and federal elections. The residents access these facilities by commuting through the project area from the Canwood Street/Lost Hills Road intersection.

Saratoga Hills and Saratoga Ranch demographics are representative of the City of Calabasas. The U.S. Census Bureau, 2005-2009 American Community Survey Fact Sheet provides the most current data for the City of Calabasas. The median household income for the residents of the City of Calabasas is \$116,761. Median age for the City is 40.5 years. Approximately 80% of the houses in the City are owner occupied. The average size of households within the City is 2.87 persons with 34.4% of the households are married couples with children, and 40% of these have children that are under the age of 18.

The factors given would suggest that the Saratoga Hills and Saratoga Ranch residents form a cohesive community.

## **Environmental Consequences**

### No-Build Alternative

Under the No-Build Alternative, no construction activities would occur to cause a disruption of community cohesiveness. The existing traffic congestion at the Lost Hills Road / US-101 interchange would continue and worsen over time.

### Build Alternative

The Build Alternative would create temporary impacts to the community as construction within the project area would disrupt access to the services and US-101. A Traffic Management Plan (TMP) would be prepared to prevent traffic delays and impacts. Upon completion, the Build Alternative would provide a beneficial impact to the communities of Saratoga Hills, Saratoga Ranch, and the City of Calabasas. Access to the services and facilities provided by the City to the south would be improved for the residents of the Saratoga Hill and Saratoga Ranch communities.

The Build Alternative would impact an existing bus route. The bus line is Commuter Express Line 423 that is operated by the City of Los Angeles Department of Transportation. There is an existing bus stop located at the top of the US-101 northbound on-ramp. The proposed project would relocate the northbound on-ramp from a diamond ramp on the west side of Lost Hills Road to a loop on the east side and eliminate this bus stop. The next closest bus stop to the Saratoga Hills and Saratoga Ranch communities is approximately 900 feet to the south at the intersection of Lost Hills Road and Agoura Road.

## **Avoidance, Minimization, and/or Mitigation Measures**

To avoid any disruption of traffic, a TMP would be prepared to reasonably minimize any potential impacts.

---

<sup>7</sup> Community Association of Saratoga Hills, [www.saratogahills.org](http://www.saratogahills.org). 2011

## 2.2.5 Environmental Justice

### Regulatory Setting

All proposed projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton on February 11, 1994. This Executive Order directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal proposed projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2010, this was \$22,050 for a family of four.<sup>8</sup>

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this proposed project. Caltrans' commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director, which can be found in Appendix C of this document.

### Affected Environment

As shown on Table 9 the population in Calabasas is predominantly "white" accounting for 84% of the total population. The population of the project area is not characterized by proportions of minority or low-income persons that are substantially higher than averages for the City or Los Angeles County as a whole (i.e., 48.3% minority, 13.4% below federal poverty threshold, and per capita incomes 15% to 17% higher than the City or county for the census tracts).<sup>9</sup> Other indicators of a disadvantaged community also do not appear in the data (e.g., substantially more renter-occupied housing and greater housing density as measured by persons per household compared to the City and county).

**Table 9 – Population and Racial Makeup of Calabasas**

Race	Population	Percentage
White	19,341	83.9%
African-American	375	1.6%
Native American	48	0.2%
Asian	1,993	8.6%
Pacific Islander	8	0.1%
Other Races	368	1.6%
Two or More Races	925	4.0%
Total	23,058	100.0%

Source: 2010 United States Census

Based on information provided by the City's Planning Department, the project area is built out and includes the Saratoga Ranch residential community to the northwest, property belonging to the Los Angeles County Sanitation District is located to the northeast, and commercial and industrial land uses are located to the southwest and southeast. The houses on the south side of Garret Drive that back onto Canwood Street, which would be improved by the proposed project, are valued between \$300,000 and \$600,000 based on a review of the Los Angeles

<sup>8</sup> [aspe.hhs.gov/POVERTY/10poverty.shtml](http://aspe.hhs.gov/POVERTY/10poverty.shtml)

<sup>9</sup> [aspe.hhs.gov/POVERTY/10poverty.shtml](http://aspe.hhs.gov/POVERTY/10poverty.shtml).

County Assessor's property information records.<sup>10</sup> The value of these houses would place them above the low-income category for housing units. The median income in the City of Calabasas is \$132,023, which is substantially higher than the defined \$22,050 low-income amount; and the median price of an owner-occupied home is \$994,800.<sup>11</sup> Based on this information, there are no minority populations residing in the project area that are low-income. No minority or low-income populations that would be adversely affected by the proposed project have been identified as determined above. Therefore, this project is not subject to the provisions of EO 12898.

## **Environmental Consequences**

### ***Construction Impacts***

#### **No-Build Alternative**

Under the No-Build Alternative, no construction activities would occur, so there would be no impacts on the community. Minority or low-income populations would not be affected. Therefore, no effects involving environmental justice would occur.

#### **Build Alternative**

The proposed Build Alternative would not cause disproportionately high and adverse effects on any minority or low-income populations as per EO 12898 regarding environmental justice during construction period. Based on this information, it is fair to state that the population that would be most affected by the project is not disadvantaged.

### ***Operational Impacts***

#### **No-Build Alternative**

Under the No-Build Alternative, no displacements or effects to the environment would occur, and minority or low-income populations would not be affected. Therefore, no effects involving environmental justice would occur.

#### **Build Alternative**

As stated above, the City has a relatively small minority population (approximately 16%) and the residents in project area, based on the value of the homes along Garret Drive and the median income in the City, are not a low-income population. The potential adverse effects resulting from the proposed project would not be more severe or greater in magnitude on minority or low-income populations than they would be on the population as a whole. No acquisition or displacement would result due to the project. A disproportionately high and adverse effect on minority and/or low-income population groups would not result from implementation of the Build Alternative.

## **Avoidance, Minimization, and/or Mitigation Measures**

Based on the above discussion and analysis, the Build Alternative would not cause disproportionately high and adverse effects on any minority or low-income populations per EO 12898 regarding Environmental Justice.

---

<sup>10</sup> [assessormap.co.la.ca.us/mapping/viewer.asp](http://assessormap.co.la.ca.us/mapping/viewer.asp), viewed August 22, 2011.

<sup>11</sup> U.S. Census Bureau, American FactFinder, Fact Sheet, Calabasas, California, viewed September 12, 2011.

## **2.2.6 Utilities/Emergency Services**

### **Affected Environment**

Neither the City of Calabasas nor other areas served by the Las Virgenes Municipal Water District (LVMWD) have local sources of drinking water to serve the community of surrounding areas. The LVMWD obtains its water from the Metropolitan Water District of Southern California (MWD), a water wholesaler that serves communities throughout the southern California region.

The local wastewater collector is owned by the City of Calabasas and maintained by the County of Los Angeles. The LVMWD is responsible for wastewater treatment in the Calabasas area. Through a Joint Exercise of Powers Agreement (JPA), the LVMWD and the Triunfo Sanitation District (TSD) jointly own and operate the Tapia Water Reclamation Facility (TWRP), which treats and recycles wastewater. In addition, the TSD owns and maintains a system of trunk sewers, lifts stations and disposal facilities.

Natural gas service in the City of Calabasas is provided by the Southern California Gas Company and electricity is provided by Southern California Edison.

The Consolidated Fire Protection District of Los Angeles County (CFPD) provides fire protection and emergency medical service to City of Calabasas and the surrounding area. The CFPD operates two fire stations within Calabasas, Station 68 and Station 125, located within two mile of the Lost Hills/US-101 Interchange. In addition, Fire Station 67 and Fire Station 69 have some jurisdictional responsibility in some portions of the City. The Malibu/Lost Hills Patrol Station provides police protection services in the City of Calabasas. The closest station is less than a mile from the interchange. West Hills Hospital and Medical Center, Los Robles Regional Medical Center and Canyon Medical Center & Urgent Care provide medical services for the City of Calabasas. Some of these medical facilities are within five miles of the interchange.

### **Environmental Consequences**

#### No-Build Alternative

Under the No-Build Alternative, existing conditions would remain and no impacts to emergency services or utilities would occur. However, existing congestion along US-101 would not be alleviated, proposed projected growth in the area would not be accommodated, and safety would not be improved along the roadway with implementation of the No-Build Alternative.

#### Build Alternative

Utilities such as the fiber optic lines or telephone poles may need protection in place or realignment to avoid conflicts during construction. AT&T cable, Southern California Edison electrical, and Las Virgenes Municipal Water District water lines would need to be relocated at the overcrossing. With the implementation of Mitigation Measure UES-1, no impacts would occur.

No temporary or long-term impacts to emergency services are anticipated as a result of the proposed project. An effective Traffic Management Plan would be implemented and include construction staging plans and coordination with local residents, businesses, regulatory agencies, and emergency responders. Construction phasing plans would emphasize traffic operations and safety in the proposed project area.

In addition to the bridge inadequacies, existing US-101 northbound and southbound ramps do not meet the current and future traffic demands. The proposed project would address operational, traffic, and safety needs at the interchange. The proposed project would likely improve emergency access and response times within the region and is considered to represent an incrementally positive impact.

### **Avoidance, Minimization, and/or Mitigation Measures**

Based on the above discussion and analysis, the implementation of the proposed project would not cause substantial impacts to public services within the study area.

**UES-1:** If protection or relocation of the utilities would be required, early coordination and communication with the utility provider would occur so there would be no disruption of services.

## **2.2.7 Traffic and Transportation/Pedestrian and Bicycle Facilities**

### **Regulatory Setting**

Caltrans, as assigned by the Federal Highway Administration (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway proposed projects (see 23 CFR 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid proposed projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

Caltrans is committed to carrying out the 1990 Americans with Disabilities Act (ADA) by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public would be provided to persons with disabilities.

### **Affected Environment**

The following technical study was prepared for the proposed project.

- Traffic Analysis, Lost Hills Road Interchange, Calabasas, California, DKS Associates, January 5, 2011.
- Preliminary Environmental Analysis Report, Caltrans, March 2007

The proposed project traffic analysis is consistent with the measures of effectiveness referenced in the Caltrans Traffic Impact Study Guidelines dated December 2002. The Highway Capacity Manual (HCM) 2000 was used to determine the existing and projected Level of Service (LOS) for the State controlled intersections, freeway mainline, and freeway ramp locations. The following tables provide information regarding the basis for evaluating facilities based on LOS. The LOS designations are provided for a range of delay times. LOS designations could appear to be the same for different alternatives and analysis periods due to delay times only being slightly improved or worsened.

**Table 10 – HCM Level of Service Definitions**

Level of Service	Unsignalized Intersection Delay per Vehicle (in seconds)	Signalized Intersection Delay per Vehicle (in seconds)
A	≤ 10.0	≤ 10.0
B	> 10.0 – 15.0	> 10.0 – 20.0
C	> 15.0 – 25.0	> 20.0 – 35.0
D	> 25.0 – 35.0	> 35.0 – 55.0
E	> 35.0 – 50.0	> 55.0 – 80.0
F	> 50.0	> 80.0

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

**Table 11 – Level of Service Descriptions**

LOS	Description	Capacity
A	Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience is excellent.	0.000 – 0.600
B	Is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.	0.610 – 0.700
C	Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.	0.710 – 0.800
D	Represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.	0.810 – 0.900
E	Represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver with the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to “give way” to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver frustration is generally high. Operations at this level are generally unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.	0.910 – 1.000
F	Is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion.	> 1.000

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

**Table 12 – Level of Service Criteria for Ramps and Ramp Junctions**

LOS	Density (pc/mi/ln)
A	≤ 10.0
B	≥ 10.0 – 20.0
C	≥ 20.0 – 28.0
D	≥ 28.0 – 35.0
E	≥ 35.0
F	Demand Exceeds Capacity

Source: HCM 2000, Chapter 25, Ramp and Ramp Junction, Exhibit 25-4, p. 25-5

pc/mi/ln = passenger car per mile per lane

Table 13 shows that the accident rate on US-101 has been lower than the average for similar facilities statewide during a 36-month period from June 1, 2005 to May 31, 2008.<sup>12</sup>

**Table 13 – Accident Rate Calculation**

Description	Number of Accidents			Accident Rate – ACCS/MVM					
				Actual			Average		
	<i>Total</i>	<i>Fatal</i>	<i>Injury</i>	<i>Fatal</i>	<i>F+I</i>	<i>Total</i>	<i>Fatal</i>	<i>F+I</i>	<i>Total</i>
PM 31.7 – PM 32.3									
101 NB mainline	22	0	7	0.000	0.12	0.38	0.010	0.29	0.95
101 SB mainline	46	0	15	0.000	0.26	0.79	0.010	0.29	0.95
SB on-ramp	3	0	0	0.000	0.00	0.68	0.002	0.26	0.75
NB off-ramp	5	0	1	0.000	0.23	1.17	0.004	0.42	1.20
NB on-ramp	4	0	0	0.000	0.00	0.61	0.002	0.26	0.75
SB off-ramp	3	0	1	0.000	0.14	0.41	0.004	0.42	1.2

### Study Area

The project study area includes the intersections located within close proximity to the Lost Hills Road Interchange. The traffic analysis performed for this project focused on intersection capacity and the delay times associated with vehicles moving through the study area. Freeway mainline is considered unaffected as no changes are being made to the mainline. As such, travel time comparison, average speeds, and corridor travel time that are typically analyzed for freeway improvements are not relevant to the project. Levels of service and intersection delays are compared for No-Build and Build Alternatives for consideration of Environmental Consequences. The following locations were included in the analysis.

<sup>12</sup> Traffic Accident Surveillance and Analysis System, State of California Department of Transportation, <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm>.

### ***Intersections***

1. Lost Hills Road/Canwood Street
2. Lost Hills Road/US-101 northbound ramps
3. Lost Hills Road/US-101 southbound ramps
4. Lost Hills Road/Agoura Road

### ***Freeway Mainline Segments***

1. US-101 northbound between Las Virgenes Road and Lost Hills Road
2. US-101 northbound between Lost Hills Road and Liberty Canyon Road
3. US-101 southbound between Liberty Canyon Road and Lost Hills Road
4. US-101 southbound between Lost Hills Road and Las Virgenes Road

The freeway ramp merge and diverge areas were also analyzed for levels of service. A discussion related to the analysis and consideration for ramp improvements can be found under the future year 2040 analysis section below.

### ***US-101 FREEWAY***

The US-101 freeway is oriented in an east-west direction at the Lost Hills Road Interchange. The freeway provides eight mixed-flow travel lanes with no High Occupancy Vehicle (HOV) lanes. The freeway provides regional access to the City of Calabasas and adjacent cities, with interchanges at Lost Hills Road and Las Virgenes Road.

### ***LOST HILLS ROAD***

Lost Hills Road is a north-south roadway that extends from the County Landfill to the north to Las Virgenes Road to the south. This roadway is a three-lane facility from the landfill to the northbound ramps, a two-lane facility at the freeway overcrossing, and a four-lane facility between the southbound ramps and Las Virgenes Road. The speed limit on Lost Hills Road south of Agoura Road is posted at 45 mph. North of Agoura Road the speed limit is not posted. The Lost Hills Road bridge provides the only outlet for the community of Saratoga Hills.

### ***AGOURA ROAD***

Agoura Road is an east-west roadway that extends between City of Westlake Village to the west, and ends at Las Virgenes Road. This roadway is a four-lane facility with a speed limit of 45 mph.

### ***CANWOOD STREET***

Canwood Street is located north of the Lost Hills Road Interchange, and provides direct access to the residential community north of US-101 and west of Lost Hills Road. Canwood Street is a local street that connects to Lost Hills Road and provides access to residential streets in the community.

### ***EXISTING BICYCLE AND PEDESTRIAN CIRCULATION***

Figure 9 shows bicycle lanes and pedestrian sidewalks. Bicycle lanes are not provided along Lost Hills Road or at the freeway interchange. Bicycle lanes are provided along Agoura Road, just south of US-101. Pedestrian sidewalks are provided on both sides of Lost Hills Road, except north of the US-101 southbound ramps. Pedestrian sidewalks are provided along the west side of the overcrossing. Pedestrian crosswalks are provided at each intersection. It should

be noted that due to the large number of vehicles destined/originating north on US-101, pedestrian conflicts occur at the pedestrian crosswalks at Lost Hills Road/US-101 northbound ramps, and Lost Hills Road/US-101 southbound ramps. Safety concerns for pedestrians at the ramp intersections are an expressed concern of the community.

The City of Calabasas Bicycle Master Plan, adopted in November 1996 and revised in March 2005, is the guide by which the City develops and implements an effective, safe and interconnected bicycle transportation system that will serve both commuters and recreational riders. The City of Calabasas adopted a Bicycle Master Plan that identifies existing and proposed routes within Calabasas, as well as routes connecting to similarly designated routes in neighboring communities. There are existing bike trails located on Agoura Road from Las Virgenes to the western City limits, and proposed bike trails south of the project site. The City's vision is to establish a system of bicycle routes on Lost Hills Road from Las Virgenes Road to Agoura Road and at the US-101 overcrossing.

Currently, the only existing designated bicycle facility that is in close proximity to the project is a Class III bicycle lane on Agoura Road from Las Virgenes Road to the western city limit. Per the Bicycle Master Plan, the recommended bicycle facilities network improvements in the project area are to add Class III facility bike lanes on Lost Hills Road between Agoura Road and Canwood Street (See Figure 9).

#### ***TRAFFIC CONTROLS***

All of the study area intersections are currently signalized with the exception of the Lost Hills Road/Canwood Street intersection which is stop-controlled. Study intersections include Lost Hills Road with Agoura Road, US-101 SB Ramps, US-101 NB Ramps, and Canwood Street.

#### ***FORECASTED TRAFFIC VOLUMES***

Caltrans' policy is to maintain freeway mainline and ramp operations and to improve LOS based on the *Guide for the Preparation of Traffic Impact Studies*.

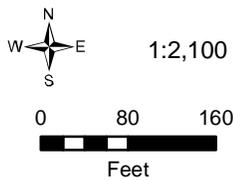
The future year (2040) represents anticipated traffic conditions in 30 years. The future year estimate includes all developments within the study area which have not yet been constructed, but have been approved, or are pending approval through a discretionary action or building permit issuance. The same cumulative traffic volumes were applied to the existing a.m. and p.m. peak hour traffic volumes. In addition, a 1.0 percent per year growth rate (31.0 percent total growth) was applied to the existing traffic volumes to determine the future (2040) traffic volumes.

Existing and future traffic volumes can be seen on Figure 10, Figure 11, and Figure 12.



**Legend**

-  Bikepath
-  Sidewalk
-  Project Area



**Figure 9**  
 Bicycle and Pedestrian Lanes Map  
 US 101 / Lost Hills Interchange  
 Improvement Project  
 City of Calabasas, CA

06-22-11

Figure 10 – Existing Traffic Volumes

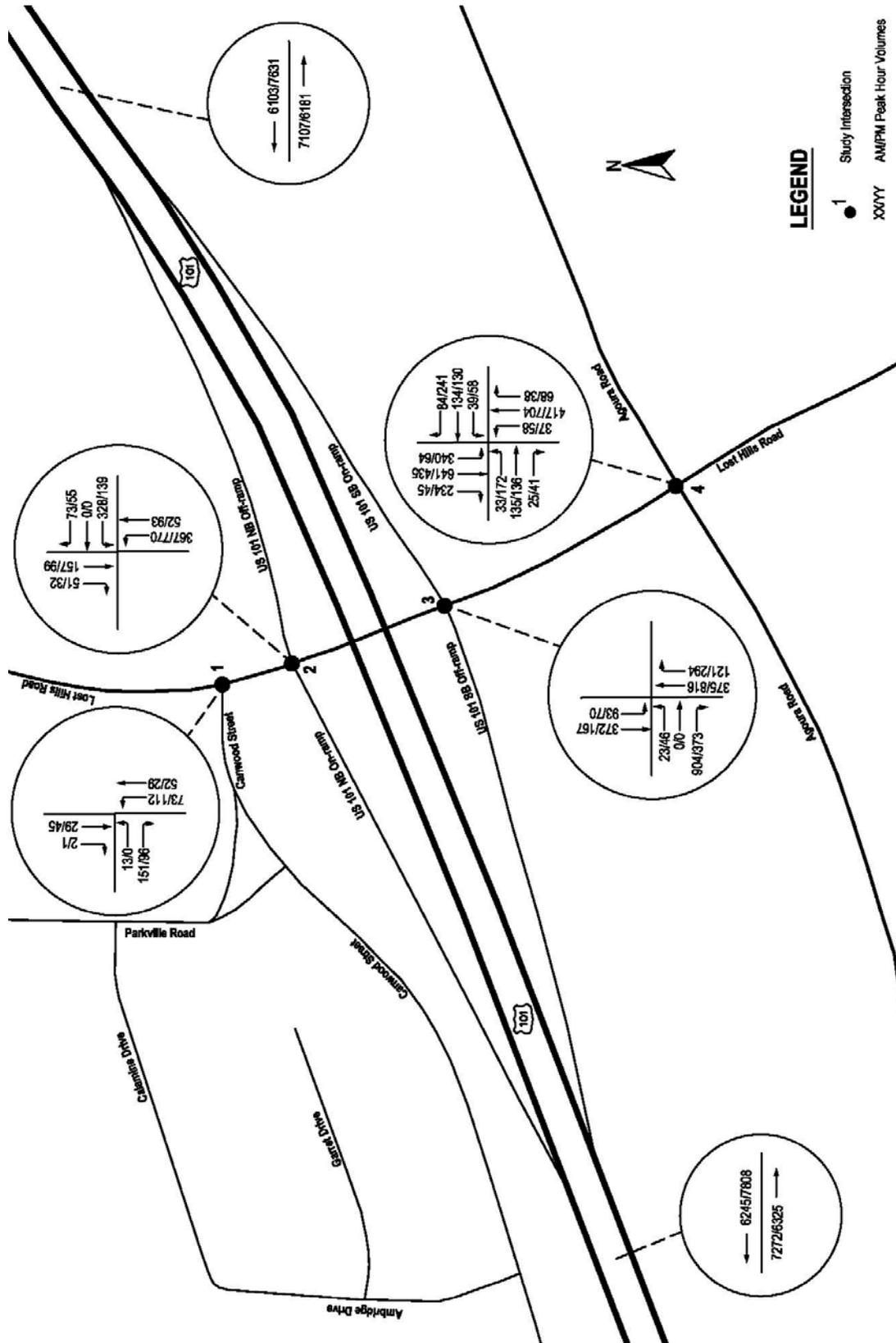


Figure 11 – Future (2040) No-Build Alternative Traffic Volumes

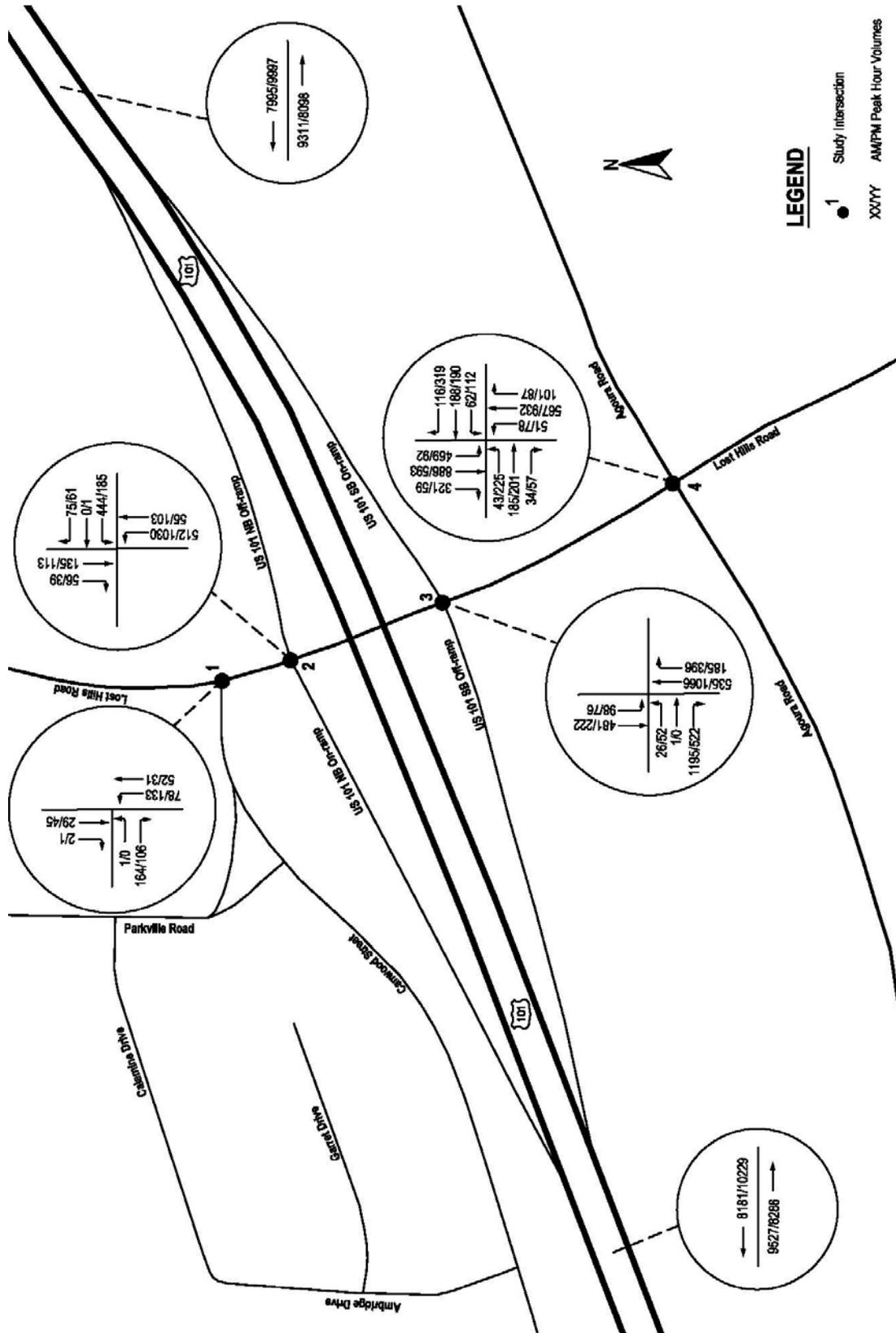
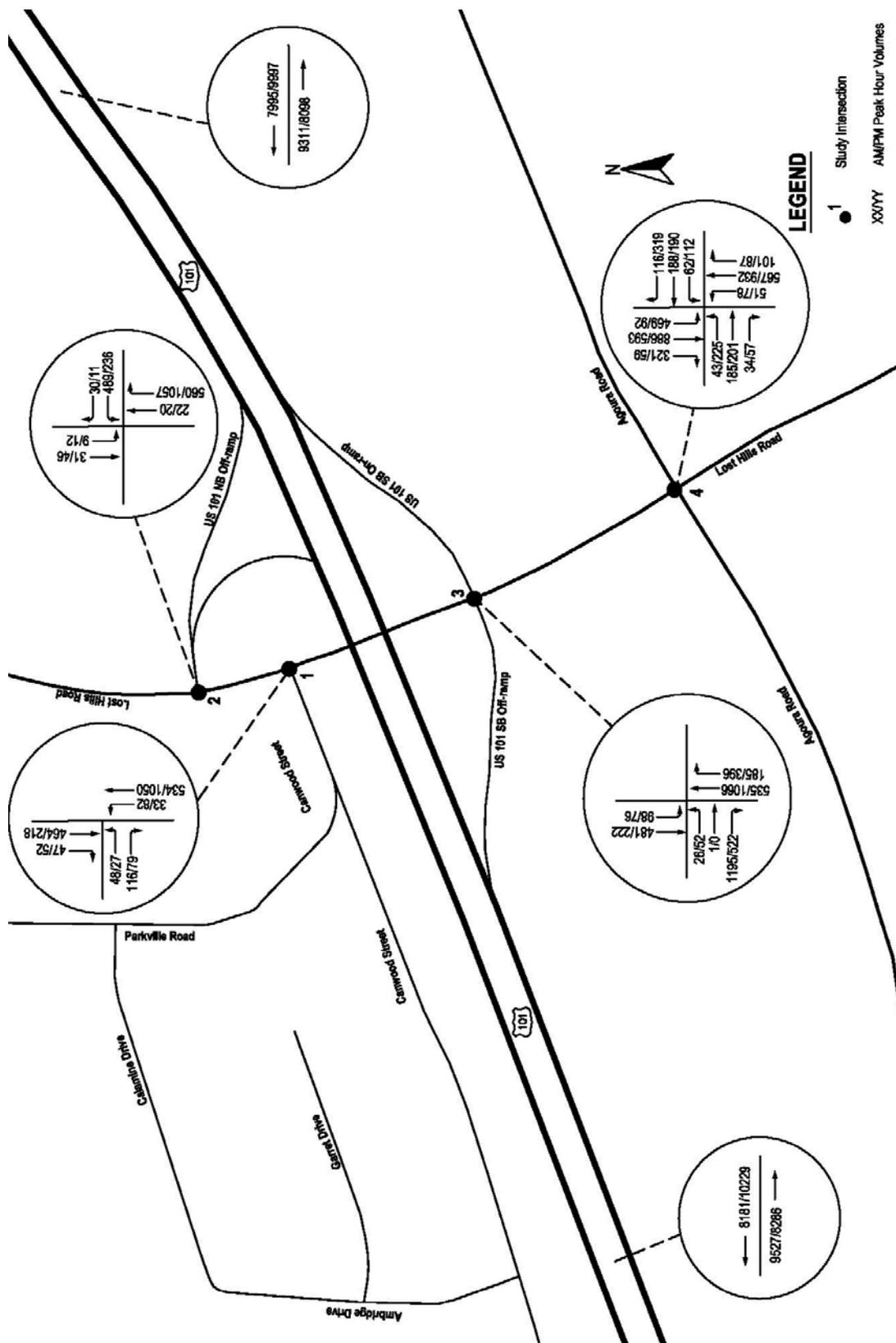


Figure 12 – Future (2040) Build Alternative Traffic Volumes



### EXISTING INTERSECTION/RAMP OPERATION

The two-lane configuration of the existing overcrossing is inadequate for existing and future traffic demands. The improvements are hence being proposed which would replace the bridge and provide additional overall capacity on Lost Hills Road. The proposed project would accommodate the existing and future proposed projected traffic increases for the study area. The proposed project would improve the operation of Lost Hills Road and the intersections with the freeway ramps and would not result in a substantial increase in capacity. Existing freeway segment LOS is provided in the traffic study.

Table 14 represents the existing intersection LOS. The proposed project area intersections are operating at an acceptable LOS during the a.m. and p.m. peak hours.

**Table 14 – Existing Intersection Level of Service**

Intersection HCM Methodology	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
Lost Hills Road/Canwood Street	6.4	A	6.0	A
Lost Hills Road/US-101 Northbound Ramps	32.0	C	24.6	C
Lost Hills Road/US-101 Southbound Ramps	3.1	A	6.0	A
Lost Hills Road/Agoura Road	17.6	B	21.1	C

Source: Lost Hills Road Interchange Project Report Traffic Analysis, DKS Associates, January 5, 2011.

Table 15 represents the existing LOS of the ramp merge and diverge areas with the freeway mainline. With the exception of the northbound on-ramp merge in the PM peak hour and the southbound on-ramp merge in the AM peak hour the ramp merge and diverge areas are operating at acceptable LOS.

**Table 15 – Existing Freeway Ramp Level of Service Summary**

Ramp Location	Ramp Type	AM Peak Hour		PM Peak Hour	
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
Northbound off-ramp	<i>Diverge</i>	3.3	A	8.7	A
Northbound on-ramp	<i>Merge</i>	27.5	C	--	F
Southbound off-ramp	<i>Diverge</i>	27.8	C	21.0	C
Southbound on-ramp	<i>Merge</i>	--	F	26.7	C

-- = Demand exceeds capacity (i.e. LOS F)

Source: Lost Hills Road Interchange Project Report Traffic Analysis, DKS Associates, January 5, 2011.

### EMERGENCY SERVICES

Lost Hills Road provides the only access to the residential community to the northwest of the freeway interchange. In order to maintain local and emergency access to the residential community at all times during construction a minimum of two lanes would remain open on Lost Hills Road and Canwood Street.

## **Environmental Consequences**

### ***CONSTRUCTION***

The project construction would be completed in stages to maintain open traffic lanes. Half of the proposed bridge would be constructed while the existing bridge remains open. Two lanes on the new bridge would be opened to traffic while the existing bridge is being demolished. Once the existing bridge is demolished the final half-width of the proposed bridge would be constructed. It is anticipated that construction of the Build Alternative may have temporary traffic impacts of 18 months in the proposed project area. Vehicle “throughput” (the measurement of the number of vehicles that travel past a given point) often decreases because of lane closures, bridge widening, narrowed lanes, elimination of shoulders or medians, heavy construction equipment, and resulting changes in driver behavior as motorists react to construction. Major construction activity can also disrupt adjoining neighborhood and businesses and alter traffic patterns on nearby streets. This would be a short-term impact. Prior to construction, the contractor would be required to develop an emergency access plan that would ensure full access for emergency vehicles during construction. This impact would be eliminated once construction is completed. Pedestrian access would be available at all times during construction. A sidewalk would be open during each construction stage.

### ***OPERATION***

The Build Alternative would provide acceptable LOS at the study area intersections. The alternative would also provide signalization for all intersections within the Lost Hills Road Interchange in order to provide a coordinated network, less merge points along northbound US-101 (one merge vs. two merges), adequate intersection spacing, and maintains the existing access and travel patterns to the community at Canwood Street.

Implementation of the Build Alternative would accommodate the existing, proposed project completion year (2012) and future year (2040) proposed projected traffic increases for the study area. The proposed project would improve the operation of the existing freeway interchange.

### ***PROPOSED PROJECT COMPLETION YEAR (2012)***

The 2012 a.m. and p.m. peak hour intersection volumes were used to calculate the Project Completion Year (2012) No-Build and Build Alternative levels of service at the study area intersections.

#### **No-Build Alternative**

The No-Build Alternative considers no improvements to the Lost Hills Road Interchange by the year 2040. The existing features include a non-standard vertical clearance of the Lost Hills Road Overcrossing, with non-standard shoulders, an abrupt northbound merge on the bridge, and lack of left-turn storage. The existing bridge is approximately 39 ft wide with a 5 foot sidewalk and 32 ft of roadway. The existing north end of the bridge has two lanes, one in each direction, while the existing south end accommodates three lanes; two lanes entering northbound onto the bridge and one lane southbound. The two northbound lanes merge abruptly into one lane in the middle of the bridge. The No-Build Alternative would not address the existing substandard design or accommodate the future growth in traffic in the region.

Table 16 presents the proposed project completion year (2012) intersection LOS for the No-Build Alternative. The proposed project area intersections are forecasted to operate at an acceptable LOS during the year 2012 a.m. and p.m. peak hours.

**Table 16 – Proposed Project Completion Year (2012)  
No-Build Alternative Intersection Level of Service**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
Lost Hills Road/Canwood Street	6.4	A	8.9	A
Lost Hills Road/US-101 Northbound Ramps	33.8	C	33.2	C
Lost Hills Road/US-101 Southbound Ramps	3.3	A	5.9	A
Lost Hills Road/Agoura Road	19.9	B	21.9	C

Source: Lost Hills Road Interchange Project Report Traffic Analysis, DKS Associates, January 5, 2011.

**Build Alternative**

The Build Alternative considers the construction of a new overcrossing, a new cloverleaf on-ramp at the northbound side of US-101, and closure of the existing US-101 northbound on-ramp. Based on the results of the traffic analysis, the Lost Hills Road and US-101 northbound and southbound intersections are forecast to operate at acceptable LOS during the a.m. and p.m. peak hours. It should be noted that the Build Alternative assumes the signalization of Lost Hills Road/US-101 northbound ramps and Lost Hills Road/Canwood Street.

The installation of a traffic signal at Lost Hills Road/Canwood Street would provide a controlled and less conflicted left-turn movement at Canwood Street for vehicles destined to the US-101 northbound on-ramp. Furthermore, the installation of a traffic signal at Lost Hills Road/US-101 northbound ramps would provide a coordinated network along Lost Hills Road at the ramps and intersections.

Since the traffic signals along Lost Hills Road were assumed to be coordinated, the *SimTraffic* software was used to analyze the study intersections. The *SimTraffic* software provides a micro-simulation of the traffic operations within a corridor. The software assumed that the cycle lengths and offsets at each traffic signal were optimized along the network corridor.

**Table 17 – Project Completion Year (2012) Build Alternative  
Intersection Level of Service Summary**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
Lost Hills Road/Canwood Street	4.1	A	3.3	A
Lost Hills Road/US-101 NB Ramps	10.0	A	15.9	B
Lost Hills Road/US-101 SB Ramps	21.2	C	4.6	A
Lost Hills Road/Agoura Road	16.2	B	23.5	C

Source: Lost Hills Road Interchange Project Report Traffic Analysis, DKS Associates, January 5, 2011.

The analysis for the project completion year indicates that the Build Alternative will reduce delay times at the intersections by an average of 45 seconds in the AM peak period and 23 seconds in the PM peak period.

## Bicycle and Pedestrian Circulation (2012)

Bicycle lanes would still be provided along Agoura Road, just south of the US-101. Along the new freeway overcrossing, a 4-foot shoulder would be provided for shared bicycle use with posted signage designating Lost Hills Road as a bike route. The new striped shoulder would improve bicycle safety in the area of the interchange because the existing interchange does not provide one. Pedestrian sidewalks would still be provided on the east and west sides of Lost Hills Road, south of the interchange. The new freeway overpass would provide a pedestrian sidewalk on the west side of Lost Hills Road, which would connect with the pedestrian sidewalk north of the interchange. A pedestrian crosswalk would be provided along the west leg of US-101 southbound ramps/Lost Hills Road. The Build Alternative would reconfigure the intersections of US-101 southbound ramps/Lost Hills Road and US-101 northbound ramps/Lost Hills Road. At the intersection of US-101 southbound ramps/Lost Hills Road, the existing eastbound free right-turn lane would be removed and become a permissive right-turn phase.

The proposed project would impact an existing bus route. The bus line is Commuter Express Line 423 that is operated by the City of Los Angeles Department of Transportation. There is an existing bus stop located at the top of the US-101 northbound on-ramp. The proposed project would relocate the northbound on-ramp from a diamond ramp on the west side of Lost Hills Road to a loop on the east side and eliminate this bus stop. The next closest bus stop to the Saratoga Hills and Saratoga Ranch communities is approximately 900 feet to the south at the intersection of Lost Hills Road and Agoura Road.

### ***FUTURE YEAR (2040)***

The future year (2040) represents anticipated traffic conditions in 30 years. The future year estimate includes all developments within the study area, which have not yet been constructed, but have been approved, or are pending approval through a discretionary action or building permit issuance. The same cumulative traffic volumes were applied to the existing a.m. and p.m. peak hour traffic volumes. In addition, a 1.0 percent per year growth rate (31.0 percent total growth) was applied to the existing traffic volumes to determine the future (2040) traffic volumes.

Table 18 presents the results of the intersection LOS analysis.

**Table 18 – Future (2040) No-Build  
Intersection Level of Service Summary**

<b>Intersection</b>	<b>AM Peak Hour</b>		<b>PM Peak Hour</b>	
	<b>Delay (sec)</b>	<b>LOS</b>	<b>Delay (sec)</b>	<b>LOS</b>
Lost Hills Road/Canwood Street	9.1	A	8.9	A
Lost Hills Road/US-101 NB Ramps	<b>49.3</b>	<b>D</b>	<b>105.7</b>	<b>F</b>
Lost Hills Road/US-101 SB Ramps	3.3	A	6.0	A
Lost Hills Road/Agoura Road	23.9	C	29.3	C

Source: Lost Hills Road Interchange Project Report Traffic Analysis, DKS Associates, January 5, 2011.

The Build Alternative would provide signalization for all intersections within the Lost Hills Road Interchange in order to provide a coordinated network, less merge points along northbound US-101 (one merge vs. two merges), adequate intersection spacing, and maintains the existing

access and travel patterns to the community at Canwood Street. The Build Alternative design would only create one merge point on northbound US-101.

Table 19 presents the future year (2040) intersection LOS with the Build Alternative. The study area intersections are forecast to operate at acceptable LOS during the a.m. and p.m. peak hours.

**Table 19 – Future (2040) Build Alternative Intersection Level of Service**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
Lost Hills Road/Canwood Street	2.9	A	2.5	A
Lost Hills Road/US-101 NB Ramp	9.0	A	10.4	B
Lost Hills Road/US-101 SB Ramps	15.5	B	3.1	A
Lost Hills Road/Agoura Road	15.9	B	19.6	B

Source: Lost Hills Road Interchange Project Report Traffic Analysis, DKS Associates, January 5, 2011.

The analysis for the future year indicates that the Build Alternative will reduce delay times at the intersections by an average of 42 seconds in the AM peak period and 125 seconds in the PM peak period compared to the No-Build Alternative. Delay times for the regional commuters that use the southbound off-ramp in the morning and the northbound on-ramp in the evening would be reduced by an average of 83 seconds. The proposed project would increase the vehicle capacity of the study area to improve the mobility of vehicles in the peak traffic periods. Intersections would operate at acceptable levels of service and local residents, emergency vehicles, and regional commuters would be able to move through the interchange area efficiently.

Ramp Merge/Diverge LOS Analysis (2040)

The level of service of the merge and diverge areas of freeway on-ramps and off-ramps is based on both the vehicular demand on the freeway mainline and the vehicular demand on the ramp itself.

First considering the freeway mainline demand, the freeway demand is based on the volume of vehicles approaching a diverging off-ramp or leaving a merging on-ramp. Ramp merge or diverge areas can perform at LOS F strictly based on freeway mainline demand exceeding the capacity of the freeway. This is the case with the analysis of the ramp merge and diverge areas at the Lost Hills Road interchange. The projected demand for the freeway mainline of the 8-lane freeway exceeds the capacity of the mainline to function at acceptable LOS (see Table 20 below). The evaluation of freeway ramp merge and diverge analysis will result in LOS F if the freeway mainline operates at LOS F.

**Table 20 – Future (2040) Freeway Segment Level of Service Summary**

Freeway Segment	AM Peak Hour		PM Peak Hour	
	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
<b>US-101 Northbound</b>				
s/o Lost Hills Road	42.2	E	--	F
n/o Lost Hills Road	44.7	E	--	F
<b>US-101 Southbound</b>				
n/o Lost Hills Road	--	F	--	F
s/o Lost Hills Road	--	F	43.6	E

-- = Density exceeds 45.0 pc/mi/ln (i.e. LOS F)

Source: Lost Hills Road Interchange Project Report Traffic Analysis, DKS Associates, January 5, 2011.

The second major consideration of ramp LOS is the capacity of the ramp lane or lanes. The LOS of the Lost Hills Road interchange ramps was evaluated relative to the projected 2040 demand. The projected demand for the ramps at Lost Hills Road was less than the typical capacity of a one-lane ramp. Therefore, in regards to consideration of ramp lane capacity versus the projected demand, a single lane configuration is adequate for all ramps at Lost Hills Road.

Analysis indicates that ramp improvements at the merge and diverge areas of the Lost Hills Road ramps would have no benefit to the LOS of the ramps due to capacity issues of the freeway mainline. Addressing freeway mainline LOS deficiencies would be the first step toward improving ramp LOS. While the Build Alternative would accommodate a future widening of US-101, freeway mainline improvements are not a part of this project. The following Table 21 shows the freeway ramp LOS summary for the No-Build and Build Alternatives based on the existing 8-lane freeway configuration.

**Table 21 – Future (2040) Freeway Ramp Level of Service Summary**

Freeway Ramp	Ramp Type	AM Peak Hour		PM Peak Hour	
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
<b>US-101 Northbound</b>					
Off-ramp	<i>Diverge</i>	12.0	B	--	F
On-ramp	<i>Merge</i>	--	F	--	F
<b>US-101 Southbound</b>					
Off-ramp	<i>Diverge</i>	--	F	--	F
On-ramp	<i>Merge</i>	--	F	--	F

-- = Demand exceeds capacity (i.e. LOS F)

Source: Lost Hills Road Interchange Project Report Traffic Analysis, DKS Associates, January 5, 2011.

### Bicycle and Pedestrian Circulation (2040)

Bicycle lanes would still be provided along Agoura Road, just south of the US-101. Along the new freeway overcrossing, a 4-foot shoulder would be provided for shared bicycle use with posted signage designating Lost Hills Road as a bike route. The new striped shoulder would improve bicycle access in the area of the interchange because the existing interchange does not provide one.

The Build Alternative would provide standard pedestrian sidewalks on the west side of Lost Hills Road at the new overcrossing, which would connect with the pedestrian sidewalk north of the interchange. Pedestrian sidewalks would still be provided on the east and west sides of Lost Hills Road, south of the interchange.

A pedestrian crosswalk would be provided along the west leg of US-101 southbound ramps/Lost Hills Road (Build Alternative). With the implementation of the Build Alternative, pedestrian circulation would be improved. The Build Alternative would reconfigure the intersections of US-101 southbound ramps/Lost Hills Road and US-101 northbound ramps/Lost Hills Road. At the intersection of US-101 southbound ramps/Lost Hills Road, the existing eastbound free right-turn lane would be removed and become a permissive right-turn phase. The Build Alternative would remove the existing westbound freeway on-ramp at the intersection of US-101 northbound ramps/Lost Hills Road, as well as the pedestrian crosswalk. This would eliminate the conflict with left-turn vehicles at the US-101 northbound ramps/Lost Hills Road.

### **Avoidance, Minimization, and/or Mitigation Measures**

The following mitigation measures have been included to reduce the impacts.

**TR-1:** A Traffic Management Plan (TMP) shall be developed to identify TMP elements that would mitigate construction traffic impacts and their associated costs. These include contractor controls, traffic management and public awareness measures. The basic objectives of the TMP would be to develop a high level of awareness of potential impacts among residents, motorists, and the media, and to maintain efficient and safe movement of pedestrians, bicyclists, and vehicles throughout construction zones. The TMP would be developed concurrently with the proposed project's final design process.

### **2.2.8 Visual/Aesthetics**

#### **Regulatory Setting**

The National Environmental Policy Act (NEPA) of 1969 as amended establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 U.S.C. 4331[b][2]). To further emphasize this point, the Federal Highway administration in its implementation of NEPA (23 U.S.C. 109[h]) directs that final decisions regarding Proposed projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

Likewise, the California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state "with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities." (CA Public Resources Code Section 21001[b])

The following technical study was prepared for the proposed project.

- Visual Impact Assessment, Tatsumi & Partners, Inc., July 2011.

## **Affected Environment**

The US-101, a major north-south highway, extends from Los Angeles, California to Olympia, Washington. The US-101 is listed in the State's Scenic Highways system as being eligible for future listing as a Scenic Highway, but is currently not officially designated a Scenic Highway. The Santa Monica Mountains fall within the viewshed limit of this project.

### Interchange Study Area

The study site is at the intersection of US-101 and Lost Hills Road in the City of Calabasas. It is bordered by a residential neighborhood, park, and landfill on the north and commercial office and retail buildings on the south.

Motorists travelling along Lost Hills Road are subject to traffic controls in several locations: signal control at the on- and off-ramps of US-101, Agoura Road, and Las Virgenes Road and sign controls at Cold Springs Street and Calabasas Hills Road/Meadow Creek Lane.

North of the highway along Lost Hills Road, just past Canwood Street, is Grape Arbor Park. This park provides recreation services to the adjacent neighborhood of single family detached homes located on the west side of the road. A natural hillside along the west side of Lost Hills Road slopes down towards the park and neighborhood. The road continues north and terminates at the Los Angeles County (Calabasas) landfill.

The south side of the highway has commercial complexes to the west of Lost Hills Road and commercial and retail buildings to the east.

Terms used in a viewshed analysis are defined:

**Landscape Units:** A landscape unit is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. A landscape unit will often correspond to a place or district that is commonly known among local viewers.

**Residential Landscape Unit:** This landscape unit is solely residential and lies isolated to the northwest of the Lost Hills Road Interchange.

**Commercial Landscape Unit:** In this landscape unit, the areas within the project right-of-way would be in open view from the retail development to the southeast.

### Existing Viewer Sensitivity

The City of Calabasas has established "Scenic Corridor Guidelines" for areas within the City designated as "Scenic Corridors." These regulations are aimed at preserving both the visual and environmental quality of established communities. The regulations exhibit common themes in the importance of preserving the existing vegetation and historic character. Through the use of its "Scenic Corridor Guidelines," the City confirms its awareness and sensitivity to visual and aesthetic elements within the community and also demonstrates its dedication to the preservation of the visual quality of Calabasas.

## **Environmental Consequences**

Figure 13 shows the Build Alternative Interchange Concept. Four simulation photographs show the No-Build and Build Alternative from various key observation points (KOP).

### No-Build Alternative

The No-Build Alternative would have no adverse effects on visual resources since the proposed project site would remain in the existing condition

### Build Alternative

This alternative would require cutting into the hillside in the northeast quadrant; thereby creating a potential negative visual impact for pedestrians, local residents, motorists, and other local users to their view of the natural landscape. Additionally, this alternative would not require the closure/relocation of Canwood Street. The overall visual impact of this alternative from four key observation points would be Moderate. The change to the visual quality would be low to moderate. The overall all impact would be low to moderately high. The visual impacts evaluation scale is 2.25 on a scale of 3 as moderate to moderately high.<sup>13</sup>

The project area is adjacent to residential and commercial units. These units range in value from low to moderately high for visual quality, vividness, intactness, and unity.

### **Avoidance and/or Minimization Measures**

The following avoidance/minimization measures have been included to reduce the impacts.

A qualitative/aesthetic approach should be taken to minimize visual quality loss in the project area.

Visual minimization measures for adverse project impacts addressed in the key view assessments and summarized in the previous section would consist of adhering to the following design requirements in cooperation with a Caltrans Landscape Architect. All visual minimization measures would be designed and implemented with the concurrence of the Caltrans District Landscape Architect.

**VA-1:** Retaining walls could include a combination of color, texture, and embossing treatments as well as native plants that are consistent with the nearby units

---

<sup>13</sup> Visual Impact Assessment, April 2011.



**Existing**



**Proposed Mitigation**



**Key Observation Point (KOP) 1**

**Existing**



**Proposed Mitigation**



**Key Observation Point (KOP) 2**

**Existing**



**Proposed Mitigation**



Existing



Proposed Mitigation



Key Observation Point (KOP) 4

## 2.2.9 CULTURAL RESOURCES

### Regulatory Setting

“Cultural resources” as used in this document refers to all “build environment” resources (structures, bridges, railroads, water conveyance systems, etc.), culturally important resources, and archaeological resources (both prehistoric and historic), regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act of 1966, as amended, (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, the Federal Highway Administration (FHWA), State Historic Preservation Officer (SHPO), and the Department went into effect for Department projects, both state and local, with FHWA involvement. The PA implements the Advisory Council’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA’s responsibilities under the PA have been assigned to the Department as part of the Surface Transportation Project Delivery Pilot Program (23 CFR 327) (July 1, 2007)

Historic properties may also be covered under Section 4(f) of the U.S. Department of Transportation Act, which regulates the “use” of land from historic properties. Historical resources are considered under the California Environmental Quality Act (CEQA), as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires Caltrans to inventory state-owned structures in its right-of-way.

### Affected Environment

**Area of Potential Effect (APE).** The APE is located along US-101 north of Agoura Road, extending just north of Canwood Street and situated between Camino Del Sol/Las Virgenes Road to the east and Liberty Canyon Road to the west.

**Historic Properties.** The existing overcrossing bridge is a box girder design type constructed in 1965. The bridge is identified as bridge number 53-1730 on the Caltrans Bridge Inventory. A Historic Property Survey Report was completed in January 2011 and noted that the existing bridge is a category 5 on the Caltrans Inventory of Historic Significance and is determined as not being eligible for listing on the National Register of Historic Places. No other historic properties were located or otherwise noted within the APE. All project construction activities would occur within the boundaries of the APE, thus no historic properties would be affected by the construction of the project.

**Archaeological Resources.** 27 cultural resources technical studies have been conducted within a one-mile radius of the APE and four previously recorded cultural resources. An Archaeological Survey Report (ASR) was completed in January 2011 and noted that no previously recorded resources were identified within the APE. However, the Native American

Heritage Commission (NAHC) has identified Sacred Sites and prehistoric cultural sites within a one mile radius of the APE. The NAHC identified the APE as being in a sensitive area for buried cultural resources and recommended monitoring during excavation activities.

## **Environmental Consequences**

### No-Build Alternative

The No-Build Alternative would have no adverse effects on cultural resources since the proposed project site would remain in the existing condition.

### Build Alternative

The Build Alternative features a Cloverleaf interchange (on-and-off ramp) that replaces the existing northbound on- and off-ramp. This alternative considers a new cloverleaf on-ramp for northbound US-101, and the closure of the existing US-101 northbound on-ramp. The new cloverleaf northbound on-ramp would serve both northbound and southbound traffic on Lost Hills Road. The Build Alternative would have no adverse effects on cultural resources as determined in the HPSR and the ASR; however the NAHC has determined that there is a possibility for uncovering cultural resources during excavation. The implementation of minimization measures CR-1 and CR-2 would minimize the effect on buried cultural resources.

## **Avoidance and/or Minimization Measures**

The following avoidance/minimization measures have been included to reduce the impacts.

- CR-1:** If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner would identify and notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains would contact Gary Iverson, Environmental Branch Chief, District 7, so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.
- CR-2:** If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find.

## **2.3 Physical Environment**

### **2.3.1 Hydrology and Floodplain**

#### **Regulatory Setting**

Executive Order 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration requirements for compliance are outlined in 23 CFR 650 Subpart A.

In order to comply, the following must be analyzed:

- The practicability of the Build Alternative to any longitudinal encroachments
- Risks of the action
- Impacts on natural and beneficial floodplain values
- Support of incompatible floodplain development
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values impacted by the proposed project.

The base floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the base floodplain.”

### **Affected Environment**

The following technical study was prepared for the proposed project.

- Water Quality Assessment Report, Chambers Group, Inc., November 2009 (Revised April 2011).

The proposed project site consists of fill slopes with inclinations of approximately 2:1 (horizontal to vertical) up to approximately 15 ft high that border the north and west sides of Highway 101. Existing slope conditions consist of adjacent park and commercial areas with relatively flat, paved areas along with a 2:1 downhill slope to a drainage channel. Concrete drainage ditches are present at the base of the slopes. The south side of the crossing includes a cut slope up to approximately 17 ft in height. Drainage along the south side generally is diverted to the storm drains. Figure 14 shows the project area FEMA Floodplain Map.

The proposed project site is situated adjacent to a pre-existing north-south trending drainage tributary that merges with the Las Virgenes Creek to the south (USGS, 1967). The creek bed previously was at an elevation of approximately 780 ft above mean sea level (MSL) along the northeast side of the crossing. Grading in the area has altered the pre-existing topography resulting in the placement of fill soils associated with road and bridge construction.

The proposed project area is not within the 100-year flood plain. The proposed project area is designated as Zone X, which represents the 500-year flood and areas protected by levees from the 100-year flood (Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map 06037C1264F, September 2008). This is the area of a 100-year flood with average depths of less than 1 foot or with drainage areas less than one square mile.

### **Environmental Consequences**

The alternative would not encroach upon the 100-year floodplain, result in an increase in a base floodplain elevation, cause a significant risk to life or property or result in an adverse impact on natural and beneficial floodplain values.



Insurance is available in this community, contact your National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

0 500 1000 FEET

**Figure 14**

NFIP PANEL 1264F

**FIRM**  
FLOOD INSURANCE RATE MAP  
LOS ANGELES COUNTY,  
CALIFORNIA  
AND INCORPORATED AREAS

PANEL 1264 OF 2350  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LOS ANGELES COUNTY	065043	1264	F
CALABASAS, CITY OF	060749	1264	F

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER  
06037C1264F

EFFECTIVE DATE  
SEPTEMBER 26, 2008

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)

## **Avoidance and/or Minimization Measures**

No impacts to hydrology would result; therefore, no avoidance and/or minimization measures are necessary.

### **2.3.2 Water Quality and Storm Water Runoff**

#### **Regulatory Setting**

##### **Federal Requirements: Clean Water Act**

In 1972 Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. Known today as the Clean Water Act (CWA), Congress has amended it several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. Important CWA sections are:

- Sections 303 and 304 require states to promulgate water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity, which may result in a discharge to waters of the U.S. to obtain certification from the State that the discharge will comply with other provisions of the act. (Most frequently required in tandem with a Section 404 permit request. See below.)
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The objective of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

USACE issues two types of 404 permits: Standard and General permits. There are two types of General permits, Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to authorize a variety of minor project activities with no more than minimal effects.

There are two types of Standard permits: Individual permits and Letters of Permission. Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of USACE’s Standard permits. For Standard permits, the USACE decision to approve is based on compliance with U.S. EPA’s Section 404 (b)(1) Guidelines (U.S. EPA CFR 40 Part 230), and whether permit approval is in the public interest. The Section 404(b)(1) Guidelines were developed by the U.S. EPA in conjunction with USACE, and allow the discharge of

dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA), to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences. Per Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause “significant degradation” to waters of the U.S. In addition every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion of the LEDPA determination, if any, for the document is included in the Wetlands and Other Waters section.

### **State Requirements: Porter-Cologne Water Quality Control Act**

California’s Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a “Report of Waste Discharge” for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the State. It predates the CWA and regulates discharges to waters of the State. Waters of the State include more than just Waters of the U.S., like groundwater and surface waters not considered Waters of the U.S. Additionally, it prohibits discharges of “waste” as defined and this definition is broader than the CWA definition of “pollutant”. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA, and regulating discharges to ensure compliance with the water quality standards. Details regarding water quality standards in a project area are contained in the applicable RWQCB Basin Plan. States designate beneficial uses for all water body segments, and then set criteria necessary to protect these uses. Consequently, the water quality standards developed for particular water segments are based on the designated use and vary depending on such use. In addition, each state identifies waters failing to meet standards for specific pollutants, which are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source controls, the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

### **State Water Resources Control Board and Regional Water Quality Control Boards**

The SWRCB administers water rights, water pollution control, and water quality functions throughout the state. RWCQB’s are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

- **National Pollution Discharge Elimination System (NPDES) Program**

Municipal Separate Storm Sewer Systems

Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water dischargers, including Municipal Separate Storm Sewer Systems (MS4s). The U.S. EPA defines an MS4 as any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that are designed or used for collecting or conveying storm water. The SWRCB has identified the Department as an owner/operator of an MS4 by the SWRCB. This permit covers all Department rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

The Department's MS4 Permit, under revision at the time of this update, contains three basic requirements:

1. The Department must comply with the requirements of the Construction General Permit (see below);
2. The Department must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and
3. The Department storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs) and other measures.

To comply with the permit, the Department developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within the Department for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices the Department uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices (BMPs). The proposed Project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

Part of and appended to the SWMP is the Storm Water Data Report (SWDR) and its associated checklists. The SWDR documents the relevant storm water design decisions made regarding project compliance with the MS4 NPDES permit. The preliminary information in the SWDR prepared during the Project Initiation Document (PID) phase will be reviewed, updated, confirmed, and if required, revised in the SWDR prepared for the later phases of the project. The information contained in the SWDR may be used to make more informed decisions regarding the selection of BMPs and/or recommended avoidance, minimization, or mitigation measures to address water quality impacts.

## Construction General Permit

Construction General Permit (Order No. 2009-009-DWQ), adopted on September 2, 2009, became effective on July 1, 2010. The permit regulates storm water discharges from construction sites which result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop storm water pollution prevention plans; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The 2009 Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases, and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP). In accordance with the Department's Standard Specifications, a Water Pollution Control Plan (WPCP) is necessary for projects with DSA less than one acre.

## Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water body must obtain a 401 Certification, which certifies that the project will be in compliance with State water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before USACE issues a 404 permit.

In some cases the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as Waste Discharge Requirements (WDRs) under the State Water Code that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

## Affected Environment

The following technical study was prepared for the proposed project.

- Water Quality Assessment Report, Chambers Group, Inc., November 2009 (Revised April 2011).

## ***SURFACE WATER RESOURCES***

The proposed project is located within the Malibu Creek Watershed, which encompasses approximately 109 square miles of Los Angeles County. Las Virgenes Creek crosses under Highway 101 approximately one half mile east of the proposed project footprint. Las Virgenes Creek is a blue-line stream that originates in the Santa Monica Mountains and runs parallel to Highway 101 before converging with Malibu Creek and ultimately Santa Monica Bay. The creek is characterized by medium flows through the proposed project area. A total of 4,757 linear ft of concrete culverts have been installed along both sides of Lost Hills Road and within the landscaped road cuts. These culverts are concrete-lined and function to convey nuisance flows (e.g., road and irrigation runoff) from the surrounding areas to Las Virgenes Creek.

## ***GROUNDWATER RESOURCES***

The Las Virgenes Municipal Water District supplies water to the proposed project area. Groundwater in the service area is of poor quality and is used to augment supplies for the recycled water system. The water district operates two wells out of the Russell Valley groundwater basin, which is a relatively small alluvial basin with total storage capacity of about 11,000 acre-ft bounded by semi-permeable rocks of the Santa Monica Mountains. Recharge is predominantly from percolation of rainfall and irrigation runoff.

## ***EXISTING WATER QUALITY***

Sources of pollution to surface and groundwater resources in the watershed include stormwater runoff from paved areas. Las Virgenes Creek has been identified as impaired on the 2008 Clean Water Act Section 303(d) List of Water Quality Limited Sections (RWQCB 2009). The impairments identified for this creek are coliform bacteria, nutrients (algae), organic enrichment/low dissolved oxygen, scum/foam – unnatural, sedimentation/siltation, selenium, and trash. During the site assessment for the Storm Water Data Report (SWDR), a potential for aerially deposited lead within the project limits was identified.

## ***TMDL***

The project limits are in the Malibu Creek Watershed. The TMDLs are as follows:

Established TMDLs:

### **Malibu Creek Bacteria TMDL**

The Malibu Creek Watershed Bacteria TMDL became effective on January 24, 2006. Caltrans is working cooperatively with a group of Responsible Agencies to jointly comply with the TMDL.

### **Malibu Creek Trash TMDL**

The Malibu Creek Trash TMDL became effective on July 7, 2009. The TMDL requires the Responsible Agencies, including Caltrans to reduce amount of trash deposited in the water body and in the storm water discharges to “zero” in eight years. Responsible Agencies may implement a Minimum Frequency of Assessment and Collection Program in or adjacent to the water body or place full capture devices at the drainage outfalls.

Future TMDLs:

### Santa Monica Bay Nearshore and Offshore Debris TMDL

The Santa Monica Bay Nearshore and Offshore Debris TMDL was adopted by the Los Angeles Regional Water Quality Control Board on November 4, 2010. The TMDL requires the Responsible Agencies in the Santa Monica Bay, Ballona Creek and Malibu Creek Watersheds, including Caltrans, to reduce amount of trash and plastic pellets in the storm water discharges to “zero” in eight (8) years. Responsible Agencies may implement a Minimum Frequency of Assessment and Collection (MFAC) Program in or adjacent to the waterbody or place full capture devices at the drainage outfalls

### ***HIGHWAY POLLUTANTS AFFECTING WATER QUALITY***

California highways demonstrate an increase in pollutant concentrations with higher traffic levels; a decrease in pollutant concentration with increased precipitation; higher pollutant concentrations with longer dry periods; lower concentrations of a few pollutants in larger drainage areas; and higher concentrations in agricultural and commercial areas than residential areas, transportation corridors, and open land use areas (based on data collected by the 2003 Caltrans Discharge Characterization Study Report [CTSW-RT-03-065.51.42]). Typical pollutants include sediment, nutrients, organic compounds, metals, bacteria, and oil and grease. In addition, trash has been identified as a pollutant in Las Virgenes Creek.

### ***BENEFICIAL USES FOR SURFACE WATERS***

The beneficial uses identified for Las Virgenes Creek include existing REC-1 (recreational use for body contact), REC-2 (recreational use for secondary contact), WILD (wildlife habitat), WARM (warm freshwater habitat), and RARE (rare, threatened or endangered species), and potential COLD (cold freshwater habitat), MIGR (migration of aquatic organisms), and SPWN (spawning, reproduction, and/or early development) (Regional Water Quality Control Board, 1994).

## **Environmental Consequences**

### ***SHORT-TERM IMPACTS DURING CONSTRUCTION***

#### No-Build Alternative

No improvements, other than routine roadway and bridge maintenance would occur. Therefore, the No-Build Alternative would result in no short-term water quality impacts from construction related activities.

#### Build Alternative

Direct impacts to water quality may result from construction activities associated with the Lost Hills Road / US-101 Interchange proposed project. Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste, sanitary waste, and chemicals. Under the General Construction activity NPDES Permit, the proposed project would be required to prepare a SWPPP and implement erosion and sediment control BMPs detailed in the SWPPP during construction activities.

Soil disturbance results in the movement of sediment and dust which can be transported into tributaries and Las Virgenes Creek through the existing concrete culverts located in the proposed project area. However, the proposed project would have to comply with the RWQCB requirements, and provisions set forth by the NDPES Stormwater Discharge Permit. The implementation of construction BMPs outlined in CWQ-2, CWQ-3, CWQ-4, and CWQ-5 would result in reducing any impacts to less than significant. A SWPPP also would be required.

During the site assessment for the Water Quality Assessment Report, a potential for aerially deposited lead within the proposed project limits was identified. The proposed project does not require dewatering of the construction area during construction of the Build Alternative. The proposed project does not require additional water supplies that would substantially deplete existing groundwater supplies or result in a net deficit in aquifer volume or lowering of the local groundwater table.

### **Avoidance and/or Minimization Measures**

The following construction avoidance/minimization measures have been included to reduce the impacts.

**CWQ-1:** Temporary Construction Site BMPs shall be developed in accordance with Appendix D of the Project Planning and Design Guide (PPDG) along with the most recent cost guidelines from Caltrans Headquarters.

**CWQ-2:** Silt fencing, fiber rolls, stormwater pollution prevention plan, and stabilized construction entrances shall be utilized.

**CWQ-3:** Surface disturbance of soil and vegetation shall be kept to a minimum. Existing access and maintenance roads shall be used wherever feasible.

**CWQ-4:** Any stockpiled soil shall be placed and sloped so that it would not be subject to accelerated erosion.

**CWQ-5:** Discharge of all project-related materials and fluids into drainages shall be avoided to the extent possible by using hay bales or silt fences, constructing berms or barriers around construction materials or installing geofabric in the area of disturbance.

Implementation of construction Minimization Measures CWQ-1, CWQ-2, CWQ-3, CWQ-4 and CWQ-5 would reduce the potential impact.

### ***OPERATIONAL IMPACTS***

#### **No-Build Alternative**

No improvements, other than routine roadway and bridge maintenance would occur. There would not be an increase in impervious area or change in land use. Therefore, the No-Build Alternative would result in no short-term water quality impacts from construction related activities.

#### **Build Alternative**

Pollutants of concern during operation of this proposed project are related to the permanent increase of impervious surfaces and a permanent increase in runoff and pollutant loading. The increase of impervious surfaces for use by vehicles may gradually expand the amount of storm

water runoff, and the amount of vehicle pollutants transported from these surfaces during storm events. The changes to the existing topography as a result of the improvements would not result in an increase in the velocity of flow within the proposed project limits and should have negligible downstream impacts. In addition, future development along Las Virgenes Creek may incrementally increase the conveyance of contaminated runoff into the creek. Regulatory water quality permits that may be necessary for construction of the Build Alternative include the USACE 404 Permit, the RWQCB 401 Permit, and the CDFG 1600 Series Permit. As part of the requirements of the NPDES Permit, the proposed project shall consider approved Design Pollution Prevention and Treatment Control BMPs for the proposed project site. There are no existing Treatment BMPs within the proposed project limits.

### **Avoidance and/or Minimization Measures**

The following avoidance/minimization measures have been included to reduce the impacts to acceptable levels.

**WQ-1:** The proposed project shall implement the design pollution prevention BMPs and comply with the permit requirements. Permanent stormwater treatment BMPs shall be incorporated to the maximum extent practicable in compliance with the Caltrans Storm Water Management Plan (SWMP) and stormwater guidance. Permanent stormwater treatment BMPs that are included in the project design include biofiltration swales and catch basin inserts.

**WQ-2:** Construction site BMPs shall be prepared and comply with the provisions of the NPDES Permit and any subsequent permit as they relate to construction activities for this proposed project. This shall include submission of a Notice of Construction to the Los Angeles RWQCB at least 30 days before the start of construction, preparation and implementation of the SWPPP, and submission of a Notice of Construction Completion to the Los Angeles RWQCB upon completion of construction and stabilization of the proposed project site. Also, BMPs shall be considered and incorporated in accordance with the procedures outlined in the Caltrans Project Planning and Design Guide Stormwater Quality Handbooks.

**WQ-3:** The Project Engineer shall consider TMDL treatment controls for the project and consult with the District NPDES Storm Water Coordinator.

Implementation of Minimization Measures WQ-1, WQ-2, and WQ-3 would reduce the potential impact to acceptable levels.

### **2.3.3 Geology/Soils/Seismic/Topography**

#### **Regulatory Setting**

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects “outstanding examples of major geological features.” Topographic and geologic features are also protected under the California Environmental Quality Act.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and proposed project design. Earthquakes are prime considerations in the design and retrofit of structures. The Caltrans’ Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans proposed projects. The current policy is to use the anticipated

Maximum Credible Earthquake (MCE), from young faults in and near California. The MCE is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

### **Affected Environment**

The City of Calabasas General Plan (2008) requires the construction of structures to be regulated according to the most recent California Building Code (CBC). The General Plan also requires proposed projects to incorporate adequate mitigation measures so that potential seismic or other geologic hazards would be kept from causing substantial damage.

The following technical study was prepared for the proposed project.

- Preliminary Foundation Report, Ninyo & Moore Geotechnical and Environmental Services Consultants, May 15, 2009.

The Preliminary Foundation Report is based on literature, research, review of the previous field investigations, and a site reconnaissance performed on April 3, 2009.

The proposed project area is located in Western Los Angeles County, with Simi Valley to the north, Hidden Hills to the east, Malibu to the south, and Agoura Hills to the west. The proposed project area also includes a portion of the Santa Monica Mountains. The proposed project area is located within the Transverse Ranges. The Transverse Ranges (or more accurately, the Los Angeles Ranges) are a group of mountain ranges of southern California, one of the various North American Coast Ranges that run along the Pacific coast from Alaska to Mexico. They begin at the southern end of the California Coast Ranges and lie between Santa Barbara and San Diego counties. They derive the name Transverse Ranges due to their East-West orientation, as opposed to the general North-South orientation of most of California's coastal mountains, thereby transversing them.

Soils found in the region include claystone, sandstone, cobble conglomerate, and alluvial fan and floodplain deposits.

The proposed project site is located in the City of Calabasas at the Lost Hills Road / US-101 Interchange, approximately 819 ft above mean sea level (MSL). The proposed project site lies adjacent to a drainage tributary that connects with Las Virgenes Creek.

### **SEISMICITY**

The proposed project is located in a seismically active region; however the ground surface in the area of the proposed project site does not include any known active faults. Known faults that are located nearby include the Chatsworth fault located approximately 5.5 miles from the site, the Malibu Coast-Santa Monica-Hollywood-Raymond fault located approximately 8.6 miles from the site, the Malibu coasts (offshore) fault located approximately 10.5 miles from the site, the Simi-Santa Rosa-Northridge Hills fault located approximately 13.2 miles from the site, and the Santa Susana fault located approximately 17.1 miles from the site. The maximum credible earthquake (MCE) magnitudes of these faults range from 6.25 to 7.5 MCE.

### **GROUND SHAKING**

Ground shaking is the primary cause of structural damage during an earthquake. It is considered the most likely damage-producing phenomenon for this proposed project. The

magnitude, duration, and vibration frequency characteristics vary depending on the particular causative fault and its distance from the proposed project.

The Malibu Coast-Santa Monica-Hollywood-Raymond fault could produce a MCE of 7.5 Mw (Moment Magnitude value), and would be most capable of producing a seismic event in relation to the proposed project.

### ***GROUND RUPTURE***

Since there are no active faults within close proximity to the proposed project site, the potential for ground rupture during seismic events would be low.

### ***LIQUEFACTION***

Liquefaction typically occurs over widespread areas during long-duration, strong ground motion generally exceeding 0.15 g peak ground acceleration. These ground motions typically are produced by large magnitude earthquakes, exceeding magnitude 6.5 Mw. Liquefaction-related damage is generally seen in recently alluviated areas that contain loose, saturated, cohesion free soil.

The Lost Hills Road overcrossing is not located in a liquefaction hazard zone.

### ***GROUNDWATER***

Based on previous studies, the historic high groundwater level in the proposed project area was at a depth of 20 ft below ground surface. A Los Angeles County Sanitation District's water quality monitoring report found water in the proposed project area to be 52.3 ft to 59.2 ft below ground surface. Groundwater conditions fluctuate seasonally and fluctuate due to geologic factors, thus groundwater in the area is anticipated to range between 20 and 60 ft below ground surface.

### ***EROSION/SOIL LOSS***

The Las Virgenes-Malibu Council of Governments Hazard Mitigation Plan states that the City of Calabasas does not have a history of flood events in the City. Additionally, the City of Calabasas does not have any record of loss of life or property from a flooding event, and debris flows have not occurred in the area. The soils in the area include consolidated sediments and Quaternary fill that tend to soak up water from rain events. However, due to the topography of the region, the area could potentially experience erosion or loss of topsoil in major rain events.

A Storm Water Pollution Prevention Plan (SWPPP) would be developed for the proposed project, including best management practices (BMPs) for project construction.

### ***LANDFORMS/LANDMARKS***

The proposed project would not cause potential impacts to the natural landmarks. The proposed project site is not located in an area containing major scenic vistas or unique features.<sup>14</sup>

---

<sup>14</sup> Preliminary Environmental Analysis Report, Bonterra Consulting, March 2007.

## **Environmental Consequences**

### No-Build Alternative

Under the No-Build alternative, existing conditions would remain. The existing Lost Hills Road overcrossing bridge would not be replaced with a newer more seismically safer bridge, resulting in a greater potential for collapse during a seismic event. The No-Build Alternative is not expected to result in impacts to Geology or Soils.

### Build Alternative

Ninyo and Moore Geotechnical and Environmental Sciences Consultants analyzed the potential proposed project features to be affected by any geologic hazards. Ground shaking has the potential to occur. However, ground rupture, liquefaction and landslides have a low potential for occurrence. The design and construction of the proposed project shall adhere to the standards and requirements detailed in the California Building Code (California Code of Regulations, Title 24).

### **Avoidance, Minimization, and/or Mitigation Measures**

No avoidance, minimization, and/or mitigation measures are necessary.

#### **2.3.4 Paleontology**

##### **Regulatory Setting**

Paleontology is the study of life in past geologic time based on fossil plants and animals. A number of federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as a part of federally authorized or funded proposed projects. (e.g., Antiquities Act of 1906 [16 USC 431-433], Federal-Aid Highway Act of 1935 [20 USC 78]). Under California law, paleontological resources are protected by the California Environmental Quality Act, the California Code of Regulations, Title 14, Division 3, Chapter 1, Sections 4307 and 4309, and Public Resources Code Section 5097.5.

##### **Affected Environment**

The following Letter was prepared for the proposed project:

- Paleontological Resources, Vertebrate Paleontology Section, November 16, 2009.

The proposed project is located in the City of Calabasas, near Brents Junction, Los Angeles County. There are no vertebrate fossil localities that lie directly within the proposed project area boundaries, but there are localities nearby from the same or similar sedimentary deposits as those that occur in the proposed project area.

## **Environmental Consequences**

In the elevated portions of the proposed project area, there are exposures of the marine middle Miocene Upper Topanga Formation. The closest vertebrate fossil locality in the Upper Topanga Formation is located just northwest of the proposed project area. Farther southeast of the proposed project area there are number of vertebrate fossil localities in the Upper Topanga Formation in the Calabasas Highlands area in road cuts along Old Topanga Canyon Road.

In the lower lying terrain in the proposed project area, the surficial deposits consist of terrestrial Quaternary Alluvium, either as fan deposits from the surrounding more elevated terrain or as fluvial deposits from the drainages. The closest vertebrate fossil locality in similar Quaternary deposits is located just northwest of the proposed project area near the intersection of US-101 and South Westlake Boulevard where a ground sloth, *Paramylodon* specimen was found. The next closest vertebrate fossil locality in similar sediments is located further northwest of the proposed project area between US-101 and East Thousand Oaks Boulevard, east of Highway 23, an American mastodon, (*Mammuth americanum*) was found at this location.

### No-Build Alternative

The No-Build Alternative would have no adverse effects to paleontology since the proposed project site would remain in the existing condition.

### Build Alternative

The Build Alternative would comply with Policy XI-2 in City of Calabasas General Plan, PR-2 below, which would reduce the potential for impacts to occur to unknown paleontological resources during ground disturbance activities, which includes construction. No impacts are expected.

### **Avoidance, Minimization, and/or Mitigation Measures**

- PR-1:** If during proposed project construction paleontological resources are encountered, work in that area shall immediately halt until a qualified paleontologist is notified and examines the find. Construction may only resume in that area once a paleontologist has cleared it.
- PR-2:** Archeological and paleontological resources shall be preserved in-situ, when feasible. When avoidance of impacts is not possible, require data recovery mitigation for all major resources. All forms of excavation in deposits of Native American origin shall be coordinated and monitored by representatives of the Chumash nation.

### **2.3.5 Hazardous Waste/Materials**

#### **Regulatory Setting**

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for “cradle to grave” regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act

- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the Acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal RCRA of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during proposed project construction.

### **Affected Environment**

An Initial Site Assessment was completed by Ninyo & Moore Geotechnical and Environmental Sciences Consultants on April 8, 2009 based on site reconnaissance on April 2, 2009 and was revised February 28, 2011. The Initial Site Assessment includes a review of maps, a review of local regulatory agency files and databases, a review of historical documents, and a site reconnaissance to determine possibility of contaminated soil or water. The site reconnaissance did not include evaluation of lead, asbestos, or radon levels.

A Los Angeles County Sanitation District (May 1, 2009) water quality monitoring report indicated that volatile organic compounds (VOCs) were found in groundwater. A portion of the Calabasas Landfill No. 5, at 5300 Lost Hills Road, is on the northern portion of the site and is upgradient of the site. Trace levels of VOCs have been detected in groundwater at this facility in a groundwater monitoring well approximately 1,400 ft north of this site. Based on the low levels of VOCs detected in the groundwater samples and the distance from the site, there is a low likelihood that this facility has impacted the environmental integrity of the site.

The Lost Hills Sheriff Station located at 27050 Agoura Road was listed on the Leaking Underground Storage Tank (LUST) database as having a jet fuel release affecting soil and groundwater. Based on the estimated direction of groundwater flow (south-southeast) and that the release at this facility is over 500 feet south of and downgradient to the site, this facility does not appear to have affected the environmental integrity of the site.

The site contains paint and/or thermoplastic yellow stripes along the edge-of-travel way which may contain a hazardous concentration of lead and chromium.

## **Environmental Consequences**

### No-Build Alternative

There would be no direct impacts associated with hazardous wastes/materials under the No-Build Alternative.

### Build Alternative

For the Build Alternative, the Department of Toxic Substances Control (DTSC) has granted Caltrans District 7 (Los Angeles and Ventura Counties) a variance allowing reuse of Aerially Deposited Lead (ADL) contaminated soils at the hazardous concentrations within the proposed project limit under certain conditions. The variance may be applicable for this project. When hazardous ADL soils are reused within the proposed project limits, their locations and details should be shown on the design and as-built plans.

The paint and/or thermoplastic yellow stripes that are placed along the edge-of-travel possibly contain a hazardous concentration of lead and chromium. Removal of the paint and/or thermoplastic yellow stripes would require special provisions for proper removal and disposal. Testing of striping is to be completed prior to circulation of the Final Environmental Document.

The existing bridge may contain asbestos containing materials (ACM) and lead-based paint (LBP). Removal of ACM and/or LBP would require special provisions for proper removal and disposal. Testing of bridge materials is to be completed prior to circulation of the Final Environmental Document.

### **Avoidance, Minimization, and/or Mitigation Measures**

An Initial Site Assessment (ISA) was prepared on April 8, 2009, and revised on February 28, 2011. The purpose of the ISA was to evaluate the likelihood that hazardous materials may be present in soil or groundwater beneath the proposed project site as a result of on-site or off-site activities. Standard ISA protocol was performed with document and map searches, site reconnaissance, review of local regulatory files, review of regulatory databases, review of available historical records, and preparation of the ISA documenting findings and providing opinions and conclusions.

With the incorporation of Measures HW-1 through HW-6, the Build Alternative would not create a hazard to the public or the environment. If construction dewatering is anticipated, proper permits should be obtained.

**HW-1:** The US-101 presents an aerially deposited lead (ADL) concern in unpaved areas of the site. An ADL survey should be conducted at unpaved locations of the site prior to any earth disturbance.

**HW-2:** Prior to demolition/modifications to the Lost Hills Road Bridge, an asbestos containing materials (ACM) and a lead-based paint (LBP) survey should be performed.

**The Work Plan:** Ninyo & Moore has prepared a Work Plan for the project at the Lost Hills Road Interchange in Calabasas, California. The work plan was prepared according to the State of California Department of Transportation requirements.

In accordance with the recommendations presented in the ISA, the purpose of the work described in this work plan is to provide an ADL survey within the project limits

in the general location of the proposed earth moving activities and to evaluate the bridge scheduled for demolition to assess potential hazardous building materials. The presence of ADL is suspected in the soil in the project area as a result of historical vehicular emissions during the era of leaded gasoline. The bridge will be inspected and sampled for the presence of suspected ACMs and LBP.

The Work Plan will be initiated at the discretion of Caltrans and the City of Calabasas.

**HW-3:** Prior to demolition/renovation of roadways, paint chip sampling should be conducted on the yellow paint, pavement markings, and/or thermoplastic stripes.

**HW-4:** An evaluation should be conducted along the proposed Right of Way (ROW) for the northbound on- and off ramps of suspected occurrence of impact from activities associated with landfill operations northwest of the site. This should include soil (and groundwater, if encountered) sampling and observations of borings and test pits for indications of impacts from VOCs, semi-VOCs (SVOCs), total petroleum hydrocarbons (TPHs), Title 22 Metals, and pH.

**HW-5:** As with all construction projects of this nature, we recommend that all work be conducted under the conditions of a site specific health and safety plan approved by a Certified Industrial Hygienist. We also recommend that a monitoring and contingency plan be in place and implemented if suspected contamination is encountered any time during construction.

**HW-6:** If construction dewatering is anticipated, proper permits should be obtained.

### **2.3.6 Air Quality**

#### **Regulatory Setting**

The Federal Clean Air Act (FCAA) as amended in 1990 is the federal law that governs air quality. The California Clean Air Act of 1988 is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (EPA) and California Air Resources Board (CARB), set standards for the concentration of pollutants that can be in the ambient air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and State ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns. The criteria pollutants are: carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter (PM, broken down for regulatory purposes into particles of 10 micrometers or smaller – PM<sub>10</sub> and particles of 2.5 micrometers and smaller – PM<sub>2.5</sub>), lead (Pb), and sulfur dioxide (SO<sub>2</sub>). In addition, State standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H<sub>2</sub>S), and vinyl chloride. The NAAQS and State standards are set at a level that protects public health with a margin of safety, and are subject to periodic review and revision. Both State and Federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics within their general definition.

Federal and State air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). In addition to this type of environmental analysis, a parallel “Conformity” requirement under the FCAA also applies.

FCAA Section 176(c) prohibits the U.S. Department of Transportation and other Federal agencies from funding, authorizing, or approving plans, programs, or projects that are not first found to conform to State Implementation Plan (SIP) for achieving the goals of FCAA requirements related to the NAAQS. "Transportation Conformity" takes place on two levels: the regional, or planning and programming, level, and the project level. The proposed project must conform at both levels to be approved. Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. EPA regulations at 40 CFR 93 govern the conformity process.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the standards set for all of the NAAQS pollutants except lead, which is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all of the transportation projects planned for a region over a period of at least 20 years (for the RTP) and 4 years (for the FTIP). RTP and FTIP conformity is based on use of travel demand and air quality models to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that requirements of the Clean Air Act and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA), make determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept, scope, and "open to traffic" schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires "hot spot" analysis if an area is "nonattainment" or "maintenance" for carbon monoxide (CO) and/or particulate matter (PM<sub>10</sub> or PM<sub>2.5</sub>). A region is "nonattainment" if one or more of the monitoring stations in the region measures violation of the relevant standard and EPA officially designates the area nonattainment. Areas that were previously designated as nonattainment areas but subsequently meet the standard may be officially redesignated to attainment by EPA and are then called "maintenance" areas. "Hot spot" analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA purposes. Conformity does include some specific procedural and documentation standards for projects that require a hot spot analysis. In general, projects must not cause the "hot spot"-related standard to be violated, and must not cause any increase in the number and severity of violations in nonattainment areas. If a known CO or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

### **Affected Environment**

The following technical study was prepared for the proposed project.

- Air Quality Technical Report, Chambers Group, Inc., October 2011.

The Air Quality Report analyzed the regional transportation conformity but does not constitute a project-level air quality conformity analysis.

## **Regional Meteorology and Climate**

Meteorology is the study of weather and climate. Weather refers to the state of the atmosphere at a given time and place relating to temperature, air pressure, humidity, cloudiness, and precipitation. Weather refers to conditions over short periods. Conditions over long periods, generally at least 30 to 50 years, are referred to as climate. Climate in a narrow sense is usually defined as the “average weather,” or more rigorously, as the statistical description in terms of the mean and variability of relevant quantities over a period ranging from months to thousands or millions of years.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

The annual average temperature varies little throughout the Basin, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station located nearest to the site is at the Canoga Park Pierce College station from the Western Regional Climate Center (WRCC, 2009). During the period of record for the station (1949 to 2006), Canoga Park Pierce College station reported an annual average maximum temperature of 80.4°F. The annual average minimum temperature was reported at 47.3°F. The highest monthly average maximum temperature was 95.4°F in August and the lowest monthly average minimum temperature was 38.8°F in December.

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. The climatological data shows that during the period of record the Canoga Park Pierce College station averaged 16.86 inches per year, with approximately 93 percent of that rainfall occurring between December and April.

Although the Basin has a semi-arid climate, the air near the surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the Basin by off shore winds, the ocean effect is dominant.

Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season. In the morning and evening in the proposed project area, there are often strong breezes.

In conjunction with the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, there are similar patterns that control the vertical depth through which pollutants are mixed called inversions. The vertical mixing of air pollutants is limited by the presence of persistent temperature inversions. The height of the base of the inversion at any given time is known as the “mixing height.” This mixing height can change under conditions when the top of the inversion does not change. The combination of winds and inversions are critical determinants for air quality in the proposed project area.

## **Existing Setting**

Table 22 is a compiled list of federal and state standards as well as the attainment status for the South Coast Air Basin (Basin) where the proposed project is located. As shown, the Basin is in non-attainment of federal standards for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> pollutants.

**Table 22 – Ambient Air Quality Standards and Attainment Status for the Basin**

Criteria Pollutant	Averaging Time	Federal Standard	Federal Attainment Status	California Standard	State Attainment Status
Ozone (O <sub>3</sub> )	1 hour	—	Extreme Non-attainment (a)	0.09 ppm	Non-attainment
	8 hour	0.075 ppm		0.070 ppm	
Respirable particulate matter (PM <sub>10</sub> )	24 hour	150 µg/m <sup>3</sup>	Serious Non-attainment	50 µg/m <sup>3</sup>	Non-attainment
	Mean	— (b)		20 µg/m <sup>3</sup>	
Fine particulate matter (PM <sub>2.5</sub> )	24 hour	35 µg/m <sup>3</sup>	Non-attainment	—	Non-attainment
	Mean	15.0 µg/m <sup>3</sup>		12 µg/m <sup>3</sup>	
Carbon monoxide (CO)	1 hour	35 ppm	Maintenance (f)	20 ppm	Attainment
	8 hour	9 ppm		9.0 ppm	
Nitrogen dioxide (NO <sub>2</sub> )	1 hour	0.100 ppm (d)	Maintenance (g)	0.18 ppm	Attainment
	Mean	0.053 ppm (d)		0.030 ppm	
Sulfur dioxide (SO <sub>2</sub> )	1 hour	0.075 ppm (d)	Attainment	0.25 ppm	Attainment
	24 hour	—		0.04 ppm	
Lead	30-day	—	Non-attainment (e)	1.5 µg/m <sup>3</sup>	Non-attainment (e)
	Rolling 3-month	0.15 µg/m <sup>3</sup> (c)		—	
	Quarter	1.5 µg/m <sup>3</sup>		—	
Sulfates	24 hour	—	N/A	25 µg/m <sup>3</sup>	Attainment

*a Effective June 4, 2010, EPA granted the SCAQMD's petition for the SCAB to be redesignated to Extreme for the federal 1-hour ozone standard, with the exception of tribal areas.*  
*b The NAAQS for annual PM<sub>10</sub> was revoked on September, 21 2006.*  
*c. National lead standard, rolling 3-month average: final rule signed October 15, 2008.*  
*d. To directly compare the national standards to the California standards, the units are converted from parts per billion (ppb) to ppm. Source: California Air Resources Board, Ambient Air Quality Standards, September, 2010.*  
*e. Only the Los Angeles County portion of the SCAB is designated nonattainment.*  
*f. On April 24, 2007, EPA's Regional Administrator signed a final rule to approve the South Coast Maintenance Plan and Redesignation Request for Carbon Monoxide.*  
*g. On January 15, 2009, EPA's Regional Administrator signed a final rule to approve in part and disapprove in part the South Coast 2003 1-hour ozone plan and the NO<sub>2</sub> maintenance plan. The parts of the plan, prepared by the SCAQMD and the CARB, which EPA approved, strengthen the SIP.*

Figure 15 provides an aerial view of the proposed project area which indicates the location of the sensitive receptors within the proposed project area. As indicated, sensitive receptors (e.g. residences) are located approximately 80 ft northwest of the proposed Lost Hills Road Interchange proposed project area.

**Naturally Occurring Asbestos/Structural Asbestos**

Chrysotile and amphibole asbestos (such as tremolite) occur naturally in certain geologic settings in California, most commonly in association with ultramafic rocks and along associated faults. Asbestos is a known carcinogen, and inhalation of asbestos may result in the development of lung cancer or mesothelioma. The asbestos contents of many manufactured products have been regulated in the United States for a number of years.

For example, CARB has regulated the amount of asbestos in crushed serpentinite used in surfacing applications, such as for gravel on unpaved roads, since 1990. In 1998, new concerns were raised about possible health hazards from activities that disturb rocks and soil containing asbestos and may result in the generation of asbestos-laden dust. These concerns recently led to CARB revising its asbestos limit for crushed serpentinite and ultramafic rock in surfacing applications from 5 percent to less than 0.25 percent, and adopting a new rule requiring best practices dust control measures for activities that disturb rock and soil containing Naturally Occurring Asbestos.

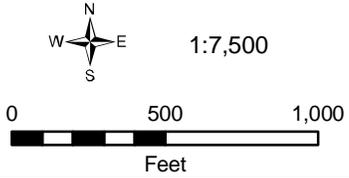


**Legend**

-  Sensitive Land Use
-  Project Area

**Figure 15**

Sensitive Receptor Map  
 US 101 / Lost Hills Interchange  
 Improvement Project  
 City of Calabasas, CA



09-28-11

## Environmental Consequences

### Regional Conformity

- Is the project in an area that is subject to conformity?

The project is located in a federally designated nonattainment area for ozone, PM<sub>10</sub>, PM<sub>2.5</sub>, and lead and maintenance area for CO and NO<sub>2</sub>. Therefore, conformity requirements apply.

- Is the project exempt from conformity?

The project does not qualify for an exemption. The project is a bridge replacement and interchange reconfiguration project. As shown in Table 2 of 40 CFR §93.126, the proposed project does not fall into a project category that is exempt from conformity.

- Is the project exempt from regional conformity requirements?

The project is not exempt from regional conformity requirements. As shown in Table 3 of 40 CFR § 93.127, the proposed project does not meet the criteria of a project category identified as exempt from regional emissions analysis.

- Is the project in an area that has a Metropolitan Planning Organization (MPO)?

The proposed project was included in the Final 2008 Regional Transportation Plan, Amendment #2, adopted May 8, 2008, and was found to conform by the Southern California Association of Governments (SCAG) on May 8, 2008, and FHWA and FTA adopted the air quality conformity finding on June 5, 2008.

This proposed project is not included in the FY 2007/2008-2011/2012 Federal Statewide Transportation Improvement Program (FSTIP) or the State Transportation Improvement Plan (STIP). The design and environmental study of the Lost Hills Road Interchange is included in the Southern California Association of Government's 2008 Regional Transportation Plan Amendment #2 and Regional Transportation Improvement Program (RTIP) Amendment #08-24 (Proposed Project ID: LA0G208).

Based on a conversation with Ryan Kuo (SCAG 2011), the project's design has not been included in any of the four amendments — Amendment #4 was adopted November 4, 2010 — and is therefore still listed as a study and since any project with increased lanes and/or ramp changes would have to be re-modeled, an amendment would be necessary. Mr. Kuo also stated that since work has begun on the 2012 RTP, no future amendments will be submitted for the 2008 RTP. Since the Design Concept and Scope of the project does not match the Design Concept and Scope used in the RTP and FTIP project listing, it is determined not to be included in the regional emissions analysis supporting the currently conforming RTP and TIP. However, upon adoption of the next update to the Long Range Transportation Plan (LRTP) the construction of the Lost Hills Road Interchange will be included and the RTIP and STIP will be subsequently updated.

### Project Level Conformity

The Air Quality Study Report performed a project level conformity analysis using the CO Protocol (Garza, *et al* 1997). The results are summarized below:

- Is the project in a CO nonattainment area?

The Los Angeles County portion of the Basin is classified as an attainment/maintenance area for the federal CO standards.

- Was the area redesignated as “attainment” after the 1990 Clean Air Act?

The Basin was reclassified to attainment/maintenance from serious nonattainment, effective June 11, 2007.

- Has “continued attainment” been verified with the local Air District, if appropriate?

Based on ambient air monitoring data collected by the SCAQMD, the Basin has continually met the NAAQS for CO since 2002.

- Does project worsen air quality?

According to the Protocol, three criteria provide a basis for determining if a project has potential to worsen localized air quality. However, the CO Protocol notes that it may be easier to “screen out” a project by proceeding directly to Section 4.7.2. This analysis proceeds to that option.

- Any projects suspected of resulting in higher CO concentrations than those existing within the region at the time of attainment demonstration?

The CO Protocol allows project sponsors to use specific criteria to determine the potential existence of higher CO concentrations in the region. The Protocol suggests selecting one of the worst locations in the region having a similar configuration and comparing it to the “build” scenario of the location under study.

The Air Quality Study Report selected an intersection presented by the SCAQMD as one of the most congested intersection in Los Angeles County (Wilshire Boulevard and Veteran Avenue), with an average daily traffic volume of about 100,000 vehicles per day. The model showed the CO concentrations for this intersection to be only 4.6 ppm in the AM peak hour and 3.5 ppm in the PM peak hour in 2002. In addition, SCAQMD used the CAMx regional simulation model to predict future CO concentrations using a linear rollback methodology and the predicted maximum areawide and “hot-spot” CO concentration related to this intersection would only be 3.7 ppm in 2005. This is primarily due to the “cleaning” of the overall vehicle fleet due to natural attrition. If the Proposed Project’s intersections compare favorably to this intersection using the following conditions, the CO Protocol establishes that there is no reason to expect higher concentrations at the location under the study.

The project intersections had

- a) Receptors located at the same distance or farther from the traveled roadway than the receptors at the location where attainment has been demonstrated;
- b) Less lanes of travel than at the location where attainment has been demonstrated;
- c) Expected worst-case meteorology the same or better than the worst-case meteorology at the location where attainment has been demonstrated;

- d) Traffic lane volumes lower than those at the location where attainment has been demonstrated;
- e) Percentages of vehicles operating in cold start mode the same or lower than those at the location where attainment has been demonstrated;
- f) Percentages of Heavy Duty Gas Trucks the same or lower than the percentage at the location where attainment has been demonstrated;
- g) Average delay and queue length for each approach is smaller than those found in the intersection where attainment has been demonstrated; and
- h) Background concentrations at the location under study are lower than the background concentration at the location where attainment has been demonstrated.

Since the Air Quality Report shows that the Project area intersections do not have any configurations that would create the potential for more congested activity than the modeled intersection and the modeled intersection demonstrated CO concentrations significantly under the CO standards when added to the background, there is no reason to expect higher concentrations and no further analysis was necessary.

In addition, a PM Conformity Hot Spot Analysis Project Summary Form for Interagency Analysis was sent to the Transportation Conformity Working Group (TCWG) for review. The TCWG determined at their August 23, 2011 meeting that the project will not be a Project of Air Quality Concern (POAQC); therefore, no further PM<sub>2.5</sub>/PM<sub>10</sub> hot-spot evaluation is necessary.

### Short-Term Construction

Caltrans policy to reduce construction-period emissions by the greatest extent feasible requires implementation of effective and comprehensive avoidance and minimization measures, as identified below. Construction emission estimates were estimated using the SMAQMD's Road Construction Model (SMAQMD 2009). While the model was developed for Sacramento conditions in terms of fleet emission factors, silt loading, and other modeling assumptions it is considered adequate for estimating road construction emissions by the San Joaquin Valley Air Pollution Control District under its Indirect Source regulations and the South Coast Air Quality Management District in its CEQA guidance, and is used for that purpose in this project analysis.

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include carbon monoxide (CO), nitrogen oxides (NOx), volatile organic compounds (VOCs), directly-emitted particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NOx and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction would involve clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. If not properly controlled, these activities would temporarily generate PM<sub>10</sub>, PM<sub>2.5</sub>, and small amounts of CO, SO<sub>2</sub>, NOx, and VOCs. Sources of

fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. PM<sub>10</sub> emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM<sub>10</sub> emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction activities for large development projects are estimated by the Environmental Protection Agency (EPA) to add 1.09 tonne (1.2 tons) of fugitive dust per acre of soil disturbed per month of activity. If water or other soil stabilizers are used to control dust, the emissions can be reduced by up to 50 percent. Caltrans' Standard Specifications (Section 10) pertaining to dust minimization requirements requires use of water or dust palliative compounds and will reduce potential fugitive dust emissions during construction.

In addition to dust-related PM<sub>10</sub> emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO<sub>2</sub>, NOx, VOCs and some soot particulate (PM<sub>10</sub> and PM<sub>2.5</sub>) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

SO<sub>2</sub> is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Off-road diesel fuel meeting Federal Standards can contain up to 5,000 parts per million (ppm) of sulfur, whereas on-road diesel is restricted to less than 15 ppm of sulfur. However, under California law and Air Resources Board regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel, so SO<sub>2</sub>-related issues due to diesel exhaust will be minimal. Some phases of construction, particularly asphalt paving, would result in short-term odors in the immediate area of each paving site(s). Such odors would be quickly dispersed below detectable thresholds as distance from the site(s) increases.

### **Particulate Emissions and Unmitigated Construction-related Emissions**

South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust) requires that fugitive dust control measures be applied to all construction proposed projects in the South Coast Air Basin (SCAB) unless said proposed project is specifically exempted by Rule 403. Construction proposed projects that are classified as "large operations" (i.e., 50 acres or larger) are required to submit a fully executed Large Operation Notification Form (Form 403 N) to the Executive Office of the SCAQMD within 7 days of qualifying as a large operation and to maintain daily records to document the specific control actions taken. The control measures incorporated in the Rule are available in a Rule 403 Implementation Handbook. The proposed project, although not a large operation under the Rule's definition, would be required to implement mitigation measures for each source of PM<sub>10</sub> emissions, as specified in the Rule.

The construction emission estimates for the (a) modified interchange and (b) replacement bridge overcrossing were derived from the Road Construction Emissions Model produced by the Sacramento Metropolitan Air Quality Management District (SMAQMD). This excel spreadsheet model includes the use of the vehicle emission data from the California Air Resources Board approved OFFROAD2007 and EMFAC2007 models. Equipment usage was generated by the Road Construction Emissions Model (SMAQMD 2009). It was assumed that construction

equipment activities would be confined to 7:00 a.m. to 4:00 p.m., Monday through Friday and the entire construction period would last for approximately 18 months.

It was assumed that approximately 33 acres of land would be disturbed modifying the interchange and 0.43 acres would be disturbed replacing the bridge overcrossing, with no more than 7 acres disturbed per any one day. Also assumed was an estimated export of 200 yd<sup>3</sup> of dirt per day. It is estimated that this Alternative would take 18 months to complete. The emissions estimated using the Roadway Model incorporates four phases; grubbing and land clearing; grading and excavation; drainage, utilities, and sub-grade; and paving. The Roadway Model outputs assume a 50 percent control of fugitive dust from watering and associated dust control measures. Table 23 summarizes these unmitigated construction-related emissions.

**Table 23 – Short-Term Emissions (unmitigated)**

<b>Pollutant</b>	<b>Emissions (pounds per day)</b>
Reactive Organic Gases (ROG)	13.6
Nitrogen Oxides (NO <sub>x</sub> )	105.7
Carbon Monoxide (CO)	74.6
Inhalable Particulate Matter (PM <sub>10</sub> )	73.3
Fine Particulate Matter (PM <sub>2.5</sub> )	18.9
Source: CGI 2011	

### **Exhaust Emissions**

All project work would conform to Caltrans construction requirements, as specified in the Caltrans’s document Standard Specifications.(Caltrans 2010) Section 14-9.02, Air Pollution Control, stipulates that construction activities must comply with all rules, regulations, ordinances, and statutes of the local air pollution control district, and Standard Section 10 addresses dust control requirements.

### **Particulate Emissions**

SCAQMD Rule 403 (Fugitive Dust) requires that fugitive dust control measures be applied to all construction projects in the SCAB, unless said project is specifically exempted by the rule. Construction projects that are classified as “large operations” (i.e., 20 hectares [50 acres] or larger) are required to submit a fully executed Large Operation Notification Form (Form 403 N) to the Executive Office of the SCAQMD within 7 days of qualifying as a large operation and to maintain daily records to document the specific control actions taken. In addition, large operations would be required to include applicable Rule 403 control measures presented in the Rule’s Table 2 and Table 3, when the applicable performance standards cannot be met through use of the Rule’s Table 2 actions. The proposed project, although not a large operation under the Rule’s definition, would be required to implement control measures from the Rule’s Table 1 for each source of PM<sub>10</sub> emissions, as specified in the Rule.

### **Mobile Source Air Toxics (MSAT)**

In addition to the criteria air pollutants for which there are NAAQS, the EPA also regulates air toxics. Most air toxics originate from human-made sources, including on road mobile sources,

nonroad mobile sources (e.g., airplanes), area sources (e.g., dry cleaners), and stationary sources (e.g., factories or refineries).

MSATs are a subset of the 188 air toxics defined by the FCAA. MSATs are compounds emitted from highway vehicles and nonroad equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through an engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

Since the project will improve an interchange and replace a bridge and is designed to relieve congestion and improve the operational efficiency of US Highway 101, it is assumed that the project will qualify as a project with low potential MSAT effects, which only requires conducting a qualitative assessment of emissions projections. A qualitative analysis provides a basis for identifying and comparing the potential differences between MSAT emissions, if any, the Project and No Action.

The amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The proposed project would modify an existing interchange and would neither increase traffic volumes nor modify the vehicle mix; therefore, no higher MSATs would be expected for this reason. However, there is a re-routing of traffic that may have a potential effect on MSAT concentrations to nearby sensitive receptors.

The travel lanes contemplated as part of the project will have the effect of moving some traffic closer to nearby homes; therefore, there may be localized areas where ambient concentrations of MSAT would be higher. The localized differences in MSAT concentrations would likely be most pronounced near the new US-101 Northbound on- and off-ramps that would be built approximately 800 feet up Lost Hills Road. However, the magnitude and the duration of these potential increases cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. Further, overall future MSAT are expected to be substantially lower than today due to implementation of EPA's vehicle and fuel regulations.

In summary, in the design year it is expected there could be increases in MSAT levels in a few localized areas where vehicular activity comes closer to sensitive receptors. However, EPA's vehicle and fuel regulations will bring about significantly lower MSAT levels for the area in the future than today.

## **Avoidance, Minimization, and/or Mitigation Measures**

### No-Build Alternative

If the proposed project were not built, there would be no alterations to the existing bridge and interchange. There would be no changes to the physical environment. Thus, no construction impacts would occur.

### Build Alternative

Caltrans' policy to reduce construction-period emissions by the greatest extent feasible requires implementation of effective and comprehensive avoidance and minimization measures, as identified below. Construction emission estimates were estimated using a model developed for the Sacramento Metropolitan Air Pollution Control District. While the model was developed for Sacramento conditions in terms of fleet emission factors, silt loading, and other modeling

assumptions it is considered adequate for estimating road construction emissions by the San Joaquin Valley Air Pollution Control District under its Indirect Source regulations and the SCAQMD in its CEQA guidance, and is used for that purpose in this project analysis.

SCAQMD Rule 403 (Fugitive Dust) requires that fugitive dust control measures be applied to all construction projects in the SCAB, unless said project is specifically exempted by the rule. Construction projects that are classified as “large operations” (i.e., 20 hectares [50 acres] or larger) are required to submit a fully executed Large Operation Notification Form (Form 403 N) to the Executive Office of the SCAQMD within 7 days of qualifying as a large operation and to maintain daily records to document the specific control actions taken. In addition, large operations would be required to include applicable Rule 403 control measures presented in the Rule’s Table 2 and Table 3, when the applicable performance standards cannot be met through use of the Rule’s Table 2 actions. The proposed project, although not a large operation under the Rule’s definition, would be required to implement control measures from the Rule’s Table 1 for each source of PM<sub>10</sub> emissions, as specified in the Rule.

Implementation of the following measures, some of which may also be required for other purposes such as storm water pollution control, will reduce any air quality impacts resulting from construction activities:

- AQ-1:** The construction contractor shall comply with Caltrans’ Standard Specifications in Section 14 (2010).
- Section 14-9.01 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
  - Section 14-9.02 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.
- AQ-2:** Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions.
- AQ-3:** Spread soil binder on any unpaved roads used for construction purposes, and all project construction parking areas.
- AQ-4:** Wash off trucks as they leave the right-of-way as necessary to control fugitive dust emissions.
- AQ-5:** Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.
- AQ-6:** Develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.
- AQ-7:** Locate equipment and materials storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.

- AQ-8:** Establish Environmentally Sensitive Areas (ESAs) for sensitive air receptors within which construction activities involving extended idling of diesel equipment would be prohibited, to the extent that is feasible.
- AQ-9:** Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.
- AQ-10:** Cover all transported loads of soils and wet materials prior to transport, or provide adequate freeboard (space from the top of the material to the top of the truck) to reduce PM<sub>10</sub> and deposition of particulate matter during transportation.
- AQ-11:** Promptly and regularly remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease particulate matter.
- AQ-12:** Route and schedule construction traffic to avoid peak travel times as much as possible, to reduce congestion and related air quality impacts caused by idling vehicles along local roads.
- AQ-13:** Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area.

### **Long-Term Operational Impacts**

Typically a bridge and interchange replacement project is not assumed to have a detrimental long-term operational effect. Unlike a developmental project, a bridge and interchange replacement project is not considered an indirect source. In fact, the project's purpose is to enhance traffic operation at the Lost Hills Road Interchange, which would improve circulation and reduce potential queuing. In addition, the project will provide a better environment for bicycling and pedestrian activity. A CO hot-spot analysis was conducted for the No-Build Alternative and Build Alternative.

#### Localized CO Hot-Spot Evaluation

A primary localized pollutant of concern regarding project operations is carbon monoxide from motor vehicles. Therefore, a CO analysis of roadway CO is recommended by Caltrans in the published document titled *Transportation Project-Level Carbon Monoxide Protocol (Protocol)* (Garza et al 1997). The protocol provides guidance on whether projects would require regional CEQA analysis, conformity determination, and a localized CO analysis.

In the Project Level Conformity Section above it was determined that since the analysis showed that the Project area intersections did not have any configurations that would create the potential for more congested activity than the modeled intersection; and the modeled intersection demonstrated CO concentrations significantly under the CO standards when added to the background, there was no reason to expect higher concentrations and no further CO hot-spot analysis was necessary.

However, since a CALINE4 model was conducted, the results of that model are presented here for information purposes. The CALINE4 modeling is not done based on or as a result of the screening analysis of the CO Protocol, rather it is conducted at the discretion of the project sponsor to further analyze localized CO impacts. Potential CO hotspots were analyzed at the four intersections listed in the Traffic Analysis prepared by DKS (DKS 2011a). There were several inputs to the CALINE4 model. One input is the traffic volumes, which is from the Traffic

Analysis. Another input is roadway widths. Although the Traffic Analysis assumes specific roadway and intersection improvements, existing roadway widths were used in this analysis to provide a conservative scenario. The 1-hour and 8-hour backgrounds were obtained from the SCAQMD for the project area and a generalized persistence factor of 0.7 was used, representing an urban environment.

**Table 24 – CO Concentrations at Project Intersections**

Intersection	Estimated CO Concentration (ppm)*	
	1 Hour	8 Hour
<b>Year 2012 (No Build)</b>		
Lost Hills Road/Canwood Street	4.2	2.9
Lost Hills Road/ US-101 northbound ramps	4.6	3.2
Lost Hills Road/ US-101 southbound ramps	5.1	3.6
Lost Hills Road/Agoura Road	5.2	3.6
<b>Year 2012 (Build)</b>		
Lost Hills Road/Canwood Street	4.6	3.2
Lost Hills Road/ US-101 northbound ramps	4.7	3.3
Lost Hills Road/ US-101 southbound ramps	5.0	3.5
Lost Hills Road/Agoura Road	5.0	3.5
<b>Year 2040 (No Build)</b>		
Lost Hills Road/Canwood Street	4.0	2.8
Lost Hills Road/ US-101 northbound ramps	4.2	2.9
Lost Hills Road/ US-101 southbound ramps	4.4	3.1
Lost Hills Road/Agoura Road	4.4	3.1
<b>Year 2040 (Build)</b>		
Lost Hills Road/Canwood Street	4.2	2.9
Lost Hills Road/ US-101 northbound ramps	4.2	2.9
Lost Hills Road/ US-101 southbound ramps	4.4	3.1
Lost Hills Road/Agoura Road	4.5	3.2
<p>* CALINE4 output plus the 1-hour background concentration of 4.0 ppm            The 8-hour project increment was calculated by multiplying the 1-hour CALINE4 output by 0.7 (persistence factor), then adding the 8 hour background concentration of 2.80 ppm            Note: The 1-hour State standard is 20 ppm and the 8-hour State/national standard is 9 ppm.</p>		
CGI 2011		

As shown in Table 24 the estimated 1-hour and 8-hour average CO concentrations at project opening and future year, in combination with background concentrations, are below the State and national ambient air quality standards. No CO hot-spots are anticipated as a result of traffic-generated emissions by the proposed project in combination with other anticipated development

in the area. Therefore, the mobile emissions of CO from the project are not anticipated to contribute substantially to an existing or projected air quality violation of CO.

### 2.3.7 Noise and Vibration

#### Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

#### ***CALIFORNIA ENVIRONMENTAL QUALITY ACT***

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the proposed project unless such measures are not feasible.

#### ***NATIONAL ENVIRONMENTAL POLICY ACT AND 23 CFR 772***

For highway transportation proposed projects with FHWA (and Caltrans, as assigned) involvement, the Federal-Aid Highway Act of 1970 and the associated implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations contain noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for commercial areas (72 dBA). Table 25 lists the noise abatement criteria for use in the NEPA-23 CFR 772 analysis.

**Table 25 – Noise Abatement Criteria (2006 Noise Protocol)**

<b>Activity Category</b>	<b>NAC, Hourly A-Weighted Noise Level, dBA L<sub>eq</sub>(h)</b>	<b>Description of Activities</b>
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above
D	–	Undeveloped lands.
E	52 Interior	Residence, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

Table 26 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise-levels discussed in this section with common activities.

**Table 26 – Noise Levels of Common Activities**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	
Quiet Urban Daytime	50	Large Business Office Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
Quiet Rural Nighttime	30	Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

In accordance with the Caltrans' *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, August 2006*, a noise impact occurs when the future noise level with the project results in a substantial increase in noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

The Department's *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 5 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents acceptance, the absolute noise level, build versus existing noise, environmental impacts of abatement, public and local agencies input, newly constructed development versus development pre-dating 1978 and the cost per benefited residence.

**Affected Environment**

The *Lost Hills Road Interchange Project Report Traffic Analysis* (DKS Associates) was completed January 5, 2011. The *Noise Study Report, US-101 / Lost Hills Road Interchange*

(Acentech, Inc.) was completed in April 2011. The *Noise Abatement Decision Report, US-101 Lost Hills Road Interchange* was completed in August 2011 (Huitt-Zollars, Inc).

A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed project (Acentech 2011). Single-family residences and Grape Arbor Park located on the northwest quadrant of the project were identified as Activity Category B land uses in the project area. A total of two long-term locations (> 24 hours) and six short-term measurements were taken for the purpose of evaluating the existing noise environment, identifying the peak noise hour, and calibrating the noise model.

As required by the noise study protocol, although all developed land uses are evaluated in this analysis, noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level. Accordingly, this impact analysis focuses on locations with defined outdoor activity areas, such as residential backyards and park as described below.

- First Row receivers adjacent to US-101. This residential area is separated from the main traveled lanes by the northbound on-ramp and Canwood Street. Backyards and side yards face the highway.
- Second Row receivers that are located an additional residence away from US-101.
- Third Row receivers that are located an additional residence away from US-101 on Dante View Drive and Ludgate Drive.
- First Row receivers adjacent to Lost Hills Road. This residential area is separated from Lost Hills Road by Grape Arbor Park. Backyards and side yards face the street.
- Grape Arbor Park located west of Lost Hills Road.

The locations of receptors, short-term and long-term measurement locations, and the proposed wall location are shown in Figure 16.

### **Environmental Consequences**

This project is defined as Type 1 under the requirements of Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772) "Procedures for Abatement of Highway Traffic Noise".

Existing noise at receptors was measured at eight locations (two long-term and six short-term) during the highest traffic noise hour. Existing noise was modeled for the project area. Under existing conditions, noise levels range from 51 dBA to 72 dBA. Of the 37 receivers evaluated, there are 13 receivers that approach or exceed the NAC with noise levels ranging from 66 dBA to 72 dBA.

Future (2040) noise levels were modeled for the project area for both the future No Build condition and the future with project condition. Under future No build conditions, there are 21 receivers that approach or exceed the NAC with noise levels ranging from 66 dBA to 75 dBA. Under future with project conditions, the same 21 receivers approach or exceed the NAC with noise levels also ranging from 66 dBA to 75 dBA. Thus the project will result in noise impacts that require the consideration of noise abatement.

Noise levels at none of the 21 receivers increase by 12 dBA or more. The maximum increase in noise levels between existing and future with project conditions is 6 dBA at Location R14. As such, there is not a significant noise impact.

Table 27 summarizes noise reduction with noise walls. The predicted noise levels without a barrier and, for barrier heights of 8 ft to 16 ft in 2-ft increments, the noise levels are presented. One noise abatement wall along the edge of traveled way for the northbound on-ramp to US 101 was evaluated. A location along the highway right of way is lower and was discarded from consideration. Locating the noise abatement wall along Canwood Street was also discarded since in many areas it is lower than the highway and the residences. A noise abatement wall along Lost Hills Road would not provide substantial noise reduction to the community since noise from the highway and ramps are the major contributor to the noise in this residential area. The noise at non-first row receivers (R1, R2, R8, R9, R15, R18, and R27 to R37) and Grape Arbor Park did not exceed the NAC and do not require noise abatement. Although these receivers are behind the wall, many would not receive a 5 dBA noise reduction and are not considered as benefitted. Noise abatement walls along Lost Hills Road would not benefit these receptors.

Receivers R25, R26 and R28 qualify for abatement under the NAC. The proposed soundwall would reduce the noise levels to below the NAC, however, the abatement received at these locations was less than 5 dB and are not considered benefitted. The minimum 5 dBA reduction would not be achieved with the proposed noise abatement measure.

### **Construction Noise**

Construction equipment is expected to generate noise levels ranging from 70 to 90 dB at a distance of 50 feet, and noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance. Construction activities would be from 120 ft to over 500 ft from the adjacent residences, providing from 8 dB to over 20 dB reduction. Shielding by intervening property walls and residential structures could reduce the construction noise further.

No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications Section 7-1.01I and applicable local noise standards. Construction noise would be short-term, intermittent, and overshadowed by local traffic noise.

**Table 27 – Noise Analysis for Build Alternative**

Receptor #	Location	Existing Noise Level (dBA)	Predicted Noise Level without Project (dBA)	Predicted Noise Level with Project (dBA)	Noise Impact Requiring Abatement Consideration	Predicted Noise Level with Abatement (dBA)					Reasonable and Feasible
						8-foot Wall	10-foot Wall	12-foot Wall	14-foot Wall	16-foot Wall	
R1	Dantes View Dr.	61	64	64	No	63	62	62	62	62	No
R2	Dantes View Dr.	61	64	64	No	63	63	63	62	62	No
R3	Dantes View Dr.	<b>68</b>	<b>71</b>	<b>71</b>	Yes	65	65	64	64	64	Yes
R4	Dantes View Dr.	<b>67</b>	<b>70</b>	<b>70</b>	Yes	65	65	64	63	63	Yes
R5	Dantes View Dr.	<b>66</b>	<b>69</b>	<b>69</b>	Yes	65	64	63	63	63	Yes
R6	Dantes View Dr.	<b>66</b>	<b>69</b>	<b>69</b>	Yes	64	63	62	61	60	Yes
R7	Ludgate Dr.	65	<b>68</b>	<b>68</b>	Yes	64	62	62	61	61	Yes
R8	Ludgate Dr.	61	64	64	No	60	59	58	57	57	Yes
R9	Ludgate Dr.	59	62	63	No	58	57	55	55	54	Yes
R10	Ludgate Dr.	<b>68</b>	<b>71</b>	<b>72</b>	Yes	66	65	64	63	62	Yes
R11	Ludgate Dr.	<b>68</b>	<b>71</b>	<b>72</b>	Yes	65	64	63	62	62	Yes
R12	Ludgate Dr.	<b>68</b>	<b>71</b>	<b>71</b>	Yes	64	64	62	62	61	Yes
R13	Ambridge Dr.	<b>66</b>	<b>69</b>	<b>70</b>	Yes	64	63	62	61	60	Yes
R14	Ambridge Dr.	65	<b>68</b>	<b>71</b>	Yes	64	63	62	61	61	Yes
R15	Ambridge Dr.	62	65	65	No	60	59	57	56	56	Yes
R16	Ambridge Dr.	<b>72</b>	<b>75</b>	<b>75</b>	Yes	68	67	65	64	64	Yes
R17	Garret Dr.	<b>67</b>	<b>70</b>	<b>70</b>	Yes	65	64	63	62	61	Yes
R18	Garret Dr.	61	64	64	No	62	61	60	60	59	Yes
R19	Garret Dr.	64	<b>67</b>	<b>67</b>	Yes	64	63	62	61	61	Yes
R20	Garret Dr.	<b>66</b>	<b>69</b>	<b>69</b>	Yes	67	66	65	64	63	Yes
R21	Garret Dr.	<b>66</b>	<b>69</b>	<b>69</b>	Yes	67	66	65	64	63	Yes
R22	Garret Dr.	63	<b>66</b>	<b>66</b>	Yes	64	64	63	62	60	Yes
R23	Garret Dr.	65	<b>68</b>	<b>68</b>	Yes	67	66	65	65	63	Yes
R24	Garret Dr.	<b>66</b>	<b>68</b>	<b>68</b>	Yes	67	67	66	65	63	Yes
R25	Garret Dr.	65	<b>67</b>	<b>68</b>	Yes	67	67	66	65	64	No
R26	Garret Dr.	64	<b>66</b>	<b>67</b>	Yes	67	66	65	65	64	No
R27	Garret Dr.	58	60	61	No	60	60	59	58	58	No
R28	Calamine Dr.	64	<b>66</b>	<b>68</b>	Yes	67	66	66	65	64	No
R29	Garret Dr.	55	57	57	No	57	57	57	57	56	No
R30	Garret Dr.	51	53	53	No	53	53	53	52	52	No
R31	Grape Arbor Park	61	64	64	No	63	62	62	61	61	No
R32	Grape Arbor Park	58	61	62	No	62	61	61	61	61	No
R33	Calamine Dr.	56	58	58	No	58	58	58	58	58	No
R34	Helmond Dr.	57	58	59	No	59	58	58	58	57	No
R35	Grape Arbor Park	57	60	61	No	61	61	61	61	60	No
R36	Helmond Dr.	51	52	54	No	54	54	54	54	54	No
R37	De Berry Dr.	55	56	57	No	57	57	57	57	57	No

Noise levels in **Bold** approach or exceed the NAC.

## **Avoidance, Minimization, and/or Abatement Measures**

### No-Build Alternative

The No-Build Alternative would not result in any improvements to the Lost Hills Road and US-101 Interchange and therefore would not result in additional impacts from noise.

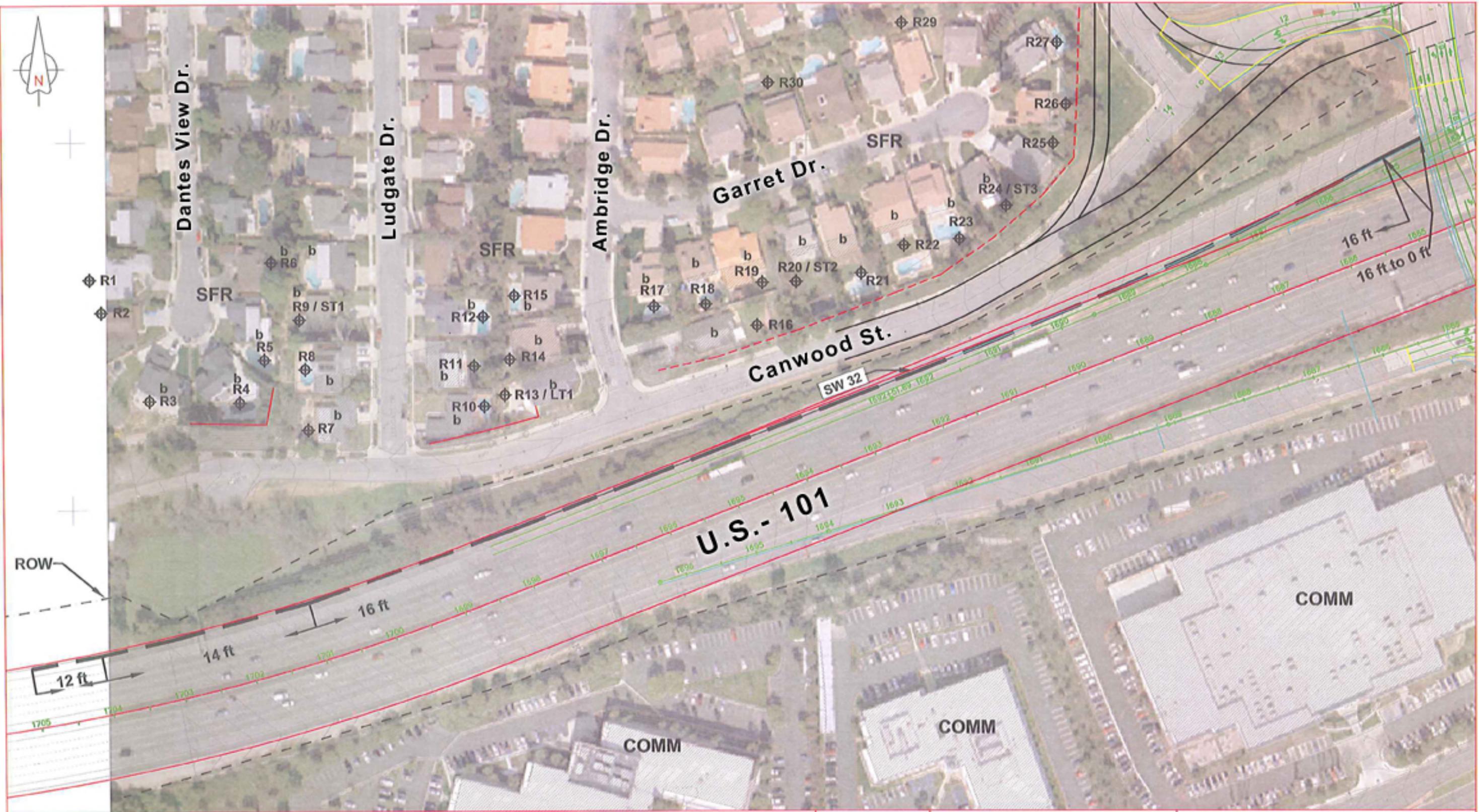
### Build Alternative

Based on the studies completed to date, the City of Calabasas intends to incorporate noise abatement in the form of a barrier at the edge of traveled way along the northbound on-ramp from station 1684+68 to station 1705+00, with respective lengths and average heights of 100 feet of 12-foot wall, 300 feet of 14-foot wall, 1,600 feet of 16-foot wall and 32 feet of wall transitioning from 16 feet to 0 feet. Calculations based on preliminary design data indicate that the barrier will reduce noise levels by 5 to 11 dBA for 23 residences at a cost of \$759,000. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision of the noise abatement will be made upon completion of the project design and the public involvement processes. Figure 16 shows the receptors and proposed wall location.

- N-1:** Install noise barrier walls and berms
- N-2:** Noise level during construction shall be reduced to meet local City codes.
- N-3:** All equipment shall have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.
- N-4:** As directed by Caltrans, the contractor shall implement appropriate additional noise abatement measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources (Figure 16).

### **CEQA Noise Analysis**

When determining whether a noise impact is significant under the California Environmental Quality Act (CEQA), compare the baseline noise level and the build noise level. The CEQA noise analysis is completely independent of the NEPA-23 CFR 772 analysis discussed in Chapter 2, which is centered on noise abatement criteria. Under CEQA, the assessment entails looking at the setting of the noise impact and then how large or perceptible any noise increase would be in the given area. Key considerations include: the uniqueness of the setting, the sensitive nature of the noise receptors, the magnitude of the noise increase, the number of residences affected and the absolute noise level. For this project, a noise increase greater than 3 dBA AND a future noise level that approaches or exceeds the NAC will be considered to be a significant noise impact under CEQA.



<b>LEGEND</b> ⊕ R5 SENSITIVE RECEPTOR SITE b BENEFITED RESIDENCE --- SOUNDWALL - - - EXISTING MASONRY WALL * * * EXISTING WOODEN FENCE - - - RIGHT OF WAY SFR SINGLE FAMILY RESIDENCE COMM COMMERCIAL REC RECREATIONAL		<b>SCALE</b> 	 <b>Acentech</b> 250 N. WESTLAKE BLVD WESTLAKE VILLAGE, CA 91362 VOICE: (805) 379-5774 FAX: (805) 379-1797	LOST HILLS ROAD INTERCHANGE PROJECT <b>SENSITIVE RECEPTOR AND NOISE BARRIER LOCATIONS</b> ALT. 7 - ORTHOPHOTO SHEET 11 OF 12
---	--	------------------	---	---

**Figure 16**

The existing noise levels and the future with project noise levels for each of 37 receivers were studied. Of the 37 receivers, eight receivers (R9, R10, R11, R13, R14, R28, R32, and R35) experience a noise increase greater than 3 dBA – a 3 dBA difference is generally the point at which the human ear will perceive a difference in noise level. A 3 dBA increase between existing noise levels and the Build Alternative would be barely perceptible to the human ear. Of the eight receivers, three (R9, R32, and R35) are predicted to have future with project noise levels below 66 dBA. Installation of noise abatement measures would minimize any potential noise impacts for the other five receivers to a less than significant level. Four of the five receivers (R10, R11, R13, and R14) would experience a 5 dBA (or more) reduction with implementation of the proposed noise abatement wall described above. The proposed noise abatement wall would reduce the noise level at receiver R28 to below the NAC, however, the abatement received at this location would be less than 5 dBA.

## **2.4 Biological Environment**

### **2.4.1 Natural Communities**

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed below in the Threatened and Endangered Species section. Wetlands and other waters are also discussed below.

#### **Affected Environment**

The following technical study was prepared for the proposed project.

- Natural Environment Study, Chambers Group, Inc., April 2011

The proposed project would require a new bridge and local road alignment, defined herein as the Biological Study Area (BSA). The BSA is located along US Highway 101 north of Agoura Road, extending just north of Canwood Street and situated between Las Virgenes Road to the east and Liberty Canyon Road to the west. All proposed project construction activities are anticipated to occur within the boundaries of the BSA.

The City of Calabasas has no habitat conservation plan or other similar plan for the proposed project vicinity. Thus, the proposed project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local regional or state habitat conservation plan.

Six plant communities characterize the habitat within the BSA of the Lost Hills Road Interchange proposed project. These communities include Purple Sage Scrub, Coyote Brush Series, California Annual Grassland Series, Black Mustard Monotypic Stands, Cattail Series, and Ornamental Landscaping. These vegetation communities are discussed below. There were no Federal/ State-listed sensitive plant species observed during the reconnaissance survey or the focused plant survey.

### Purple Sage Scrub

Purple Sage Scrub, as described by Sawyer and Keeler-Wolf (1995), is dominated by purple sage (*Salvia leucophylla*), as the sole or dominant shrub in this series. This community occurs on steep, north-facing slopes on colluvial-derived soils, and forms a continuous to intermittent canopy of shrubs less than five feet in height. Other species associated with this community include bush monkeyflower (*Mimulus aurantiacus*), black sage (*Salvia mellifera*), coast goldenbush (*Isocoma menziesii*), California buckwheat (*Eriogonum fasciculata*), and California sagebrush (*Artemisia californica*).

Patches of very dense, mature Purple Sage Scrub are present on steep slopes located on the north eastern and north western portions of the BSA. In these areas, purple sage occurs with California sagebrush, and scattered Our Lords candle (*Yucca whipplei*), but otherwise supports a very low species richness. In small openings, some native bunch grasses (*Nassella pulchra* and *Nassella lepida*) also were observed. These patches are of similar age and maturity, and support low species richness, which indicate that this plant community may have been planted 5 or more years ago, possibly for erosion control. In some areas, purple sage grows as a monoculture. These dense monoculture patches of Purple Sage Scrub with low species richness have a continuous shrub canopy limiting the light and moisture available to annual or other herbaceous species. These areas were determined to have no habitat suitability for the sensitive plant species.

Purple sage scrub is located in a highly disturbed form along the eastern most border of the BSA, on the south facing slope in the center of the BSA, and within the adjacent west-facing slope. The purple sage is scattered among cliff malacothrix (*Malacothrix saxatilis*), black mustard (*Brassica nigra*), tocolote (*Centaurea melitensis*), and annual grasses (*Bromus* sp. and *Avena* sp.) and was determined to be of low overall habitat value.

### California Annual Grassland Series

The California Annual Grassland Series, as described by Sawyer and Keeler-Wolf (1995), is dominated by a continuous to open ground layer of annual grasses and herbs, less than three ft in height. The floristic composition of this vegetation community matches the non-native grassland described by Holland (1986); it exists on fine-textured, usually clay soils in valleys and foothills below 3,000 ft elevation. This community includes annual species that germinate with the onset of the late fall rains, with growth, flowering and seed production occurring from winter through spring. Plants usually die and persist as seeds through the summer-fall dry season (Holland 1986).

The California Annual Grassland Series is established within the flatter, lower areas of the BSA between the slopes and along the roadside in areas void of ornamental landscaping. Plant species found within the BSA typical of this vegetation community include: wild oat (*Avena* spp.), wild rye (*Lolium multiflorum*), fox tail chess (*Bromus madritensis* ssp. *rubens*), soft chess (*Bromus hordeaceus*), ripgut chess (*Bromus diandrus*), Italian thistle (*Carduus pycnocephalus*\*), and tocalote.

During the survey, horse manure was observed throughout the annual grassland series on the north eastern portion of the site, indicating this area is regularly used for horse grazing. Because of the repeated disturbance and high presence of non-native species, these areas were determined to be of low overall habitat value, but still were surveyed for sensitive plant species.

## Coast Live Oak

In two separate locations within the BSA, groupings of coast live oak (*Quercus agrifolia*) plantings were identified. At both locations, stakes and retaining structures supporting the trees indicate they were planted five or more years ago. One group of 12 trees is located on the west-facing slope in the center of the BSA, visible from both US-101 and Lost Hills Road. This grouping is surrounded almost entirely by California Annual Grassland and monotypic stands of black mustard. The second group of 14 trees is located on the north western portion of the BSA between two steep slopes supporting Purple Sage Scrub. The trees are surrounded by disturbed Purple Sage Scrub, California Annual Grassland and black mustard.

In addition, five trees were planted in the area just below the landscaped slope to the south side of Lost Hills Road. The tree species identified at this location include: coast live oak, valley oak (*Quercus lobata*), Aleppo pine (*Pinus halepensis*), and elderberry trees (*Sambucus mexicana*).

## Monotypic Black Mustard Stands

Black mustard is considered a noxious weed in many states within the United States, including California. It is listed by the California Invasive Plant Council as an invasive species within the lower 48 United States, Canada and Hawaii (USDA-NRCS Plants, accessed May 2009). This species aggressively displaces desirable native species and over time, can form dense stands unable to support other species. These monotypic stands of mustard are typically present in areas with high levels of disturbance, or consisting of highly unstable soils. Because of the limited root structure, black mustard can cause severe soil-erosion. Although black mustard is present as a component of all vegetation communities identified within the BSA, there also are large patches of monotypic stands. These areas were determined to have no habitat suitability for the sensitive plant species.

## Coyote Brush Series

Coyote Brush Series, as described by Sawyer and Keeler-Wolf (1995), is dominated by coyote brush (*Baccharis pilularis*), as the sole or dominant shrub in this series. This community occurs from sea level to 3,350 ft above mean sea level (amsl) on coastal bars, open slopes and terraces on variable soils. Coyote brush is an important component of all divisions of coastal scrub with the exception of the Diegan coastal scrub. Coyote Brush Series forms a continuous to intermittent canopy of shrubs less than six ft in height. Other species associated with Coyote Brush Series include: black sage, white sage (*Salvia apiana*), California buckwheat, coffee berry (*Rhamnus californica*) and poison oak (*Toxicodendron diversilobum*).

Coyote Brush Series onsite appears to be naturally occurring and consists of coyote bush, black mustard, tocalote and annual grasses. This vegetation community is present at two locations onsite: one location is adjacent to the Cattail Series at the base of the large, west-facing slope in the center of the BSA, visible from both US-101 and Lost Hills Road; the second location is within the north western section of the site near the dirt road section of Parkville Road.

## Cattail Series

Cattail Series is described in Sawyer and Keeler-Wolf (1995) as being dominated by cattails (*Typha* sp.) emerging from water. Cover is continuous to open with other species, such as various bulrush species (*Scirpus* sp.), saltgrass (*Distichlis spicata*), and yerba mansa (*Anemopsis californica*) also may be present. This vegetation community can be permanently, regularly, semi permanently, seasonally, and irregularly flooded or irregularly exposed. The

water can be fresh or salty and soils are often peaty from elevations upwards to 6,600 ft amsl. The national list of wetland plants lists cattails as an obligate wetland species (OBL).

A small patch of Cattail Series, approximately 100 square ft in size, is present at the base of the large, west-facing slope in the center of the BSA, visible from both US-101 and Lost Hills Road. Slender-leaved cattail (*Typha latifolia*) is the sole species present within the Cattail Series identified onsite. The cattails appear to be supported at least in part by road runoff directed through culverts to the area, although a secondary water source also may be contributing to the water level. A Jurisdictional Delineation was conducted in September 2011 to investigate the wetland potential of the BSA. No wetland vegetation or soils that exhibit hydric characteristics were observed during the time of the survey. The project area is not considered a wetland because only one of the three criteria for a wetland was noted.

### Ornamental Landscaping

Ornamental Landscaping includes areas where the vegetation predominantly consists of non-native horticultural plants (Gray and Bramlet 1992). Typically, the species composition consists of introduced trees, shrubs, flowers and turf grass.

Ornamental Landscaping is present along both sides of Lost Hills Road between the road and habitat areas, within the road cuts, along the fence bordering the dirt road portion of Parkville Road and roadside areas directly adjacent to US-101. Grape Arbor Park located at the southwestern edge of the BSA consists entirely of ornamental landscaping. Plant species found on the proposed project site typical of this community include: Eucalyptus trees (*Eucalyptus spp.*), Mexican fan palm (*Washingtonia robusta*), white alder (*Alnus rhombifolia*), liquidambar (*Liquidambar styraciflua*), oleander shrubs (*Nerium oleander*) and turf grass.

### **Environmental Consequences**

The northwest corner of the BSA incorporates a habitat area that is connected to the Santa Monica Mountains National Recreation Area. Two mule deer (*Odocoileus hemionus*) and a mule deer skull were observed at the northwest corner of the BSA during the survey, confirming that at least this portion of the BSA is used by wildlife. Because of the connectivity of this portion of the BSA to the adjacent National Recreation Area and Malibu State Park located across US-101, there is potential for wildlife movement through the BSA. However, wildlife is more likely to use Las Virgenes Creek and its associated small tributaries as a corridor, as these tributaries allow for passage under US-101. There are no wildlife crossings within the BSA limits and, as a result, no impacts to wildlife movement through this area are anticipated as a result of the proposed project. In addition, there will be no impacts to the aforementioned Natural Communities.

### **Avoidance, Minimization, and/or Mitigation Measures**

No impacts to natural communities would result; therefore, no avoidance, minimization, and/or mitigation measures are necessary.

### **2.4.2 Wetlands and Other Waters**

#### **Regulatory Setting**

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water

Act [CWA(33 USC 1344)] is the primary law regulating wetlands and surface waters. The CWA regulates the discharge of dredged or fill materials into waters of the United States (U.S.), including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the CWA, a three parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the United States Environmental Protection Agency (U.S. EPA).

USACE issues two types of 404 permits: Standard and General permits. Nationwide permits, a type of General permit, are issued to authorize a variety of minor project activities with no more than minimal effects. Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of USACE's Standard permits. For Standard permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (U.S. EPA 40 CFR Part 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines were developed by the U.S. EPA in conjunction with USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (E.O. 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this executive order states that a federal agency, such as the Federal Highway Administration (FHWA) and/or Caltrans, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the California Department of Fish and Game (CDFG), the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCB). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFG before beginning construction. If CDFG determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFG jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFG.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The RWQCB also issues water quality certifications of impacts to wetlands and

waters in compliance with Section 401 of the CWA. Please see the Water Quality section for additional details.

### **Affected Environment**

The following technical study was prepared for the proposed project.

- Natural Environment Study, Chambers Group, Inc., April 2011.
- Jurisdictional Delineation Report, Chambers Group, Inc., September 2011.
- Water Quality Assessment Report, Chambers Group, Inc., November 2009 (Revised April 2011).

The project site is located in the U.S. Geological Survey (USGS) Calabasas California 7.5-minute topographic quadrangle. The elevation on the site ranges from 780 feet above sea level (amsl) to approximately 930 feet above amsl. The site is located in the City of Calabasas in the foothills south of Simi Hills and north of the Santa Monica Mountains.

Approximately 40 acres of the project site will be impacted by grading activities. No wetland vegetation or soils that exhibited hydric characteristics were observed during the survey. No jurisdictional drainages were found within the area west of Lost Hills Road.

During site visits in May 2009 (Chambers Group 2011a), a Cattail Series community was observed at the base of the west-facing slope in the center of the Impact Area. No cattails (*Typha spp.*) were observed at this location during an August 19, 2011 survey. The location was the junction of two concrete culverts that drained the northeastern region of the project site, which then drained into a culvert underneath Lost Hills Road to the west. Approximately 50 square-feet of soil approximately 1 to 4 inches deep with a cracked surface present, with existing concrete underneath was observed. No hydrophytic vegetation was observed at this location. The only plant observed at this location was shortpod mustard (*Hirschfeldia incana*), which is not considered a wetland indicator species. The concrete underneath the 1 to 4 inches of soil acts as an aquatard that will hold water for a period of time. However, no wetland vegetation or soils that exhibited hydric characteristics were observed during the survey.

There is a system of concrete drainages east of Lost Hills Road which flow into a concrete-lined flood control channel that drains into Las Virgenes Creek approximately three miles south of the project site. Las Virgenes Creek is a non-Relatively Permanent Water (RPW) tributary to Malibu Creek, a RPW to the Pacific Ocean, which is a traditional navigable water (TNW).

### **Environmental Consequences**

#### No-Build Alternative

Under the No-Build Alternative, existing conditions would remain and no impacts to waters would occur.

#### Build Alternative

Approximately 40 acres of the project site will be impacted by grading activities. No wetland vegetation or soils that exhibited hydric characteristics were observed during the survey. No jurisdictional drainages were found within the area west of Lost Hills Road. The project would

impact 0.115 acres of jurisdictional waters, to be determined by the USACE. An area of 0.385 acres of impacts would occur to Waters of the State under the jurisdiction of the CDFG. Table 28 shows the impacted areas.

**Table 28 – Summary of Impact to Jurisdictional Waters**

<b>Authority</b>	<b>Streambed Permanent (acres)</b>	<b>Other Waters Permanent (acres)</b>	<b>Total Permanent Impacts (acres)</b>
USACE	N/A	0.115	<b>0.115</b>
RWQCB	N/A	0.115	<b>0.115</b>
CDFG	0.385	N/A	<b>0.385</b>

### **Avoidance, Minimization, and/or Mitigation Measures**

No impacts to wetlands and other water would result; therefore, no avoidance, minimization, and/or mitigation measures are necessary; however, permits and certifications are required.

In compliance with the USACE 2007 Nationwide Permit Program conditions, an Individual Permit is generally required for projects that exceed the thresholds for a Nationwide Permit. In non-tidal waters, the threshold for a Nationwide 14 Permit for linear transportation crossings is 0.5 acres. The acreage subject to USACE jurisdiction for permanent impacts to the wetland resulting from the placement of permanent structures would be 0.115 acres. Therefore, a Nationwide 14 Permit for linear transportation crossings would be required prior to Project authorization.

A water quality certification, or waiver of certification, is required from the RWQCB for any activity that requires a Federal license or permit (such as a Section 404 Permit) and that may result in a discharge to jurisdictional waters. Therefore, a 401 certification would be required prior to Project authorization. Unlike USACE, CDFG regulates not only the discharge of dredged or fill material, but all activities that alter streams and lakes and their associated habitat. CDFG has no abbreviated permitting process comparable to the USACE nationwide permits. A CDFG 1602 Agreement is required for all activities that alter streambeds and their associated riparian habitats.

### **2.4.3 Plant Species**

#### **Regulatory Setting**

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) share regulatory responsibility for the protection of special-status plant species. “Special-status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are afforded varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species Section in this document for detailed information regarding these species.

This section of the document discusses all the other special-status plant species, including CDFG fully protected species and species of special concern, USFWS candidate species, and non-listed California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at United States Code 16 (USC), Section 1531, et seq. See also 50 CFR Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Department proposed projects are also subject to the Native Plant Protection Act, found at Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act, Public Resources Code, Sections 2100-21177.

### Affected Environment

The following technical study was prepared for the proposed project.

- Natural Environment Study, Chambers Group, Inc., April 2011.
- Focused Plant Surveys within the BSA, Chambers Group, Inc., May 2009.

The most recent records of the California Natural Diversity Database (CNDDDB 2009) and the California Native Plant Society's Electronic Inventory of Rare and Endangered Vascular Plants of California (CNPSEI 2009) were reviewed for the quadrangles containing and surrounding the BSA (i.e., Calabasas, Thousand Oaks, Malibu, Point Dume, California USGS 7.5 minute quadrangles). These databases contain records of reported occurrences of Federal- or State-listed endangered or threatened or proposed endangered or threatened species, California Species of Special Concern (CSC), or otherwise sensitive species or habitat that may occur within, or in the immediate vicinity of, the BSA. Table 29 below, lists all of plant species identified within the BSA quadrangle and/or adjacent quadrangles.

**Table 29 – Plant Species within the BSA**

Scientific Name	Common Name
<b>GYMNOSPERMS</b>	
<b>CUPRESSACEAE</b> <i>Cupressus</i> sp.	<b>CYPRESS FAMILY</b> cypress
<b>PINACEAE</b> <i>Pinus halepensis</i> *	<b>PINE FAMILY</b> Aleppo pine
<b>ANGIOSPERMS (DICOTYLEDONS)</b>	
<b>ANACARDIACEAE</b> <i>Malosma laurina</i> <i>Schinus molle</i> *	<b>SUMAC OR CASHEW FAMILY</b> laurel sumac Peruvian pepper tree
<b>APIACEAE</b> <i>Foeniculum vulgare</i> *	<b>CARROT FAMILY</b> fennel
<b>APOCYNACEAE</b> <i>Nerium oleander</i> *	<b>DOGBANE FAMILY</b> oleander
<b>ASCLEPIADACEAE</b> <i>Asclepias fascicularis</i>	<b>MILKWEED FAMILY</b> narrow-leaf milkweed
<b>ASTERACEAE</b> <i>Artemisia californica</i> <i>Baccharis pilularis</i> <i>Baccharis salicifolia</i> <i>Carduus pycnocephalus</i> * <i>Centaurea melitensis</i> * <i>Grindelia camporum</i> <i>Hazardia squarrosa</i> <i>Hemizonia fasciculata</i>	<b>SUNFLOWER FAMILY</b> California sagebrush coyote brush mule fat Italian thistle totalote gum-plant saw-toothed goldenbush fascicled tarweed

Scientific Name	Common Name
<i>Lactuca serriola</i> *	prickly lettuce
<i>Malacothrix saxatilis</i>	cliff malacothrix
<i>Picris echioides</i> *	bristly ox-tongue
<i>Silybum marianum</i> *	milk thistle
<i>Sonchus arvensis</i> *	field sow thistle
<b>BETULACEAE</b>	<b>BIRCH FAMILY</b>
<i>Alnus rhombifolia</i>	white alder
<b>BOMBACACEAE</b>	<b>BOMBAX FAMILY</b>
<b>BORAGINACEAE</b>	<b>BORAGE FAMILY</b>
<i>Amsinckia menziesii</i>	common fiddleneck
<b>BRASSICACEAE</b>	<b>MUSTARD FAMILY</b>
<i>Brassica nigra</i> *	black mustard
<i>Hirschfeldia incana</i> *	short-podded mustard
<i>Lobularia maritima</i> *	sweet-alyssum
<i>Sisymbrium irio</i> *	London rocket
<b>CAPRIFOLIACEAE</b>	<b>HONEYSUCKLE FAMILY</b>
<i>Sambucus Mexicana</i>	Mexican elderberry
<b>CARYOPHYLLACEAE</b>	<b>PINK FAMILY</b>
<i>Polycarpon tetraphyllum</i> *	four-leaved allseed
<b>CHENOPODIACEAE</b>	<b>GOOSEFOOT FAMILY</b>
<i>Atriplex semibaccata</i> *	Australian saltbush
<i>Chenopodium californicum</i>	California goosefoot
<i>Salsola tragus</i> *	Russian thistle
<b>CONVOLVULACEAE</b>	<b>MORNING-GLORY FAMILY</b>
<i>Calystegia macrostegia</i>	western bindweed
<b>CUCURBITACEAE</b>	<b>GOURD FAMILY</b>
<i>Cucurbita foetidissima</i>	calabazilla
<i>Marah macrocarpus</i>	wild cucumber
<b>FAGACEAE</b>	<b>OAK FAMILY</b>
<i>Quercus agrifolia</i>	coast live oak
<b>GERANIACEAE</b>	<b>GERANIUM FAMILY</b>
<i>Erodium cicutarium</i> *	red-stemmed filaree
<b>HAMAMELIDACEAE</b>	<b>WITCH-HAZEL FAMILY</b>
<i>Liquidambar styraciflua</i>	sweet gum
<b>HYDROPHYLLACEAE</b>	<b>WATERLEAF FAMILY</b>
<i>Phacelia minor</i>	wild canterbury-bell
<b>LAMIACEAE</b>	<b>MINT FAMILY</b>
<i>Marrubium vulgare</i> *	horehound
<i>Salvia columbariae</i>	chia
<i>Salvia leucophylla</i>	purple sage
<b>MAGNOLIACEAE</b>	<b>MAGNOLIA FAMILY</b>
<i>Magnolia grandiflora</i> *	southern magnolia
<b>MALVACEAE</b>	<b>MALLOW FAMILY</b>
<i>Malacothamnus fasciculatus</i>	mesa bushmallow
<i>Malva parviflora</i> *	cheeseweed
<b>MYOPORACEAE</b>	<b>MYOPORUM FAMILY</b>
<i>Myoporum laetum</i> *	myoporum
<b>MYRTACEAE</b>	<b>MYRTLE FAMILY</b>
<i>Callistemon citrinus</i>	crimson bottlebrush

Scientific Name	Common Name
<i>Eucalyptus</i> sp.*	gum tree
<b>NYCTAGINACEAE</b>	<b>FOUR O'CLOCK FAMILY</b>
<i>Mirabilis californica</i>	California wishbone bush
<b>ONAGRACEAE</b>	<b>EVENING PRIMROSE FAMILY</b>
<i>Clarkia unguiculata</i>	elegant clarkia
<b>PLATANACEAE</b>	<b>SYCAMORE FAMILY</b>
<i>Platanus acerifolia</i> *	London plane tree
<b>POLYGONACEAE</b>	<b>BUCKWHEAT FAMILY</b>
<i>Eriogonum elongatum</i>	long-stemmed buckwheat
<i>Rumex crispus</i> *	curly dock
<b>PRIMULACEAE</b>	<b>PRIMROSE FAMILY</b>
<i>Anagallis arvensis</i> *	scarlet pimpernel
<b>RUBIACEAE</b>	<b>MADDER FAMILY</b>
<i>Galium angustifolium</i>	narrow-leaved bedstraw
<b>SOLANACEAE</b>	<b>NIGHTSHADE FAMILY</b>
<i>Nicotiana glauca</i> *	tree tobacco
<b>VERBENACEAE</b>	<b>VERVAIN FAMILY</b>
<i>Verbena lasiostachys</i>	western verbena
<b>ANGIOSPERMS (MONOCOTYLEDONS)</b>	
<b>ARECACEAE</b>	<b>PALM FAMILY</b>
<i>Arecastrum</i> sp.*	palm
<i>Washingtonia robusta</i> *	Mexican fan palm
<b>CYPERACEAE</b>	<b>SEDGE FAMILY</b>
<i>Cyperus</i> sp.	sedge
<b>LILIACEAE</b>	<b>LILY FAMILY</b>
<i>Nolina cismontane</i>	California beargrass
<i>Yucca whipplei</i>	Our Lord's candle
<b>POACEAE</b>	<b>GRASS FAMILY</b>
<i>Avena fatua</i> *	wild oat
<i>Bromus diandrus</i> *	ripgut grass
<i>Bromus hordeaceus</i> *	soft chess
<i>Bromus madritensis</i> ssp. <i>Rubens</i> *	foxtail chess
<i>Cynodon dactylon</i> *	Bermuda grass
<i>Hordeum murinum</i> *	glaucous foxtail barley
<i>Leymus triticoides</i>	beardless wild rye
<i>Lolium multiflorum</i> *	Italian ryegrass
<i>Nassella lepida</i>	small-flowered needlegrass
<i>Nassella pulchra</i>	purple needlegrass
<i>Polypogon monspeliensis</i> *	annual beard grass
<b>TYPHACEAE</b>	<b>CATTAIL FAMILY</b>
<i>Typha latifolia</i>	broad-leaved cattail

**CITY OF CALABASAS OAK TREE POLICY**

City of Calabasas Oak Tree Preservation and Protection Guidelines per Section 17.26.070 of the Calabasas Municipal Code requires the preservation of all healthy oak trees unless compelling reasons justify the removal of such trees. This policy shall apply to the removal, pruning, cutting and/or encroachment into the protected zone of oak trees. Under these

guidelines, a “permit to alter” or a “permit to remove” shall be obtained if impacts to oak trees are expected. The Planning Commission, in conjunction with an oak tree preservation consultant as necessary, shall have the primary and overall responsibility to administer, evaluate and monitor this policy to ensure strict compliance.

A total of 31 coast live oak trees were identified in the BSA. Oak woodlands are considered sensitive resources. Although these trees were planted, as evidenced by staking and support structures, they are still subject to the Los Angeles County Oak Tree (Department of Regional Planning) Ordinance. Under the Los Angeles County Ordinance, a person shall not cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any tree of the oak tree genus (*Quercus*), which is eight inches or more in diameter, four and one-half feet above mean natural grade (diameter at breast height [DBH]) without first obtaining a permit. In the case of oaks with multiple trunks, activities shall not impact trees with a combined diameter of twelve inches or more of the two largest trunks, without also first obtaining a permit. The Protected Zone shall mean that area within the drip line of an oak tree (edge of canopy) and extending there to a point at least 5 ft outside the drip line or 15 ft from the trunk or whichever distance is greater. A table of oak tree locations, DBH measurements and species are provided in Table 30 and Figure 17 show locations.

**Table 30 – Oak Tree Location**

<b>SPECIES</b>	<b>TREE NUMBER</b>	<b>EASTING*</b>	<b>NORTHING*</b>	<b>DBH</b>
coast live oak	1	342438.09	3779540.43	<b>13</b>
coast live oak	2	342417.57	3779540.39	<b>9</b>
coast live oak	3	342438.78	3779527.74	7
coast live oak	4	342423.39	3779529.24	<b>5+7</b>
coast live oak	5	342429.18	3779521.36	5
coast live oak	6	342409.98	3779514.42	<b>14</b>
coast live oak	7	342415.92	3779502.29	4
coast live oak	8	342425.44	3779506.68	6+3
coast live oak	9	342387.54	3779504.28	<b>16+13</b>
coast live oak	10	342386.32	3779492.88	<b>6+7+4</b>
coast live oak	11	342404.52	3779495.44	4
coast live oak	12	342397.75	3779502.14	1.50
coast live oak	13	342594.05	3779409.94	<b>22</b>
coast live oak	14	342589.16	3779357.41	<b>16</b>
valley oak	15	342644.89	3779378.26	4+4
coast live oak	16	342630.56	3779396.53	<b>10+5+4</b>
coast live oak	17	342545.85	3779326.36	4
coast live oak	18	342391.62	3779490.32	4+5
coast live oak	19	342380.20	3779484.33	7
coast live oak	20	342497.14	3779372.33	<b>11</b>
coast live oak	21	342518.01	3779345.40	<b>10</b>
coast live oak	22	342513.48	3779329.03	<b>12</b>
coast live oak	23	342497.31	3779325.09	<b>8</b>
coast live oak	24	342470.17	3779319.06	<b>8</b>
coast live oak	25	342482.13	3779311.01	3
coast live oak	26	342527.40	3779326.71	<b>8</b>
coast live oak	27	342521.76	3779308.72	<b>18</b>
coast live oak	28	342508.02	3779302.29	<b>10</b>
coast live oak	29	342523.81	3779292.06	<b>8</b>
coast live oak	30	342510.04	3779281.52	<b>10</b>
coast live oak	31	342540.70	3779281.25	<b>8</b>

\* USGS mapping reference system in meters.

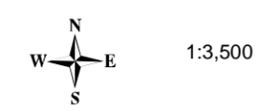
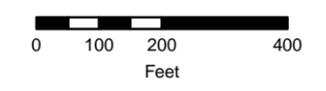
**Figure 1+**  
Oak Tree Location Map

**Legend**

-  Oak Tree
-  Project Area



US 101 / Lost Hills Interchange  
Improvement Project  
City of Calabasas, CA



## **Environmental Consequences**

### No-Build Alternative

Under the No-Build Alternative, existing conditions would remain and no impacts to plant species would occur.

### Build Alternative

Disturbance and/or removal of existing vegetation and soil disturbance are anticipated in association with proposed project activities under the Build Alternative. Six plant communities characterize the habitat within the Build Alternative. These communities include Purple Sage Scrub, Coyote Brush Series, California Annual Grassland Series, Black Mustard Monotypic Stands, Cattail Series, and Ornamental Landscaping. It is assumed that more than fifty percent of this vegetation would be removed during construction. There were no Federal/state-listed sensitive plant species observed during the reconnaissance survey or the focused plant survey.

The Build Alternative would require removal or relocation of oak trees that are currently located on Los Angeles County property. This affected property would be deeded to Caltrans as part of this proposed project, and the trees would then be subject to the City of Calabasas' Oak Tree Ordinance. The Build Alternative would not result in direct effects to sensitive plant species since the vegetation within the BSA consists largely of ornamental landscaping, non-native species and degraded native habitat. The focused plant survey did not identify Federal/State-Listed endangered, threatened or otherwise sensitive species within the study area. Therefore, the proposed project would not result in direct effects to sensitive plant species, and no mitigation is required.

### **Avoidance, Minimization, and/or Mitigation Measures**

No impacts to sensitive, threatened or endangered plant species would occur with implementation of Build Alternative. Limited impacts would occur with the incorporation of mitigation measure BR-1 for the Build Alternative that require removal or relocation of oak trees.

**BR-1:** The planted oak trees identified within the BSA are considered a sensitive resource and are afforded protection under the Los Angeles County Oak Tree Ordinance 22.56.2050. Under the Los Angeles County Ordinance, a person shall not cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any tree of the oak tree genus, which is 8 inches or greater in DBH, or 12 inches for multiple trunk trees, without first obtaining a permit. A total of 20 oak trees within the BSA are within these standards and fall under protection of the County's ordinance. If one or more of these trees would be adversely affected in association with proposed project activities, a permit or mitigation plantings may be required. Trees should be replaced at a one-to-one ratio. The City shall ensure that precautionary methods are adhered to during and following construction to confirm that disturbance to oak trees is avoided or minimized where possible. Arborist should be present during clearing to determine which trees can successfully be transplanted. If possible, the oak trees that require transplantation and replacement oak trees will be planted within the BSA.

## 2.4.4 Animal Species

### Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration (NOAA) Fisheries and the California Department of Fish and Game (CDFG) are responsible for implementing these laws. This section discusses potential impacts and permits requirement associated with wildlife not listed under the state or federal Endangered Species Act. No species listed or proposed for listing as threatened or endangered species are discussed in this section. No other species-status animals are discussed here, including CDFG fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the Fish and Game Code
- Section 4150 and 4152 of the Fish and Game Code

There are no local regulations for wildlife that need to be considered when developing this project

### Affected Environment

The following technical study was prepared for the proposed project.

- Natural Environment Study, Chambers Group, Inc., April 2011.

Areas within the proposed project limits are generally disturbed and provide poor quality habitat for wildlife. Three reptile species, 16 bird species, and 4 mammal species were observed on the proposed project site. No fish species or amphibian species were observed on the proposed project site or its immediate vicinity.

No Federal/State-listed, Forest Service Sensitive (FSS), or California Species of Special Concern (CSC) wildlife species were observed or detected during the survey. There is minimal suitable habitat for San Diego horned lizard (FSS, CSC), California horned lizard (FSS, CSC), burrowing owl (CSC), San Diego desert woodrat (CSC), and suitable roosting habitat for Western red bat (FSS, CSC) and Western mastiff bat (CSC). Suitable habitat also is present for coastal California gnatcatcher (Federally threatened) and American badger (CSC).

The northwest corner of the BSA incorporates a habitat area that is connected to the Santa Monica Mountains National Recreation Area. Two mule deer (*Odocoileus hemionus*) and a mule deer skull were observed at the northwest corner of the BSA during the survey, confirming that

at least this portion of the BSA is used by wildlife. Because of the connectivity of this portion of the BSA to the adjacent National Recreation Area and Malibu State Park located across US-101, there is potential for wildlife movement through the BSA. However, wildlife is more likely to use Las Virgenes Creek and its associated small tributaries as a corridor, as these tributaries allow for passage under US-101. There are no wildlife crossings within the BSA limits and, as a result, no impacts to wildlife movement through this area are anticipated as a result of the proposed project.

## **Environmental Consequences**

### No-Build Alternative

Under the No-Build Alternative, existing conditions would remain and no impacts to animal species would occur.

### Build Alternative

The Build Alternative would disturb and/or remove existing vegetation (including trees) and soil for construction or for staging areas, storage areas, or access roads. These activities may result in direct effects to some of the wildlife species that occur or have the potential to occur within the proposed project site. Direct effects to these species would include: individuals being displaced by vegetation removal; individuals being destroyed during vegetation removal, grubbing, or construction; burrows being crushed or excavated by heavy equipment or other vehicles; nests (if removal takes place while species onsite are breeding) being destroyed during vegetation removal or construction; roost sites being destroyed during vegetation removal or construction; and individuals onsite being disturbed or displaced due to increased activity and noise within the proposed project area.

Any wildlife found in the proposed project vicinity generally have had contact with humans, and have been exposed to human activities and human altered habitats. Thus, indirect impacts on special-interest species, such as noise impacts during construction to nearby wildlife areas outside of the BSA and operation of the improved roadway, are not expected to be significant.

## **Avoidance, Minimization, and/or Mitigation Measures**

**BR-2:** In order to avoid or minimize the potential to remove or destroy occupied nests of native birds within the surrounding trees or vegetation, percussive activities, sound wall construction, and construction of roadway revisions would be conducted during the non-breeding season for birds (approximately September 1 through February 15). This will avoid violations of the Migratory Bird Act of 1918 (MBTA) and CDFG Code Sections 3503, 3503.5 and 3513. If construction activities cannot avoid the bird nesting season, it is recommended that a qualified biologist be required to conduct pre-construction nesting bird surveys within 14 days of beginning all work. Additionally, follow-up surveys would be required following any period of inactivity, longer than three days, prior to resuming work.

If the biologist detects any occupied nests of native birds within the construction zone, the construction crew will be instructed to avoid any activities in this zone until the bird nest(s) is/are no longer occupied per a subsequent survey by the qualified biologist.

**BR-3:** A biologist shall survey the trees occurring within the construction footprint and surrounding vicinity in early summer prior to the start of any of the proposed activities

to assess the potential for its use as a maternity roost. This may be performed in conjunction with raptor and other nesting bird surveys prior to construction activities. In addition, the biologist should be contacted regarding construction schedule to avoid impacts on roosting bats should they be present at the bridge; normally, construction during the fall and winter seasons are best to avoid impacts on roosting bats. If construction cannot be conducted during the period recommended by a biologist, the biologist shall conduct a preconstruction survey to determine whether roosting bats are present and shall be present during construction activities, in the event that a bat colony is discovered, to provide recommendations regarding proposed project activities and schedule to minimize impacts on roosting bats.

## **2.4.5 Threatened and Endangered Species**

### **Regulatory Setting**

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC), Section 1531, et seq. See also 50 CFR Part 402. This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration, are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NOAA Fisheries) to ensure that they are not undertaking, funding, permitting or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 is a Biological Opinion or an incidental take permit. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code, Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset proposed project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Game (CDFG) is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development proposed projects; for these actions an incidental take permit is issued by CDFG. For proposed projects requiring a Biological Opinion under Section 7 of the FESA, CDFG may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

### **Affected Environment**

The following technical study was prepared for the proposed project.

- Natural Environment Study, Chambers Group, Inc., April 2011.

## Wildlife

No Federal/State-listed, Forest Service Sensitive (FSS), or California Species of Special Concern (CSC) wildlife species were observed or detected during the survey. There is minimal suitable habitat for San Diego horned lizard (FSS, CSC), California horned lizard (FSS, CSC), burrowing owl (CSC), San Diego desert woodrat (CSC), and suitable roosting habitat for Western red bat (FSS, CSC) and Western mastiff bat (CSC). Suitable habitat also is present for coastal California gnatcatcher (Federally threatened) and American badger (CSC).

## Plants

No Federal/State-listed plant species or California Species or Special Concern, are expected to occur regularly on the site. No special-status species were observed or detected during the survey.

Table 31 provides a summary of State or Federal listed special status species which have the potential to occur in the BSA. The likelihood of occurrence for each species will be discussed. The potential for species that occur in the BSA was ranked as absent, low, moderate, high, or present. The occurrence potential was determined using the following criteria.

- **Absent** – The species is not known to occur within the 1.0 mile radius and suitable habitats associated with the species are not present within the BSA.
- **Low** – Existing populations are not known to occur within the 1.0 mile radius and any potential habitat is of marginal quality. This category is also applied to bird species that migrate through the BSA, but would not be present during the nesting season (due to lack of optimal or preferred nesting habitat).
- **Moderate** – The species is not known to occur within the 1.0 mile radius but suitable habitat is present within or near the BSA.
- **High** – The species is known to occur within 1.0 mile and suitable habitat occurs within the BSA.
- **Present** – The species is reported by natural resource agencies as present within the BSA and suitable habitat is found to still occur within the BSA or the species was observed during the BSA site visits.

**Table 31 – Special-Interest Species Potentially Occurring in the Proposed Project Area**

Scientific Name	Common Name	Status		Potential to Occur Within the BSA	Species Present/ Absent Within the BSA <sup>1</sup>	Rationale
		Federal	State/CNPS			
<b>Plants</b>						
<i>Astragalus brauntonii</i>	Braunton's milkvetch	FE	CNPS: List 1B.1	Moderate	A	Presumed Absent; Species was not observed during focused plant survey
<i>Atriplex coulteri</i>	Coulter's saltbush	None	CNPS: List 1B.2	Low	A	Presumed Absent; species was not observed during focused plant survey
<i>Baccharis malibuensis</i>	Malibu Baccharis	None	CNPS: List 1B.1	Moderate	A	Presumed Absent; species was not observed during focused plant survey
<i>California macrophylla</i>	round-leaved filaree	None	CNPS: List 1B.1	Moderate	A	Presumed Absent; species was not observed during focused plant survey
<i>Calochortus clavatus var. gracilis</i>	Slender mariposa lily	None	CNPS: List 1B.2	Moderate	A	Presumed Absent; species was not observed during focused plant survey
<i>Calochortus plummerae</i>	Plummer's mariposa lily	None	CNPS: List 1B.2	Moderate	A	Presumed Absent; species was not observed during focused plant survey
<i>Chorizanthe parryi var fernandina</i>	San Fernando Valley spineflower	FC	SE	Moderate	A	Presumed Absent; species was not observed during focused plant survey
<i>Dienandra minithornii</i>	Santa Susana tarplant	None	SR	Moderate	A	Presumed Absent; species was not observed during focused plant survey

Scientific Name	Common Name	Status		Potential to Occur Within the BSA	Species Present/ Absent Within the BSA <sup>1</sup>	Rationale
		Federal	State/CNPS			
<i>Delphinium parryi</i> ssp. <i>blochmaniae</i>	Dune larkspur	None	CNPS: List 1B.2	No potential	A	No suitable habitat for this species is located within the BSA
<i>Dudleya blochmaniae</i> ssp. <i>blochmaniae</i>	Blochman's dudleya	None	CNPS: List 1B.1	No Potential	A	No suitable habitat for this species is located within the BSA
<i>Dudleya cymosa</i> ssp. <i>agourensis</i>	Agoura Hills dudleya	FT	CNPS: List 1B.2	Low	A	Presumed Absent; species was not observed during focused plant survey
<i>Dudleya cymosa</i> ssp. <i>marcescens</i>	marcescent dudleya	FT	SR, CNPS: List 1B.2	No Potential	A	No suitable habitat for this species is located within the BSA
<i>Dudleya cymosa</i> ssp. <i>ovatifolia</i>	Santa Monica dudleya	FT	CNPS: List 1B.2	Low	A	Presumed Absent; species was not observed during focused plant survey
<i>Dudleya multicaulis</i>	Many-stemmed dudleya	None	CNPS: List 1B.2	Low	A	Presumed Absent; species was not observed during focused plant survey
<i>Dudleya parva</i>	Conejo dudleya	FT	CNPS: List 1B.2	Low	A	Presumed Absent; species was not observed during focused plant survey
<i>Eriogonum crocatum</i>	Conejo buckwheat	None	SR, CNPS: List 1B.2	Low	A	Presumed Absent; species was not observed during focused plant survey
<i>Nolia cismontane</i>	Penninsular nolina	None	CNPS: List 1B.2	Low	A	Presumed Absent; species was not observed during focused plant survey

Scientific Name	Common Name	Status		Potential to Occur Within the BSA	Species Present/ Absent Within the BSA <sup>1</sup>	Rationale
		Federal	State/CNPS			
<i>Orcuttia californica</i>	California Orcutt grass	FE	SE, CNPS: List 1B.1	No Potential	A	No suitable habitat for this species is located within the BSA
<i>Pentachaeta lyonii</i>	Lyon's pentachaeta	FE	SE, CNPS: List 1B.1	Moderate	A	Presumed Absent; species was not observed during focused plant survey
<b>Wildlife</b>						
<i>Oncorhynchus mykiss irideus</i>	Southern Californ Southern steelhe	FE	CSC	No Potential	A	Presumed Absent; no habitat is present within the BSA
<i>Gila orcutti</i>	arroyo chub	FSS	CSC	No Potential	A	Presumed Absent; no habitat is present within the BSA
<i>Eucyclogobius newberryi</i>	tidewater goby	FE	CSC	No Potential	A	Presumed Absent; no habitat is present within the BSA.
<i>Anaxyrus californicus</i>	arroyo toad	FE	CSC	No Potential	A	Presumed Absent; no habitat is present within the BSA
<i>Rana aurora draytoni</i>	California red-legged frog	FT	CSC	No Potential	A	Presumed Absent; no habitat is present within the BSA.
<i>Actinemys marmorata pallida</i>	southwestern pond turtle	FSS	CSC	No Potential	A	Presumed Absent; no habitat is present within the BSA.
<i>Phrynosoma coronatum blainvillii</i>	San Diego horned lizard	FSS	CSC	Low	A	Low potential; survey did not detect species in proposed project area although minimally suitable habitat is onsite.
<i>Phrynosoma coronatum frontale</i>	California horned lizard		CSC	Low	A	Low potential; survey did not detect species in proposed project area although minimally suitable habitat is onsite.

Scientific Name	Common Name	Status		Potential to Occur Within the BSA	Species Present/ Absent Within the BSA <sup>1</sup>	Rationale
		Federal	State/CNPS			
<i>Lampropeltis zonata pulchra</i>	San Diego mountain king snake	FSS	CSC	No Potential	A	Presumed Absent; no habitat is present within the BSA.
<i>Thamnophis hammondi</i>	two-striped garter snake	FSS	CSC	No Potential	A	Presumed Absent; no habitat is present within the BSA.
<i>Athene cunicularia</i>	burrowing owl		CSC	Low	A	Low potential; survey did not detect species in proposed project area although minimally suitable habitat is onsite.
<i>Riparia riparia</i>	bank swallow (nesting)		SE	No Potential	A	Presumed Absent; no habitat is present within the direct proposed project area.
<i>Poliophtilia californica californica</i>	coastal California gnatcatcher	FT	CSC	Moderate	A	Moderate Potential; suitable habitat is onsite and historic occurrences are within 2 miles of the proposed project.
<i>Agelaius tricolor</i>	tricolored blackbird (nesting)		CSC	No Potential	A	Presumed Absent; no habitat is present within the BSA.
<i>Macrotus californicus</i>	California leaf-nosed bat	FSS	CSC	No Potential	A	Presumed Absent; no habitat is present within the BSA.
<i>Antrozous pallidus</i>	pallid bat	FSS	CSC	No Potential	A	Presumed Absent; no habitat is present within the BSA.
<i>Euderma maculatum</i>	spotted bat		CSC	No Potential	A	Presumed Absent; no habitat is present within the BSA.
<i>Lasiurus blossevillii</i>	western red bat	FSS	CSC	Low	A	Low potential; survey did not detect species in proposed project area although minimally suitable habitat is onsite.

Scientific Name	Common Name	Status		Potential to Occur Within the BSA	Species Present/ Absent Within the BSA <sup>1</sup>	Rationale
		Federal	State/CNPS			
<i>Eumops perotis californicus</i>	Western mastiff bat		CSC	Low	A	Low potential; survey did not detect species in proposed project area although minimally suitable habitat is onsite.
<i>Neotoma lepida intermedia</i>	San Diego desert woodrat		CSC	Low	A	Low potential; survey did not detect species in proposed project area although minimally suitable habitat is onsite.
<i>Taxidea taxus</i>	American badger		CSC	Low	A	Low Potential; suitable habitat is onsite, but historical occurrences have not been found within 5 miles of the proposed project site.

**STATUS KEY:**

**Federal**

FE Federal Endangered  
PE Proposed Federal Endangered  
FC Federal Candidate  
FPD Federal Proposed for delisting  
C1 Category 1 Federal Candidate  
FSS Forest Service Sensitive  
FT Federal Threatened  
PT Proposed Federal Threatened

**State**

SE California Endangered  
ST California Threatened  
CSC California Species of Special Concern  
SR California Rare  
CNPS California Native Plant Society Sensitive

<sup>1</sup>: Presence or Absence of species at time of surveys.

Note: CNPS (Tibor, ed., 2001 p. 54–55) asserts that plants on Lists 1A, 1B, and 2 meet definitions as threatened or endangered and “are eligible” for state listing.

List 1A: Plants presumed extinct in California.

List 1B: Plants rare and endangered in California and throughout their range.

List 2: Plants rare, threatened or endangered in California but more common elsewhere in their range.

List 3: Plants about which we need more information; a review list.

List 4: Plants of limited distribution; a watch list.

**Environmental Consequences**

The coastal California gnatcatcher (*Polioptila californica californica*) is a federally threatened species and a California Species of Special Concern. The historic range of this species extended from the coast and foothills of Ventura County, south through Los Angeles, southwestern San Bernardino, western Riverside, Orange, and San Diego Counties of

California into northwestern Baja California, Mexico. Populations have since become increasingly fragmented. It is a permanent resident of Diegan, Riversidian, and Venturan sage scrub sub-associations found from sea level to 2,500 ft in elevation. Within its range, it associates strongly with California sagebrush dominant habitats and also occurs in mixed scrub habitats with lesser percentages of this favored shrub. Other plant species important for the nesting and foraging of this species include California buckwheat, white sage, black sage, and chaparral broom (*Baccharis sarothroides*). Chamise (*Adenostoma fasciculatum*) habitats may also support breeding pairs, especially where coastal sage scrub may occur nearby or form a component (Bontrager 1991). This insectivorous bird nests and forages in moderately dense stands along gentle slopes, arid hillsides, mesas, foothills, and alluvial washes (CDFG 1990). This species and signs of this species were not observed during the reconnaissance survey.

As shown in Table 30 above, suitable habitat is present on the proposed project site for the federally threatened coastal California gnatcatcher and has a moderate potential to occur within the BSA. However, if this species is confirmed present within the BSA, direct or indirect impacts to this species would be prevented through avoidance and minimization measures TES-1.

#### No-Build Alternative

Under the No-Build Alternative, existing conditions would remain and no impacts to threatened or endangered species would occur.

#### Build Alternative

The Build Alternative would disturb and/or remove existing vegetation (including trees) and soil for construction or for staging areas, storage areas, or access roads. Because the proposed project site is located within an existing road right-of-way the site is not expected to be used on a regular basis by endangered or threatened species. The Build Alternative would not result in an impact to threatened or endangered species.

#### **Avoidance, Minimization, and/or Mitigation Measures**

**TES 1:** If focused coastal California gnatcatcher (CAGN) surveys are required by permitting agencies, they shall be conducted following the USFWS 1997 CAGN protocol guidelines. The 1997 US Fish and Wildlife Service (USFWS) protocol requires permitted biologists to conduct six (6) surveys, at least seven (7) days apart during the period between March 15 and June 30 or nine (9) surveys, at least fourteen (14) days apart during the period between July 1 and March 14. The protocol requires that these surveys be conducted by a permitted biologist, and that prior to initiating these surveys, a 10-day notification letter be submitted to the USFWS.

If California gnatcatchers are detected onsite or in the immediate vicinity, appropriate avoidance measures would be implemented, which may include but are not limited to: removing vegetation outside of the coastal California gnatcatcher breeding season (February 15 – August 30), setting a buffer zone around nest locations and prohibiting all proposed project activity within that zone until the nest is no longer utilized, and noise abatement during construction if nests are located onsite or in the vicinity.

## **2.4.6 Invasive Species**

### **Regulatory Setting**

On February 3, 1999, President Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration guidance issued August 10, 1999 directs the use of the state's noxious weed list to define the invasive plants that must be considered as part of the NEPA analysis for a proposed project.

### **Affected Environment**

The following technical study was prepared for the proposed project.

- Natural Environment Study, Chambers Group, Inc., April 2011.

The study area is heavily populated with non-native, invasive species. These species have evolved highly efficient mechanisms for seed dispersal and for colonization in disturbed areas. Proposed project construction and development would remove much of the invasive species currently supported on the site, thus eliminating the potential for continued seed dispersal into nearby habitat areas in the future. Conversely, in the process of vegetation removal and soil disturbance associated with the proposed project, weed seeds may become entangled on construction equipment, which has the capacity to transport weed seeds to other locations, or other portions of the proposed project area. Furthermore, ground disturbing activities can leave areas of bare soil that may be colonized by invasive plant species that out-compete native vegetation, which may spread into adjacent native vegetation communities and decrease the amount of suitable habitat for native species. Once invasive species colonize an area, native plants have limited reestablishment success.

The following plant species were found within the proposed project limits and are on the California Invasive Plant Council List of Invasive species.

- Black mustard (*Brassica nigra*)

### **Environmental Consequences**

Black mustard aggressively displaces desirable native species and over time and can form dense stands unable to support other species. These monotypic stands of mustard are typically present in areas with high levels of disturbance, or consisting of highly unstable soils. Because of the limited root structure, black mustard can cause severe soil-erosion. Although black mustard is present as a component of all vegetation communities identified within the BSA, there also are large patches of monotypic stands. These areas were determined to have no habitat suitability for the sensitive plant species.

### **Avoidance, Minimization, and/or Mitigation Measures**

**IS-1:** To avoid and minimize the spread of invasive weeds, the invasive species removed during construction activity would not be replanted as part of highway landscaping. Care shall be taken to avoid including any species that occur on the California Invasive

Plant Council's Invasive Plant inventory in Caltrans erosion control seed mix or landscaping plans for the proposed project.

- IS-2:** In compliance with the Executive Order on Invasive Species, Executive Order 13112, and subsequent guidance from the Federal Highway Administration, the landscaping and erosion control included in the proposed project would not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions would be taken if invasive species were found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.

## **2.5 Construction Impacts**

### **Regulatory Setting**

The following technical documents apply to this proposed project.

- Caltrans Designated Fill/Disposal, December 13, 2001
- Disposal Site Quality Team Final Report

Caltrans Standard Section 14, Environmental Stewardship, stipulates that construction activities must comply with all rules, regulations, ordinances, and statutes of the local air pollution control district, and Standard Section 10 addresses dust control requirements. SCAQMD Rule 403 (Fugitive Dust) requires that fugitive dust control measures be applied to all construction proposed projects.

Other potential construction impacts are outlined in Department of Transportation "Final Report Disposal Site Quality Team, September 2001. The Build Alternative requires the identification of disposal, staging, and burrowing sites.

Regulatory requirements and Construction impacts are addressed under each resources section.

### **Affected Environment**

The Build Alternative includes the bridge and the on- and off-ramps located at the Lost Hills Road / US-101 Interchange. The existing US-101 is an eight-lane facility, with four mixed-flow lanes in each direction. The Lost Hills Road US-101 Interchange has intersections at the on- and off-ramps for the existing diamond interchange. In addition, the affected environment will include disposal, staging, and burrowing sites.

### **Environmental Consequences**

#### No-Build Alternative

The No-Build Alternative would not result in any improvements to the Lost Hills Road and US-101 Interchange and the site would remain in the existing condition. The No-Build Alternative would not result in long-term benefits to improve vehicle congestion, traffic safety, reduce air emissions, or enhance the air quality by reducing Vehicle Hours Traveled (VHT) and VMT.

## Build Alternative

The Build Alternative would result in temporary impacts to air quality, noise, and traffic during construction. Utilities/emergency services, traffic and transportation/pedestrian and bicycle facilities, water quality and storm water runoff, hazardous waste/materials and biological environment impacts are associated with the Build Alternative.

### **Avoidance, Minimization, and/or Mitigation Measures**

Build Alternative impacts would be avoided or minimized with the implementation of the mitigation measures specified under each resource section.

**CON-1:** Prior to construction, the contractor would be required to develop an emergency access plan that would ensure full access for emergency vehicles during construction. This impact would be eliminated once construction is completed.

## **2.6 Cumulative Impacts**

### **Regulatory Setting**

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and proposed projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the proposed project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive types of agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the proposed project, such as changes in community character, traffic patterns, housing availability, and employment.

CEQA Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts, under NEPA, can be found in 40 CFR, Section 1508.7 of the CEQ Regulations.

### **Affected Environment**

The Build Alternative includes the bridge and the on- and off-ramps located at the Lost Hills Road / US-101 Interchange. The existing US-101 is an eight-lane facility, with four mixed-flow lanes in each direction. The Lost Hills Road /US-101 Interchange has intersections at the on- and off-ramps for the existing diamond interchange.

Consideration of trip generation for the approved/pending (cumulative) proposed projects within the project vicinity is provided in Table 32.

**Table 32 – Cumulative Trip Generation**

Land Use	Size	Daily	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
E. Monte Calabasas (Shopping Center)	73,500 SF	5,560	78	50	254	264
County areas north of US-101 and east of Las Virgenes (Adult Housing)	263 DU	915	12	22	25	17
County areas north of US-101 and west of Las Virgenes (Single-Family)	110 DU	1,053	21	62	70	41
County areas north of US-101 and west of Lost Hills (Single-Family)	23 DU	220	4	13	15	9
Summit at Calabasas (Shopping Center)	70,100 SF	5,391	76	49	246	256
Hillcrest (Single-Family)	37 DU	354	7	21	24	14
County areas south of Calabasas (Single-Family)	81 DU	775	15	46	52	30
<b>Total Cumulative Trip Generation</b>		<b>14,268</b>	<b>214</b>	<b>262</b>	<b>684</b>	<b>630</b>
Notes: Trip rates taken from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 8 <sup>th</sup> Edition (2008) Pass-by trip reductions were based on percentages provided in the ITE Trip Generation Handbook DU = Dwelling Unit SF = Square Feet						

Source: Lost Hills Road Interchange Project Report Traffic Analysis, DKS Associates, January 5, 2011.

In addition, the Los Angeles County Congestion Management Program (LACCM) provides an overall growth rate of 21.1 percent would occur from 2001 to 2025, which is an ambient growth rate of 0.87 percent per year for the San Fernando Valley Area. For a conservative analysis, a 1.0 percent per year growth rate (3.0 percent total growth), along with trips generated by the approved/pending proposed projects were applied to the existing traffic volumes to determine the year 2012 and 2040 traffic volumes.

## **Environmental Consequences**

### No-Build Alternative

The No-Build Alternative would not result in any improvements to the Lost Hills Road and US-101 Interchange and the site would remain in the existing condition. The No-Build Alternative would not result in long-term benefits to improve vehicle congestion, traffic safety, reduce air emissions, or enhance the air quality by reducing Vehicle Hours Traveled (VHT) and VMT.

### Build Alternative

The Build Alternative would result in temporary impacts to air quality, noise, and traffic during construction. These impacts would cease upon completion of construction and would not contribute to a cumulative impact. Utilities/emergency services, traffic and transportation/pedestrian and bicycle facilities, cultural resources, water quality and storm water runoff, paleontology, hazardous waste/materials and biological environment impacts associated with the Build Alternative would be reduced to a less than significant level with the implementation of the mitigation measures specified.

The proposed project would not have impacts that could potentially be cumulatively considerable. The proposed project would replace the existing US-101/Lost Hills Road Overcrossing. It is currently inadequate due to closely spaced intersections in the vicinity and

the relatively high intersecting traffic flows, especially for future growth conditions. The proposed improvements would increase roadway widths to accommodate proper lane arrangements on the overcrossing, modify the existing US-101 northbound and southbound ramps and replace the existing overcrossing with a new one designed with higher seismic safety standards. Without the proposed project, traffic conditions would continue to worsen as result of the continued population growth in the area.

### **Avoidance, Minimization, and/or Mitigation Measures**

Implementation of mitigation measures discussed in Sections 2.2, 2.3, and 2.4 would reduce impacts to a less than significant level. No other impacts associated with cumulative proposed projects would result. Impact avoidance and minimization is discussed under each resource. All efforts are made to reduce or avoid cumulative impacts.

## **2.7 Climate Change**

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gases (GHGs), particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization's in 1988, has led to increased efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs related to human activity that include carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

There are typically two terms used when discussing the impacts of climate change. "Greenhouse Gas (GHG) Mitigation" is a term for reducing GHG emissions in order to reduce or "mitigate" the impacts of climate change. "Adaptation," refers to the effort of planning for and adapting to impacts due to climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels)<sup>15</sup>.

Transportation sources (passenger cars, light duty trucks, other trucks, buses, and motorcycles) in the state of California make up the largest source (second to electricity generation) of greenhouse gas emitting sources. Conversely, the main source of GHG emissions in the United States (U.S.) is electricity generation followed by transportation. The dominant GHG emitted is CO<sub>2</sub>, mostly from fossil fuel combustion.

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improve system and operation efficiencies, 2) reduce growth of vehicle miles traveled (VMT) 3) transition to lower GHG fuels and 4) improve vehicle technologies. To be most effective all four should be pursued collectively. The following regulatory setting section outlines state and federal efforts to reduce GHG emissions from transportation sources comprehensively.

---

<sup>15</sup> [http://climatechange.transportation.org/ghg\\_mitigation/](http://climatechange.transportation.org/ghg_mitigation/)

## Regulatory Setting

### *State*

With the passage of several pieces of legislation including State Senate and Assembly Bills and Executive Orders, California launched an innovative and pro-active approach to dealing with greenhouse gas emissions and climate change at the state level.

- Assembly Bill 1493 (AB 1493), Pavley. Vehicular Emissions: Greenhouse Gases (AB 1493), 2002: requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year. In June 2009, the U.S. Environmental Protection Agency (U.S. EPA) Administrator granted a Clean Air Act waiver of preemption to California. This waiver allowed California to implement its own GHG emission standards for motor vehicles beginning with model year 2009. California agencies will be working with Federal agencies to conduct joint rulemaking to reduce GHG emissions for passenger cars model years 2017-2025.
- Executive Order S-3-05: (signed on June 1, 2005, by Governor Arnold Schwarzenegger) the goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.
- AB32 (AB 32), the Global Warming Solutions Act of 2006: AB 32 sets the same overall GHG emissions reduction goals as outlined in Executive Order S-3-05, while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the State's Climate Action Team.
- Executive Order S-01-07: Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this Executive Order, the carbon intensity of California's transportation fuels is to be reduced by at least ten percent by 2020.
- Senate Bill 97 (Chapter 185, 2007): required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the State CEQA Guidelines for addressing greenhouse gas emissions. The Amendments became effective on March 18, 2010.

### *Federal*

Although climate change and GHG reduction is a concern at the federal level; currently there are, no regulations or legislation that have been enacted specifically addressing GHG emissions reductions and climate change at the project level. Neither the United States Environmental Protection Agency (EPA) nor Federal Highway Administration (FHWA) has promulgated explicit guidance or methodology to conduct project-level greenhouse gas analysis. As stated on FHWA's climate change website (<http://www.fhwa.dot.gov/hep/climate/index.htm>), climate change considerations should be integrated throughout the transportation decision-making process—from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will facilitate decision-making and

improve efficiency at the program level, and will inform the analysis and stewardship needs of project level decision-making. Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

The four strategies set forth by FHWA to lessen climate change impacts do correlate with efforts that the State has undertaken and is undertaking to deal with transportation and climate change; the strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and reduction in the growth of vehicle hours travelled.

Climate change and its associated effects are also being addressed through various efforts at the federal level to improve fuel economy and energy efficiency, such as the “National Clean Car Program” and Executive Order 13514- *Federal Leadership in Environmental, Energy and Economic Performance*.

Executive Order 13514 is focused on reducing greenhouse gases internally in federal agency missions, programs and operations, but also direct federal agencies to participate in the interagency Climate Change Adaptation Task Force, which is engaged in developing a U.S. strategy for adaptation to climate change.

On April 2, 2007, in *Massachusetts v. EPA*, 549 U.S. 497 (2007), the Supreme Court found that greenhouse gases are air pollutants covered by the Clean Air Act and that the EPA has the authority to regulate GHG. The Court held that the EPA Administrator must determine whether or not emissions of greenhouse gases from new motor vehicles cause or contribute to air pollution which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision.

On December 7, 2009, the EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The Administrator found that the current and projected concentrations of the six key well-mixed greenhouse gases--carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>)--in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator found that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

Although these findings did not themselves impose any requirements on industry or other entities, this action was a prerequisite to finalizing the EPA’s *Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles*, which was published on September 15, 2009<sup>16</sup>. On May 7, 2010, the final *Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards* was published in the Federal Register.

EPA and the National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG

---

<sup>16</sup> <http://www.epa.gov/climatechange/endangerment.html>

emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG regulations. These steps were outlined by President Obama in a memorandum on May 21, 2010.<sup>17</sup>

The final combined EPA and NHTSA standards that make up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon (MPG) if the automobile industry were to meet this carbon dioxide level solely through fuel economy improvements. Together, these standards will cut GHG emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016).

On January 24, 2011, the EPA along with the Department of Transportation and the State of California announced a single timeframe for proposing fuel economy and greenhouse gas standards for model years 2017-2025 cars and light-trucks. Proposing the new standards in the same timeframe (September 1, 2011) signals continued collaboration that could lead to an extension of the current National Clean Car Program.

### **Project Analysis**

An individual project does not generate enough GHG emissions to influence global climate change significantly. Rather, global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG.<sup>18</sup> In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." See California Environmental Quality Act (CEQA) Guidelines sections 15064(h)(1) and 15130. To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

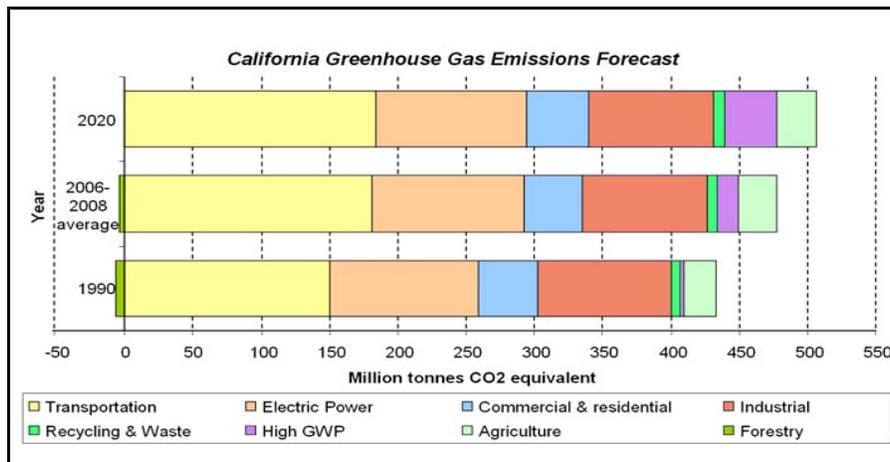
The AB 32 Scoping Plan contains the main strategies California will use to reduce GHG. As part of its supporting documentation for the Draft Scoping Plan, ARB released the GHG inventory for California (Forecast last updated: 28 October 2010). The forecast is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008.

---

<sup>17</sup> <http://epa.gov/otaq/climate/regulations.htm>

<sup>18</sup> This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the SCAQMD (Chapter 6: : The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

**Figure 18 – California Greenhouse Gas Forecast**



Source: <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California’s GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, the Department has created and is implementing the Climate Action Program at Caltrans that was published in December 2006 (see Climate Action Program at Caltrans (December 2006)).<sup>19</sup>

### Construction Emissions

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

### CEQA Conclusions

It is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project’s direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project.

Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

<sup>19</sup> Caltrans Climate Action Program is located at the following web address:  
[http://www.dot.ca.gov/hq/tpp/offices/ogm/key\\_reports\\_files/State\\_Wide\\_Strategy/Caltrans\\_Climate\\_Action\\_Program.pdf](http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf)

The purpose of the proposed Project is to improve mobility and safety; reduce congestion; boost traffic operations by improving vehicle flow; and enhance safety with better traffic movement. It is not assumed to add traffic and successful construction of the proposed project will result in a reduction of GHG emissions. Therefore, the only GHG emissions would be associated with the construction activity. The Road Construction Model estimates that the entire Project would emit 1,723 tonnes of CO<sub>2</sub> for the entire construction. Since the SCAQMD has said that if a project generates GHG emissions below 3,000 tCO<sub>2</sub>e, it could be concluded that the Project's GHG contribution is not "cumulatively considerable".

Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

The City of Calabasas does not yet have a Greenhouse Gas Reduction Plan. However, the City is taking a leadership role and addressing the impacts placed on the environment by urbanization and a growing populace and takes pride in its environmental stewardship and seeks to further its stewardship role by adopting a set of green building standards to help create high performance new and remodeled buildings that utilize efficient site and building design, sustainable construction practices, use of rapidly renewable, recovered or recycled building materials, and use of operational practices which have less of an impact on the environment than conventional methods. The Proposed Project will not conflict with any applicable plan, policy, or regulation. In addition, any associated GHG emissions would occur for a relatively short duration.

## **Greenhouse Gas Reduction Strategies**

### *AB 32 Compliance*

The Department continues to be actively involved on the Governor's Climate Action Team as ARB works to implement the Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Former Governor Arnold Schwarzenegger's Strategic Growth Plan calls for a \$222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including \$100.7 billion in transportation funding during the next decade. The Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding reduction in GHG emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that combined together are expected to reduce congestion. The Strategic Growth Plan relies on a complete systems approach to attain CO<sub>2</sub> reduction goals: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements.

The Department is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. The Department is working closely with local jurisdictions on planning activities; however, the Department does not have local land use planning authority. The Department is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; the Department is doing this by supporting on-going research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by EPA and ARB. Lastly, the use of alternative fuels is also

being considered; the Department is participating in funding for alternative fuel research at the UC Davis.

Table 33 summarizes the Department and statewide efforts that the Department is implementing in order to reduce GHG emissions. More detailed information about each strategy is included in the Climate Action Program at Caltrans (December 2006).

**GHG-2:** The project would incorporate the use of energy efficient lighting, such as LED traffic signals. LED bulbs cost \$60 to \$70 apiece but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED bulbs themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the projects CO<sub>2</sub> emissions.<sup>20</sup>

### **Adaptation Strategies**

“Adaptation strategies” refer to how the Department and others can plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damaging roadbeds by longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

At the Federal level, the Climate Change Adaptation Task Force, co-chaired by the White House Council on Environmental Quality (CEQ), the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency report October 14, 2010 outlining recommendations to President Obama for how Federal Agency policies and programs can better prepare the United States (U.S.) to respond to the impacts of climate change. The Progress Report of the Interagency Climate Change Adaptation Task Force recommends that the Federal Government implement actions to expand and strengthen the Nation’s capacity to better understand, prepare for, and respond to climate change.

---

<sup>20</sup> Knoxville Business Journal, “LED Lights Pay for Themselves,” May 19, 2008 at <http://www.knoxnews.com/news/2008/may/19/led-traffic-lights-pay-themselves/>.

**Table 33 – Climate Change/CO<sub>2</sub> Reduction Strategies**

Strategy	Program	Partnership		Method/Process	Estimated CO <sub>2</sub> Savings (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local Governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	.975	7.8
Operational Improvements & Intelligent Trans. System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	.07	2.17
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, CARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services		Fleet Replacement B20 B100	.0045	.0065 .045 .0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	.117	.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5 % limestone cement mix 25% fly ash cement mix > 50% fly ash/slag mix	1.2 .36	4.2 3.6
Goods Movement	Office of Goods Movement	Cal EPA, CARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total					2.72	18.18

Climate change adaptation must also involve the natural environment as well. Efforts are underway on a statewide-level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects.

On November 14, 2008, Governor Schwarzenegger signed Executive Order S-13-08 which directed a number of state agencies to address California's vulnerability to sea level rise caused by climate change. This Executive Order set in motion several agencies and actions to address the concern of sea level rise.

The California Natural Resources Agency (Resources Agency) was directed to coordinate with local, regional, State, and federal public and private entities to develop California's first strategy to identify and prepare for these expected climate impacts. *The California Climate Adaptation Strategy* (Dec 2009)<sup>21</sup>, which summarizes the best known science on climate change impacts to California, assesses California's vulnerability to the identified impacts, and then outlines solutions that can be implemented within and across state agencies to promote resiliency.

The strategy outline is in direct response to Executive Order S-13-08 that specifically asked the Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. Numerous other state agencies were involved in the creation of the Adaptation Strategy document, including Environmental Protection; Business, Transportation and Housing; Health and Human Services; and the Department of Agriculture. The document is broken down into strategies for different sectors that include: Public Health; Biodiversity and Habitat; Ocean and Coastal Resources; Water Management; Agriculture; Forestry; and Transportation and Energy Infrastructure. As data continues to be developed and collected, the state's adaptation strategy will be updated to reflect current findings.

EO S-13-08 also directed the Resources Agency to request the National Academy of Science (NAS) to prepare a Sea Level Rise Assessment Report by December 2010 to advise how California should plan for future sea level rise; however, the final report from the NAS is unlikely to be released until 2012. The report is to include:

- relative sea level rise projections for California, Oregon and Washington taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates;
- the range of uncertainty in selected sea level rise projections;
- a synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems;
- A discussion of future research needs regarding sea level rise.

Prior to the release of the final Sea Level Rise Assessment Report, all state agencies that are planning to construct projects in areas vulnerable to future sea level rise were directed to consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. Sea level rise estimates should also be used in conjunction with information

---

<sup>21</sup> <http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF>

regarding local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data.

Until the final report from the National Academy of Sciences is released, interim guidance has been released by The Coastal Ocean Climate Action Team (CO-CAT) as well as the Department as a method to initiate action and discussion of potential risks to the states infrastructure due to projected sea level rise.

All projects that have filed a Notice of Preparation, and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects as of the date of Executive Order S-13-08 may, but are not required to, consider these planning guidelines. The proposed project is programmed for funding in August 2012; therefore, is not required to consider these planning guidelines.

## Chapter 3 – Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this proposed project have been accomplished through a variety of formal and informal methods, including: proposed project development team meetings, and interagency coordination meetings. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve proposed project-related issues through early and continuing coordination.

Subsequent to approval of the Project Study Report and prior to the start of the Planning phases, there were 2 community workshops with the residents of Saratoga Hills and Saratoga Ranch, both held in 2007. At these workshops, preliminary designs were altered to address the concerns of the community about vehicular access to this community. The City of Calabasas administered the workshops and Caltrans received the community's comments. These meetings were held with local politicians in attendance. During the PA&ED phase a new alternative was developed that addresses both the concerns of the residents more completely, and the concerns of Caltrans. On March 20, 2009 the City of Calabasas held a meeting with the residents of Saratoga Ranch to apprise the community of the project status, funding initiatives, the on-going design development and changes to the Project Study Report, and the tentative schedule moving forward.

The Fire Department voiced their position at the first public meeting by stating the importance of keeping Driver Road open as a secondary access for emergency vehicles. A position letter/letter of support was drafted by the Fire Chiefs. The Saratoga communities adamantly want to keep Canwood Street open and oppose its closure in lieu of Driver Road. Letters of support for the project have also been received by Supervisor Yaroslavsky, Mayor Wolfson, the City of Agoura Hills, the Las Virgenes-Malibu Council of Governments, and the County of Los Angeles Sheriff's Department.

On September 22, 2009 a Public Scoping Meeting was held at the City of Calabasas Public Library. The scoping meeting was presided over by the City of Calabasas and Caltrans and was attended by the public. Advertisements for the meeting were posted in two local newspapers; the Acorn and the Daily News. Notices were posted on Public Notice Boards throughout the City and also on the City's website. Finally, the planned meeting was noted in the regular mailing of the Traffic and Transportation Commission meeting agenda. Presentation boards of the alternatives and the Build Alternative were hung around the meeting room and a PowerPoint presentation was given about the status of the project. Build Alternative – Cloverleaf was first introduced to the public at this meeting and was received well. The Build Alternative - Cloverleaf was generally seen as an improvement over all of the alternatives approved for the PSR.

The residents also expressed concerns from existing and future noise from freeway traffic. They reported an interest in having sound barrier was constructed as part of the project. Caltrans received comments and questions at the end of the presentation and the public was informed of how to go on record with their comments about the project.

The following list outlines the community outreach efforts conducted during preparation of the Project Study Report:

- August 22, 2006 - Traffic & Transportation Commission Meeting
  - Creation of a Technical Advisory Committee (TAC) for Lost Hills
  - Mandate to reduce 6 alternatives to 2 for presentation to community
- September 26, 2006 – Traffic & Transportation Commission Meeting
  - Reviewed status update of TAC and funding initiatives
- October 24, 2006 – Community Workshop
  - Introduction of 2 alternatives to community
  - Closure of Canwood Street and opening of Driver Road identified as a major issue
  - Ideas for changes to initial design discussed
- October 24, 2006 – Traffic & Transportation Commission Meeting
  - Discussion of community workshop
  - Presentation by TAC on rationale behind alternatives
- November 15, 2006 – City Council
  - Entered into contract with Digital Architecture for design of 3D imaging and informational DVD of Lost Hills project
- November 28, 2006 – Community Workshop
  - Changes introduced to community
  - Community agreed with new designs; relocation of Canwood Street, Driver Road remains closed
- November 28, 2006 – Traffic & Transportation Commission Meeting
  - Changes presented to and accepted by Traffic & Transportation Commission

## **Chapter 4 – List of Preparers**

### **Caltrans District 7**

Carlos J. Montez, Environmental Branch Chief

Ron Kosinski, Deputy District Director, Environmental Planning

Aziz Elattar, Office Chief, Division of Environmental Planning

Natalie Hill, Environmental Planner

### **Chambers Group Inc.**

James Smithwick, Program Manager, Chambers Group, Inc.

Roma Stromberg, Principal Environmental Planner, Chambers Group, Inc.

Paula Fell, Senior Environmental Planner, Chambers Group, Inc.

Meghan Directo, Associate Environmental Planner, Chambers Group, Inc.

Jeannie Yu, Assistant Environmental Planner, Chambers Group, Inc.

Leslie Hall, Project Assistant, Chambers Group, Inc.

## Chapter 5 – Distribution List

### Interested Parties

<p><b>Elected and City Officials</b></p>	<p>City of Calabasas Jonathon Wolfson Mayor 100 Civic Center Way Calabasas, CA 91302</p>	<p>City of Calabasas Robert B. Yalda Public Works Director 100 Civic Center Way Calabasas, CA 91302</p>
<p>City of Calabasas Mike Newfield Chairman, Traffic and Transportation Committee 100 Civic Center Way Calabasas, CA 91302</p>	<p>City of Calabasas Robert Lia Commissioner, Planning Commission 100 Civic Center Way Calabasas, CA 91302</p>	<p>City of Calabasas Tatiana Holden Associate Engineer 100 Civic Center Way Calabasas, CA 91302</p>
<p>City of Calabasas Ryan Thompson Assistant Transportation Planner 100 Civic Center Way Calabasas, CA 91302</p>	<p>City of Calabasas Anna Ford Executive Assistant II 100 Civic Center Way Calabasas, CA 91302</p>	<p>City of Agoura Hills Denis Weber Mayor 30001 Ladyface Court Agoura Hills, CA 91301</p>
<p><b>County Supervisor</b></p>	<p>County Supervisor Zev Yaroslavsky – Third District Calabasas District Office 26600 Agoura Road, #100 Calabasas, CA 91302</p>	
<p><b>Federal Agencies</b></p>	<p>U.S Senator Dianne Feinstein 11111 Santa Monica Boulevard, Suite 915 Los Angeles, CA 90025</p>	<p>U.S. Senator Barbara Boxer 312 N. Spring Street, Suite 1748 Los Angeles, CA 90012</p>
<p>State Assembly Henry Waxman 8436 W. Third St. Suite 600 Los Angeles, CA 90048</p>	<p>District Commander U.S. Army Corps of Engineers Los Angeles District Attn: Public Affairs office, Suite 1525 915 Wilshire Boulevard</p>	<p>US Fish &amp; Wildlife Service 6010 Hidden Valley Road Carlsbad, CA 92009-4219</p>
<p><b>State Agencies</b></p>	<p>Division of Environmental Analysis Attn: Gregoria Ponce 1120 N Street, MS 27 Sacramento, CA 95814</p>	<p>Air Resources Board CEQA Compliance 9528 Telstar Avenue EI Monte, CA 91731</p>
<p>Edwin Pert, Regional Manager California Department of Fish and Game, Region 5 4949 Viewridge Avenue San Diego, CA 92123</p>	<p>State Clearinghouse Office of Planning and Research 1400 Tenth Street, Room 222 Sacramento, CA 95814</p>	<p>California Dept. of Conservation Div. of Land Resource Protection 801 K Street. MS 13-71 Sacramento, CA 95814</p>

State Water Resources Control Board 1001 I Street Sacramento, CA 95814	California Highway Patrol Southern Division 411 North Central Avenue, Suite 410 Glendale, CA 91203-2020	Rosa Munoz Public Utilities Commission 320 West 4 <sup>th</sup> Street, Suite 500 Los Angeles, CA 90013
Native American Heritage Commission 915 Capitol Mall, Room 364 Sacramento, CA 95814	State Historic Preservation Officer Office of Historic Preservation Department of Parks and Recreation P.O. Box 942896	California Wildlife Conservation Board 1416 Ninth Street Sacramento, CA 95814
<b>Regional and Local Agencies</b>	Metropolitan Water District Ms. Rebecca De Leon Env. Planning Team Metropolitan Water District of Southern California	Paul Edelman Santa Monica Mountains Conservancy 5750 Ramirez Canyon Rd. Malibu, CA 90265
Mr. Barry R. Wallerstein, Executive Officer South Coast Air Quality Management District 21865 East Copley Drive Diamond Bar, CA 91765	Executive Director Los Angeles Regional Water Quality Control Board 320 West 4 <sup>th</sup> Street, Suite 200 Los Angeles, CA 90013-	Gail Farber Director, Department of Public Works County of Los Angeles 900 S. Fremont Ave. Alhambra, CA 91803
Southern California Association of Governments Intergovernmental Review 818 W. Seventh Street, 12th Floor Los Angeles, CA 90020	Richard Hunt Transportation Manager – San Fernando Valley Service Sector Los Angeles County Metropolitan Transportation Authority	Greater Los Angeles Vector Control CEQA Compliance 12545 Florence Avenue Santa Fe Springs, CA 90670
Fire Chief Attn: Michael Freeman Los Angeles County Fire Department 1320 North Eastern Avenue Los Angeles, CA 90063	Deputy Director Attn: Massie Munroe Watershed Management Division Los Angeles Dept. Public Works 900 S. Fremont Ave.,	Board of Directors Water Replenishment District of Southern California 12621 East I66th Street Cerritos, CA 90703
Timothy Gallagher, Director County of Los Angeles Department of Parks and Recreation 433 South Vermont Avenue Los Angeles, CA 90020	Office of the County Clerk Environmental Filings 12400 E. Imperial Hwy, Room 2001 Norwalk, CA 90650	Jim Stahl, General Manager Sanitation Districts of Los Angeles County P.O. Box 4998 1955 Workman Mill Road Whittier, CA 90607-4998
Carol Washburn President/CEO Chamber of Commerce 23564 Calabasas Road, Ste. 101 Calabasas, CA 91302	Captain Thomas G. Martin Los Angeles County Sheriff's Department Malibu/Lost Hills Station 27050 Agoura Road Agoura Hills, CA 91301-5336	Administrative Director Metrolink 700 South Flower Street, Suite 2600, Los Angeles, CA 90017

<p>H. David Nahai General Manager Los Angeles Dept. of Water &amp; Power 7501 Tyrone Avenue Van Nuys, CA 91405</p>	<p>Dr. Donald Zimring Deputy Superintendent Las Virgenes Unified School District 4111 N. Las Virgenes Road Calabasas, CA 91302</p>	<p>Calabasas Landfill 5300 Lost Hills Road Agoura Hills, CA 91301</p>
<p>Mr. Ed Schuetz Verizon - Engineering 1400 East Phillips Blvd. Building A Pomona, CA 91766</p>	<p>John Mundy General Manager Las Virgenes Municipal Water District 4232 Las Virgenes Road Calabasas, CA 91302</p>	<p>Southern California Edison Right-of-Way Division P. O. Box 410 Long Beach, CA 90801</p>
<p>President Attn: Randy Walker California Wildlife Federation P.O. Box 1527 Sacramento, CA 95812</p>	<p>Executive Committee Sierra Club Los Angeles Chapter 3435 Wilshire Boulevard, Suite 320 Los Angeles, CA 90010- 1904</p>	<p>President Automobile Club of Southern California 3333 Fairview Road Costa Mesa, CA 92626</p>
<p>Mountain Restoration Trust 3815 Old Topanga Cyn. Rd. Calabasas, CA 91302</p>	<p>Dept. of Parks &amp; Recreation – Los Angeles District 1925 Las Virgenes Rd. Calabasas, CA 91302</p>	<p>Dept. of Parks &amp; Recreation – West Sector Ranger Station 9000 West Pacific Coast Highway Malibu, CA 90265</p>
<p><b>Other Interested Parties</b></p>	<p>Community Association of Saratoga Hills Norm Buehring President 5221 Edgeware Drive Calabasas, CA 91301</p>	<p>Saratoga Ranch Owners Association Andrew Leff President</p>
<p>Isaac Goren 5041 Ambridge Dr. Calabasas, CA 91301</p>	<p>Chip Dill and Lora Gates- Dill 27087 Esward Drive Calabasas, CA 91301</p>	

## Appendix A. CEQA Checklist

Supporting documentation of all CEQA checklist determinations is provided in Chapter 2 of this Initial Study/Environmental Assessment (IS/EA). Documentation of “No Impact” determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or compensation measures under the appropriate topic headings in Chapter 2.

### CEQA Environmental Checklist

**District 7, LA County, US-101**

**(PM 31.9/32.3)**

**ID 0700000419**

Dist.-Co.-Rte.

P.M/P.M.

E.A.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the proposed projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included in Section VI following the checklist. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts.

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

**II. AGRICULTURE RESOURCES:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Proposed project :

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**III. AIR QUALITY:** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Proposed project :

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

a) Conflict with or obstruct implementation of the applicable air quality plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

b) Violate any air quality standard or contribute substantially to an existing or proposed projected air quality violation?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**IV. BIOLOGICAL RESOURCES:** Would the Proposed project :

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**V. CULTURAL RESOURCES:** Would the Proposed project :

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

VI. GEOLOGY AND SOILS: Would the Proposed project :	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Proposed project , and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VII. HAZARDS AND HAZARDOUS**

**MATERIALS:** Would the Proposed project :

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a proposed project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed project result in a safety hazard for people residing or working in the proposed project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a proposed project within the vicinity of a private airstrip, would the proposed project result in a safety hazard for people residing or working in the proposed project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VIII. HYDROLOGY AND WATER QUALITY:**

Would the Proposed project :

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**IX. LAND USE AND PLANNING:** Would the Proposed project :

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

<b>X. MINERAL RESOURCES:</b> Would the Proposed project :	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>XI. NOISE:</b> Would the proposed project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the proposed project vicinity above levels existing without the Proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the proposed project vicinity above levels existing without the Proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a proposed project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed project expose people residing or working in the proposed project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
f) For a proposed project within the vicinity of a private airstrip, would the proposed project expose people residing or working in the proposed project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XII. POPULATION AND HOUSING:** Would the Proposed project :

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIII. PUBLIC SERVICES:**

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIV. RECREATION:**

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the proposed project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the proposed project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XV. TRANSPORTATION/TRAFFIC:** Would the Proposed project :

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVI. UTILITIES AND SERVICE SYSTEMS:**  
Would the proposed project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the proposed project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the proposed project that it has adequate capacity to serve the proposed project's proposed projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the proposed project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE**

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the proposed project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Does the proposed project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a proposed project are considerable when viewed in connection with the effects of past proposed projects, the effects of other current proposed projects, and the effects of probable future proposed projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the proposed project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## References

- Acentech  
2011 Noise Study Report, April 2011.
- Athalye Consulting Engineers  
2007 Proposed Project Study Report – Proposed Project Development Support, March 2007.
- Bontrager, D. R.  
1991 Riverside County Integrated Project (RCIP) - Western Riverside County Species Accounts Habitat requirements, home range and breeding biology of the California gnatcatcher (*Polioptila californica*) in South Orange County, California. Prepared for Santa Margarita Company, Rancho Santa Margarita, California.
- California Department of Fish and Game (CDFG)  
1990 *California's Wildlife, Volume II Birds*. California Statewide Wildlife Habitat Relationships System.
- California Native Plant Society Electronic Inventory (CNPSEI).  
2009 Calabasas, Thousand Oaks, Malibu, Point Dume, California USGS 7.5-minute quadrangles.
- California Natural Diversity Data Base (CNDDB).  
2006 Calabasas, Thousand Oaks, Malibu, Point Dume, California USGS 7.5-minute quadrangles.
- Caltrans  
1999 Transportation Concept Report, July 1999
- 2002 Guide for the Preparation of Traffic Impact Studies, December 2002
- 2000 Highway Capacity Manual, 2000
- 2003 Discharge Characterization Study Report (CTSW-RT-03-065.51.42).
- 2006 Climate Action Program, December 2006,  
<http://www.dot.ca.gov/docs/ClimateReport.pdf>
- 2009 Standard Special Provisions Update, 2009
- 2010 Project Planning and Design Guide, 2010
- n.d. Traffic Accident Surveillance and Analysis System,  
<http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm>.
- n.d. <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/2007all.htm>.
- n.d Highway Design Manual (HDM) Table 201.1

- Canadian Tree Foundation  
n.d. [http://www.tcf-fca.ca/publications/pdf/english\\_reduceco2.pdf](http://www.tcf-fca.ca/publications/pdf/english_reduceco2.pdf).
- Chambers Group, Inc.  
2009 Focused plant surveys within the BSA, May 2009.  
2009 Water Quality Assessment Report, November 2009 (Revised April 18, 2011).  
2011 Air Quality Technical Report, October 2011.  
2011 Archaeological Survey Report (ASR), January 2011.  
2011 Historic Property Survey Report (HPSR), January 2011.  
2011 Jurisdictional Delineation Report, September 2011.  
2011 Natural Environment Study, April 2011.
- City of Agoura Hills  
n.d. <http://www.ci.agoura-hills.ca.us/Index.aspx?page=155>.
- City of Calabasas  
2008 General Plan, 2008
- Department of Transportation  
2001 "Final Report Disposal Site Quality Team, September 2001.
- DKS Associates  
2011 Traffic Analysis, Lost Hills Road Interchange, Calabasas, California, January 2011
- Federal Highway Administration (FHWA)  
n.d. Climate Change Website, <http://www.fhwa.dot.gov/hep/climate/index.htm>.
- Garza, V.J., Graney, P., and Sperling, D.  
1997 Transportation Project-Level Carbon Monoxide Protocol (CO Protocol). Garza, V.J., Graney, P., Sperling, D. University of California Davis, Institute of Transportation Studies. 1997.
- Governor's Strategic Growth Plan  
n.d. Fig. 1 (<http://gov.ca.gov/pdf/gov/CSGP.pdf>)
- Gray and Bramlet  
1992 Habitat Classification System Natural Resources Geographic Information System (GIS) Project. Prepared for the County of Orange Environmental Management Agency, Santa Ana, California.
- Holland, R.F.  
1986 *Preliminary Descriptions of the Terrestrial Natural Communities of California*. Unpublished report available from California Department of Fish and Game, Sacramento, California.

Huitt-Zollars, Inc.

- 2011 Draft Project Report, May 2011.
- 2011 Noise Abatement Decision Report, August 2011.
- 2011 Preliminary Project Cost Estimate Summary, August, 2011.
- 2011 Storm Water Data Report, January, 2011.

Knoxville Business Journal

- 2008 LED Lights Pay for Themselves," May 19, 2008 at <http://www.knoxnews.com/news/2008/may/19/led-traffic-lights-pay-themselves/>.

Natural History Museum

- 2009 Paleontological Resources, Vertebrate Paleontology Section, November 2009.

Ninyo & Moore

- 2009 Preliminary Foundation Report, May 15, 2009.
- 2011 Haz-Mat Work Plan, February 2011.
- 2011 Initial Site Assessment (ISA), February 2011.

Regional Water Quality Control Board,

- 1994 Water Quality Control Plan, Los Angeles Region, Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. Approved November 1994.

Sawyer, J.O., Jr. and Todd Keeler-Wolf.

- 1995 *A Manual of California Vegetation*. California Native Plant Society, Sacramento.

SMAQMD.

- 2009 Road Construction Emissions Model Version 6.3.2. Sacramento Metropolitan Air Quality Management District. July 2009.

South Coast Air Quality Management District (SCAQMD)

- 1993 Handbook, Chapter 6.

Southern California Association of Governments

- 2008 Regional Transportation Plan, 2008.

Tatsumi & Partners

- 2011 Visual Impact Assessment, July 21, 2011

TY LIN International

- 2010 Advanced Planning Study (APS), August 2010.

U.S. Census Bureau

- 2000 <http://www.census.gov/>.

- U.S. Department of Agriculture  
2009 National Resources Conservation Service web soil survey (accessed November 2009).
- U.S.D.O.T.  
1981 Federal Highway Administration, Office of Environmental Policy, Visual Impact Assessment for Highway Projects, U. S. Department of Transportation Washington D. C. March 1981.
- WRCC.  
2009 Western U.S. Climate Historical Summaries. Western Regional Climate Center. <http://www.wrcc.dri.edu/Climsum.html>. Accessed October 2009.

## Appendix B. Non – Functional Use of the Property



**COPY**

CITY of CALABASAS

September 14, 2011

Carlos Montez  
Branch Chief, Environmental Planning  
Caltrans  
100 S. Main Street, Suite # 100  
Los Angeles, CA 90012

**SUBJECT:** Lost Hills Road Interchange Project; ID #0700000419

Dear Carlos,

This letter shall clarify the non-functional use of the property located north of U.S 101 and east of Lost Hills Road that is included in the Area of Potential Effect for the subject project. The project proposes that a new northbound off-ramp and northbound loop on-ramp will be constructed in this area.

Per the City of Calabasas General Plan Land Use Map, the existing property is zoned for open space (OS-R), which permits the land to be used for leisure and recreation. The property is owned by the County of Los Angeles Sanitation District and Calabasas Landfill No. 5 is located to the north of the project. There are no plans for this property to change from its current condition for which public access and recreational uses are not permitted. The City of Calabasas does not currently and has no intention to utilize the affected property for recreational use.

Sincerely,  
City of Calabasas

Tony Coroalles  
City Manager

cc: Robert Yalda, Public Works Director/City Engineer  
Robert Woodward, Project Manager  
Huitt-Zollars, Consultant ✓

100 Civic Center Way  
Calabasas, CA 91302  
(818) 224-1600  
Fax (818) 225-7324





## District 7 ENVIRONMENTAL COMMITMENTS RECORD

Appendix D ECR

Lost Hills Road/US-101  
 Lost Hills Road Overcrossing Replacement & Interchange Modification Proposed Project  
 ID #700000419  
 (Calabasas-US101- PM31.9/32.3)

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates REFERENCE	Commitment Measure	Completed Signature Page	Remarks
<b>BIOLOGY</b>									
1-1 (BR-1)	Environmentally Sensitive Areas	Biologist		Pre Construction/ Construction		ED	The planted oak trees identified within the BSA are considered a sensitive resource and are afforded protection under the Los Angeles County Oak Tree Ordinance 22.56.2050. Under the Los Angeles County Ordinance, a person shall not cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any tree of the oak tree genus, which is 8 inches or greater in DBH, or 12 inches for multiple trunk trees, without first obtaining a permit. A total of 20 oak trees within the BSA are within these standards and fall under protection of the County's ordinance. If one or more of these trees would be adversely affected in association with proposed project activities, a permit or mitigation plantings may be required. Tree should be replaced at a one-to-one ratio. The City shall ensure that precautionary methods are adhered to during and following construction to confirm that disturbance to oak trees is avoided or minimized where possible. Arborist should be present during clearing to determine which fied biologist. ent possibly by using hay bales or silt fences, constructing berms or barriers around construction materials or installing geofabric in		
1-2 (BR-2)	Bird Protection- Nesting Birds	Biologist		Pre Construction/ Construction		ED	In order to avoid or minimize the potential to remove or destroy occupied nests of native birds within the surrounding trees or vegetation, percussive activities, sound wall construction, and construction of roadway revisions would be conducted during the non-breeding season for birds (approximately September 1 through February 15). This would avoid violations of the MBTA and CDFG Code Sections 3503, 3503.5 and 3513. If construction activities cannot avoid the bird nesting season, it is recommended that a qualified biologist be required to conduct pre-construction nesting bird surveys within 14 days of beginning all work. Additionally, follow-up surveys would be required following any period of inactivity, longer than three days, prior to resuming work. If the biologist detects any occupied nests of native birds within the construction zone, the construction crew would be instructed to avoid any activities in this zone until the bird nest(s) is/are no longer occupied per a subsequent survey by the qualified biologist.		
1-3 (BR-3)	Nest Protection	Biologist		Construction		ED	A biologist shall survey the trees occurring within the construction footprint and surrounding vicinity in early summer prior to the start of any of the proposed activities to assess the potential for its use as a maternity roost. This may be performed in conjunction with raptor and other nesting bird surveys prior to construction activities. In addition, the biologist should be contacted regarding construction schedule to avoid impacts on roosting bats should they be present at the bridge; normally, construction during the fall and winter seasons are best to avoid impacts on roosting bats. If construction cannot be conducted during the period recommended by a biologist, the biologist shall conduct a preconstruction survey to determine whether roosting bats are present and shall be present during construction activities, in the event that a bat colony is discovered, to provide recommendations regarding proposed project activities and schedule to minimize impacts on roosting bats.		

## District 7 ENVIRONMENTAL COMMITMENTS RECORD

Lost Hills Road/US-101

Lost Hills Road Overcrossing Replacement & Interchange Modification Proposed Project

ID #700000419

(Calabasas-US101- PM31.9/32.3)

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates REFERENCE	Commitment Measure	Completed Signature Page	Remarks
1-4 (TES-1)	California gnatcatcher surveys	Biologist		pre Construction		ED	If focused coastal California gnatcatcher (CAGN) surveys are required by permitting agencies, they shall be conducted following the USFWS 1997 CAGN protocol guidelines. The 1997 US Fish and Wildlife Service (USFWS) protocol requires permitted biologists to conduct six (6) surveys, at least seven (7) days apart during the period between March 15 and June 30 or nine (9) surveys, at least fourteen (14) days apart during the period between July 1 and March 14. The protocol requires that these surveys be conducted by a permitted biologist, and that prior to initiating these surveys, a 10-day notification letter be submitted to the USFWS.		
1-5 (WL-1)	Wetland/Riparian/Uplands Mitigation (Identify if part of separate project)			pre Construction		ED	Pending a formal wetland delineation, the area may be determined to be a wetland, and therefore potentially defined as Federally protected wetlands jurisdiction of United States Army Corps of Engineers (USACE) and California Department of Fish and Game (CDFG). A formal wetland delineation should be conducted prior to construction		
1-6 (IS-1)	Invasive species removal	Contractor		Construction		ED	To avoid and minimize the spread of invasive weeds, the invasive species removed during construction activity would not be replanted as part of highway landscaping. Care shall be taken to avoid including any species that occur on the California Invasive Plant Council's Invasive Plant inventory in Caltrans erosion control seed mix or landscaping plans for the proposed project.		
1-7(IS-2)	Executive Order 13112	Contractor		Construction		ED	In compliance with the Executive Order on Invasive Species, Executive Order 13112, and subsequent guidance from the Federal Highway Administration, the landscaping and erosion control included in the proposed project would not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions would be taken if invasive species were found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.		
	<b>VISUAL/LANDSCAPE</b>								
2-5 (VA-1)	Special Architectural Treatments					ED	Retaining walls could include a combination of color, texture, and embossing treatments as well as native plants that are consistent with the nearby units.		
	<b>CULTURAL RESOURCES</b>								
	Environmentally Sensitive Areas for Archaeological Resources								
3-1 (CR-1)	Other Requirements set forth in the MOA and or SHPO consultation	Archaeologist (City)		Construction		ED	If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find.		

## District 7 ENVIRONMENTAL COMMITMENTS RECORD

Lost Hills Road/US-101

Lost Hills Road Overcrossing Replacement & Interchange Modification Proposed Project

ID #700000419

(Calabasas-US101- PM31.9/32.3)

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates REFERENCE	Commitment Measure	Completed Signature Page	Remarks
3-2 (CR-2)	Other Requirements set forth in the MOA and or SHPO consultation	Archaeologist (City)		Construction		ED	If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find.		
	<b>PALEONTOLOGY</b>								
	ESAs for Paleontology (including delineation on Plans)								
4-1 (PR-1)	Unexpected Discovery Provisions	City		Construction		ED	If during proposed project construction paleontological resources are encountered, work in that area shall immediately halt until a qualified paleontologist is notified and examines the find. Construction may only resume in that area once a paleontologist has cleared it.		
4-2 (PR-2)	In-situ preservation	City		Construction		ED	Preserve significant archeological and paleontological resources in-situ, when feasible. When avoidance of impacts is not possible, require data recovery mitigation for all significant resources. All forms of excavation in deposits of Native American origin shall be coordinated and monitored by representatives of the Chumash nation.		
	<b>COMMUNITY/SOCIAL IMPACTS</b>								
	Farmland								
5-1	Temporary Detours	Contractor		Construction			Maintain Access		
5-2	Bicyclists & Pedestrians	Contractor		Construction			Maintain Access		
5-3	Transit Services	Contractor		Construction		ED	Maintain Access		
5-4	Noise and Vibration limitations	City		Construction		ED	Do not exceed City codes		
	<b>LAND USE</b>								
	General								
6-1	(other - insert as necessary)								
	(other - insert as necessary)								
	(other - insert as necessary)								
	<b>FLOODPLAIN</b>								
	General								
7-1	(other - insert as necessary)								
	(other - insert as necessary)								
	<b>WILD AND SCENIC RIVERS</b>								
	General								
8-1									
	<b>ENERGY</b>								
	General								
1-Sep	(other - insert as necessary)								
	(other - insert as necessary)								
	<b>NOISE ATTENUATION</b>								
	Sound Barriers - Order of Work (Also include type, locations, whether temporary or permanent, etc.								

## District 7 ENVIRONMENTAL COMMITMENTS RECORD

Lost Hills Road/US-101

Lost Hills Road Overcrossing Replacement & Interchange Modification Proposed Project

ID #700000419

(Calabasas-US101- PM31.9/32.3)

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates REFERENCE	Commitment Measure	Completed Signature Page	Remarks
10-1	Construction Windows to comply with local noise ordinance	Contractor		Construction		ED	Yet to be determined. Comply with City codes.		
10-2 (N-1)	Noise Barriers	Contractor		Construction		ED	Install noise barrier walls and berms.		
10-3 (N-2)	Other Noise related issues	City		Construction		ED	Noise level during construction shall be reduced to meet local City codes.		
10-4 (N-3)	Sound Control Devices on equipment	Contractor		Construction		ED	As directed by Caltrans, the contractor would implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.		
10-5 (N-4)	(other - insert as necessary)	Contractor		Construction		ED	All equipment would have sound-control devices that are no less effective than those provided on the original equipment. No equipment would have an unmuffled exhaust.		
	<b>AIR QUALITY</b>								
11-1 (AQ-1)	Caltrans Standards	Contractor		Construction		ED	Caltrans Standard Section 14, Environmental Stewardship, stipulates that construction activities must comply with all rules, regulations, ordinances, and statutes of the local air pollution control district, and Standard Section 10 addresses dust control requirements.		
11-2 (AQ-2)	Fugitive Dust						SCAQMD Rule 403 (Fugitive Dust) requires that fugitive dust control measures be applied to all construction proposed projects.		
11-3 (AQ-3)	Caltrans Standards	Contractor		Construction		ED	Construction contractor shall comply with Caltrans' Standard Specifications Section 7-1.01F and Section 10 of Caltrans' Standard Specifications (1999). <ul style="list-style-type: none"> <li>Section 7, "Legal Relations and Responsibility," addresses the contractor's responsibility on many items of concern, such as: air pollution; protection of lakes, streams, reservoirs, and other water bodies; use of pesticides; safety; sanitation; and convenience of the public; and damage or injury to any person or property as a result of any construction operation. Section 7-1.01F specifically requires compliance by the contractor The with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.</li> <li>Section 10 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.</li> </ul>		
11-4 (AQ-4)	Water	Contractor		Construction		ED	Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions		
11-5 (AQ-5)	Soil binder	Contractor		Construction		ED	Spread soil binder on any unpaved roads used for construction purposes, and all project construction parking areas		

## District 7 ENVIRONMENTAL COMMITMENTS RECORD

Lost Hills Road/US-101

Lost Hills Road Overcrossing Replacement & Interchange Modification Proposed Project

ID #700000419

(Calabasas-US101- PM31.9/32.3)

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates REFERENCE	Commitment Measure	Completed Signature Page	Remarks
11-6 (AQ-6)	Truck wash	Contractor		Construction		ED	Wash off trucks as they leave the right-of-way as necessary to control fugitive dust emissions.		
11-7 (AQ-7)	Maintain equipment	Contractor		Construction		ED	Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.		
11-8 (AQ-8)	Dust control plan	Contractor		Construction		ED	Develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.		
11-9 (AQ-9)	Storage	Contractor		Construction		ED	Locate equipment and materials storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.		
11-10 (AQ-10)	ESA	Contractor		Construction		ED	Establish ESAs for sensitive air receptors within which construction activities involving extended idling of diesel equipment would be prohibited, to the extent that is feasible.		
11-11 (AQ-11)	Track-out	Contractor		Construction		ED	Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.		
11-12 (AQ-12)	Covers	Contractor		Construction		ED	Cover all transported loads of soils and wet materials prior to transport, or provide adequate freeboard (space from the top of the material to the top of the truck) to reduce PM10 and deposition of particulate matter during transportation.		
11-13 (AQ-13)	Clean pavement	Contractor		Construction		ED	Remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease particulate matter.		
11-14 (AQ-14)	Avoid peak traffic	Contractor		Construction		ED	Route and schedule construction traffic to avoid peak travel times as much as possible, to reduce congestion and related air quality impacts caused by idling vehicles along local roads.		

## District 7 ENVIRONMENTAL COMMITMENTS RECORD

Lost Hills Road/US-101

Lost Hills Road Overcrossing Replacement & Interchange Modification Proposed Project

ID #700000419

(Calabasas-US101- PM31.9/32.3)

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates REFERENCE	Commitment Measure	Completed Signature Page	Remarks
11-15 (AQ-15)	mulch or plant vegetation	Contractor		Construction/post Construction		ED	Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area.		
	<b>HAZARDOUS MATERIALS INVESTIGATION/TREATMENT</b>								
	Hazardous Waste Clearance Affecting Advertising (Does the Haz Waste need to								
	ADL Issues and Provisions (Is ADL present or suspected on this project? Does sampling need to be done? Provisions needed?)	City		pre Construction		ED	The US-101 is located through the central portion of the site. This presents an aerially deposited lead (ADL) concern in unpaved areas of the site. ADL survey should be conducted at unpaved locations of the site prior to any earth disturbance.		
12-1 (HW-1)	ACM & LBP	City		Prior to any earth disturbance		ED	Prior to demolition/modifications to the Lost Hills Road Bridge, an asbestos containing materials (ACM) and a lead-based paint (LBP) survey should be performed.		
12-2 (HW-2)	Striping	City		pre Construction		ED	Prior to demolition/renovation of roadways, paint chip sampling should be conducted on the yellow paint, pavement markings, or thermoplastic stripes.		
12-3 (HW-3)	Landfill Impacts	City		Prior to Construction		ED	An evaluation should be conducted along the proposed ROW for the northbound on- and off ramps of suspected occurrence of impact from activities associated with landfill operations northwest of the site. This should include soil		
12-4 (WH-4)	Appropriate Lead Compliance Plan	Contractor		Construction		ED	As with all construction projects of this nature, we recommend that all work be conducted under the conditions of a site specific health and safety plan approved by a Certified Industrial Hygienist. We also recommend that a monitoring and contingency plan be in place and implemented if suspected contamination is encountered any time during construction.		
	<b>CONSTRUCTION</b>								
	Special Training for Construction Workers								
	Cuts and Slopes								
13-1 (LU-1)	Construction Windows and Work Hours - For sensitive resources, community impacts and other	Contractor		Construction		ED	Hillside/mountainous slopes would be cut for transportation. Engineering measures would be taken to ensure safe cuts and proper slopes		
13-2 (CON-1)	Required Notification With/Reporting to Resource Agencies including contact names						Prior to construction, the contractor would be required to develop an emergency access plan that would ensure full access for emergency vehicles during construction. This impact would be eliminated once construction is completed.		
13-3	Noise/Air Quality Specs Related to Construction Activities (such as dust control spec.)	Contractor		Construction		ED	City Codes		
13-6	Detours								

## District 7 ENVIRONMENTAL COMMITMENTS RECORD

Lost Hills Road/US-101

Lost Hills Road Overcrossing Replacement & Interchange Modification Proposed Project

ID #700000419

(Calabasas-US101- PM31.9/32.3)

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates REFERENCE	Commitment Measure	Completed Signature Page	Remarks
13-7 (CWQ-1 to CWQ-5)	Water Quality	Contractor		Construction		ED	<p>Temporary Construction Site BMPs shall be developed in accordance with Appendix C of the Project Planning and Design Guide (PPDG) along with the most recent cost guidelines from Caltrans Headquarters. Caltrans intends to prevent the adverse effects of stormwater runoff from Caltrans roadways and facilities. For the new construction permit, new items such as "rain event action plan", "storm water annual report", " storm water sampling and analysis day" were introduced. These items are listed in Section 4 of the Caltrans Project Planning and Design Guide (2010 version).</p> <p>Silt fencing, fiber rolls, stormwater pollution prevention plan, and stabilized construction entrances shall be utilized.</p> <p>Surface disturbance of soil and vegetation shall be kept to a minimum. Existing access and maintenance roads shall be used wherever feasible.</p> <p>Any stockpiled soil shall be placed and sloped so that it would not be subject to accelerated erosion.</p> <p>Discharge of all project-related materials and fluids into drainages shall be avoided to the extent possibly by using hay bales or silt fences, constructing berms or barriers around construction materials or installing geofabric in the area of disturbance.</p>		
<b>WATER QUALITY REQUIREMENTS</b>									
Stormwater Pollution Prevention Plan (SWPPP)/Water Pollution Control Program									
14-1 (WQ-1)	Permanent Storm Water Control Measures including Operations and Maintenance Information	Contractor		Post Construction		ED	<p>The proposed project shall implement the design pollution prevention BMPs and comply with the permit requirements. Permanent stormwater treatment BMPs shall be incorporated to the maximum extent practicable in compliance with the Caltrans SWMP and stormwater guidance. <b>Permanent stormwater treatment BMPS that are included in the project design include biofiltration swals and catch basin inserts.</b></p>		
14-2 (WQ-2)	Erosion Control	Contractor		30 day prior to, and throughout construction		ED	<p>Construction site BMPs shall be prepared and comply with the provisions of the NPDES Permit and any subsequent permit as they relate to construction activities for this Proposed project. This shall include submission of a Notice of Construction to the Los Angeles RWQCB at least 30 days before the start of construction, preparation and implementation of the SWPPP, and submission of a Notice of Construction Completion to the Los Angeles RWQCB upon completion of construction and stabilization of the proposed project site. Also, BMPs shall be considered and incorporated in accordance with the procedures outlined in the PPDG Stormwater Quality Handbooks.</p>		
14-3 (WQ-3)	TMDL Controls	Project Engineer		Construction		ED	<p>The Project Engineer shall consider <b>TMDL</b> treatment controls for the project and consult with the District NPDES Storm Water Coordinator.</p>		
<b>OTHER</b>									

## District 7 ENVIRONMENTAL COMMITMENTS RECORD

Lost Hills Road/US-101

Lost Hills Road Overcrossing Replacement & Interchange Modification Proposed Project

ID #700000419

(Calabasas-US101- PM31.9/32.3)

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates REFERENCE	Commitment Measure	Completed Signature Page	Remarks
15-1 (GHG-1)	Green House Gas	Contractor		Construction		ED	Landscaping reduces surface warming, and through photosynthesis, decreases CO <sub>2</sub> . The proposed project proposes planting in the intersection slopes, drainage channels, and seeding in areas adjacent to frontage roads and planting a variety of different-sized plant material and scattered skyline trees where appropriate but not to obstruct the view of the mountains. The addition of trees would help offset any potential CO <sub>2</sub> emissions increase. Based on a formula from the Canadian Tree Foundation it is anticipated that the planted trees would offset between 7-10 tons of CO <sub>2</sub> per year.		
15-2 (GHG-2)	Green House Gas	Contractor		Construction		ED	The proposed project would incorporate the use of energy efficient lighting, such as LED traffic signals. LED bulbs — or balls, in the stoplight vernacular — cost \$60 to \$70 apiece but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED balls themselves consume 10 percent of the electricity of traditional lights, which would also help reduce the proposed project's CO <sub>2</sub> emissions.		
15-3 (GHG-3)	Green House Gas	Contractor		Construction		ED	According to Caltrans Standard Specification Provisions, idling time for lane closure during construction is restricted to ten minutes in each direction; in addition, the contractor must comply with SCAQMD's rules, ordinances, and regulations in regards to air quality restrictions.		
15-4 (TR-1)	TMP	City		Post Construction			A Traffic Management Plan (TMP) shall be developed to identify TMP elements that would mitigate construction traffic impacts and their associated costs. These include contractor controls, traffic management and public awareness measures. The basic objectives of the TMP would be to develop a high level of awareness of potential impacts among residents, motorists, and the media, and to maintain efficient and safe movement of vehicles throughout construction zones. The TMP would be developed concurrently with the proposed project's final design process.		
15-5 (TR-2)	Improved Freeway Ramps	City		Post Construction		ED	Improved freeway ramps would improve unacceptable LOS operation during the a.m. and p.m. peak hours. The additional lanes would improve the LOS to LOS C or better.		

## Appendix E. List of Acronyms

°F	degrees Fahrenheit
ACM	Asbestos Containing Materials
ADA	Americans with Disabilities Act
ADL	Aerially Deposited Lead
ADT	Average Daily Traffic
amsl	Above Mean Sea Level
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
ASR	Archaeological Survey Report
BMPs	best management practices
BSA	Biological Study Area
BTHA	Business, Transportation, and Housing Agency
CAAA	Clean Air Act Amendments of 1990
CAGN	California Gnatcatcher
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CDFG	California Department of Fish and Game
CEQ	Council on Environmental Quality
CEQA	The California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERFA	Community Environmental Response Facilitation Act
CESA	California Endangered Species Act
CFPD	Consolidated Fire Protection District of Los Angeles County
CFR	Code of Federal Regulations
CH <sub>4</sub>	Methane
CHL	California Historical Landmarks
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO <sub>2</sub>	Carbon Dioxide
CPHI	California Points of Historical Interest
CRHP	California Register of Historical Resources
CSC	California Species of Special Concern
CWA	Clean Water Act
dBA	A Weighted Decibels
dB(A)	Measure of sound (decibels)
DBH	Diameter at Breast Height
DPR	Draft Project Report
DTSC	Department of Toxic Substances Control
EA	Environmental Assessment
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FAP	Federal Aid Primary System
FCAA	Federal Clean Air Act

FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FONSI	Finding of No Significant Impact
FSS	Forest Service Sensitive
FSTIP	Federal Statewide Transportation Improvement Program
ft	feet
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
HCM	Highway Capacity Manual
HDM	Highway Design Manual
HFC-134a	s, s, s, 2-tetrafluoroethane
HFC-152a	difluoroethane
HFC-23	Fluoroform
HFCs	Hydrofluorocarbons
HOV	High Occupancy Vehicle
HPSR	Historic Property Survey Report
ICU	Intersection Capacity Utilization
IIP	Interregional Improvement Program
IPCC	Intergovernmental Panel on Climate Change
IS/EA	Initial Study/Environmental Assessment
ISA	Initial Site Assessment
JPA	Joint Exercise of Powers Agreement
LA	Los Angeles
LACCOMP	Los Angeles County Congestion Management Program
LBP	Lead-Based Paint
Leq	Equivalent Continuous Noise Level
LOS	Level of Service
L RTP	Long Range Transportation Plan
LUST	Leaking Underground Storage Tank
LVMWD	Las Virgenes Municipal Water District
MBTA	Migratory Bird Act of 1918
MCE	Maximum Credible Earthquake
Metro	Metropolitan Transportation Authority
MLD	Most Likely Descendent
MND	Mitigated Negative Declaration
MOVES	Motor Vehicle Emissions Simulator
MPG	Miles per Gallon
MPH	Miles per Hour
MSATs	Mobile Source Air Toxics
MSL	Mean Sea Level
Mw	Moment Magnitude value
MWD	Metropolitan Water District of Southern California
N <sub>2</sub> O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NAHC	Native American Heritage Commission
ND	Negative Declaration
NEPA	The National Environmental Policy Act
NHPA	National Historic Preservation Act

NO <sub>2</sub>	Nitrogen Dioxide
NOA	Naturally Occurring Asbestos
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O <sub>3</sub>	Ozone
OBL	Obligate Wetland Species
OHP	Office of Historic Preservation
OSHA	Occupational Safety and Health Act
OWTS	On-Site Treatment Systems
PA	Programmatic Agreement
PA&ED	Project Approval/Environment Document
Pb	Lead
PFCs	Perfluorocarbons
PM	Particulate Matter
POAQC	Projects of Air Quality Concern
PPDG	Project Planning and Design Guide
PRC	California Public Resources Code
PSR	Proposed Project Study Report
RCRA	Resource Conservation and Recovery Act
RFG	Reformulated Gasoline
ROW	Right of Way
RPW	Relatively Permanent Water
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAA	Streambed Alteration Agreement
SCAB	South Coast Air Basin
SCAG	Southern California Association of Government
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SF <sub>6</sub>	Sulfur Hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO <sub>2</sub>	Sulfur Dioxide
STIP	State Transportation Improvement Program
SVOC	Semi-VOCs
SWDR	Storm Water Data Report
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminants
TCR	Transportation Concept Report
TCWG	Transportation Conformity Working Group
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
TMP	Traffic Management Plan
TNM	Traffic Noise Model
TNW	Traditional Navigable Water
TPHs	Total Petroleum Hydrocarbons
TSCA	Toxic Substances Control Act

TSD	Triunfo Sanitation District
TWRF	Tapia Water Reclamation Facility
US-101	U.S. Highway 101
USACE	Army Corps of Engineers
USC	United States Code
USEPA	US Environmental Protection Agency
USFWS	US Fish and Wildlife Service
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds
WDRs	Waste Discharge Requirements

## Appendix F. *De Minimis* Letter and Impact Finding

### DEPARTMENT OF TRANSPORTATION

DISTRICT 7  
100 MAIN STREET, SUITE 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0362  
FAX (213) 897-0360  
TTY (213) 897-4937



*Flex your power!  
Be energy efficient!*

October 17, 2011

Chris Montana  
County of Los Angeles Real Estate Division  
Office of the Chief Executive  
754 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, CA 90012

**Subject: Los Angeles County Open Space near Lost Hills/ U.S. 101 northbound off-ramp, City of Calabasas**

Dear Mr. Montana,

Caltrans and the City of Calabasas are conducting the environmental process for the proposed Lost Hills/U.S. 101 Overcrossing Replacement and Interchange Modification Project. One component for our environmental process is to evaluate §4(f) of the U.S Department of Transportation Act and determine if the project has any impacts to public parks, recreational areas, wildlife and waterfowl refuges, and historic resources.

We are aware that the parcel adjacent to the northbound U.S. 101/ Lost Hills off-ramp (APN 2052-012-904) is owned by the County of Los Angeles and is operated by the Sanitation District of Los Angeles County (District) under a Joint Powers Agreement (JPA) for Calabasas Landfill No. 5. The Calabasas General Plan land use map specifies the space as "Open Space-Recreational" and the Build Alternative for the Lost Hills project would use this area for the new northbound on and off-ramps. This type of land use meets the requirements of §4(f).

However, we understand that the County may have another land use designation we should consider in our evaluation. We would appreciate information from you regarding the main purpose and functions of this property. It is our understanding that under the current use, there is no access to the public for any recreational purpose in the area. We are looking for clarification as to its designation of Open Space- Recreational such as: Is there a long-term plan for the property? If so, what does it entail? And what are the major purposes and functions of the Open Space- Recreational area? This information will help us determine whether or not the property is considered a Section 4(f) resource.

A project location map, right-of-way map, the proposed Build Alternative aerial, and a description of the property are included as attachments for your reference. We sincerely appreciate your assistance with this important matter. Please continue your coordination with the City of Calabasas. If you have any questions or need further clarification, please do not hesitate to contact Robert Woodward, City of Calabasas PE at (805) 844-2166, or at [rwoodward@cityofcalabasas.com](mailto:rwoodward@cityofcalabasas.com) or Natalie Hill at [Natalie.Hill@dot.ca.gov](mailto:Natalie.Hill@dot.ca.gov) or at (213) 897-0841.

Sincerely,

A handwritten signature in black ink, appearing to read "Carlos J. Montez".

Carlos J. Montez  
Branch Chief- Division of Environmental Planning

*"Caltrans improves mobility across California"*

## Appendix G. Acknowledgement of Use Letter from County of Los Angeles



WILLIAM T FUJIOKA  
Chief Executive Officer

### County of Los Angeles CHIEF EXECUTIVE OFFICE Real Estate Division

222 South Hill Street, 3<sup>rd</sup> Floor, Los Angeles, California 90012  
(213) 974-4300  
<http://ceo.lacounty.gov>

November 21, 2011

Carlos Montez  
Branch Chief, Environmental Planning  
Caltrans  
100 S. Main Street, Suite #100  
Los Angeles, CA 90012

Dear Mr. Montez:

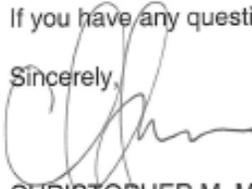
#### LOST HILLS ROAD INTERCHANGE PROJECT; ID #0700000419 ACKNOWLEDGEMENT OF USE

This letter shall clarify the current use of the portion of the property that would be affected by the construction of the North bound and off ramps associated with the Lost Hills Interchange Project as currently proposed by the City of Calabasas. The portion in question is described by the attached Right of Way Exhibit.

Per the Los Angeles County Zoning Maps, the existing property is zoned for open space (O-S), which permits the land to be used for campgrounds, crops, grazing of animals, and resource management. The property is owned by the County of Los Angeles and is used by the Sanitation District of Los Angeles County under a Joint Powers Agreement (JPA) for Calabasas Landfill No. 5. The Southeast portion of this property would be affected by the proposed improvements. This portion of the property is not part of the JPA's active landfill operation. Under the current use, there is no access to the public for any recreational purpose in the proposed project area.

If you have any questions, please contact me at (213) 974-4200.

Sincerely,

  
CHRISTOPHER M. MONTANA  
Acting Director of Real Estate Division

CMM:kb  
Attachment  
c: City of Calabasas

LostHillsRoad.l

*"To Enrich Lives Through Effective And Caring Service"*  
**Please Conserve Paper – This Document and Copies are Two-Sided  
Intra-County Correspondence Sent Electronically Only**

Board of Supervisors  
GLORIA MOLINA  
First District

MARK RIDLEY-THOMAS  
Second District

ZEV YAROSLAVSKY  
Third District

DON KNABE  
Fourth District

MICHAEL D. ANTONOVICH  
Fifth District

## Appendix H. Right-of-Way/Parcel Map



**Appendix I. Meeting Minutes, SCAG Transportation Conformity  
Working Group**

---

**TRANSPORTATION CONFORMITY WORKING GROUP  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**August 23, 2011  
Minutes**

---

**THE FOLLOWING MINUTES ARE A SUMMARY OF THE MEETING OF THE TRANSPORTATION CONFORMITY WORKING GROUP. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Meeting of the Transportation Conformity Working Group was held at the SCAG office in Los Angeles.

**In Attendance:**

Abrishami, Lori	Metro
Sherwood, Arnie	System Metrics

**SCAG**

Asuncion, John  
Kuo, Ryan  
Luo, Rongsheng  
Sangkapichai, Mana

**Via Teleconference:**

Behtash, Arman	Caltrans, District 12
Brady, Mike	Caltrans Headquarters
Diaz, Roderick	Metro
Cacatian, Ben	VCAPCD
Chiene, Kelly	RBF Consulting
Crow, Jason	ARB
Fagan, Paul	Caltrans, District 8
Foreman, Stan	LSA Associates
Gallo, Ilene	Caltrans, District 11
Jaffery, Edison	Caltrans, District 8
Krebs, Cindy	OCTA
Malisos, Achilles	RBF Consulting
Poe, Lisa	SANBAG
O'Connor, Karina	U.S. EPA, Region 9
Sonnenberg, Stew	FHWA
Tang, Paul	Caltrans, District 8
Tax, Wienke	U.S. EPA, Region 9
Walecka, Carla	TCA
Welting, Ken	City of Buena Park
Yoon, Andrew	Caltrans, District 7
Zamora, Cherry	Dokken Engineering

---

**TRANSPORTATION CONFORMITY WORKING GROUP  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**August 23, 2011  
Minutes**

---

1.0 **CALL TO ORDER**

Lori Abrishami, Metro, called the meeting to order at 10:05 a.m.

2.0 **PUBLIC COMMENT PERIOD**

There were no comments.

3.0 **CONSENT CALENDAR**

3.1 TCWG July 26, 2011 Meeting Minutes

The minutes were approved.

4.0 **INFORMATION ITEMS**

4.1 Review of PM Hot Spot Interagency Review Forms

1) LA0G208

It was determined that this is not a POAQC.

2) LA11G3

It was determined that this is not a POAQC.

3) LA0D198

It was determined that this is not a POAQC.  
(FTA concurrence via email on August 24, 2011)

4) ORA080920

It was determined that this is not a POAQC.

---

**TRANSPORTATION CONFORMITY WORKING GROUP  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**August 23, 2011  
Minutes**

---

5) RIV\_47520 (Revised)

It was determined that this is not a POAQC.  
(Project sponsor provided revised Table 3 - Horizon Year Traffic Volumes on August 24, 2011)

6) RIV011203 and RIV990727

It was determined that this is not a POAQC.

7) RIV011232

It was determined that this is not a POAQC.

8) RIV090902

It was determined that this is not a POAQC.

4.2 FTIP Update

John Asuncion, SCAG, reported the following:

- 2011 FTIP Amendment #14 was posted on SCAG website on August 18 and the public review period would end on September 1.

Mr. Asuncion also gave a PowerPoint presentation of the Draft 2013 FTIP Guidelines:

- The draft guidelines are subject to change due to the following uncertainties:
  - The effective date and contents of the federal transportation bill;
  - The 2012 RTP currently under development; and
  - The schedule of the 2013 FTIP development.
- TCWG will be informed of any significant changes to the guidelines.
- There are eight chapters in the guidelines, some of which combine individual chapters from the 2011 Guideline.
- Consistent with its letter dated June 7, 2011, Caltrans has given MPOs the discretion to exercise the authority to approve FTIP Administrative Modifications to the FTIP in accordance with the approved FTIP Administrative Modification and Amendment Procedures as may be amended.
- Staff will ask the SCAG Regional Council (RC) in October to consider a resolution granting authority to SCAG's Executive Director (1) to approve FTIP amendments and the associated conformity determination and to transmit to the

---

**TRANSPORTATION CONFORMITY WORKING GROUP  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**August 23, 2011  
Minutes**

---

state and federal agencies and (2) to approve administrative modifications to the FTIP/FSTIP as given by FHWA and FTA. FTIP amendments triggered by an RTP amendment must be approved by the RC.

- Congestion Management Plan (CMP): The Code of Federal Regulations stipulates that no federal funds may be programmed for any projects that significantly increase Single Occupancy Vehicle (SOV) capacity unless as part of a congestion management process. The policy language has been added on how the CTC's are required to enter projects in the CMP as part of their 2013 FTIP Submittal.
- Key dates of the 2013 FTIP submittal schedule (subject to change):
  - January 4, 2012: Deadline of county TIP submittal to SCAG
  - September 1, 2012: Draft FTIP due to Caltrans
  - December 2012: Approve by Federal Agencies
- Revised FTIP submittal check list – the 2013 FTIP Package to SCAG shall include the following:
  - CTC Transmittal Letter
  - Project Narratives
  - Grouped Project back-up listings
  - Modeling Report generated from the SCAG Database
- Next steps:
  - Comments to the Draft 2013 FTIP Guidelines need to be provided to SCAG by September 8.
  - Subsequent policy changes to the 2013 FTIP Guidelines will need to be approved by the SCAG Regional Council.

#### 4.3 RTP Update

Ryan Kuo, SCAG, reported the following:

- SCAG Staff has continued to hold RTP/SCS public outreach workshops throughout the region. The last three workshops would be held this week in Santa Clarita, Carson, and Santa Monica. The workshops had been well-attended, especially the recent ones in LA County. Mr. Kuo thanked all the stakeholders and partners for their support.
- SCAG High-Speed Rail (HSR) Subcommittee and Regional Transportation Plan (RTP) Subcommittee met last week on Thursday and Friday, respectively. Both Subcommittees have been presented with information on RTP development to facilitate recommendations to the Transportation Committee (TC).

Ms. Abrishami, Metro, commended SCAG staff and management for their efforts in holding the RTP/SCS workshops to solicit comments and ideas.

---

**TRANSPORTATION CONFORMITY WORKING GROUP  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**August 23, 2011  
Minutes**

---

4.4 EPA Update

Wienke Tax, EPA, reported the following:

- The Re-proposal of the South Coast PM2.5 SIP was published on the Federal Register on July 14, 2010. The comment period ended on August 15. EPA expected to finalize the Re-proposal by September 30, 2011.
- The South Coast Ozone SIP would be re-proposed shortly because it has to be finalized by December 15, 2011.

Karina O'Connor, EPA, reported the following:

- The Transportation Conformity Rule Restructuring Amendments will be delayed until the new Ozone standard is finalized.
- The training session for the Quantitative PM Hot-Spot Analysis in Sacramento on September 19-21 is now full. Another training class is expected to be held in Southern California in the next fiscal year.

4.5 ARB Update

Jason Crow, ARB, reported the following:

- ARB staff continued working on the new version of EMFAC model but there is not a definite release date.

4.6 Air Districts Update

Ben Cacatian, VCAPCD, reported the following:

- The air district expected to discuss the conformity SIP guidelines to gain a better understanding of the status and actions needed to finalize the conformity SIP and to gain EPA approval.

5.0 **INFORMATION SHARING**

- Arnie Sherwood, System Metrics, informed TCWG that South Coast AQMD had held the second 2012 AQMP Advisory Group Meeting.
- Mike Brady, Caltrans, announced that he continued working with Ms. O'Connor, EPA, to setup another training session for the Quantitative PM Hot-Spot Analysis in Southern California in the next federal fiscal year. He also announced that the next Statewide Conformity Working group meeting is expected to be held in October.

---

**TRANSPORTATION CONFORMITY WORKING GROUP  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**August 23, 2011  
Minutes**

---

6.0 **ADJOURNMENT**

The meeting was adjourned at 11:10 a.m.

The next Transportation Conformity Working Group meeting will be held on September 27, 2011 at the SCAG office in Los Angeles.