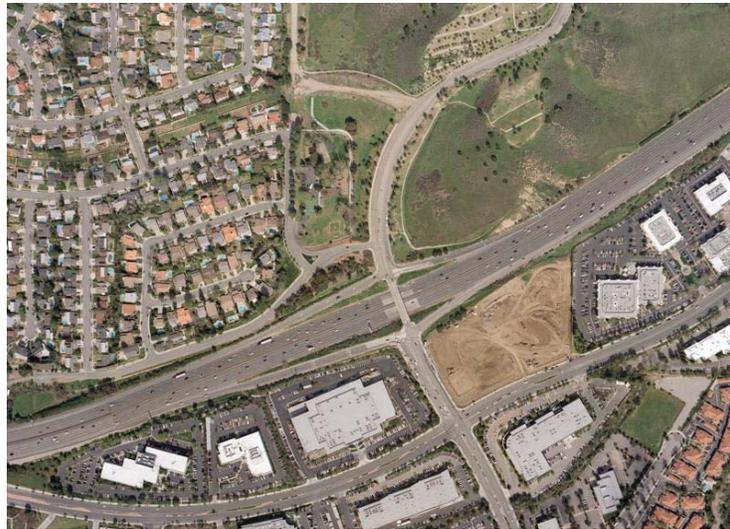


Lost Hills Road/US-101 Lost Hills Road Overcrossing Replacement & Interchange Modification Project

CITY OF CALABASAS, LOS ANGELES COUNTY, CALIFORNIA
DISTRICT 7 – US-101 (PM 31.6/32.2)
EA 242300

Mitigated Negative Declaration/Finding of No Significant Impact



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.



July 2013

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.

Determination

An Initial Study was prepared by Caltrans District 7 and the City of Calabasas, and following public review, has determined from this study that the proposed project would not have a significant 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.

Mitigation measures would reduce potential effects on noise or scenic resources to less than significant by including the early construction of noise abatement walls that would reduce noise to acceptable levels. Caltrans' Best Management Practices for landscaping and aesthetic treatments would minimize impacts to scenic resources.

Hazardous waste impacts would be less than significant because of construction tasks 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 measures that include oak tree replacement at a one-to-one ratio, sound wall construction, and roadway construction during the non-breeding season for birds.

A Traffic Management Plan (TMP) would be developed to identify elements that would mitigate construction traffic impacts and their associated costs. The TMP would be developed concurrently with the proposed project's final design process.



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

July 31, 2013
Date

**California Department of Transportation
Finding of No Significant Impact**

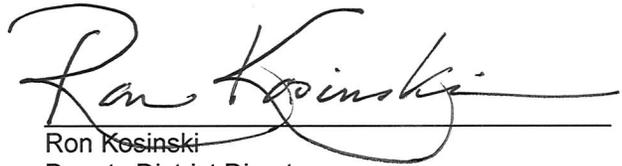
For

Lost Hills Road Overcrossing Replacement & Interchange Modification Project

The California Department of Transportation (Caltrans) has determined that the Build Alternative will have no significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the attached Environmental Assessment which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment and incorporated technical reports.

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

August 9, 2013
Date of Approval


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

**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

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- Advanced Planning Study (APS), TY LIN International, August 2010.
- Archaeological Survey Report (ASR), Chambers Group, Inc., February 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., February 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 and Caltrans propose 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.

A vertical line in the margin indicates that there were changes made to the text of the document after the public circulation process.

The Lost Hills Road Interchange project is included in the State Transportation Improvement Plan (STIP), the Southern California Association of Government's 2012 Regional Transportation Plan and Regional Transportation Improvement Program (RTIP) (Proposed Project ID: LA0G208). At this time, this proposed project is not included in the FY 2010/2011-2013/2014 Federal Statewide Transportation Improvement Program (FSTIP).

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.

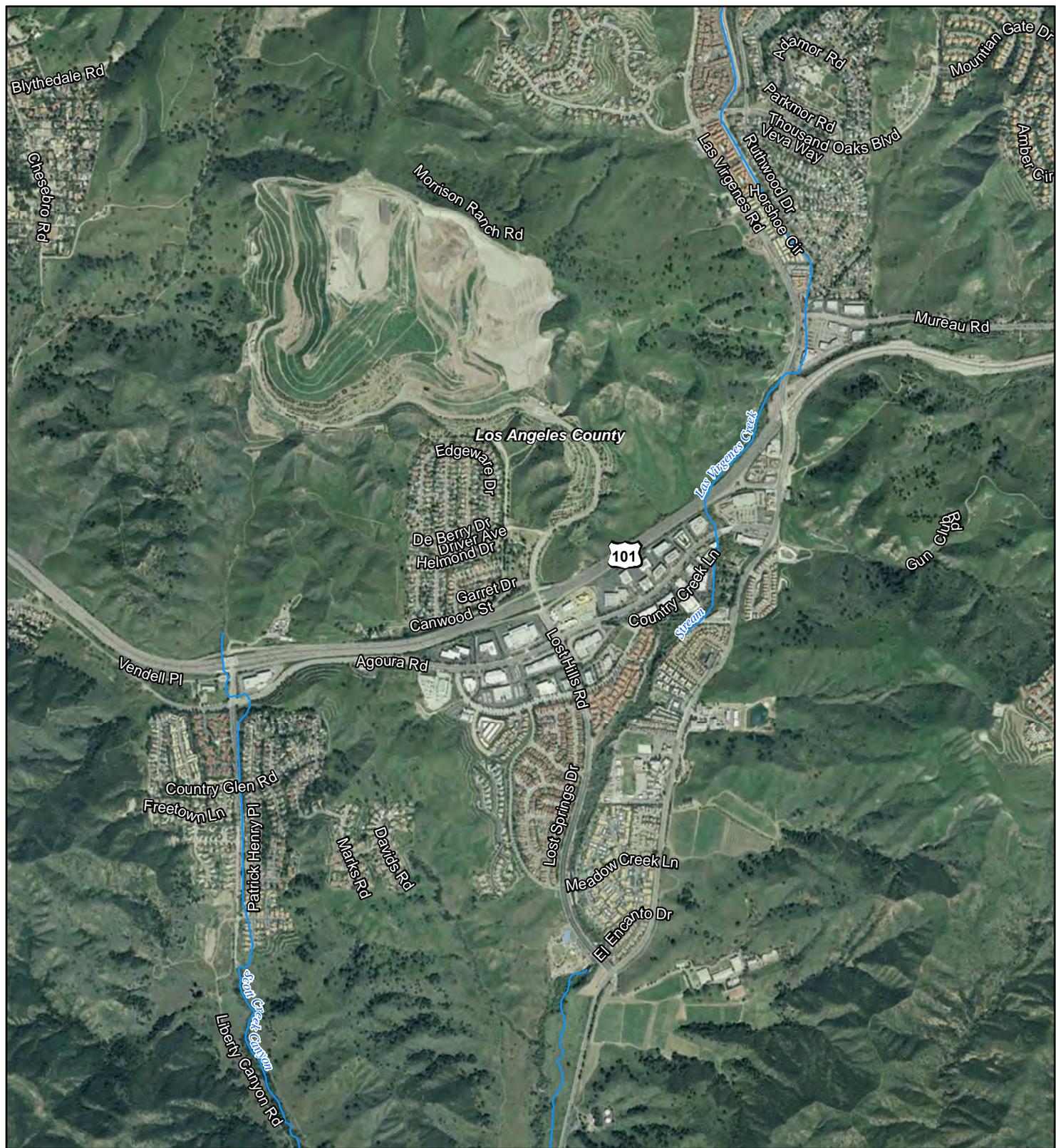
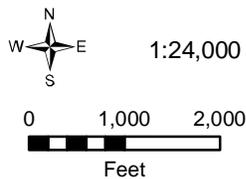
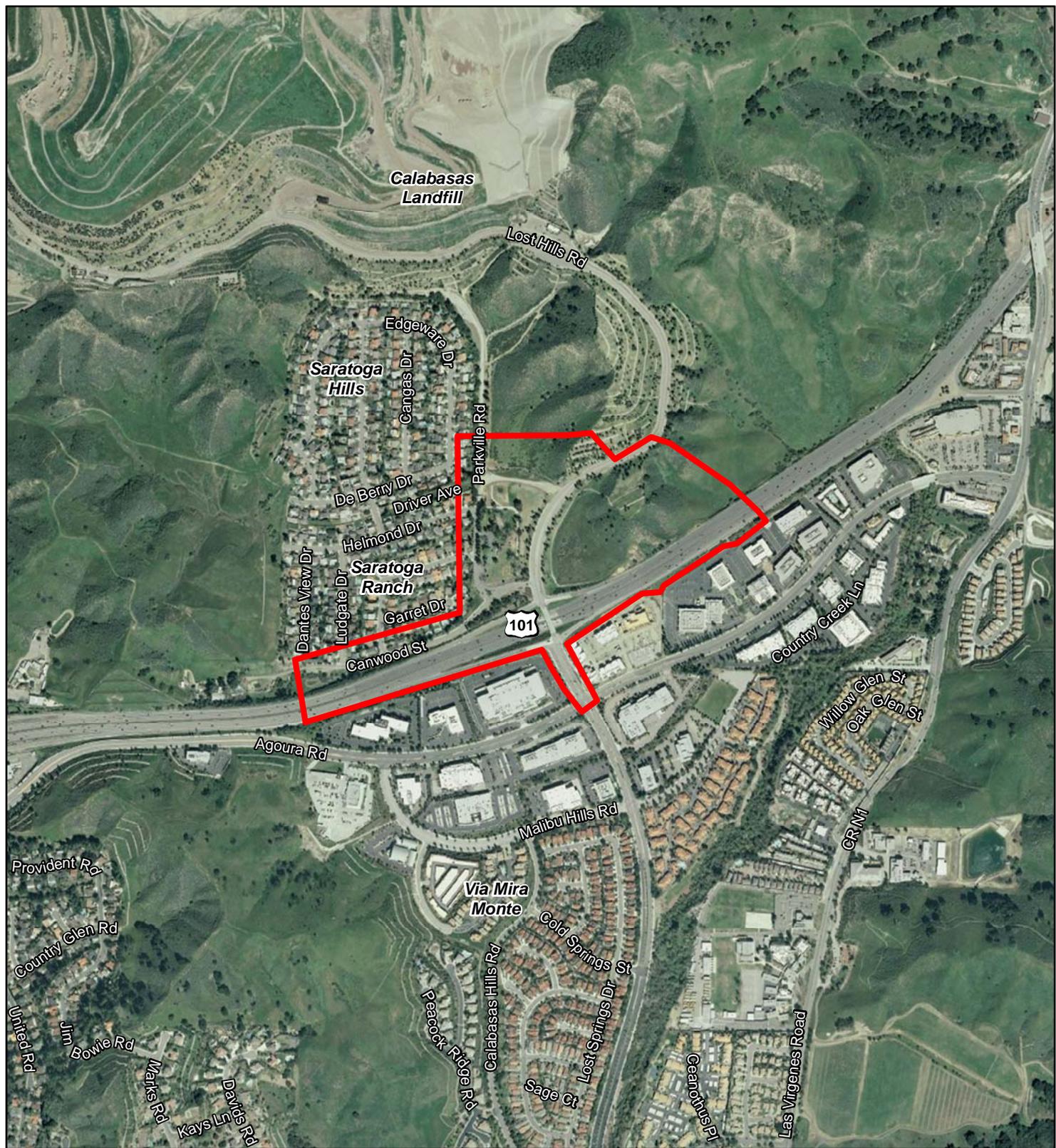


Figure 1
 Proposed Project Location and Vicinity Map
 US 101 / Lost Hills Interchange
 Improvement Project
 City of Calabasas, CA



06-20-11



Legend

 Project Area

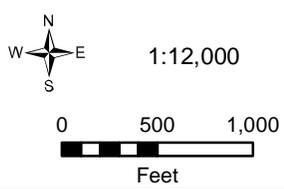


Figure 2
 Proposed Project Study Area Map
 US 101 / Lost Hills Interchange
 Improvement Project
 City of Calabasas, CA

12-30-11



The 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).¹

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 26th, 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.

¹ Proposed Project Study Report – Proposed Project Development Support, Athalye Consulting Engineers, March 2007.

Table 1 – 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 2 – Intersection Level of Service Criteria

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 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	49.3	D	105.7	F
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

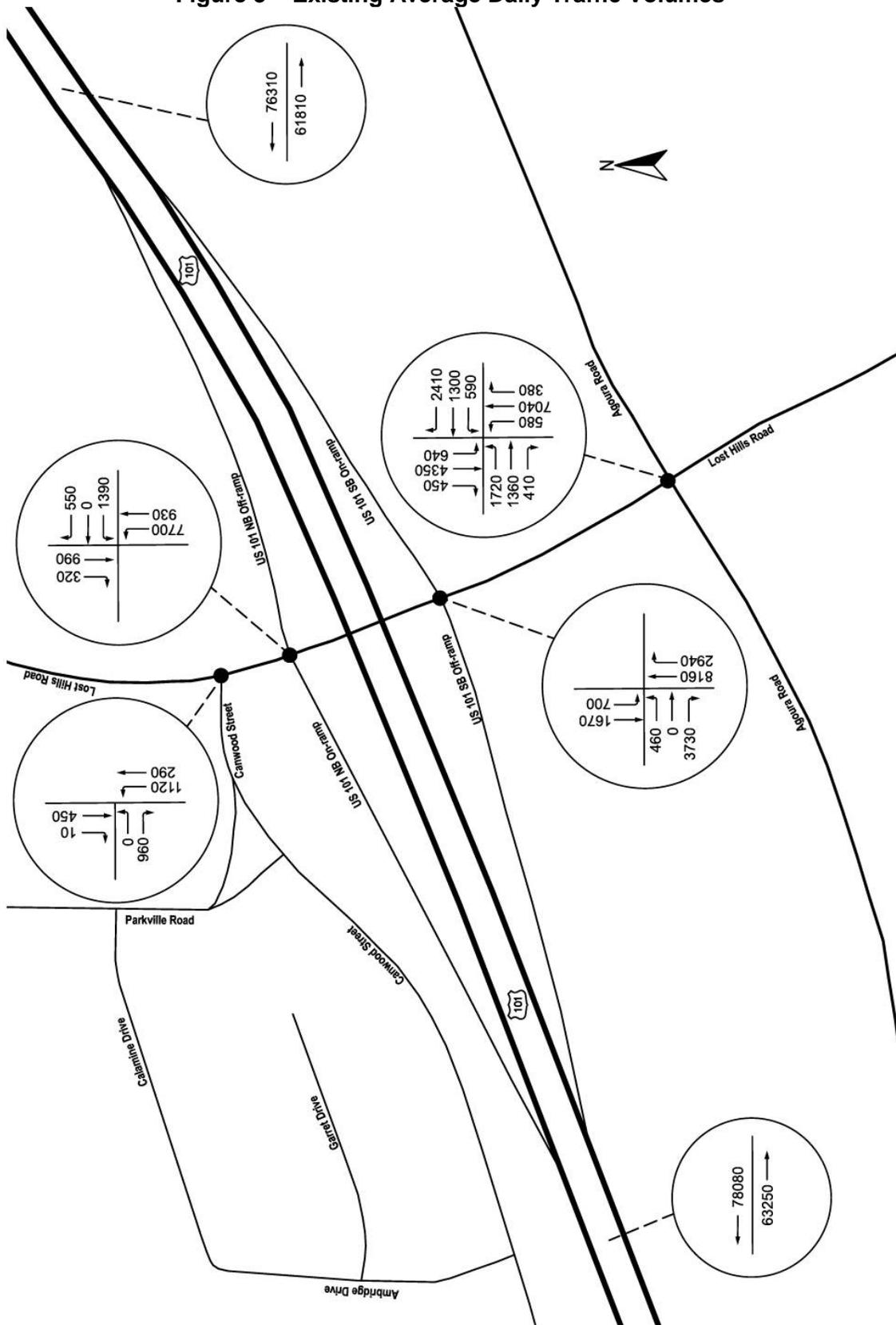
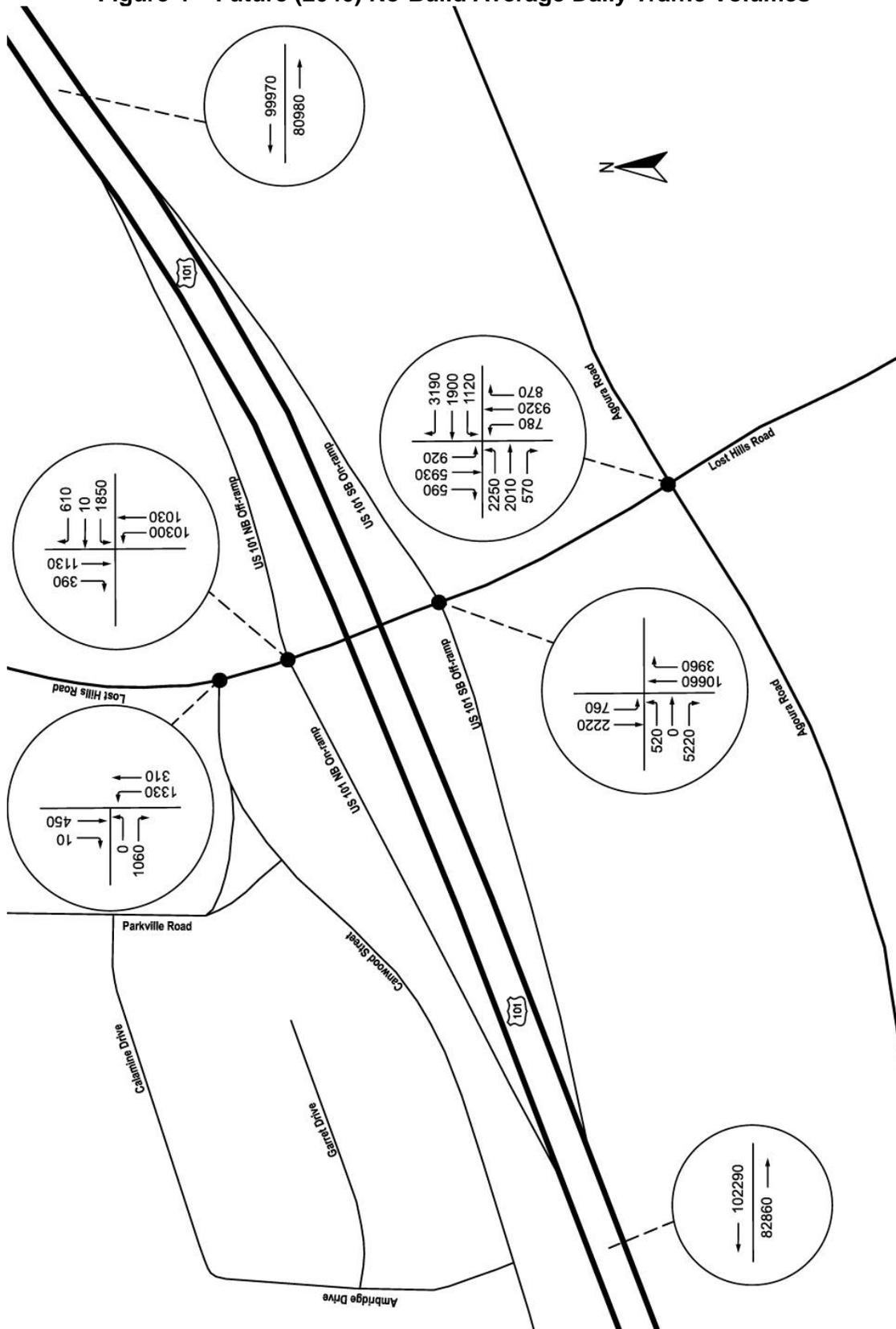


Figure 4 – Future (2040) No-Build Average Daily Traffic Volumes



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 3 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 public comment review period for the IS/EA provided the opportunity for concerned citizens, property and business owners, as well as governmental agencies, to provide feedback and/or acknowledge concerns on environmental impacts resulting from the proposed Lost Hills Road Overcrossing and Interchange Improvements Project. Forty two comments on the IS/EA were received during the 54-day public comment/review period. The comments, along with their responses, are attached as Appendix G. Comments received from the public and from the public agencies were not substantive and did not require any new analysis, or result in major changes since the IS/EA.

Upon Caltrans approval of the MND, the Responses to Comments, and adoption of the Notice of Determination, the CEQA process is concluded. Upon FHWA adoption of the FONSI and the filing of the Notice of Determination, the NEPA process is concluded. At the conclusion of both CEQA and NEPA, the identified Preferred Alternative is then considered “selected”.

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 5 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 hour². 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 is the Preferred Alternative and 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.

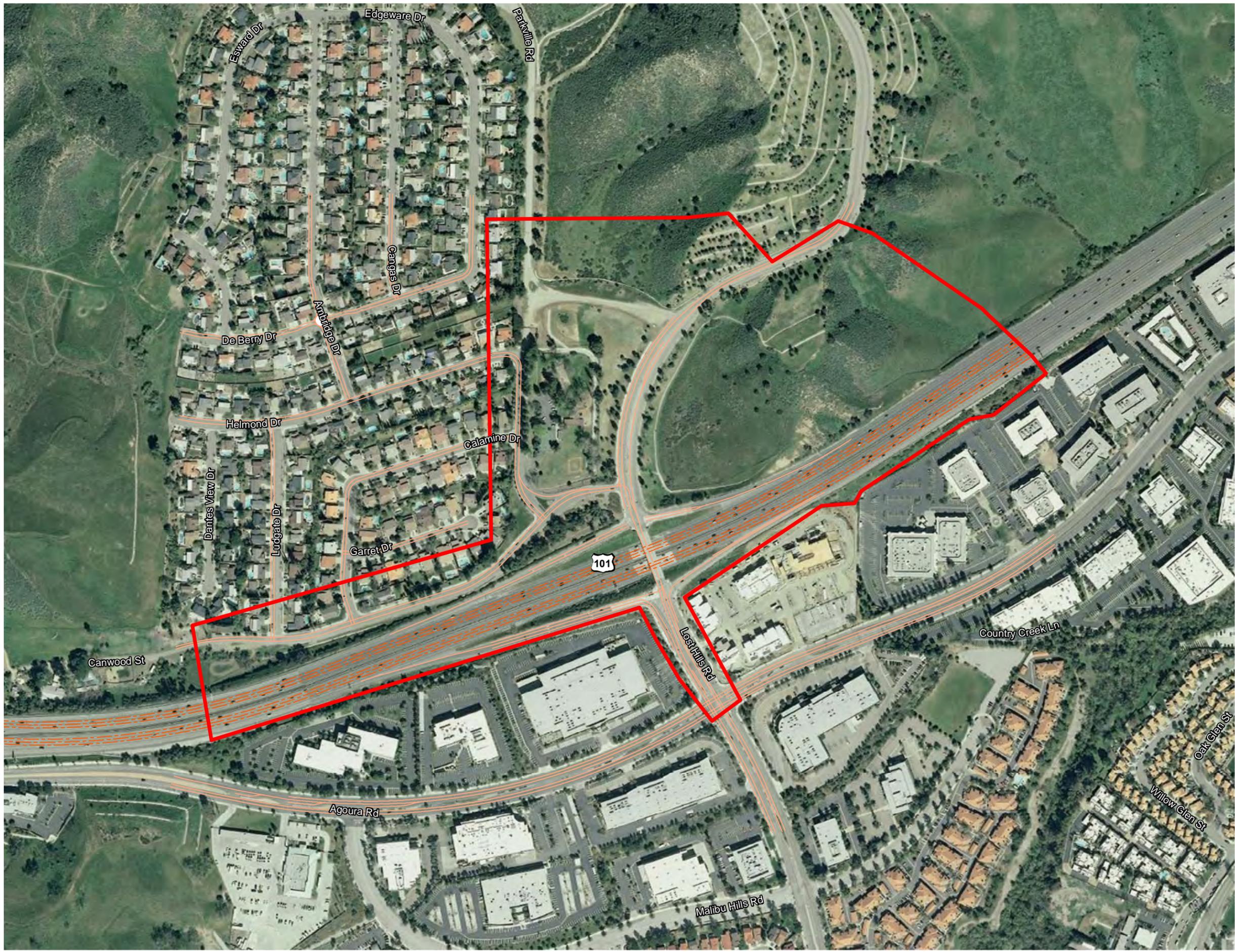
² Lost Hills Road Interchange Project Report Traffic Analysis, DKS Associates, January 5, 2011.

Figure 5

No-Build Alternative

Legend

 Project Area



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

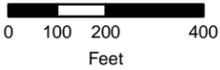
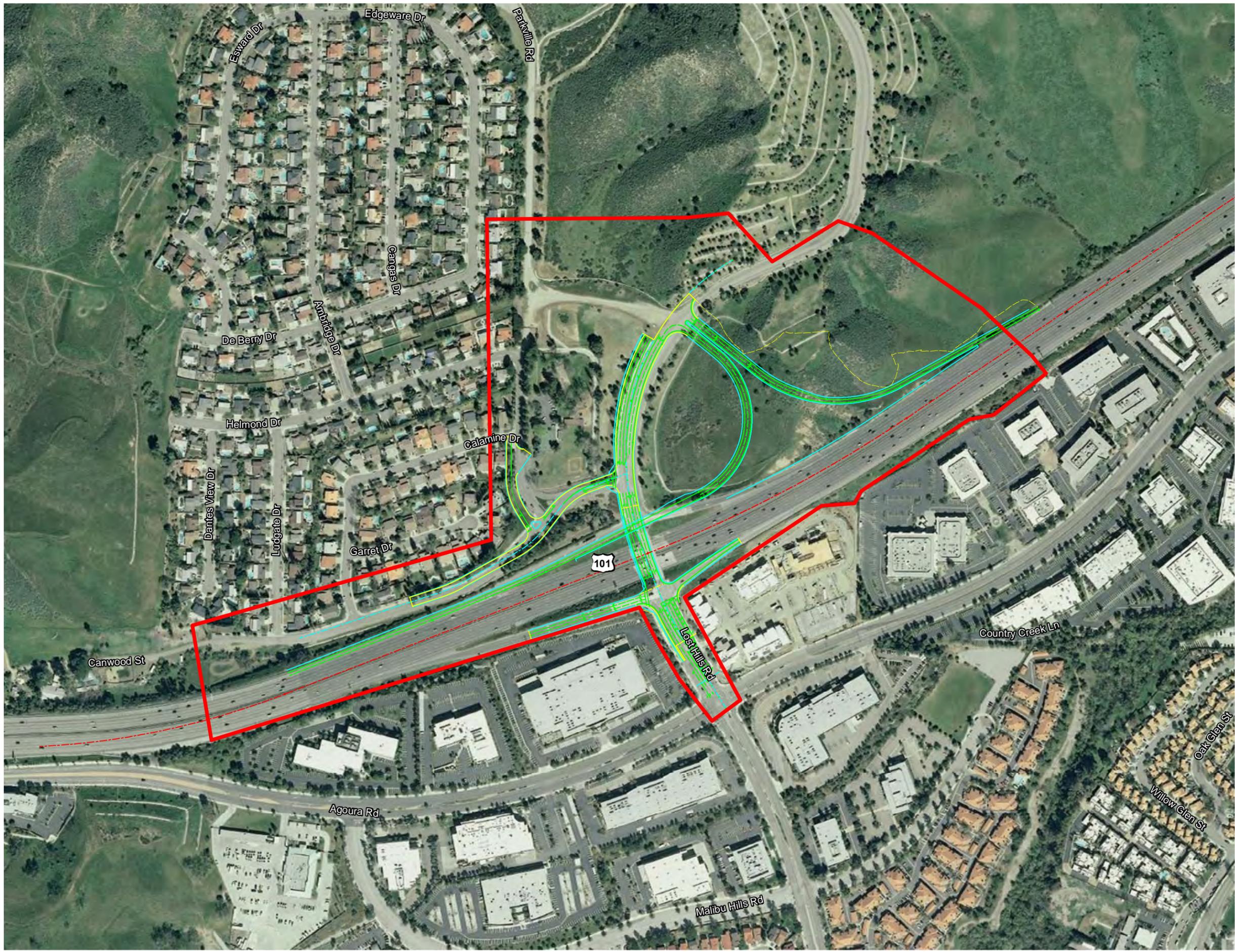


Figure 6

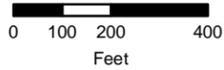
Build Alternative

Legend

 Project Area



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



08-16-2011



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.
- Bridge deficiencies would be eliminated by providing appropriate seismic restraints and a minimum vertical clearance of 16.5 ft over the existing US-101 Freeway.
- Geometric improvements for the overcrossing consist of providing a minimum standard shoulder of 5 ft in each direction, five (5) 12 ft lanes, and a 6 ft sidewalk on the west side for a total width of 79 feet 10 inches. 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.³

³ Project Noise Study Report, April 2011

- 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 6 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 5-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.
- The construction staging concept for the Build Alternative maintains at least one northbound lane and one southbound lane on Lost Hills Road at all times. The construction staging concept also provides freeway ramp access both to/from both the north and south at all times with the possible exception of overnight closures to complete sections of pavement. During any such short-term temporary ramp closures, detours will be designated that will direct drivers to/from the landfill.

1.6.3 Identification of a Preferred Alternative

Construction of the Build Alternative (Cloverleaf) would improve traffic circulation through the project area by providing more capacity on Lost Hills Road and improving the mobility for access to northbound US-101. The theoretical level of service (LOS) of the intersection of Lost Hills Road and the US-101 northbound ramps will be improved from a LOS F in the year 2040 to LOS B. The additional lanes proposed on the new overcrossing and the loop configuration of the northbound on-ramp will decrease travel times for regional commuters by a total of 137 seconds in the peak traffic periods. The proposed new overcrossing structure would be designed to meet the latest standards for seismicity and vertical clearance. The Build Alternative would meet the need and purpose of the project.

The No-Build Alternative would not provide improvements needed to reduce congestion in the project area, decrease travel times, or improve seismic and vertical clearance deficiencies.

After comparing and weighing the benefits and impacts of the No-Build and Build alternatives, the project development team has identified the Build Alternative (Cloverleaf) as the preferred alternative.

1.6.4 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	Programmed for 2015/2016 delivery; In design stage
25720	LA 101 33.0/34.4	Agoura (O/S)	Palo Comado Interchange Improvements	PA&ED completed and approved November 2012
24920	LA 101 24.9/38.2	Various	Restripe Roadway for Auxiliary Lanes	PSR approved December 2005. Not programmed.
25810	LA 101 37.0/38.0	Westlake Village (OS)	Lindero Canyon Road Interchange improvements	Design completed and approved March 2013

Source: Caltrans, 2013

The Southern California Association of Government (SCAG) 2012 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) includes a project to widen the overcrossing at US-101 and Palo Comado Canyon Road. This proposed project is located approximately 1.8 miles from the Lost Hills Road Interchange project. The bridge would be widened from two lanes to four lanes. Other improvements would include construction of sidewalks and bike lanes, modifications to on/off ramps, and modifications of various intersections. The project would not interfere with construction of the Lost Hills Road Interchange project.

The RTP/SCS also includes a project for 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 project would not interfere with construction of the Lost Hills Road Interchange project.

1.6.5 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

ALTERNATIVE	SUMMARY
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.

ALTERNATIVE	SUMMARY
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.
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.

1.6.6 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. The project would require permits from regulatory agencies including U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), California Department of Fish and Wildlife (CDFW), 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 CDFW and/or USFWS required by the Endangered Species Act (ESA). Due to the expected removal of oak trees an oak tree permit would 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

Agency	Permit/Approval	Status
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 Wildlife	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.⁵

2.1.2 Wild and Scenic Rivers

The proposed project area does not contain any important water resources, including Wild or Scenic Rivers.⁶ 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.

2.1.4 Relocations and Real Property Acquisition

The proposed project would require the acquisition of approximately 8.7 acres of unincorporated land from the County of Los Angeles for right-of-way purposes. The land is uninhabited and no individuals or businesses would need to be displaced as a result of the proposed land acquisition.

⁵ Preliminary Environmental Analysis Report, Bonterra Consulting, March 2007.

⁶ Ibid.

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 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

2013 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 2035

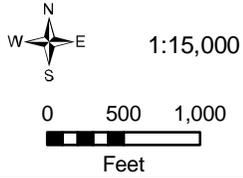
"Towards a Sustainable Future" is the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the six county Region in Southern California including Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. It is a multi-modal Plan representing a vision for a better transportation system, integrated with the best possible growth pattern for the Region over the Plan horizon of 2035. 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/SCS and must be included in the Regional Transportation Improvement Program (RTIP) when ready for funding.



Legend

 Project Area

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



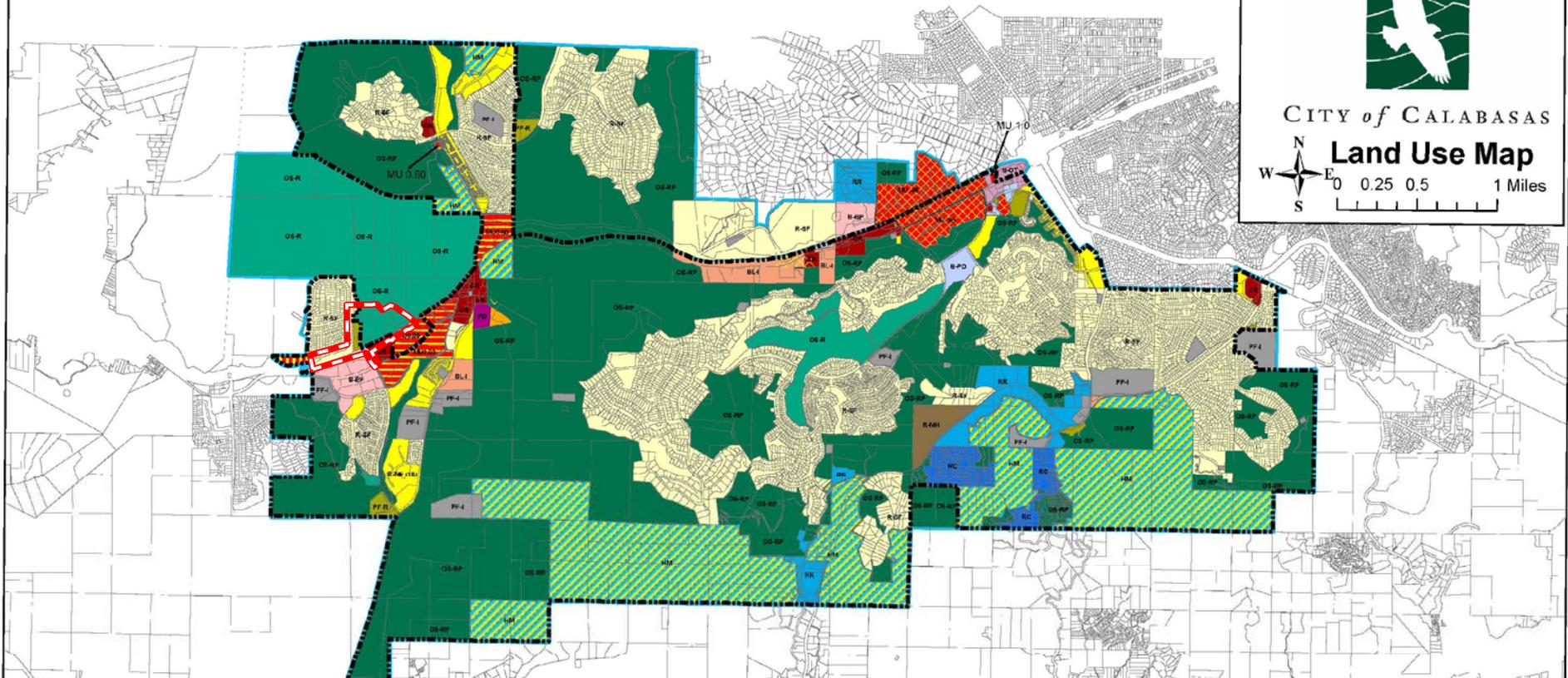
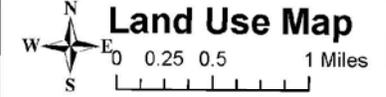
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CITY of CALABASAS

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 10, 1988, City Council adopted Resolution 2009-119 approving this land use map. Units: General Plan Amendment</small>
	R-MF(20) Residential- Multiple Family (20)		B-LI Business- Limited Intensity		RR Rural Residential		Map printed on August 11, 2011.
			MU 1.0 Mixed Use 1.0		RC Rural Community		

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

CHAPTER 2 – AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES
HUMAN ENVIRONMENT

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 the widening of the Palo Comado Canyon Road bridge over US-101 in the City of Agoura Hills (ID LA0G230) listed in the 2012 RTP/SCS.

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 a "Critical Intersection and Roadway Corridor" because of its 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

CHAPTER 2 – AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES
HUMAN ENVIRONMENT

the City, 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 route 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. The proposed project is consistent with the 2013 FTIP, 2012 RTP/SCS, City of Calabasas General Plan and other planning documents relevant to the region. There are no other identified projects in the project area.

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.

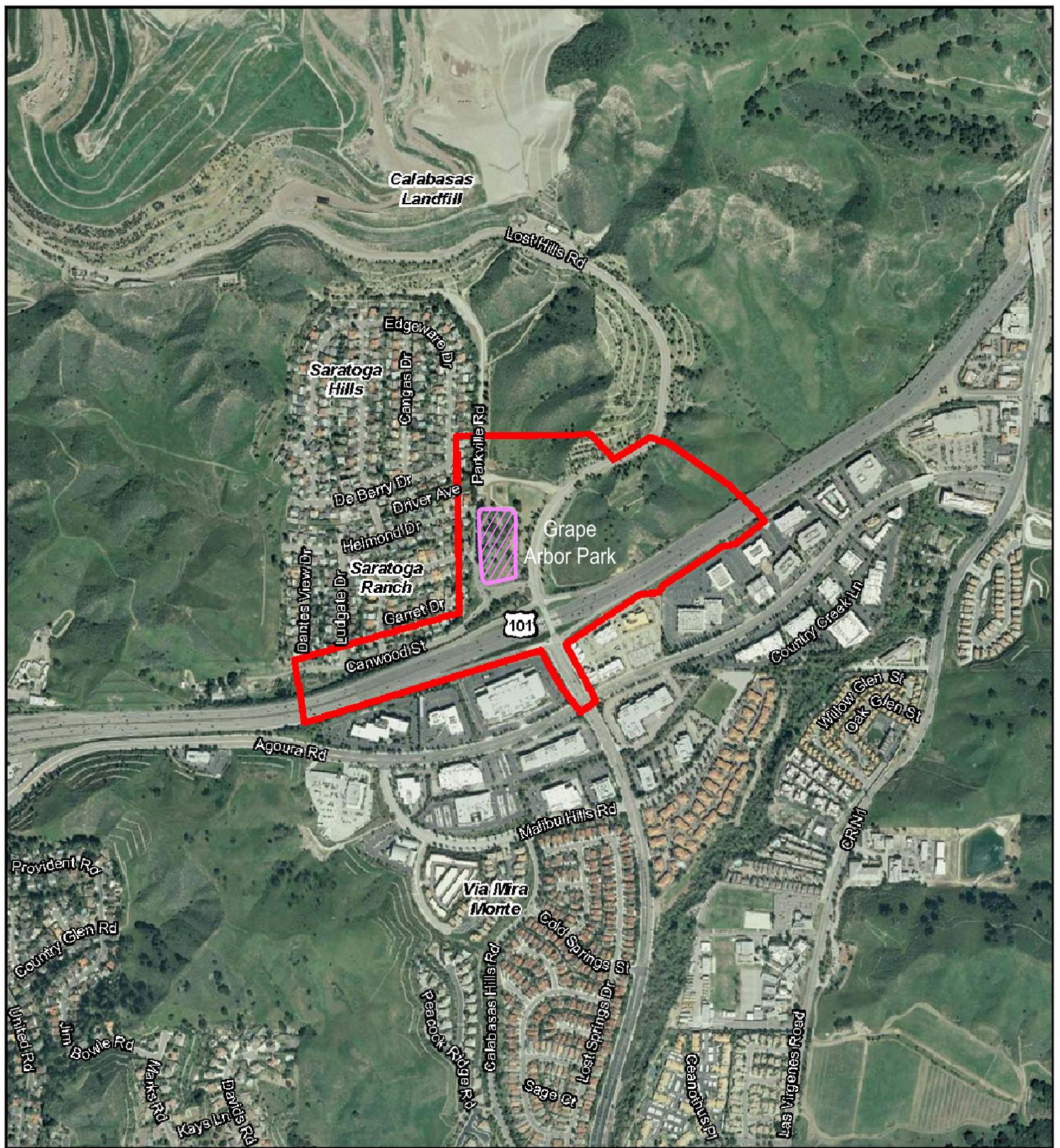
Avoidance, Minimization, and/or Mitigation Measures

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

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. Refer to Figure 9 for the location of Section 4(f) resources in the project area.



Legend

- Project Area
- Grape Arbor Park

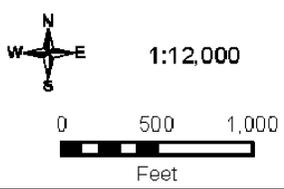


Figure 9
 Section 4(f) Resources
 US 101 / Lost Hills Interchange
 Improvement Project
 City of Calabasas, CA

CHAPTER 2 – AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES
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There is one public park that qualifies as a Section 4(f) resource within 0.5 miles of the 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.

A portion of the project area to the north and northeast of the overcrossing is owned by the County of Los Angeles and would be affected by the construction of the northbound 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 Districts of Los Angeles County (Sanitation Districts) 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 part of the property has been developed as part of the constructed embankment for the Calabasas Landfill entrance road and provides the only entrance for refuse vehicles to this essential County facility. This land is also located in the City's sphere of influence and is considered "Open Space-Recreational" according to the City's General Plan. The City of Calabasas does not currently and has no intention to use the affected property for recreation (Appendix B1). The site is currently restricted to public access and/or recreational uses with barbed wire fencing surrounding the property. There is no current use existing or allowed for recreational activities, features, or attributes that qualify the resource for protection under Section 4(f). Any permanent acquisition of landfill property from the County of Los Angeles will require modification of the JPA.

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.

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. The proposed project will not substantially impair the protected activities, features, or attributes of the public park and there will be no "use" of Grape Arbor Park as it pertains to Section 4(f). 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

CHAPTER 2 – AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES
HUMAN ENVIRONMENT

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 Sanitation Districts for landfill purposes associated with Calabasas Landfill No. 5, and activities are regulated under the JPA between the Sanitation Districts 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 effects of the proposed project would constitute an adverse effect 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 B2), Pursuant to 23 CFR 771.135(p). In response, Caltrans received a letter from the County of Los Angeles (Appendix B3) stating that the parcel adjacent to the proposed Lost Hills Road Interchange (Appendix B4) 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..."

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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 mountains are difficult to build on without heavily altering the natural vegetation and drainage patterns.

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 is only one area that is in the various stages of development within one mile of the project area. The 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 residential project is 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 effects 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 Build Alternative is not expected to directly or indirectly induce any project-related growth. The potential development of the small area to the northwest of the project area would not be influenced by the development of the Build Alternative as its access to US-101 would be provided at the Liberty Canyon Road interchange. The existing managed growth policy of the City of Calabasas, as well as the physical constraints of the terrain will limit the potential for future development and growth in 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 Ranch⁷.

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.

⁷ Community Association of Saratoga Hills, www.saratogahills.org. 2011

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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 Hills 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.

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.⁸

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).⁹ Other

⁸ aspe.hhs.gov/POVERTY/10poverty.shtml

⁹ aspe.hhs.gov/POVERTY/10poverty.shtml

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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 Hills and Saratoga Ranch residential communities to the northwest, property owned by Los Angeles County and managed under a JPA with the County Sanitation Districts of Los Angeles County for operation of the Calabasas Landfill 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 County Assessor’s property information records.¹⁰ 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 \$994,800.¹¹ 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

¹⁰ assessormap.co.la.ca.us/mapping/viewer.asp, viewed August 22, 2011.

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

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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 have no effect on any minority or low-income populations per EO 12898 regarding Environmental Justice.

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, the LVMWD and the Triunfo Sanitation District (TSD) jointly own and operate the Tapia Water Reclamation Facility (TWRF), 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 miles of the Lost Hills Road/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

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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.

If existing landfill gas boundary probes are within the disturbed soil area, they will need to be relocated. As the US-101/Lost Hills Road Interchange project advances to the next phase of project development, the City will coordinate with the Sanitation Districts and the impacts to specific probes will be determined. The City will work with the Sanitation Districts to find appropriate relocation sites for the gas probes. No project improvements are proposed to the northwest of Lost Hills Road on landfill property. Any probes are located northwest of Lost Hills Road will NOT be impacted by the project.

Due to the proposed earthwork cut of the southerly slope above Lost Hills Road, a portion of the previously graded and terraced slope will be reduced in height. Terrace and downdrains that convey drainage from the slope will be modified as needed to appropriately convey drainage to the storm drain systems adjacent to Lost Hills Road.

Landfill drainage systems were analyzed during the design of the interchange. Appropriate facilities have been designed to accommodate drainage from the landfill. No improvements are proposed to the northwest of Lost Hills Road on landfill property and therefore there are no impacts to the facilities in those areas. The project storm drain systems are designed to convey the same or greater capacity than existing systems.

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.

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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.

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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 statewide average for similar facilities during a 36-month period from July 1, 2008 to June 31, 2011.¹²

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 31.5 – PM 32.3	30	0	10	0.000	0.13	0.40	0.003	0.25	0.80
101 NB mainline	49	1	18	0.013	0.25	0.66	0.003	0.25	0.80
101 SB mainline	1	0	0	0.000	0.00	0.23	0.002	0.22	0.63
SB on-ramp	1	0	1	0.000	0.24	0.97	0.003	0.35	1.01
NB off-ramp	1	0	1	0.000	0.16	0.16	0.002	0.22	0.63
NB on-ramp	4	1	0	0.136	0.14	0.14	0.003	0.35	1.01
SB off-ramp									

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.

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

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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 is not posted in the project area. The Lost Hills Road bridge provides the only outlet for the communities of Saratoga Hills and Saratoga Ranch.

A new sidewalk is being proposed on the south side of Canwood Street with a pedestrian crosswalk on the west side of Parkville Road therefore providing a sidewalk connection to the Saratoga community. The existing sidewalk section north of Canwood Street on Lost Hills Road provides no connection or destination at the north end so rerouting of pedestrian traffic in this area is not needed and this section will be removed.

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.

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EXISTING BICYCLE AND PEDESTRIAN CIRCULATION

Figure 10 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 route 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 routes on Lost Hills Road between Agoura Road and Canwood Street (See Figure 10).

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.

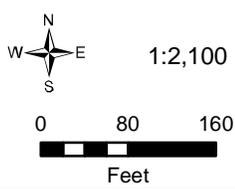
Existing and future traffic volumes can be seen on Figure 11, Figure 12, and Figure 13.



Legend

-  Bikepath
-  Sidewalk
-  Project Area

Figure 10
 Existing Bicycle and Pedestrian Lanes Map
 US 101 / Lost Hills Interchange
 Improvement Project
 City of Calabasas, CA

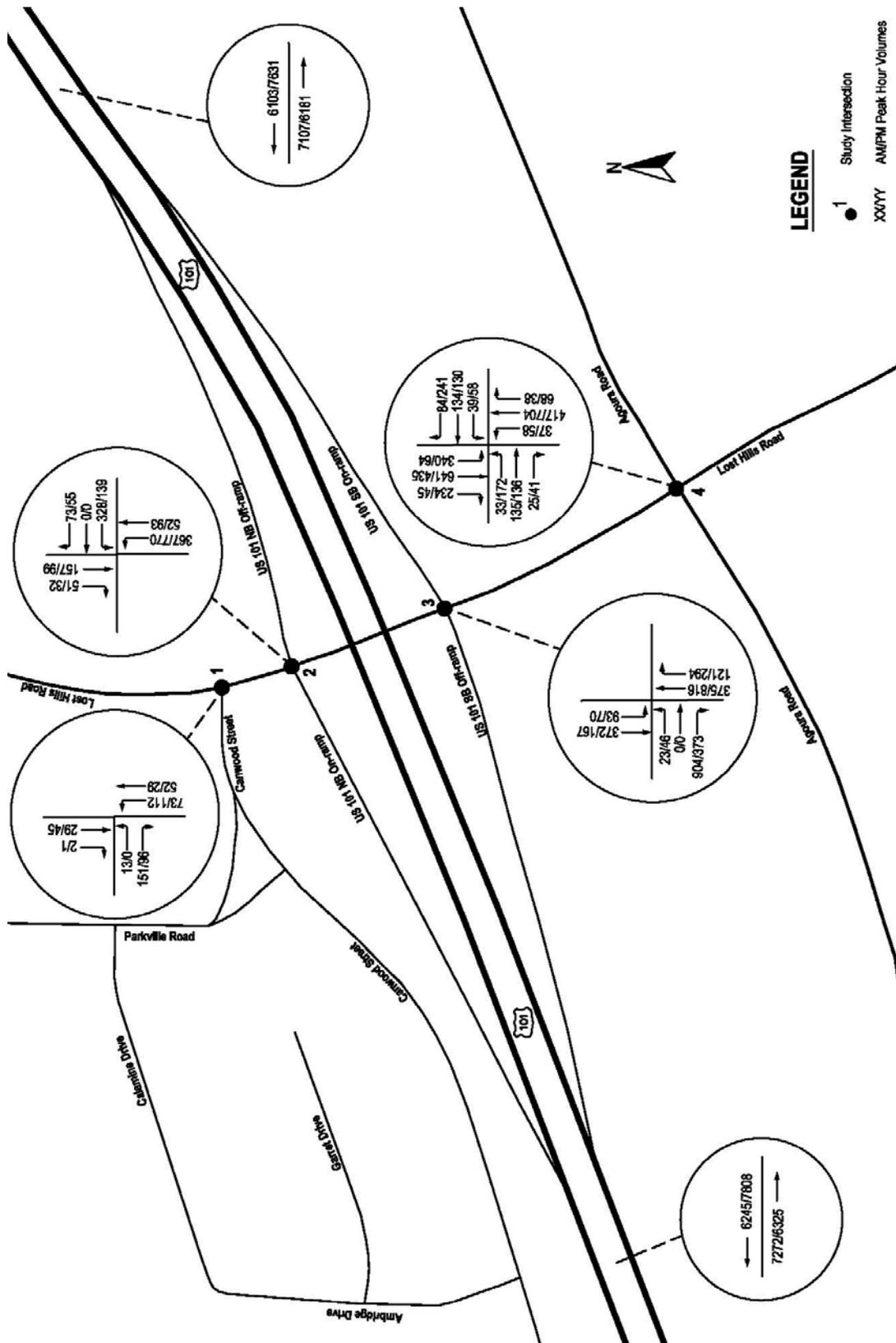


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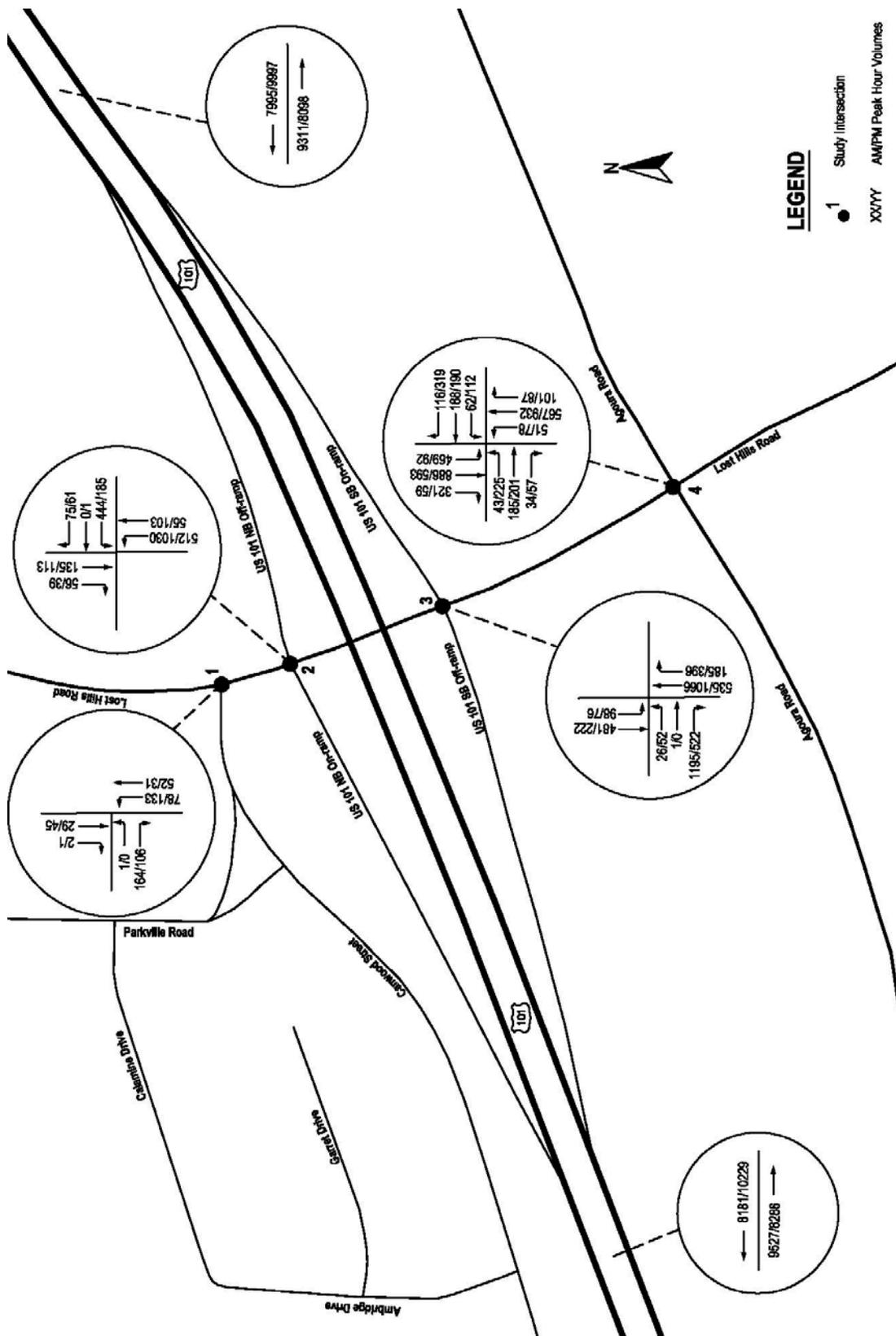
**CHAPTER 2 – AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES
HUMAN ENVIRONMENT**

Figure 11 – Existing Traffic Volumes



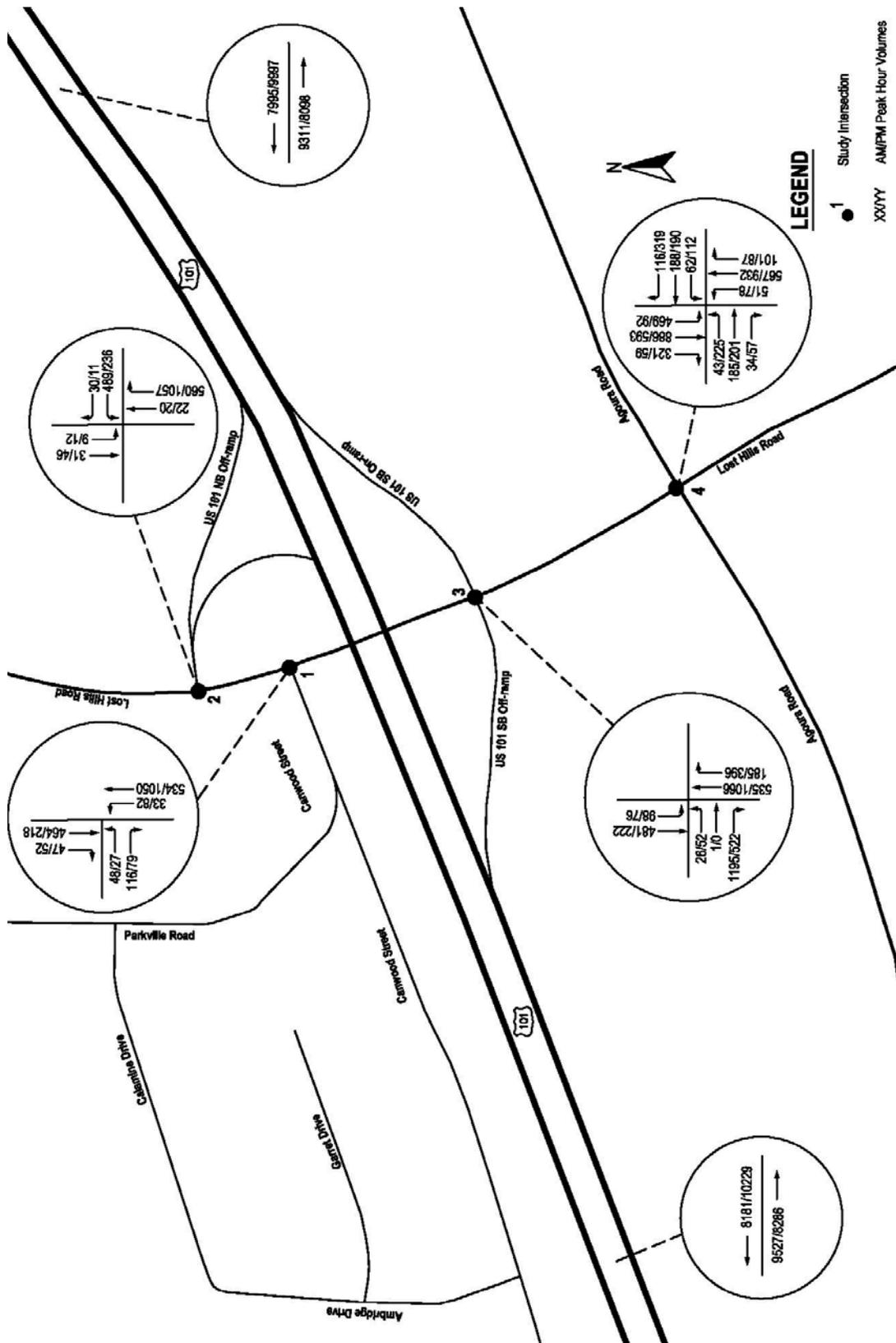
**CHAPTER 2 – AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES
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Figure 12 – Future (2040) No-Build Alternative Traffic Volumes



CHAPTER 2 – AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES
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Figure 13 – Future (2040) Build Alternative Traffic Volumes



CHAPTER 2 – AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES
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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, 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 and future year (2040) proposed projected traffic increases for the study area. The proposed project would improve the operation of the existing freeway interchange.

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.

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.

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Table 16 presents the results of the intersection LOS analysis.

Table 16 – 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	49.3	D	105.7	F
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.

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.

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.

Access control on the opposite side of Lost Hills Road from ramp terminals is to preclude the construction of future driveways or local roads within the ramp intersection. This access control would limit the volume of traffic and the number of phases at the intersection of the ramp and local facility, thereby optimizing capacity and operation of the ramp. Caltrans has the option of installing a fence or locked gates at access control locations, or may decide a physical barrier is not needed at all. The Lead Agency understands that the Driver Avenue right of way is utilized by the Sanitation Districts vehicles for environmental monitoring as well as secondary access for emergency vehicles. During final design it will be determined if a barrier is needed at this location. If locked gates are to be installed then keys would be provided to the Sanitation Districts and local emergency personnel. Additionally, the Sanitation District's access to landfill property from Parkville Road would be unchanged.

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 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.

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Table 17 – 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	4.1	A	3.3	A
Lost Hills Road/US-101 NB Ramp	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 future year indicates that the Build Alternative will reduce delay times at the intersections by an average of 34 seconds in the AM peak period and 103 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 72 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 18 below). The evaluation of freeway ramp merge and diverge analysis will result in LOS F if the freeway mainline operates at LOS F.

Table 18 – 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
US-101 Northbound				
s/o Lost Hills Road	42.2	E	--	F
n/o Lost Hills Road	44.7	E	--	F
US-101 Southbound				
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

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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 19 shows the freeway ramp LOS summary for the No-Build and Build Alternatives based on the existing 8-lane freeway configuration.

Table 19 – 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
US-101 Northbound					
Off-ramp	<i>Diverge</i>	12.0	B	--	F
On-ramp	<i>Merge</i>	--	F	--	F
US-101 Southbound					
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 5-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.

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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.

The project has been designed and the construction staging/traffic handling concept has been developed to minimize impact on access to the landfill site.

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.

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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

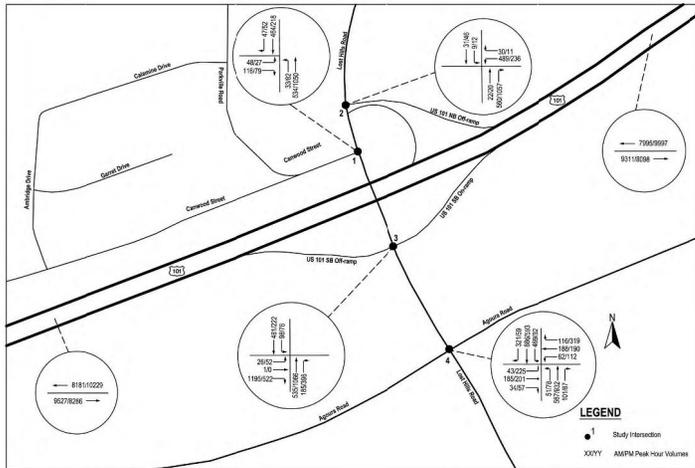
The City of Calabasas has established “Scenic Corridor Guidelines” for areas within the City designated as “Scenic Corridors.” These regulations are aimed at preserving both the visual and environmental quality of established communities. The regulations exhibit common themes in the importance of preserving 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 14 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



DKS Associates
TRANSPORTATION SOLUTIONS

Future 2040 Traffic Volumes (Alternative 7)

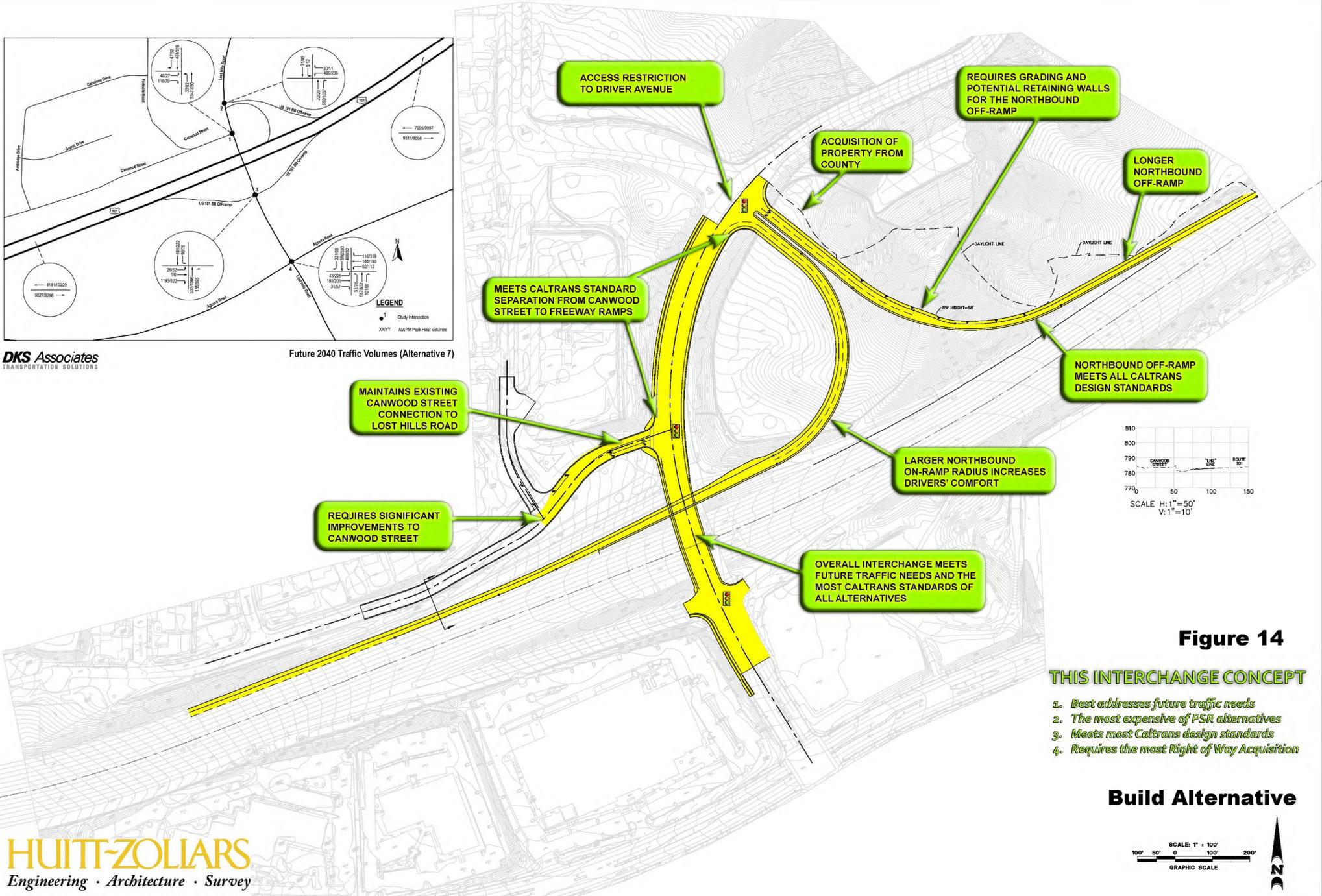


Figure 14

THIS INTERCHANGE CONCEPT

1. Best addresses future traffic needs
2. The most expensive of PSR alternatives
3. Meets most Caltrans design standards
4. Requires the most Right of Way Acquisition

Build Alternative

Existing



Proposed Mitigation



Key Observation Point (KOP) 1

Existing



Proposed Mitigation



Key Observation Point (KOP) 2

Existing



101 NB Lost Hills Rd Off-Ramp

NB 101

Lost Hills Road,
facing southeast at
Canwood Street

Proposed Mitigation



Proposed 101 NB On-Ramp
loops under Lost Hills Rd

Proposed 101 NB Lost Hills Rd Off-Ramp

NB 101

Lost Hills Road,
facing southeast at
Canwood Street

Existing



Proposed Mitigation



Key Observation Point (KOP) 4

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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 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.¹³

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

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,

¹³ Visual Impact Assessment, April 2011.

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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 February 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. Twenty seven 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 February 2011 and noted that no previously recorded resources were identified within the APE. A search of files by the Native American Heritage Commission (NAHC) did not indicate the presence of Native American cultural resources with the project APE. However, of the eight persons on the NAHC contact list, one person recommended monitoring during grading 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 not affect historic properties as determined in the HPSR and the ASR; however the NAHC has recommended monitoring during grading activities due to

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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 US-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 15 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.

If existing landfill gas boundary probes are within the disturbed soil area, they will need to be relocated. As the US-101/Lost Hills Road Interchange project advances to the next phase of project development, the City will coordinate with the Sanitation Districts and the impacts to specific probes will be determined. The City will work with the Sanitation Districts to find appropriate relocation sites for the gas probes. No project improvements are proposed to the northwest of Lost Hills Road on landfill property. Any probes that are located northwest of Lost Hills Road will NOT be impacted by the project.

Due to the proposed earthwork cut of the southerly slope above Lost Hills Road, a portion of the previously graded and terraced slope will be reduced in height. Terrace and downdrains that convey drainage from the slope will be modified as needed to appropriately convey drainage to the storm drain systems adjacent to Lost Hills Road.

As the US-101/Lost Hills Road Interchange project advances to the next phase of project development, the City will coordinate with the Sanitation Districts and the relationship between the project and a future desilting basin will be determined. The City will work with the Sanitation Districts to coordinate the project and the Sanitation Districts' proposed facility. No project improvements are proposed to the northwest of Lost Hills Road on landfill property. If the desilting basin is proposed to be located northwest of Lost Hills Road, it will NOT be impacted by the project.

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



MAP SCALE 1" = 500'

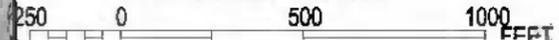


Figure 15



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

Note 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

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Landfill drainage systems were analyzed during the design of the interchange. Appropriate facilities have been designed to accommodate drainage from the landfill. No improvements are proposed to the northwest of Lost Hills Road on landfill property and therefore there are no impacts to the facilities in those areas. The project storm drain systems are designed to convey the same or greater capacity than existing systems. The design reduces stormwater discharge to the drainage systems that also convey stormwater from the landfill. This is accomplished through a combination of detention and increasing times of concentration. The storm drain systems are designed to convey the same or greater capacity than existing systems.

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.

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).

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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. RWCQBs 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.

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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 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. 2009-0009-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 Construction General 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 US-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 US-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 feet 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 ac-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

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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

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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.

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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 CDFW 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.

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 Intent to the SWRCB 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 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.

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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 Sanitation Districts 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.

Geotechnical investigations of the site are to be performed prior to final design. The Geotechnical Design Report will address recommendations for cut and fill operations to ensure stability of existing facilities. Due to the significance of the proposed cut into the slope above the freeway and Lost Hills Road, the geotechnical report will include the findings and recommendations of a slope stability analysis.

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.¹⁴

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

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

2.3.4 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.

¹⁴ Preliminary Environmental Analysis Report, Bonterra Consulting, March 2007.

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The proposed project is located in the City of Calabasas, near Brent's 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 SR-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 (ISA) 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.

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A Sanitation Districts (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.

Ninyo & Moore conducted an Aerially Deposited Lead Survey and Site Investigation in accordance with an approved Work Plan. The purpose of this work was to survey and analyze the project area for lead-based paint (LBP) and soil (and groundwater, if encountered) for indications of impacts from VOCs, semi-VOCs (SVOCs), total petroleum hydrocarbons (TPHs), Title 22 Metals, and pH. The analyses indicate that the soil in the surface layer within the Caltrans right of way would be considered non-Resource, Conservation, and Recovery Act hazardous waste with respect to elevated lead. No detectable concentrations of VOCs, SVOCs, or TPH were reported in samples from borings and test pits.

Groundwater was sampled and analyzed and had no detectable concentrations of VOCs, SVOCs, or TPH. Detectable concentrations of Title 22 Metals including: cadmium, chromium, copper, lead, mercury, nickel, and zinc were reported above their respective screening levels for General National Pollutant Discharge Elimination System (NPDES) Permit for discharge to the surface water or storm drain.

The concentrations of metals detected in the soil samples were below their respective California Human Health Screening Levels (CHHSLs) for soil for residential and commercial/industrial land uses with exception of arsenic and cadmium. The concentrations for arsenic, although above the CHHSLs do not exceed the Kearney Foundation of Soil Science, Division of Agricultural and Natural Resources, University of California, Riverside, 1996, "Background Concentrations of Trace and Major Elements in California Soils".

Cadmium concentrations exceed both residential and commercial/industrial CHHSLs. The concentrations of cadmium have relatively small variations and are believed to represent one naturally elevated population. The maximum concentration at 46 mg/kg was collected at 40.5 feet below ground surface. This sample is relatively deep (30 feet) into natural older alluvium and is considered naturally elevated.

Ninyo & Moore performed an asbestos containing materials (ACM) and lead containing surfaces (LCS) survey of the Lost Hills Road Bridge. ACM located at the subject site include approximately 6 sq ft of mastic, containing up to 5 percent chrysotile asbestos, located at the bridge roadway side railing bolts and approximately 24 sq ft of gaskets, containing up to 50 percent chrysotile asbestos, located at the bridge roadway side railing. The gasket material was observed where the side railings bolt to the bridge. Quantities of ACM are approximate and it is the abatement contractor's responsibility to confirm quantities prior to removal activities. LCS materials include approximately 15 sq ft total of yellow paint on the asphalt overpass.

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 yellow stripes that are placed along the edge-of-travel in the project area contain a hazardous concentration of lead. Removal of the yellow stripes would require special provisions for proper removal and disposal.

The existing bridge contains ACM. Removal of ACM would require special provisions for proper removal and disposal.

Avoidance, Minimization, and/or Mitigation Measures

With the incorporation of Measures HW-1 through HW-5, the Build Alternative would not create a hazard to the public or the environment.

HW-1: The areas adjacent to US-101 contain non-RCRA hazardous waste with respect to elevated lead in unpaved areas of the site. For off-site disposal of soil from Caltrans right of way, the following restrictions apply:

Scenario A: The soil in the surface layer is classified as hazardous and should be disposed at a Class 1 disposal site in accordance with Title 22 California Code of Regulations (CCR) requirements. The remaining soil from the 1 to 5-foot layers combined is classified as non-hazardous and may be disposed off-site with no restrictions based on total and soluble lead.

Scenario B: Soil in the surface and 1-foot layer combined is classified as non-hazardous and may be disposed off-site with no restrictions based on total and soluble lead. The remaining soil from the 2-foot, 3-foot and 5-foot layers combined is also classified as non-hazardous and may be disposed off-site with no restrictions based on total and soluble lead.

Scenario C: Soil in the surface to 2-foot layers combined is classified as non-hazardous and may be disposed off-site with no restrictions based on total and soluble lead. The remaining soil from the 3-foot and 5-foot layer is also classified as non-hazardous and may be disposed off-site with no restrictions based on total and soluble lead.

Scenario D: Soil in the surface to 3-foot layers combined is classified as non-hazardous and may be disposed off-site with no restrictions based on total and

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soluble lead. The remaining soil from the 5-foot layer is also classified as non-hazardous and may be disposed off-site with no restrictions based on total and soluble lead.

Scenario E: Soil in the layers combined is classified as non-hazardous and may be disposed off-site with no restrictions based on total and soluble lead.

HW-2: ACM and LCS identified in the project area should be handled according to the following:

- The identified ACM should not be disturbed. Prior to demolition work which would disturb identified ACM, a licensed asbestos abatement removal contractor should remove the ACM.
- Applicable laws and regulations should be followed, including those provisions requiring notification to regulatory agencies, building occupants, renovation contractors, and workers of the presence of ACM and LCS.
- The identified LCS should not be disturbed. Any LCS in a non-intact condition should be abated or the component properly encapsulated.
- Work involving the disturbance of LCS should be conducted using appropriate work practices, and be conducted by, and under the supervision of, properly trained, experienced, and certified personnel. Disturbing surfaces containing a lead concentration below the LCS criteria, as defined by CDPH and HUD (e.g., lead concentrations less than 1.0 mg/cm² or 0.5 percent, by weight) may trigger the California Occupational Safety and Health Administration lead in construction standard (e.g., Title 8, CCR Section 1532.1).
- Prior to any demolition activities, a composite sample of the waste LCS material should be analyzed for Total Threshold Limit Concentration (TTLC) by United States Environmental Protection Agency (USEPA) reference method SW846. If the concentration is less than 50 mg/kg the sample may be disposed of as construction debris, if it is to remain in California. If the result falls between 50 mg/kg and 1000 mg/kg, the sample must be further analyzed by the Waste Extraction Test (WET) for Soluble Threshold Limit Concentration (STLC) as described in 22 California Code of Regulations (CCR) 66261.24a. Additionally, if the STLC result is equal to or greater than 5 mg/L the sample must be further analyzed by the Toxicity Characteristic Leaching Procedure (TCLP). Based on the results of the TTLC, STLC and TCLP analysis the waste material may require disposal as a non-Resource Conservation and Recovery Act (RCRA) or California hazardous, or a federal RCRA hazardous waste.

HW-3: The yellow traffic striping throughout the planned project boundaries should be classified as a non-RCRA California hazardous waste and should be disposed at a Class 1 disposal site in accordance with Title 22 of California Code of Regulations requirements if removed from the pavement. If it is necessary to remove the striping separate from the asphalt, equipment used for removal should be equipped with high efficiency particulate air filters. The residue, including dust, should be contained and collected immediately. Sweeping is not permitted. Airborne dust will be mitigated by misting with water. It is preferable to remove the asphalt with the striping intact.

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HW-4: If construction plans call for dewatering, an NPDES permit or temporary wastewater discharge permit should be obtained before discharging groundwater to surface water (or storm drain) or sewer, respectively. Treatment of groundwater prior to discharge may be required.

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

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 (NO₂), ozone (O₃), particulate matter (PM, broken down for regulatory purposes into particles of 10 micrometers or smaller – PM₁₀ and particles of 2.5 micrometers and smaller – PM_{2.5}), lead (Pb), and sulfur dioxide (SO₂). In addition, State standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H₂S), 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

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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 (PM₁₀ or PM_{2.5}). 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,

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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 20 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 O₃, PM₁₀, and PM_{2.5} pollutants.

Table 20 – 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 ₃)	1 hour	—	Extreme Non-attainment (a)	0.09 ppm	Non-attainment
	8 hour	0.075 ppm		0.070 ppm	
Respirable particulate matter (PM ₁₀)	24 hour	150 µg/m ³	Serious Non-attainment	50 µg/m ³	Non-attainment
	Mean	— (b)		20 µg/m ³	
Fine particulate matter (PM _{2.5})	24 hour	35 µg/m ³	Non-attainment	—	Non-attainment
	Mean	15.0 µg/m ³		12 µg/m ³	
Carbon monoxide (CO)	1 hour	35 ppm	Maintenance (f)	20 ppm	Attainment
	8 hour	9 ppm		9.0 ppm	
Nitrogen dioxide (NO ₂)	1 hour	0.100 ppm (d)	Maintenance (g)	0.18 ppm	Non-attainment
	Mean	0.053 ppm (d)		0.030 ppm	
Sulfur dioxide (SO ₂)	1 hour	0.075 ppm (d)	Attainment	0.25 ppm	Attainment
	24 hour	—		0.04 ppm	

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Criteria Pollutant	Averaging Time	Federal Standard	Federal Attainment Status	California Standard	State Attainment Status
Lead	30-day	—	Non-attainment (e)	1.5 µg/m ³	Non-attainment (e)
	Rolling 3-month	0.15 µg/m ³ (c)		—	
	Quarter	1.5 µg/m ³		—	
Visibility Reducing Particles	8 hour	---	N/A	Extinction of 0.23 per km	No Information Available
Sulfates	24 hour	—	N/A	25 µg/m ³	Attainment
Hydrogen Sulfide	1 hour	---	N/A	0.03 ppm	Unclassified
Vinyl Chloride	24 hour	---	N/A	0.01 ppm	Unclassified
<p>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.</p> <p>b. The NAAQS for annual PM₁₀ was revoked on September, 21 2006.</p> <p>c. National lead standard, rolling 3-month average: final rule signed October 15, 2008.</p> <p>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.</p> <p>e. Only the Los Angeles County portion of the SCAB is designated nonattainment.</p> <p>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.</p> <p>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 NO₂ maintenance plan. The parts of the plan, prepared by the SCAQMD and the CARB, which EPA approved, strengthen the SIP.</p>					

Figure 16 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.

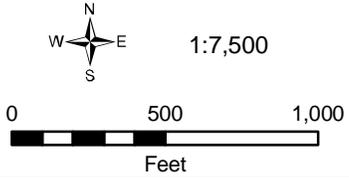


Legend

-  Sensitive Land Use
-  Project Area

Figure 16

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, PM₁₀, PM_{2.5}, and lead and maintenance area for CO and NO₂. 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 2012 Regional Transportation Plan (RTP), adopted April 2012, (Project ID: LA0G208) and was found to conform by the Southern California Association of Governments (SCAG) on April 4, 2012, and FHWA and FTA adopted the air quality conformity finding on June 4, 2012. The project is included in the State Transportation Improvement Plan (STIP) (Project ID: LA0G208). Caltrans is the lead agency for both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) regarding this project.

The project is described in the RTP and STIP as follows:

Project will replace existing 2 lane bridge with 4 lane bridge and one turn lane at Lost Hills Road/US 101 interchange. This will bring bridge to current lane configuration of Lost Hills Road on either side of bridge. The interchange will eliminate a cross-traffic movement to access NB US 101. There will be no additional lanes on the US 101 freeway. The replacement bridge will be wider, 4 lanes rather than 2 and the span will be approximately 280 feet, accommodating the width of the road on eit

The proposed project is included in the Final Adopted 2013 FTIP as project FTIP ID No. LA0G208.

This proposed project is not included in the FY 2010/2011-2013/2014 Federal Statewide Transportation Improvement Program (FSTIP).

Project Level Conformity

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

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- 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 intersections 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;

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- 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_{2.5}/PM₁₀ hot-spot evaluation is necessary.

On October 2, 2012 FHWA issued a response letter regarding a September 14, 2012 Caltrans request for a project-level conformity determination (Appendix H). FHWA found that the project-level conformity determination conforms to the State Implementation Plan (SIP) in accordance with 40 C.F.R. Part 93.

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 (PM₁₀ and PM_{2.5}), 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.

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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 PM₁₀, PM_{2.5}, and small amounts of CO, SO₂, NO_x, 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. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM₁₀ 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 PM₁₀ emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO₂, NO_x, VOCs and some soot particulate (PM₁₀ and PM_{2.5}) 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.

SO₂ 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 SO₂-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 (Rule). 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 PM₁₀ emissions, as specified in the Rule.

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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 yd³ of dirt per day. It is estimated that this project 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 21 summarizes these unmitigated construction-related emissions.

Table 21 – Short-Term Emissions (unmitigated)

Pollutant	Emissions (pounds per day)
Reactive Organic Gases (ROG)	13.6
Nitrogen Oxides (NO _x)	105.7
Carbon Monoxide (CO)	74.6
Inhalable Particulate Matter (PM ₁₀)	73.3
Fine Particulate Matter (PM _{2.5})	18.9

Source: CGI 2011

Exhaust Emissions

All project work would conform to Caltrans construction requirements, as specified in the Caltrans 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 Section 14-9.03 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

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the Rule's definition, would be required to implement control measures from the Rule's Table 1 for each source of PM₁₀ 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-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 proposed 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-ramp and off-ramp 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.

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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 PM₁₀ 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 14-9.02 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 14-9.03 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.

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- 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 PM₁₀ 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 development 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.

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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.

As shown in Table 22 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.

Table 22 – CO Concentrations at Project Intersections

Intersection	Estimated CO Concentration (ppm)*	
	1 Hour	8 Hour
Year 2040 (No-Build)		
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
Year 2040 (Build)		
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
* 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.		

CGI 2011

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.

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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 23 lists the noise abatement criteria for use in the NEPA-23 CFR 772 analysis.

Table 23 – Noise Abatement Criteria (2006 Noise Protocol)

Activity Category	NAC, Hourly A-Weighted Noise Level, dBA L_{eq}(h)	Description of Activities
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 24 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 24 – 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	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
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*

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(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 17.

Environmental Consequences

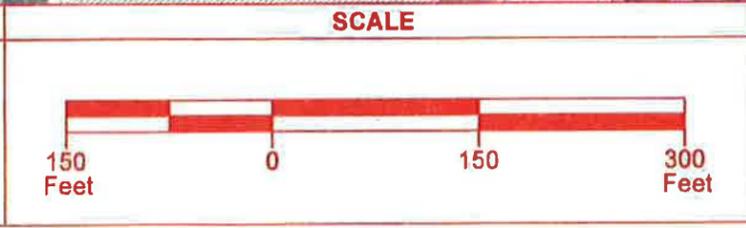
This project is defined as Type 1 under the requirements of Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772) “Procedures for Abatement of Highway Traffic Noise”.

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.



LEGEND	
⊕ 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



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LOST HILLS ROAD INTERCHANGE PROJECT
 SENSITIVE RECEPTOR AND
 NOISE BARRIER LOCATIONS
 ALT. 7 - ORTHOPHOTO
 SHEET 11 OF 12

Figure 17

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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 25 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, 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.

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Table 25 – 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.	68	71	71	Yes	65	65	64	64	64	Yes
R4	Dantes View Dr.	67	70	70	Yes	65	65	64	63	63	Yes
R5	Dantes View Dr.	66	69	69	Yes	65	64	63	63	63	Yes
R6	Dantes View Dr.	66	69	69	Yes	64	63	62	61	60	Yes
R7	Ludgate Dr.	65	68	68	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.	68	71	72	Yes	66	65	64	63	62	Yes
R11	Ludgate Dr.	68	71	72	Yes	65	64	63	62	62	Yes
R12	Ludgate Dr.	68	71	71	Yes	64	64	62	62	61	Yes
R13	Ambridge Dr.	66	69	70	Yes	64	63	62	61	60	Yes
R14	Ambridge Dr.	65	68	71	Yes	64	63	62	61	61	Yes
R15	Ambridge Dr.	62	65	65	No	60	59	57	56	56	Yes
R16	Ambridge Dr.	72	75	75	Yes	68	67	65	64	64	Yes
R17	Garret Dr.	67	70	70	Yes	65	64	63	62	61	Yes
R18	Garret Dr.	61	64	64	No	62	61	60	60	59	Yes
R19	Garret Dr.	64	67	67	Yes	64	63	62	61	61	Yes
R20	Garret Dr.	66	69	69	Yes	67	66	65	64	63	Yes
R21	Garret Dr.	66	69	69	Yes	67	66	65	64	63	Yes
R22	Garret Dr.	63	66	66	Yes	64	64	63	62	60	Yes
R23	Garret Dr.	65	68	68	Yes	67	66	65	65	63	Yes
R24	Garret Dr.	66	68	68	Yes	67	67	66	65	63	Yes
R25	Garret Dr.	65	67	68	Yes	67	67	66	65	64	No
R26	Garret Dr.	64	66	67	Yes	67	66	65	65	64	No
R27	Garret Dr.	58	60	61	No	60	60	59	58	58	No
R28	Calamine Dr.	64	66	68	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.

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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 will 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. Figure 17 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 17).

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.

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, 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-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*).

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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 feet 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.

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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 feet 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. These areas were determined to have no habitat suitability for the sensitive plant species.

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).

During site visits in May 2009 (Chambers Group 2011a), a small patch of Cattail Series, approximately 100 sq ft in size, was 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. At that time, slender-leaved cattail (*Typha latifolia*) was the sole species present within that Cattail Series identified onsite. A Jurisdictional Delineation was conducted in September 2011 to investigate the wetland potential of the BSA. The area previously containing cattails was investigated during the delineation and no wetland vegetation or soils that exhibit hydric characteristics were observed

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during the time of the survey. The project area is not considered to contain wetlands under USACE jurisdiction because only one of the three criteria required for a wetland to be determined as such was observed. However, the CDFW jurisdiction of wetlands only requires one of the three wetland conditions, where such conditions exist within the riparian vegetation that is associated with a stream or lake. Wetland conditions associated with riparian vegetation is included in the CDFW jurisdiction regardless of whether those features meet the three-parameter USACE-methodology of a wetland determination.

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.

Under the Build Alternative, about 40 acres of the project site would be impacted by grading activities. It is assumed that more than fifty percent of the vegetation on the site would be removed during construction. The site would be revegetated when construction is finished.

Avoidance, Minimization, and/or Mitigation Measures

The implementation of mitigation measure BR-1 would reduce impacts to native vegetation to Less than Significant.

BR-1: Prior to construction a qualified biologist shall identify native plant communities on the project site (purple sage scrub, coast live oak, coyote brush, cattail series). The biologist will mark native plant communities using tape or flags. The contractor will avoid disturbance to the natural community to the extent feasible. Following construction, all disturbed areas will be revegetated with natural vegetation representative of the native plant communities on the site prior to disturbance. A five year monitoring plan will be completed to satisfy CDFW requirements for sensitive habitats.

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 Wildlife (CDFW), 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 CDFW 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 CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW 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

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may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

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 ft above sea level (amsl) to approximately 930 ft 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 wetlands were observed during an August 19, 2011 survey for a Jurisdictional Delineation. 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. This area was found to not be a wetland from the Jurisdictional Delineation completed in September 2011 (Chambers Group 2011b). 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 sq ft of soil approximately 1 to 4 inches deep with a cracked surface present, and 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.

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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 CDFW. Table 26 shows the impacted areas.

Table 26 – Summary of Impact to Jurisdictional Waters

Authority	Streambed Permanent (acres)	Other Waters Permanent (acres)	Total Permanent Impacts (acres)
USACE	N/A	0.115	0.115
RWQCB	N/A	0.115	0.115
CDFW	0.385	N/A	0.385

Avoidance, Minimization, and/or Mitigation Measures

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, CDFW regulates not only the discharge of dredged or fill material, but all activities that alter streams and lakes and their associated habitat. CDFW has no abbreviated permitting process comparable to the USACE nationwide permits. A CDFW 1602 Agreement is required for all activities that alter streambeds and their associated riparian habitats.

During the permitting process, the permitting agencies will determine whether compensatory mitigation is required for impacts to the areas under their jurisdiction.

2.4.3 Plant Species

Regulatory Setting

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) 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

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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 CDFW 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 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 27 below, lists all of plant species identified within the BSA quadrangle and/or adjacent quadrangles.

Table 27 – Plant Species within the BSA

Scientific Name	Common Name
GYMNOSPERMS	
CUPRESSACEAE <i>Cupressus</i> sp.	CYPRESS FAMILY cypress
PINACEAE <i>Pinus halepensis</i> *	PINE FAMILY Aleppo pine
ANGIOSPERMS (DICOTYLEDONS)	
ANACARDIACEAE <i>Malosma laurina</i> <i>Schinus molle</i> *	SUMAC OR CASHEW FAMILY laurel sumac Peruvian pepper tree
APIACEAE <i>Foeniculum vulgare</i> *	CARROT FAMILY fennel
APOCYNACEAE <i>Nerium oleander</i> *	DOGBANE FAMILY oleander
ASCLEPIADACEAE <i>Asclepias fascicularis</i>	MILKWEED FAMILY narrow-leaf milkweed
ASTERACEAE <i>Artemisia californica</i>	SUNFLOWER FAMILY California sagebrush

**CHAPTER 2 – AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES
BIOLOGICAL ENVIRONMENT**

Scientific Name	Common Name
<i>Baccharis pilularis</i>	coyote brush
<i>Baccharis salicifolia</i>	mule fat
<i>Carduus pycnocephalus</i> *	Italian thistle
<i>Centaurea melitensis</i> *	toçalote
<i>Grindelia camporum</i>	gum-plant
<i>Hazardia squarrosa</i>	saw-toothed goldenbush
<i>Hemizonia fasciculata</i>	fascicled tarweed
<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
BETULACEAE	BIRCH FAMILY
<i>Alnus rhombifolia</i>	white alder
BOMBACACEAE	BOMBAX FAMILY
BORAGINACEAE	BORAGE FAMILY
<i>Amsinckia menziesii</i>	common fiddleneck
BRASSICACEAE	MUSTARD FAMILY
<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
CAPRIFOLIACEAE	HONEYSUCKLE FAMILY
<i>Sambucus Mexicana</i>	Mexican elderberry
CARYOPHYLLACEAE	PINK FAMILY
<i>Polycarpon tetraphyllum</i> *	four-leaved allseed
CHENOPODIACEAE	GOOSEFOOT FAMILY
<i>Atriplex semibaccata</i> *	Australian saltbush
<i>Chenopodium californicum</i>	California goosefoot
<i>Salsola tragus</i> *	Russian thistle
CONVOLVULACEAE	MORNING-GLORY FAMILY
<i>Calystegia macrostegia</i>	western bindweed
CUCURBITACEAE	GOURD FAMILY
<i>Cucurbita foetidissima</i>	calabazilla
<i>Marah macrocarpus</i>	wild cucumber
FAGACEAE	OAK FAMILY
<i>Quercus agrifolia</i>	coast live oak
GERANIACEAE	GERANIUM FAMILY
<i>Erodium cicutarium</i> *	red-stemmed filaree
HAMAMELIDACEAE	WITCH-HAZEL FAMILY
<i>Liquidambar styraciflua</i>	sweet gum
HYDROPHYLLACEAE	WATERLEAF FAMILY
<i>Phacelia minor</i>	wild canterbury-bell
LAMIACEAE	MINT FAMILY
<i>Marrubium vulgare</i> *	horehound
<i>Salvia columbariae</i>	chia
<i>Salvia leucophylla</i>	purple sage
MAGNOLIACEAE	MAGNOLIA FAMILY
<i>Magnolia grandiflora</i> *	southern magnolia

**CHAPTER 2 – AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES
BIOLOGICAL ENVIRONMENT**

Scientific Name	Common Name
MALVACEAE <i>Malacothamnus fasciculatus</i> <i>Malva parviflora</i> *	MALLOW FAMILY mesa bushmallow cheeseweed
MYOPORACEAE <i>Myoporum laetum</i> *	MYOPORUM FAMILY myoporum
MYRTACEAE <i>Callistemon citrinus</i> <i>Eucalyptus sp.</i> *	MYRTLE FAMILY crimson bottlebrush gum tree
NYCTAGINACEAE <i>Mirabilis californica</i>	FOUR O'CLOCK FAMILY California wishbone bush
ONAGRACEAE <i>Clarkia unguiculata</i>	EVENING PRIMROSE FAMILY elegant clarkia
PLATANACEAE <i>Platanus acerifolia</i> *	SYCAMORE FAMILY London plane tree
POLYGONACEAE <i>Eriogonum elongatum</i> <i>Rumex crispus</i> *	BUCKWHEAT FAMILY long-stemmed buckwheat curly dock
PRIMULACEAE <i>Anagallis arvensis</i> *	PRIMROSE FAMILY scarlet pimpernel
RUBIACEAE <i>Galium angustifolium</i>	MADDER FAMILY narrow-leaved bedstraw
SOLANACEAE <i>Nicotiana glauca</i> *	NIGHTSHADE FAMILY tree tobacco
VERBENACEAE <i>Verbena lasiostachys</i>	VERVAIN FAMILY western verbena
ANGIOSPERMS (MONOCOTYLEDONS)	
ARECACEAE <i>Arecastrum sp.</i> * <i>Washingtonia robusta</i> *	PALM FAMILY palm Mexican fan palm
CYPERACEAE <i>Cyperus sp.</i>	SEDGE FAMILY sedge
LILIACEAE <i>Nolina cismontane</i> <i>Yucca whipplei</i>	LILY FAMILY California beargrass Our Lord's candle
POACEAE <i>Avena fatua</i> * <i>Bromus diandrus</i> * <i>Bromus hordeaceus</i> * <i>Bromus madritensis ssp. Rubens</i> * <i>Cynodon dactylon</i> * <i>Hordeum murinum</i> * <i>Leymus triticoides</i> <i>Lolium multiflorum</i> * <i>Nassella lepida</i> <i>Nassella pulchra</i> <i>Polypogon monspeliensis</i> *	GRASS FAMILY wild oat rippgut grass soft chess foxtail chess Bermuda grass glaucous foxtail barley beardless wild rye Italian ryegrass small-flowered needlegrass purple needlegrass annual beard grass
TYPHACEAE <i>Typha latifolia</i>	CATTAIL FAMILY 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 28 and Figure 18 show locations.

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Table 28 – Oak Tree Location

SPECIES	TREE NUMBER	EASTING*	NORTHING*	DBH
coast live oak	1	342438.09	3779540.43	13
coast live oak	2	342417.57	3779540.39	9
coast live oak	3	342438.78	3779527.74	7
coast live oak	4	342423.39	3779529.24	5+7
coast live oak	5	342429.18	3779521.36	5
coast live oak	6	342409.98	3779514.42	14
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	16+13
coast live oak	10	342386.32	3779492.88	6+7+4
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	22
coast live oak	14	342589.16	3779357.41	16
valley oak	15	342644.89	3779378.26	4+4
coast live oak	16	342630.56	3779396.53	10+5+4
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	11
coast live oak	21	342518.01	3779345.40	10
coast live oak	22	342513.48	3779329.03	12
coast live oak	23	342497.31	3779325.09	8
coast live oak	24	342470.17	3779319.06	8
coast live oak	25	342482.13	3779311.01	3
coast live oak	26	342527.40	3779326.71	8
coast live oak	27	342521.76	3779308.72	18
coast live oak	28	342508.02	3779302.29	10
coast live oak	29	342523.81	3779292.06	8
coast live oak	30	342510.04	3779281.52	10
coast live oak	31	342540.70	3779281.25	8

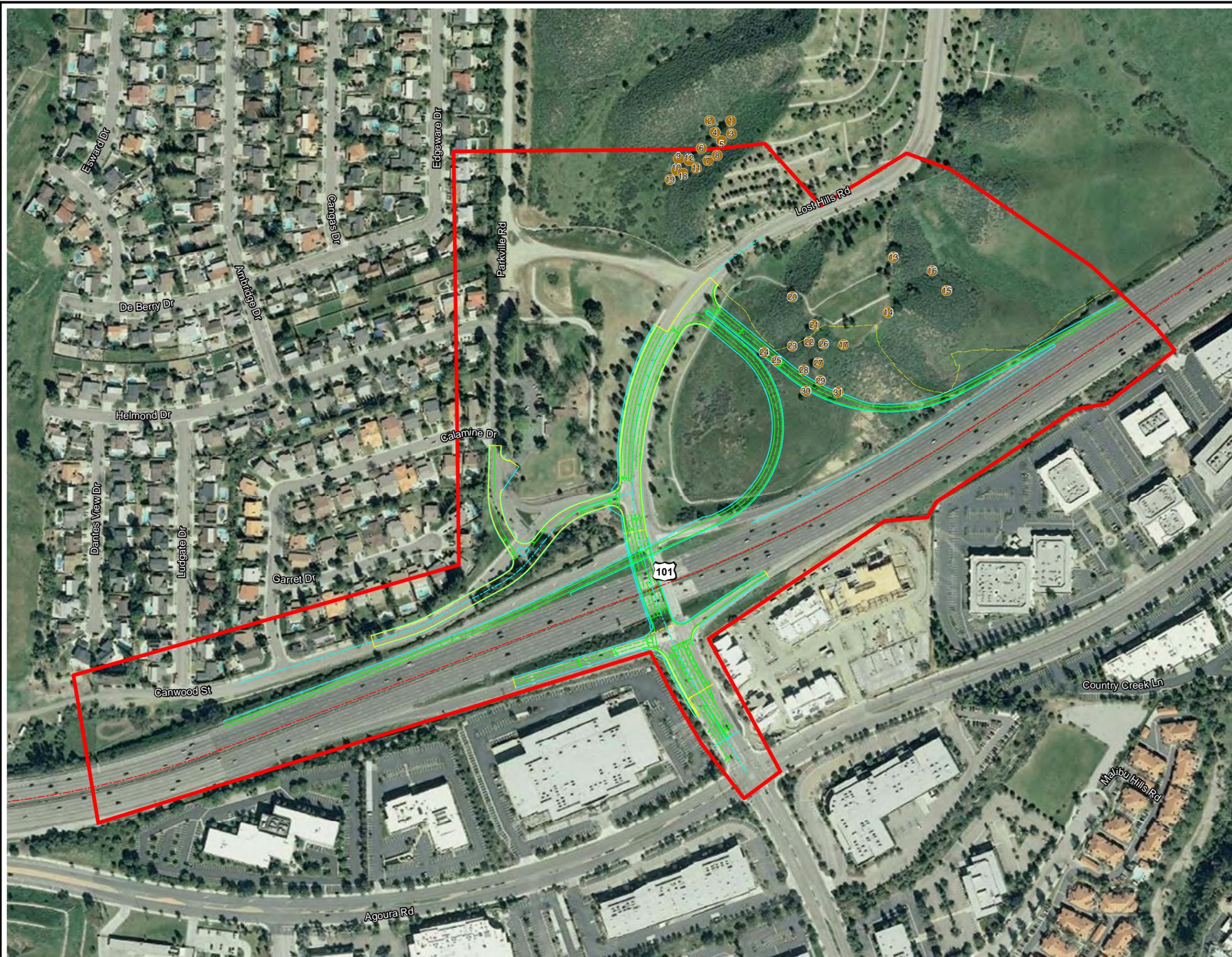
* USGS mapping reference system in meters.

Figure 18

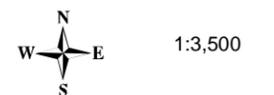
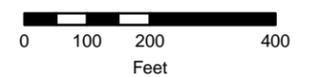
Oak Tree Location Map

Legend

- Oak Tree
- Project Area



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Avoidance, Minimization, and/or Mitigation Measures

No impacts to sensitive, threatened or endangered plant species would occur with implementation of the Build Alternative. Limited impacts would occur with the incorporation of mitigation measure BR-2 for the Build Alternative that require removal or relocation of oak trees.

BR-2: 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 Oak Tree 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 three-to-one ratio, exceeding the County Ordinance of 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 or replacement 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 Wildlife (CDFW) 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 CDFW 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

CHAPTER 2 – AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

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

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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-3: 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 CDFW 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-4: 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, disturbances to existing bridge structures should be avoided between March 1st and September 15th to avoid the breeding season for bats unless preconstruction surveys are conducted by a qualified biologist and no bat roosts or nurseries are found with the project area. If construction cannot be conducted during the period recommended by a biologist, the biologist shall conduct weekly preconstruction surveys to determine whether roosting bats are present and shall be present during construction activities. In the event that a bat colony is discovered the biologist will 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

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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 Wildlife (CDFW) 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 CDFW. For proposed projects requiring a Biological Opinion under Section 7 of the FESA, CDFW 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 29 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).

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- **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 29 – 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 ¹	Rationale
		Federal	State/CNPS			
Plants						
<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

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Scientific Name	Common Name	Status		Potential to Occur Within the BSA	Species Present/Absent Within the BSA ¹	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
<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

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Scientific Name	Common Name	Status		Potential to Occur Within the BSA	Species Present/Absent Within the BSA ¹	Rationale
		Federal	State/CNPS			
Wildlife						
<i>Oncorhynchus mykiss irideus</i>	Southern California Southern steelhead	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.
<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.

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Scientific Name	Common Name	Status		Potential to Occur Within the BSA	Species Present/Absent Within the BSA ¹	Rationale
		Federal	State/CNPS			
<i>Riparia riparia</i>	bank swallow (nesting)		SE	No Potential	A	Presumed Absent; no habitat is present within the direct proposed project area.
<i>Poliptilia 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.
<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.

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Scientific Name	Common Name	Status		Potential to Occur Within the BSA	Species Present/Absent Within the BSA ¹	Rationale
		Federal	State/CNPS			
<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

¹: 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 (*Poliophtila 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 29 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

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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.

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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

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- 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-ramps 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-ramps 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-ramps 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-ramps 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 30.

In addition, the Los Angeles County Congestion Management Program (LACCMMP) 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 2040 traffic volumes.

Table 30 – 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

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Land Use	Size	Daily	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
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
Total Cumulative Trip Generation		14,268	214	262	684	630
Notes: Trip rates taken from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 8 th 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.

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 a 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

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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 (GHG) emissions, 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 in 1988, has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHG generated by human activity including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), HFC-23 (fluoroform), HFC-134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

In the United States, the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light duty trucks, other trucks, buses, and motorcycles) make up the largest source (second to electricity generation) of GHG emitting sources. The dominant GHG emitted is CO₂, mostly from fossil fuel combustion.

There are typically two terms used when discussing the impacts of climate change. "Greenhouse Gas 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)¹⁵.

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

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 GHG emissions and climate change.

Assembly Bill 1493 (AB 1493), Pavley. Vehicular Emissions: Greenhouse Gases, 2002: requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed

¹⁵ http://climatechange.transportation.org/ghg_mitigation/

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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 (EO) S-3-05: (signed on June 1, 2005, by Governor Arnold Schwarzenegger) the goal of this EO is to reduce California's GHG emissions to: 1) year 2000 levels by 2010, 2) year 1990 levels by the 2020 and 3) 80 percent below the year 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32).

AB 32, the Global Warming Solutions Act of 2006, Nuñez and Pavley: AB 32 sets the same overall GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that ARB create a scoping plan, (which includes market mechanisms) and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases."

Executive Order S-20-06: (signed on October 18, 2006 by former Governor Arnold Schwarzenegger) further directs state agencies to begin implementing AB 32, including the recommendations made by California's Climate Action Team.

Executive Order S-01-07: (signed on January 18, 2007 by former Governor Arnold Schwarzenegger) set forth the low carbon fuel standard for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least ten percent by the year 2020.

Senate Bill 97 Chapter 185, 2007: required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing GHG 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 (U.S. EPA) nor Federal Highway Administration (FHWA) has promulgated explicit guidance or methodology to conduct project-level GHG 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 a reduction in the growth of vehicle hours travelled.

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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 national 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 U.S. EPA has the authority to regulate GHG. The Court held that the U.S. 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 U.S. 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 (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆)--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 U.S. EPA’s *Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles*, which was published on September 15, 2009¹⁶. 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.

U.S. 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 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, 2010.¹⁷

The final combined U.S. 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 (CO₂) per

¹⁶ <http://www.epa.gov/oms/climate/regulation.htm#1-1>

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

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mile, (the equivalent to 35.5 miles per gallon [MPG]) if the automobile industry were to meet this CO₂ 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).

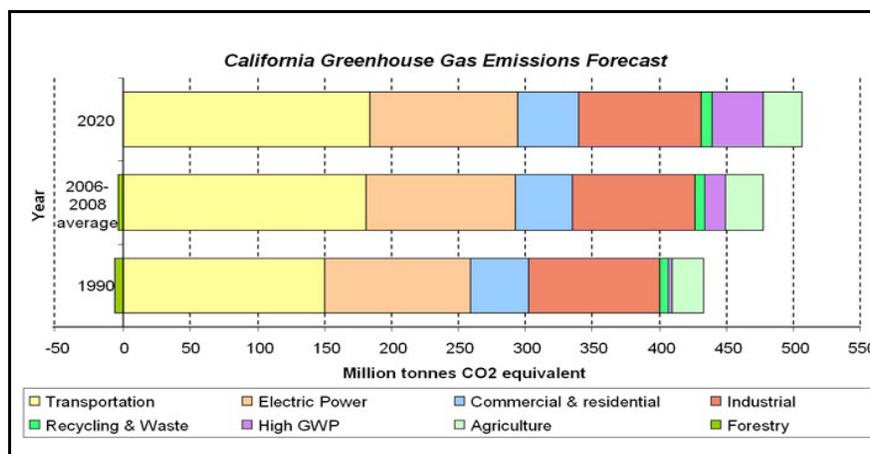
On November 16, 2011, U.S. EPA and NHTSA issued their joint proposal to extend this national program of coordinated greenhouse gas and fuel economy standards to model years 2017 through 2025 passenger vehicles.

Project Analysis

An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of GHG.¹⁸ In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable” (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 mandated by AB 32 contains the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, ARB released the GHG inventory for California (Forecast last updated: October 28, 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.

Figure 19 – California Greenhouse Gas Forecast



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

¹⁸ 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 South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

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The Department 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 2006.¹⁹

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?

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 CO₂ for the entire construction. Since the SCAQMD has said that if a project generates GHG emissions below 3,000 tCO₂e, 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

¹⁹ 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

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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



Figure 20 – Mobility Pyramid

The Department continues to be actively involved on California’s Climate Action Team as ARB works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies the Department 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 CO₂ reduction goals: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements as depicted in Figure 20: The Mobility Pyramid.

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 works closely with local jurisdictions on planning activities but does not have local land use planning authority. The Department assists 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 U.S. EPA and ARB.

Table 31 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).

**CHAPTER 2 – AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES
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Table 31 – Climate Change/CO₂ Reduction Strategies

Strategy	Program	Partnership		Method/Process	Estimated CO ₂ 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 Transportation 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, ARB, 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, ARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total					2.72	18.18

CHAPTER 2 – AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES
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The following measures will also be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

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 CO₂ emissions.²⁰

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, variability in storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from 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 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.

Climate change adaption 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, former Governor Arnold Schwarzenegger signed EO S-13-08 which directed a number of state agencies to address California’s vulnerability to sea level rise caused by climate change. This EO 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 The California Climate Adaptation Strategy (Dec 2009)²¹, which summarizes the best known science on climate change impacts to California, assesses California's vulnerability to the identified impacts, and

²⁰ 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/>.

²¹ <http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF>

CHAPTER 2 – AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES
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then outlines solutions that can be implemented within and across state agencies to promote resiliency.

The strategy outline is in direct response to EO 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 the California Environmental Protection Agency; 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.

The Resources Agency was also directed to request the National Academy of Science to prepare a Sea Level Rise Assessment Report by December 2010²² to advise how California should plan for future sea level rise. 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 regarding local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data.

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 as of the date of EO S-13-08, and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects may, but are not required to, consider these planning guidelines. The proposed project is programmed for funding in November 2013; therefore, is not required to consider these planning guidelines.

²² Pre-publication copies of the report, *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future*, were made available from the National Academies Press on June 22, 2012. For more information, please see http://www.nap.edu/catalog.php?record_id=13389.

CHAPTER 2 – AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES
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Executive Order S-13-08 also directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance and operational improvements of the system, and economy of the state. The Department continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Currently, the Department is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change effects, the Department has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, the Department will be able review its current design standards to determine what changes, if any, may be warranted in order to protect the transportation system from sea level rise.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. The Department is an active participant in the efforts being conducted in response to EO S-13-08 and is mobilizing to be able to respond to the National Academy of Science Sea Level Rise Assessment Report.

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 (PSR) 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 Project Approval & Environmental Document (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 PSR, 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 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.

On January 19, 2012 a Public Notice of Intent to Adopt a Mitigated Negative Declaration was published, initiating a 54-day that closed on March 13, 2012. The period provided the opportunity for concerned citizens, property and business owners, as well as governmental

agencies, to provide feedback and/or acknowledge concerns on environmental impacts resulting from the proposed Lost Hills Road Overcrossing and Interchange Improvements Project. Additionally, a Public Hearing was held at the City of Calabasas City Council Chambers on February 28, 2012 as an agenda item for the regularly scheduled City Traffic and Transportation Commission meeting. The Public Hearing 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 hearing was noted in the regular mailing of the Traffic and Transportation Commission meeting agenda. A PowerPoint presentation was given about the summary findings of the IS/EA and the status of the project. Forty two comments on the IS/EA were received during the public comment/review period. The comments, along with their responses, are attached as Appendix G.

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

Elected and City Officials	City of Calabasas Mary Sue Maurer Mayor 100 Civic Center Way Calabasas, CA 91302	City of Calabasas Robert B. Yalda Public Works Director 100 Civic Center Way Calabasas, CA 91302
City of Calabasas Mike Newfield Chairman, Traffic and Transportation Committee 100 Civic Center Way Calabasas, CA 91302	City of Calabasas Rick Schumacher Commissioner, Planning Commission 100 Civic Center Way Calabasas, CA 91302	City of Calabasas Tatiana Holden Associate Engineer 100 Civic Center Way Calabasas, CA 91302
City of Calabasas Ryan Thompson Assistant Transportation Planner 100 Civic Center Way Calabasas, CA 91302	City of Calabasas Anna Ford Executive Assistant II 100 Civic Center Way Calabasas, CA 91302	City of Agoura Hills John M. Edelston Mayor 30001 Ladyface Court Agoura Hills, CA 91301
County Supervisor	County Supervisor Zev Yaroslavsky – Third District Calabasas District Office 26600 Agoura Road, #100 Calabasas, CA 91302	
Federal Agencies	U.S Senator Dianne Feinstein 11111 Santa Monica Boulevard, Suite 915 Los Angeles, CA 90025	U.S. Senator Barbara Boxer 312 N. Spring Street, Suite 1748 Los Angeles, CA 90012
State Assembly Henry Waxman 8436 W. Third St. Suite 600 Los Angeles, CA 90048	District Commander U.S. Army Corps of Engineers Los Angeles District Attn: Public Affairs office, Suite 1525 915 Wilshire Boulevard Los Angeles, CA 90012	US Fish & Wildlife Service 6010 Hidden Valley Road Carlsbad, CA 92009-4219
State Agencies	Division of Environmental Analysis Attn: Gregoria Ponce 1120 N Street, MS 27 Sacramento, CA 95814	Air Resources Board CEQA Compliance 9528 Telstar Avenue El Monte, CA 91731

CHAPTER 5 – DISTRIBUTION LIST

<p>Edwin Pert, Regional Manager California Department of Fish and Game, Region 5 3883 Ruffin Road 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>
<p>State Water Resources Control Board 1001 I Street Sacramento, CA 95814</p>	<p>California Highway Patrol Southern Division 411 North Central Avenue, Suite 410 Glendale, CA 91203-2020</p>	<p>Rosa Munoz Public Utilities Commission 320 West 4th Street, Suite 500 Los Angeles, CA 90013</p>
<p>Native American Heritage Commission 9 I5 Capitol Mall, Room 364 Sacramento, CA 95814</p>	<p>State Historic Preservation Officer Office of Historic Preservation Department of Parks and Recreation P.O. Box 942896 Sacramento, CA 94296-0001</p>	<p>California Wildlife Conservation Board 1416 Ninth Street Sacramento, CA 95814</p>
<p>Regional and Local Agencies</p>	<p>Metropolitan Water District Ms. Rebecca De Leon Env. Planning Team Metropolitan Water District of Southern California 700 N. Alameda St. US3-230 Los Angeles, CA 90012</p>	<p>Paul Edelman Santa Monica Mountains Conservancy 5750 Ramirez Canyon Rd. Malibu, CA 90265</p>
<p>Mr. Barry R. Wallerstein, Executive Officer South Coast Air Quality Management District 21865 Copley Drive Diamond Bar, CA 91765</p>	<p>Executive Director Los Angeles Regional Water Quality Control Board 320 West 4th Street, Suite 200 Los Angeles, CA 90013-2343</p>	<p>Gail Farber Director, Department of Public Works County of Los Angeles 900 S. Fremont Ave. Alhambra, CA 91803</p>
<p>Southern California Association of Governments Intergovernmental Review 818 W. Seventh Street, 12th Floor Los Angeles, CA 90020</p>	<p>Richard Hunt Transportation Manager – San Fernando Valley Service Sector LA Metro 9760 Topanga Canyon Blvd. Chatsworth, CA 91311</p>	<p>Greater Los Angeles Vector Control CEQA Compliance 12545 Florence Avenue Santa Fe Springs, CA 90670</p>
<p>Fire Chief Attn: Michael Freeman Los Angeles County Fire Department 1320 North Eastern Avenue Los Angeles, CA 90063</p>	<p>Deputy Director Attn: Massie Munroe Watershed Management Division LADPW 900 S. Fremont Ave., 11th Fl Alhambra, CA 91803-1331</p>	<p>Board of Directors Water Replenishment District of Southern California 12621 East I66th Street Cerritos, CA 90703</p>
<p>Timothy Gallagher, Director County of Los Angeles Department of Parks and Recreation 433 South Vermont Avenue Los Angeles, CA 90020</p>	<p>Office of the County Clerk Environmental Filings 12400 E. Imperial Hwy, Room 2001 Norwalk, CA 90650</p>	<p>Grace Robinson Chan, General Manager Sanitation Districts of Los Angeles County P.O. Box 4998 Whittier, CA 90607-4998</p>

CHAPTER 5 – DISTRIBUTION LIST

<p>Carol Washburn President/CEO Chamber of Commerce 23564 Calabasas Road, Ste. 101 Calabasas, CA 91302</p>	<p>Captain Thomas G. Martin Los Angeles County Sheriff's Department Malibu/Lost Hills Station 27050 Agoura Road Agoura Hills, CA 91301-5336</p>	<p>Administrative Director Metrolink 700 South Flower Street, Suite 2600, Los Angeles, CA 90017</p>
<p>H. David Nahai General Manager LADWP 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 & Recreation – Los Angeles District 1925 Las Virgenes Rd. Calabasas, CA 91302</p>	<p>Dept. of Parks & Recreation – West Sector Ranger Station 9000 West Pacific Coast Hwy Malibu, CA 90265</p>
<p>Other Interested Parties</p>	<p>Community Association of Saratoga Hills Norm Buehring President 5221 Edgeware Drive Calabasas, CA 91301</p>	<p>Saratoga Ranch Home Owners Association Andrew Leff, President 26930 Garret Drive Calabasas, CA 91301</p>
<p>Isaac Goren 5041 Ambridge Drive Calabasas, CA 91301</p>	<p>Chip Dill and Lora Gates-Dill 27087 Esward Drive Calabasas, CA 91301</p>	<p>Candice L. Weber 27097 Esward Drive Calabasas, CA 91301</p>
<p>Cheri Ingle 26914 Helmond Drive Calabasas, CA 91301</p>	<p>Joan C. Hurley 27072 Esward Drive Calabasas, CA 91301</p>	<p>John Hurley 27072 Esward Drive Calabasas, CA 91301</p>

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<p>Erin & Brian Faulkner 5055 Ludsgate Drive Calabasas, CA 91301</p>	<p>Mel & Priscilla Lee 5340 Edgeware Drive Calabasas, CA 91301</p>	<p>Peter Hermann 27049 Esward Drive Calabasas, CA 91301</p>
<p>Peter Kraut 5346 Ambridge Drive Calabasas, CA 91301</p>	<p>Chris Hudson 26926 W. Garret Drive Calabasas, CA 91301</p>	<p>Conrad A. Gradi 27061 Helmond Drive Calabasas, CA 91301-2326</p>
<p>Didrech Mcpike 27068 Helmond Drive Calabasas, CA 91301</p>	<p>Douglas G. Helmstetler 26914 Helmond Drive Calabasas, CA 91301</p>	<p>Kim & Rich Hamilton 5340 Cangas Drive Calabasas, CA 91301</p>
<p>Houshang Cyrus Kabiri 5323 Edgeware Drive Calabasas, CA 91301</p>	<p>Lisa Danchick 26935 Garret Drive Calabasas, CA 91301</p>	<p>Maria Hughes 5027 Ludgate Drive Calabasas, CA 91301</p>
<p>Miguel Parodi 27035 Helmond Drive Calabasas, CA 91301</p>	<p>Najmeh Adili 5323 Edgeware Drive Calabasas, CA 91301</p>	<p>Randy & Jodi Cooper 5301 Ambridge Drive Calabasas, CA 91301</p>
<p>Pattye Olmack 26970 Helmond Drive Calabasas, CA 91301</p>	<p>Robert J. Lia 27096 Esward Drive Calabasas, CA 91301</p>	<p>Scot Mcpike 27068 Helmond Drive Calabasas, CA 91301</p>
<p>Thomas Salvaggio 27080 Esward Drive Calabasas, CA 91301</p>	<p>T.M. O'Reilly 27086 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 31.6/32.2)	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.

I. AESTHETICS: 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 Wildlife 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 Wildlife 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"/>
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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>
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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>
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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>

X. MINERAL RESOURCES: 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"/>

XI. NOISE: 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"/>
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:

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:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>
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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>
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"/>

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Appendix B. Resources Evaluated Relative to the Requirements of Section 4(f)

Appendix B1. Non – Functional Use of the Property



CITY of CALABASAS

COPY

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



Appendix B2. Letter to Los Angeles County

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN JR., Governor

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 or Natalie Hill at Natalie.Hill@dot.ca.gov or at (213) 897-0841.

Sincerely,

Carlos J. Montez
Branch Chief- Division of Environmental Planning

"Caltrans improves mobility across California"

Appendix B3. 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, 3rd Floor, Los Angeles, California 90012
(213) 974-4300
<http://ceo.lacounty.gov>

November 21, 2011

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

Carlos Montez
Branch Chief, Environmental Planning
Caltrans
100 S. Main Street, Suite #100
Los Angeles, CA 90012

Dear Mr. Montez:

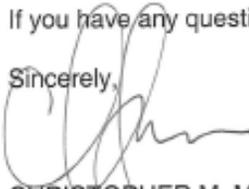
**LOST HILLS ROAD INTERCHANGE PROJECT; ID #0700000419
ACKNOWLEDGEMENT OF USE**

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

Appendix B4. Right-of-Way/Parcel Map

Appendix C. Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
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March 16, 2012

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact Mario Solis, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14th Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353, TTY 711, fax (916) 324-1869, or via email: mario_solis@dot.ca.gov.

A handwritten signature in blue ink that reads "Malcolm Dougherty".

MALCOLM DOUGHERTY
Acting Director

"Caltrans improves mobility across California"

District 7 ENVIRONMENTAL COMMITMENTS RECORD

Lost Hills Road/US-101
 ID #700000419
 (LA-US101- PM31.6/32.2)

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
BIOLOGY									
1-1 (BR-1)	Native Plant Communities	Biologist		Pre-Construction/ Construction		ED	Prior to construction a qualified biologist shall identify native plant communities on the project site (purple sage scrub, coast live oak, coyote brush, cattail series). The biologist will mark native plant communities using tape or flags. The contractor will avoid disturbance to the natural community to the extent feasible. Following construction, all disturbed areas will be revegetated with natural vegetation representative of the native plant communities on the site prior to disturbance.		
1-2 (BR-2)	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 three-to-one ratio, exceeding the County Ordinance of 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. Arborind may be disposed off site with no restrictions based on total and soluble lead. The remaining soil from the 3-foot and 5-foot layer is also classified as non-hazardous and may be disposed off site with no res		
1-3 (BR-3)	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.		

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1-4 (BR-4)	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, disturbances to existing bridge structures should be avoided between March 1 st and September 15 th to avoid the breeding season for bats unless preconstruction surveys are conducted by a qualified biologist and no bat roosts or nurseries are found with the project area. If construction cannot be conducted during the period recommended by a biologist, the biologist shall conduct weekly preconstruction surveys to determine whether roosting bats are present and shall be present during construction activities. In the event that a bat colony is discovered the biologist will provide recommendations regarding proposed project activities and schedule to minimize impacts on roosting bats.		
1-5 (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. 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.		
1-7 (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.		
1-8 (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.		
VISUAL/LANDSCAPE									
2-5 (VA-1)	Special Architectural Treatments	City		Construction		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.		

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CULTURAL RESOURCES									
3-1 (CR-1)	Other Requirements set forth in the MOA and or SHPO consultation	Archaeologist (City)		Construction		ED	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.		
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.		
PALEONTOLOGY									
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	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.		
NOISE ATTENUATION									
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	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.		
10-5 (N-4)	Other Noise related issues	Contractor		Construction		ED	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.		
AIR QUALITY									
11-1 (AQ-1)	Caltrans Standards	Contractor		Construction		ED	The construction contractor shall comply with Caltrans' Standard Specifications in Section 14 (2010). <ul style="list-style-type: none"> • 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. 		
11-2 (AQ-2)	Fugitive Dust	Contractor		Construction			Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions.		
11-3 (AQ-3)	Soil binder	Contractor		Construction		ED	Spread soil binder on any unpaved roads used for construction purposes, and all project construction parking areas.		

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11-4 (AQ-4)	Truck wash	Contractor		Construction		ED	Wash off trucks as they leave the right-of-way as necessary to control fugitive dust emissions.		
11-5 (AQ-5)	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.		
11-6 (AQ-6)	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.		
11-7 (AQ-7)	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.		
11-8 (AQ-8)	ESA	Contractor		Construction		ED	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.		
11-9 (AQ-9)	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.		
11-10 (AQ-10)	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.		
11-11 (AQ-11)	Clean pavement	Contractor		Construction		ED	Promptly and regularly remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease particulate matter.		
11-12 (AQ-12)	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.		
11-13 (AQ-13)	mulch or plant vegetation	Contractor		Construction		ED	Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area.		

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	HAZARDOUS MATERIALS INVESTIGATION/TREATMENT								
12-1 (HW-1)	ADL	City		Construction		ED	<p>The areas adjacent to US-101 contain non-RCRA hazardous waste with respect to elevated lead in unpaved areas of the site. For off-site disposal of soil from Caltrans ROW, the following restrictions apply:</p> <p>Scenario A: The soil in the surface layer is classified as hazardous and should be disposed at a Class 1 disposal site in accordance with Title 22 California Code of Regulations (CCR) requirements. The remaining soil from the 1 to 5-foot layers combined is classified as non-hazardous and may be disposed off site with no restrictions based on total and soluble lead.</p> <p>Scenario B: Soil in the surface and 1-foot layer combined is classified as non-hazardous and may be disposed off site with no restrictions based on total and soluble lead. The remaining soil from the 2-foot, 3-foot and 5-foot layers combined is also classified as non-hazardous and may be disposed off site with no restrictions based on total and soluble lead.</p> <p>Scenario C: Soil in the surface to 2-foot layers combined is classified as non-hazardous and may be disposed off site with no restrictions based on total and soluble lead. The remaining soil from the 3-foot and 5-foot layer is also classified as non-hazardous and may be disposed off site with no restrictions based on total and soluble lead.</p> <p>Scenario D: Soil in the surface to 3-foot layers combined is classified as non-hazardous and may be disposed off site with no restrictions based on total and soluble lead. The remaining soil from the 5-foot layer is also classified as non-hazardous and may be disposed off site with no restrictions based on total and soluble lead.</p> <p>Scenario E: Soil in the layers combined is classified as non-hazardous and may be disposed off site with no restrictions based on total and soluble lead.</p>		

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12-2 (HW-2)	ACM & LCS	City		Construction		ED	<p>Asbestos containing materials (ACM) and lead containing surfaces (LCS) identified in the project area should be handled according to the following:</p> <ul style="list-style-type: none"> The identified ACMs should not be disturbed. Prior to demolition work which would disturb identified ACMs, a licensed asbestos abatement removal contractor should remove the ACMs. Applicable laws and regulations should be followed, including those provisions requiring notification to regulatory agencies, building occupants, renovation contractors, and workers of the presence of asbestos and LCSs. The identified LCS should not be disturbed. Any LCS in a non-intact condition should be abated or the component properly encapsulated. Work involving the disturbance of LCS should be conducted using appropriate work practices, and be conducted by, and under the supervision of, properly trained, experienced, and certified personnel. Disturbing surfaces containing a lead concentration below the LCS criteria, as defined by CDPH and HUD (e.g., lead concentrations less than 1.0 mg/cm² or 0.5 percent, by weight) may trigger the California Occupational Safety and Health Administration lead in construction standard (e.g., Title 8, CCR Section 1532.1). Prior to any demolition activities, a composite sample of the waste LCS material should be analyzed for Total Threshold Limit Concentration (TTLC) by United States Environmental Protection Agency (USEPA) reference method SW846. If the concentration is less than 50 mg/kg the sample may be disposed of as construction debris, if it is to remain in California. If the result falls between 50 mg/kg and 1000 mg/kg, the sample must be further analyzed by the Waste Extraction Test (WET) for Soluble Threshold Limit Concentration (STLC) as described in 22 California Code of Regulations (CCR) 66261.24a. Additionally, if the STLC result is equal to or greater than 5 mg/L the sample must be further analyzed by the Toxicity Characteristic Leaching Procedure (TCLP). Based on the results of the TTLC, STLC and TCLP analysis the waste material may require disposal as a non-Resource Conservation and Recovery Act (RCRA) or California hazardous, or a federal RCRA hazardous waste. 		
12-3 (HW-3)	LBP	City		Construction		ED	<p>The yellow traffic striping throughout the planned project boundaries should be classified as a non-RCRA California hazardous waste and should be disposed at a Class 1 disposal site in accordance with Title 22 of California Code of Regulations requirements if removed from the pavement. If it is necessary to remove the striping separate from the asphalt, equipment used for removal should be equipped with high efficiency particulate air filters. The residue, including dust, should be contained and collected immediately. Sweeping is not permitted. Airborne dust will be mitigated by misting with water. It is preferable to remove the asphalt with the striping intact.</p>		
12-4 (HW-4)	Construction Dewatering	City		Construction		ED	<p>If construction plans call for dewatering, an NPDES permit or temporary wastewater discharge permit should be obtained before discharging groundwater to surface water (or storm drain) or sewer, respectively. Treatment of groundwater prior to discharge may be required.</p>		
12-5 (HW-5)	Health & Safety Plan	City		pre Construction		ED	<p>As with all construction projects of this nature, it is recommended that all work be conducted under the conditions of a site specific health and safety plan approved by a Certified Industrial Hygienist. It is also recommended that a monitoring and contingency plan be in place and implemented if suspected contamination is encountered any time during construction.</p>		

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CONSTRUCTION									
13-1 (LU-1)	Earthwork	Contractor		Construction		ED	Hillside/mountainous slopes would be cut for transportation improvements. Engineering measures would be taken to ensure safe cuts and proper slopes.		
13-2 (CON-1)	Emergency Access Plan	Contractor		pre Construction		ED	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.		
13-7 (CWQ-1)	Water Quality	Contractor		Construction		ED	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.		
13-8 (CWQ-2)	Water Quality	Contractor		Construction		ED	Silt fencing, fiber rolls, stormwater pollution prevention plan, and stabilized construction entrances shall be utilized.		
13-9 (CWQ-3)	Water Quality	Contractor		Construction		ED	Surface disturbance of soil and vegetation shall be kept to a minimum. Existing access and maintenance roads shall be used wherever feasible.		
13-10 (CWQ-4)	Water Quality	Contractor		Construction		ED	Any stockpiled soil shall be placed and sloped so that it would not be subject to accelerated erosion.		
13-11 (CWQ-5)	Water Quality	Contractor		Construction		ED	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.		
WATER QUALITY REQUIREMENTS									
14-1 (WQ-1)	Permanent Storm Water Control Measures including Operations and Maintenance Information	Contractor		Post Construction		ED	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.		
14-2 (WQ-2)	Erosion Control	Contractor		30 day prior to, and throughout construction		ED	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 Intent to the SWRCB 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.		
14-3 (WQ-3)	TMDL Controls	Project Engineer		Construction		ED	The Project Engineer shall consider treatment controls for the project and consult with the District NPDES Storm Water Coordinator.		
OTHER									
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 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 would also help reduce the proposed project's CO2 emissions.		

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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 pedestrians, bicyclists, and vehicles throughout construction zones. The TMP would be developed concurrently with the proposed project's final design process.		
15-6 (UES-1)	Utilities/Emergency Services	Contractor		Construction		ED	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.		

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
CDFW	California Department of Fish and Wildlife
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 ₄	Methane
CHL	California Historical Landmarks
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO ₂	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
LACCMF	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 ₂ 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 ₂	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 ₃	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 ₆	Sulfur Hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO ₂	Sulfur Dioxide
sq ft	Square Feet
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

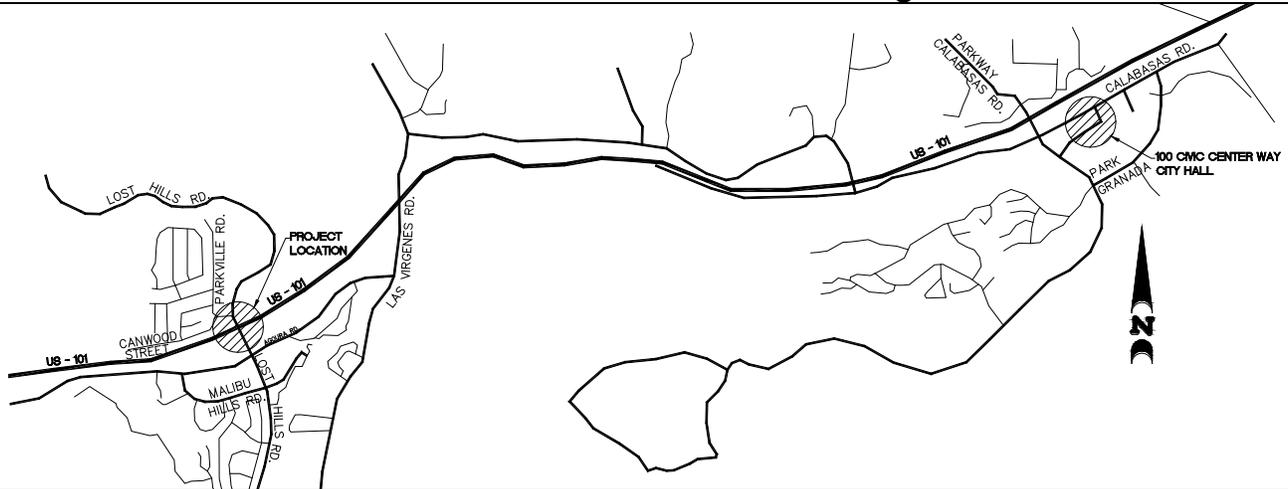
| **Appendix F. Notice of Intent to Adopt a Mitigated Negative Declaration**



Public Notice

US-101/Lost Hills Road Overcrossing Replacement and Interchange Improvement Project

Notice of Intent to Adopt a Mitigated Negative Declaration. Study results available. Announcement of Public Hearing



<p>WHAT'S BEING PLANNED</p>	<p>The City of Calabasas (City) in cooperation with the California Department of Transportation (Caltrans) District 7, proposes to improve the US-101 Freeway/Lost Hills Road Interchange, located in the City of Calabasas in Los Angeles County. Lost Hills Road is a north-south arterial street that extends from the Calabasas Landfill north of Canwood Street to its southerly terminus at Las Virgenes Road. The proposed project would address traffic operational and geometric deficiencies of the existing interchange and overcrossing.</p>
<p>WHY THIS AD?</p>	<p>The City of Calabasas has studied the effects this project may have on the environment. The studies show it will not significantly affect the quality of the environment. The report that explains the finding is called an Initial Study / Environmental Assessment. This notice is to tell you of the preparation of the Proposed Mitigated Negative Declaration and Initial Study / Environmental Assessment and of its availability. A hearing will be held to give you an opportunity to discuss certain design features of the project with Caltrans and City staff before the final design is selected.</p>
<p>WHAT'S AVAILABLE</p>	<p>Maps and other project information are available for review and copying at the City of Calabasas City Hall (100 Civic Center Way, Calabasas, CA 91302) on Monday through Thursday from 7:30 a.m. to 5:30 p.m. and on Friday from 7:30 a.m. to 2:30 p.m. The Proposed Mitigated Negative Declaration and Initial Study / Environmental Assessment are also available for viewing on the web at www.cityofcalabasas.com/departments/traffic/lost-hills-interchange.html or http://www.dot.ca.gov/dist07/resources/envdocs/</p>
<p>WHERE YOU COME IN</p>	<p>Do you have any comments about processing the project with a Mitigated Negative Declaration and the Initial Study / Environmental Assessment? Do you disagree with the findings of our study as set forth in the proposed Mitigated Negative Declaration? Would you care to make any other comments on the project? Please submit your comments in writing at the Public Hearing or mail them no later than March 13, 2012, to Caltrans (Attn: Carlos Montez, Division of Environmental Planning, 100 S. Main Street, Suite 100, MS 16A, Los Angeles, CA, 90012-3712). If there are no major comments, Caltrans will proceed with the project's design.</p>
<p>WHEN AND WHERE</p>	<p>The hearing day will be February 28, 2012 from 6:00 p.m. to 8:00 p.m. at: City of Calabasas City Hall, 100 Civic Center Way, Calabasas, CA</p> <p>Individuals who require special accommodation (American Sign Language interpreter accessible seating, documentation in alternate formats, etc.) are requested to contact the City of Calabasas at 1-818-224-1600 at least 21 days prior to the scheduled hearing date. TDD users may contact the California Relay Service TDD line at 1-800-835-0373; or Voice Line at 1-800-735-2922; or the City of Calabasas at 1-818-224-1600.</p>
<p>CONTACT</p>	<p>For more information about this study or any transportation matter, call Carlos Montez, Caltrans Division of Environmental Planning, 1-213-897-9116; Carlos_Montez@dot.ca.gov or Bob Woodward at the City of Calabasas, 1-818-224-1690; bwoodward@cityofcalabasas.com.</p>

Appendix G. Response to Comments Received on the Draft IS/EA

Table of Contents: Responses to Comments Received on the Draft IS/EA

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Comment 5	County of Los Angeles Fire Department	Letter
Comment 6	Las Virgenes Municipal Water District	Letter
Comment 7	State of California Department of Fish and Game	Letter
Comment 8	Santa Monica Mountains Conservancy	Letter
Comment 9	Neil Cutler	Comment Card
Comment 10	Tim Euper	Comment Card
Comment 11	Candice Weber	Comment Card
Comment 12	Erin & Brian Faulkner	Comment Card
Comment 13	Brian Faulkner	Comment Card
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Comment 19	Conrad A. Gradi	Letter
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Comment 40	County Sanitation Districts of Los Angeles County	Letter
Comment 41	South Coast Air Quality Management District	Letter
Comment 42	Thomas Salvaggio	E-mail

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-6251
 Fax (916) 657-5390
 Web Site www.nahc.ca.gov
 ds_nahc@pacbell.net



January 31, 2012

Mr. Carlos Montez, Project Planner

California Department of Transportation – District 7

100 S. Main Street
 Los Angeles, CA 90012

Re: SCH#2009091048 NEPA/CEQA Joint Document; Initial Study and draft NEPA Environmental Assessment (EA) for the “Lost Hills Road / U.S. – 101 Lost Hills Road Overcrossing Replacement and Interchange Modification Project;” located in the Calabasas area; Los Angeles County, California

Dear Mr. Montez:

The Native American Heritage Commission (NAHC) is the State of California ‘Trustee Agency’ for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604). The court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources, impacted by proposed projects including archaeological, places of religious significance to Native Americans and burial sites. The NAHC wishes to comment on the proposed project.

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as ‘consulting parties’ under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a ‘significant effect’ requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as ‘a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.’ In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the ‘area of potential effect (APE), and if so, to mitigate that effect.

The NAHC Sacred Lands File (SLF) search resulted as follows: **Native American cultural resources were not identified** within the project area identified. Also, the absence of archaeological resources does not preclude their existence. . California Public Resources Code §§5097.94 (a) and 5097.96 authorize the NAHC to establish a Sacred Land Inventory to record Native American sacred sites and burial sites. These records are exempt from the provisions of the California Public Records Act pursuant to California Government Code §6254 (r). The purpose of this code is to protect such sites from vandalism, theft and destruction. The NAHC ‘Sacred Sites,’ as defined by the Native American Heritage Commission and the California

Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Special reference is made to the *Tribal Consultation* requirements of the California 2006 Senate Bill 1059: enabling legislation to the federal Energy Policy Act of 2005 (P.L. 109-58), mandates consultation with Native American tribes (both federally recognized and non federally recognized) where electrically transmission lines are proposed. This is codified in the California Public Resources Code, Chapter 4.3 and §25330 to Division 15.

Furthermore, pursuant to CA Public Resources Code § 5097.95, the NAHC requests that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties pursuant to CA Public Resources Code §5097.95. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Consultation with tribes and interested Native American consulting parties, on the NAHC list, if the project is under federal jurisdiction, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be

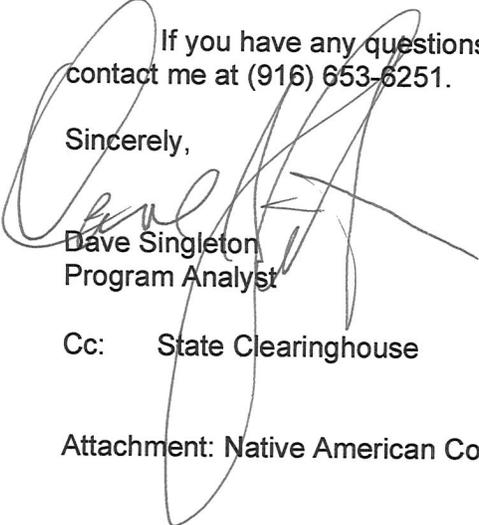
followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

Comment 1-2
continued

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

Native American Contacts
Los Angeles County
January 30, 2012

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks, CA 91362
folkes@msn.com
805 492-7255
(805) 558-1154 - cell

Chumash
Tataviam
Fernandeño

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez, Chairperson
981 N. Virginia
Covina, CA 91722
deedominguez@juno.com
(626) 339-6785

Yowlumne
Kitanemuk

Fernandeno Tataviam Band of Mission Indians
Ronnie Salas, Cultural Preservation Department
601 South Brand Boulevard, Suite 102
San Fernando CA 91340
rsalas@tataviam-nsn.gov
(818) 837-0794 Office

(818) 837-0796 Fax

Fernandeno
Tataviam

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall, CA 91322
tsen2u@hotmail.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax

Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles, CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Randy Guzman - Folkes
6471 Cornell Circle
Moorpark, CA 93021
ndnRandy@yahoo.com
(805) 905-1675 - cell

Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address
Gabrielino Tongva

tattnlaw@gmail.com
310-570-6567

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Park East, Suite 1500
Los Angeles, CA 90067
lcandelaria1@gabrielinoTribe.org
626-676-1184- cell
(310) 587-0170 - FAX
760-904-6533-home

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2009091048; NEPA/CEQA Joint Document; Initial Study and NEPA Environmental Assessment (EA) for the Los Hills Road / US 101 Overcrossing Replacement and interchange Modifications Project; located in the Calabasas area; San Fernando Valley; Los Angeles County,

Native American Contacts
Los Angeles County
January 30, 2012

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabirelino
Covina , CA 91723
(626) 926-4131
gabrielenoindians@yahoo.
com

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2009091048; NEPA/CEQA Joint Document; Initial Study and NEPA Environmental Assessment (EA) for the Los Hills Road / US 101 Overcrossing Replacement and interchange Modifications Project; located in the Calabasas area; San Fernando Valley; Los Angeles County,

Response to Comment 1 from the Native American Heritage Commission

Response to Comment 1-1

This comment, which states that the Native American Heritage Commission (NAHC) performed a Sacred Lands file (SLF) search in the NAHC SLF Inventory and that Native American Cultural Resources were not identified within the Areas of Potential Effect (APEs), is noted.

Response to Comment 1-2

The culturally affiliated tribes and interested Native American individuals provided by the NAHC have been provided pertinent project information as recommended. As detailed in the EA/IS/MND for the project, a cultural resources records search conducted for the project site identified no known or recorded archaeological resources in the project vicinity. Due to past disturbance of the Project site, there would be a low potential to encounter cultural resources materials or human remains during ground-disturbing construction activities. With the implementation of Minimization Measures CR-1 and CR-2, no significant impacts to cultural resources are expected.

Bob Woodward

From: Norman Buehring <normbuehring@msn.com>
Sent: Tuesday, February 14, 2012 2:53 PM
To: Bob Woodward
Subject: Lost Hills Bridge - earth moving

Comment 2-1

I may be the only person on earth that noticed this - but I thought I would share it. A double trailer bottom dump carries about 15 cubic yards of earth. On page 83 it says average export will be 200 CY or 14 truck loads per day. You indicated that about 60,000 CY will be hauled off site, or 4000 truck loads.

Response to Comment 2 from Norman Buehring

Response to Comment 2-1

Comment noted.

The estimated 60,000 CY of dirt that would need to be exported from the site is correct. The amount of export material removed from the site may vary from day to day, but was assumed to be 200 CY for the purpose of estimating air quality impacts from short-term emissions during construction. It would take approximately 300 working days to export 60,000 CY of material from the site. An 18-month construction schedule provides approximately 370 working days. The phasing of construction activities won't require the export of material each working day and therefore it was assumed that export activities would occur on approximately 80% of working days. 80% of a 370 working day construction period results in the 300 working days and 200 CY of export material per day.

February 17, 2012

RECEIVED
FEB 21 2012
CITY OF CALABASAS

City Council
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

Tony Coroaalles
City Manager
100 Civic Center Way
Calabasas, CA 91302

Re: US-101/LOST HILLS ROAD OVERCROSSING REPLACEMENT
AND INTERCHANGE IMPROVEMENT PROJECT

Comment
3-1

The California Department of Transportation (Caltrans) and the City of Calabasas (City) have issued an Initial Study/Environmental Assessment (IS/EA) for the US-101/Lost Hills Road Overcrossing Replacement. The proposed improvements would increase roadway widths, modify the existing northbound and southbound ramps, replace the existing bridge with four bridge lanes, increase the vertical clearance and seismic safety of the bridge, and construct a 16 high foot sound wall for 2000 feet at the edge of the freeway adjacent to Saratoga Hills and Ranch.

On behalf of Saratoga Ranch HOA, we hereby address what has been a long standing need for our community, i.e., a sound wall. The understanding of our position requires that the Council note that from the 1990's to the present our community and our HOA has strongly outlined the need for a sound wall. Our request was always very reasonable considering that every other residential community adjacent to an exit on the 101 Freeway in the San Fernando Valley and Conejo Valley have sound walls except for Lost Hills Road.

As a matter of background Lost Hills once stood in 38th position on the State of California's list of sound walls. Our community long ago satisfied the noise standard for sound walls. The City of Calabasas already commissioned a noise study. This was done because our residents complained that when office buildings were constructed on the other side of the Lost Hills Bridge the City failed to consider the sound impact to our community when the noise bounced back into our community.

According to Cafrans "soundwalls are necessary in locations adjacent to the highway where peak-hour noise levels are greater that 65 decibels" and "a soundwall will be proposed if it can reduce measured noise levels along the highway by 5 decibels." The City tested the sound in the backyards of our Saratoga Ranch residents and the noise levels measured by the City's expert were in the mid 70 decibel range. This is very significant as per Cafrans "adding 10 decibels doubles the apparent noise level." The proposed sound wall was said to reduce noise levels by more than 5 decibels.

The noise levels in Saratoga Hills especially on Helmond Drive are equally as glaring a problem as in Saratoga Ranch. When the bridge is widened, the sound levels will obviously increase as the traffic increases.

The proposed \$759,000 for our sound wall to be included in the planned construction is very inexpensive. When the Lost Hills sound wall was on the State list, it was the smallest and least expensive in the entire State. The sound walls completed in 2002-present include these locations and cost these amounts: W. Fallbrook Ave./W. Shoup Ave. Southbound- \$3,241,000; Reseda Blvd./Winnetka Ave.-\$7,678,074; S. Coldwater Cyn./Woodman Ave. Northbound-\$3,886,854; Hazeltine Ave./Van Nuys Blvd. Northbound-\$4,697,000; Woodman Ave./Van Nuys Blvd.- \$6,391,878; and Wendy Drive, Thousand Oaks-\$1,816,031.

In 1995, the Cities of Agoura Hills (Reyes Adobe) and Thousand Oaks stepped up and agreed to fund a significant portion of the cost needed to allow sound walls to be built. In 1995, Agoura Hills City Engineer Elroy Kiepke said: "long-awaited freeway sound wall for Canwood Street in western Agoura Hills is closer to reality, now that Caltrans has promised to fund a portion of the construction, a city official said Wednesday."

In 1995, the Thousand Oaks City Council approved a plan to use \$890,000 in city funds for building a sound wall along the Moorpark Freeway. As stated by the City Council:

"Caltrans has long promised to build a sound wall to stop noise from bouncing off the freeway and into the Conejo Oaks neighborhood, but the budget-strapped agency is as many as 20 years away from being able to fund the \$5-million project.

Responding to pleas from residents, the city decided to spend what money it has set aside in its sound-wall fund, then ask Caltrans for reimbursement. Although the \$890,000 fund is not enough to solve all the noise problems along the freeway, city officials said it should be used as soon as possible to help the most affected areas.

Noise levels there are above the reasonable and healthful decibel level set by Caltrans, and traffic noise has grown worse ever since the Simi Valley Freeway was connected to the Moorpark Freeway in October, 1993."

During the City of Calabasas Commission meeting in January of 2002, the Commission directed staff to conduct additional research on the sound wall issue and report back to the Commission. The following was included on the list of requested information:

- What is the cost to build the soundwall?
- What, if any, is Los Angeles County Sanitation District's financial responsibility as it related to the soundwall issue?
- What is Caltrans' position on 1/3 funding and how much will it prioritize us if we provide 1/3 funding?
- What is the reimbursement process?

In 2002, the average cost to build a soundwall was found to be \$3.7 million/mile. The Saratoga Hills/Ranch Soundwall was estimated in 2002, to cost approximately \$1.11 million. The City could have in 2002, done what the city councils in Agoura Hills and Thousand Oaks did, which was pursuant to then current state legislation contribute 1/3 of the funding and moved the SaratogaHills/Ranch Soundwall to the top of the priority list, but it chose not to do so.

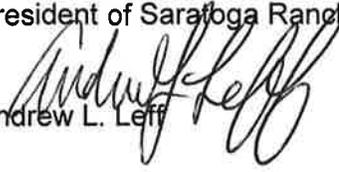
We now strongly request that the City step up and not allow \$759,000 to be removed from the cost of the planned construction under any circumstances .

The sound wall is a necessity to mitigate the noise levels there are above the reasonable and healthful decibel level set by Caltrans. The sound wall is cost effective considering the cost of

other sound walls.

President of Saratoga Ranch HOA

Andrew L. Leff

A handwritten signature in black ink, appearing to read "Andrew L. Leff", written over the printed name.

Response to Comment 3 from the Saratoga Ranch HOA – Andrew Leff

Response to Comment 3-1

Comment noted. The sound wall is the recommended mitigation measure for noise impacts and the wall will be constructed as part of the build alternative.

Comment 4

From: "Pattye Olmack" <polmack@roadrunner.com>
Date: March 15, 2012 2:03:08 PM PDT
To: "Carlos Montez" <carlos_montez@dot.ca.gov>
Cc: <bob.woodward@markivconsulting.com>, "Natalie Hill" <natalie_hill@dot.ca.gov>, <normbuerhing@msn.com>
Subject: RE: Lost Hills Bridge and 101 Freeway Design Plan

Hi Carlos and Natalie,

Sorry - Natalie's original email did not make it into my email - thanks for resending it.

In what area of Helmond Drive was the sound analyzed? The sound of the freeway can be heard much more in my backyard than from the front yard, and the sound from my upstairs bedroom is much more than from my backyard. It would help to know exactly where the sound testing was done.

Comment 4-1

Also, from my understanding, sound will hit the sound barrier on the north side of the freeway, then bounce it back to the south side buildings, then it will bounce back again to the north side, but this time in an upward pattern - which means the 2nd story homes on Helmond Dr may experience more noise than they did before the reflective sound barrier.

Was an absorptive barrier considered? If not, I am requesting that it be considered. If it was already considered and dismissed I like to know the reasoning behind that as well.

Comment 4-2

Thank you,

Pattye Olmack

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

From: Carlos Montez [mailto:carlos_montez@dot.ca.gov]
Sent: Thursday, March 15, 2012 10:33 AM
To: polmack@roadrunner.com
Cc: bob.woodward@markivconsulting.com; Natalie Hill
Subject: Fw: Lost Hills Bridge and 101 Freeway Design Plan

Hello Ms Olmack

The existing noise level analyzed on Helmond Dr indicated a reading of 57

dBA and 51 dBA, respectively, which is below the Noise threshold of 67 dBA. The soundwalls are usually constructed of masonry block which reflect sound away from the community. We will include your comment with the response in the Final Environmental Document forthcoming. You may not have recognized our response provided by my staff below. Thank you for your interest.

Carlos Montez
Branch Chief
Environmental Planning

----- Forwarded by Carlos Montez/D07/Caltrans/CAGov on 03/15/2012 09:01 AM

Natalie
Hill/D07/Caltrans
/CAGov

To
Patty Olmack
03/06/2012 09:13 AM <polmack@roadrunner.com>
cc Carlos
Montez/D07/Caltrans/CAGov@DOT
Subject Lost Hills Bridge and 101 Freeway Design Plan

Hi Patty,

In response to your questions of the proposed soundwalls for the Lost Hills Bridge Project, the Noise Study Report did include analysis of Helmond Drive. There were 2 receiver stations employed on Helmond Drive to check sound levels (R34 and R36) as summarized on page 92 of the IS/EA. The summary of the "with project" noise levels shows that the presence of the soundwalls would not worsen the sound levels in that area. The soundwall would be a standard masonry soundwall that is a 'hard' barrier and is predominantly reflective in nature. However, the barrier will tend to reflect sound away from, not towards the community. This is supported by the findings of the Noise Study and related summary in the environmental report. Thank you for your interest in this study, and if you have any additional questions please contact me.

Natalie Hill
Environmental Planner
Phone: 213-897-0841
Fax: 213-897-2593
Location: 04-101

California Department of Transportation

District 7, Division of Environmental Planning
100 South Main Street, Suite 100, MS 16A
Los Angeles, CA 90012

Pattye Olmack
<polmack@roadrunner.com>

<carlos_montez@dot.ca.gov>

02/19/2012 09:47 PM

Subject Lost Hills Bridge & 101 Freeway Re Design Plan

Hi Carlos,

The Lost Hills Bridge & 101 Freeway redesign plan includes a proposed 16 foot high, 2000 foot long sound wall. Would you please tell me if this sound wall is reflective or absorptive? Were noise levels checked at higher elevation (I live on Helmond Drive, and I can not have my second story windows open because of the noise from the freeway). If the sound wall is constructed, will noise bounce upward, thereby creating more noise for me and my immediate neighbors?

I look forward to hearing back from you.

Pattye Olmack

Comment 4-3

Response to Comment 4 from Pattye Olmack

Response to Comment 4-1

The Noise Study Report included analysis of Helmond Drive. There were 2 receiver stations employed on Helmond Drive to check sound levels (R34 and R36) as summarized on page 92 of the IS/EA. Sound was measured and analyzed at 26914 Helmond Drive (Receiver Number R35/ST5 in the technical report). The field data sheet is attached to the Noise Study Report. Sound was also analyzed at 26909 Helmond Drive (Receiver Number R36 in the technical report). The residences along Helmond Drive are approximately 800 feet from the freeway. The summary of the "with project" noise levels shows that the presence of the soundwalls will not worsen the sound levels in your area.

Response to Comment 4-2

To the question of reflective versus absorptive, the Caltrans standard masonry soundwall is a 'hard' barrier and is predominantly reflective in nature. However, the barrier will tend to reflect sound away from, not towards the community. This is supported by the findings of the Noise Study and related summary in the environmental report. Yes, an absorptive wall was considered. Caltrans recommends the evaluation of sound absorbing noise barriers when there are parallel sound walls and the ratio of the distance between the sound walls and the average height is less than 10. The project does not incorporate parallel noise barriers; however, the buildings to the south of the freeway have reflective surfaces. The distance between the buildings and the sound wall is about 300 feet. The ratio of this distance to the sound wall height of 16 feet is over 18. This does not meet the Caltrans criteria.

Response to Comment 4-3

Given that the residences along Helmond Drive are behind the sound wall, the "sound bounce" would be in the opposite direction and toward the two story buildings south of the freeway. A ray tracing study was performed to investigate the concern about noise reflecting from these buildings back to the north and into the community.

Noise dissipates with distance at a rate of 3 dB per doubling of distance and approximately 10% of the acoustic energy is absorbed and scattered by each reflection. The existing noise paths include direct sound and sound that initially travels south of the freeway and reflects back to the north. With no wall, freeway sound would be dissipated by 30dBA by the time it reaches Helmond Drive. With the wall, the noise levels will be reduced an additional 1dBA due to a reduction in direct noise levels and the dissipation of sound due to multiple reflections and distance. Consequently, no degradation to the existing noise levels in the Helmond Drive area due to reflections from the sound wall are anticipated.



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
 LOS ANGELES, CALIFORNIA 90063-3294
 (323) 881-2401

DARYL L. OSBY
 FIRE CHIEF
 FORESTER & FIRE WARDEN

February 22, 2012 *ON*

Carlos J. Montez, Branch Chief
 Division of Environmental Planning
 California Department of Transportation, District 7
 100 S. Main Street MS-16A
 Los Angeles, CA 90012

Dear Mr. Montez:

ENVIRONMENTAL ASSESSMENT, NOTICE OF PUBLIC HEARING AND AVAILABILITY OF INITIAL STUDY/ENVIRONMENTAL ASSESSMENT FOR THE U.S. 101/LOST HILLS ROAD OVERCROSSING REPLACEMENT AND INTERCHANGE MODIFICATION PROJECT, CALABASAS (FFER #201200016)

The Environmental Assessment has been reviewed by the Planning Division, Land Development Unit, Forestry Division and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

Comment

- 5-1 | 1. Any highway project that includes road and ramp closures and/or detours has the potential to impede upon emergency response times, especially during high peak traffic hours. All road and ramp closures and detours should be approved and acceptable to the Fire Department so as not to adversely impact emergency responses.

LAND DEVELOPMENT UNIT:

Comment

- 5-2 | 1. The statutory responsibilities of the County of Los Angeles Fire Department, Land Development Unit, are the review of and comment on, all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for fire fighting operations and local/regional access issues. However, we review all projects for issues that may have a significant impact on the County of Los Angeles Fire Department.

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

- | | | | | | | | |
|--------------|-----------|------------------|----------------------|-----------|----------------------|-----------------------|------------------|
| AGOURA HILLS | CALABASAS | DIAMOND BAR | HIDDEN HILLS | LA MIRADA | MALIBU | POMONA | SIGNAL HILL |
| ARTESIA | CARSON | DUARTE | HUNTINGTON PARK | LA PUENTE | MAYWOOD | RANCHO PALOS VERDES | SOUTH EL MONTE |
| AZUSA | CERRITOS | EL MONTE | INDUSTRY | LAKWOOD | NORWALK | ROLLING HILLS | SOUTH GATE |
| BALDWIN PARK | CLAREMONT | GARDENA | INGLEWOOD | LANCASTER | PALMDALE | ROLLING HILLS ESTATES | TEMPLE CITY |
| BELL | COMMERCE | GLENDORA | IRWINDALE | LAWNDALE | PALOS VERDES ESTATES | ROSEMEAD | WALNUT |
| BELL GARDENS | COVINA | HAWAIIAN GARDENS | LA CANADA FLINTRIDGE | LOMITA | PARAMOUNT | SAN DIMAS | WEST HOLLYWOOD |
| BELLFLOWER | CUDAHY | HAWTHORNE | LA HABRA | LYNWOOD | PICO RIVERA | SANTA CLARITA | WESTLAKE VILLAGE |
| BRADBURY | | | | | | | WHITTIER |

We are responsible for the review of all projects within Contract Cities (cities that contract with the County of Los Angeles Fire Department for fire protection services). We are responsible for all County facilities, located within non-contract cities. The County of Los Angeles Fire Department, Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division, which may create a potentially significant impact to the environment.

Comment
5-2
cont.

Comment
5-3

2. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.

Comment
5-4

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

Comment
5-5

4. This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification plans, must be met.

Comment
5-6

5. When a bridge is required to be used as part of a fire access road, it shall be constructed and maintained in accordance with nationally recognized standards and designed for a live load sufficient to carry a minimum of 75,000 pounds.

Comment
5-7

6. Provide three sets of alternate route (detour) plans, with a tentative schedule of planned closures, prior to the beginning of construction. Complete architectural/structural plans are not necessary.

Comment
5-8

7. Notify the County of Los Angeles Fire Department, Battalion Headquarters at Fire Station 70 (310) 456-2379, Fire Station 68 (818) 222-1107 and Fire Station 125 (818) 880-4411, at least three days in advance of any street closures that may affect Fire/Paramedic responses in the area.

Comment
5-9

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

Comment
5-10

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

Comment
5-11

10. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit Inspector, Nancy Rodeheffer, at (323) 890-4243 or nrodeheffer@fire.lacounty.gov.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

Comment
5-12

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation,

Comment

5-12 | fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and
cont. | cultural resources and the County Oak Tree Ordinance.

Under the Los Angeles County Oak Tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the Oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured 4½ feet above mean natural grade.

Comment

5-13 | 2. We have not received an Oak Tree Permit Application or Report for review. An Oak Tree Permit is required for this project. County oak ordinance mitigation measures include replanting removal oaks at a rate of two to one (2:1) and mitigation trees planted shall be protected in perpetuity. The oak trees that are proposed for removal, may be mitigation oaks.

HEALTH HAZARDOUS MATERIALS DIVISION:

Comment

5-14 | 1. The Health Hazardous Materials Division has no objection to the proposed project.

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

Very truly yours,



JOHN R. TODD, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

JRT:ij

Response to Comment 5 from the County of Los Angeles Fire Department

Response to Comment 5-1

Comment noted. Road and ramp closures will be submitted to the Fire Department for review and approval.

Response to Comment 5-2

Comment noted.

Response to Comment 5-3

Comment noted. The project will comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.

Response to Comment 5-4

Comment noted. The construction contractor will coordinate with the City of Calabasas, Caltrans and first responders to ensure that access is maintained for emergency vehicles and other vehicular traffic.

Response to Comment 5-5

Comment noted. Prior to start of construction, plans shall be submitted to the Los Angeles County Fire Department for review and approval. Said plans shall comply with all applicable code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance, and fuel modification plans.

Response to Comment 5-6

Comment noted. Prior to start of construction, plans shall be submitted to the Los Angeles County Fire Department for review and approval indicating compliance with this requirement.

Response to Comment 5-7

Comment noted. Three sets of alternate route (detour) plans will be provided prior to start of construction.

Response to Comment 5-8

Comment noted. The Fire Department will be notified at least three days in advance of any street closures that may affect Fire/Paramedic responses in the area.

Response to Comment 5-9

Comment noted.

Response to Comment 5-10

Comment noted.

Response to Comment 5-11

Comment noted.

Response to Comment 5-12

Comment noted. Prior to removal of any Oak trees, an Oak Tree Permit Application shall be submitted to the Forestry Division of the Los Angeles County Fire Department for review and approval. Based on a phone conversation with LA County Fire Department on Feb. 3, 2012, the Oak trees that are on County property that will be removed as a part of the project must be replaced per the Los Angeles Oak Tree Ordinance. They were originally planted as part of mitigation for another project.

Response to Comment 5-13

An Oak Tree Permit Application shall be submitted to the Forestry Division of the Los Angeles County Fire Department for review and approval. Based on a phone conversation with LA County Fire Department on Feb. 3, 2012, the Oak trees that are on County property that will be removed as a part of the project must be replaced per the Los Angeles Oak Tree Ordinance. They were originally planted as part of mitigation for another project.

Response to Comment 5-14

Comment noted.



Dedicated to Providing Quality
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February 22, 2012

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METROPOLITAN WATER
DISTRICT
OF SOUTHERN CALIFORNIA

Mr. Carlos Montez *CM*
Caltrans
Division of Environmental Planning
100 S. Main Street, Suite 100, MS 16A
Los Angeles, CA 90012-3712

SUBJECT: Comments to the Proposed Mitigated Negative Declaration (MND) US-101/Lost Hills Road overcrossing Replacement and Interchange Improvement Project

Dear Mr. Montez:

Thank you for the opportunity to comment on the proposed project. Our comments are as follows:

- Comment 6-1 | 1) Recycled water is available in the area of the proposed project. Recycled water should be used for all construction activities and in all landscaped areas within the project limits.
- Comment 6-2 | 2) There is a recycled water line in the existing Lost Hills overpass bridge. The recycled water services should be maintained throughout the duration of the construction.
- Comment 6-3 | 3) We have requested the City of Calabasas to provide an additional opening in the new bridge and casing on the approach slab to accommodate future water main installation.
- Comment 6-4 | 4) The proposed sound wall will be directly on top of a 16" water main approximately 1,650 feet west of the proposed Lost Hills Bridge. LVMWD recommends field excavation of the site to assess the field depth of the main design of the footing for the sound wall.
- Comment 6-5 | 5) LVMWD has provided underground utilities for LVMWD facilities to the City of Calabasas to facilitate the design.

If you have any questions, please contact John Zhao at 818-251-2230.

Sincerely,

David R. Lippman
Director of Facilities and Operations

DRL:JZ
cc: Bob Woodward, City of Calabasas



Response to Comment 6 from the Las Virgenes Municipal Water District

Response to Comment 6-1

Comment noted. Recycled water shall be used for all construction activities and in all landscaped areas within the project limits.

Response to Comment 6-2

Comment noted. Recycled water services shall be maintained throughout the duration of construction.

Response to Comment 6-3

Comment noted. The bridge design provides openings in the structure that can accommodate the future water main installation. The location and size of a casing for future installation will be coordinated with LVMWD during final structure design.

Response to Comment 6-4

Comment noted. The City of Calabasas will coordinate with LVMWD for identification of the location of the water line at the approximate crossing of the proposed sound wall. The sound wall will be designed to accommodate the utility crossing by protecting the existing water line in place.

Response to Comment 6-5

Comment noted.



State of California - The Natural Resources Agency

DEPARTMENT OF FISH AND GAME

South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
<http://www.dfg.ca.gov>

EDMUND G. BROWN JR., Governor

CHARLTON H. BONHAM, Director



Comment 7

February 24, 2012

Mr. Ron Kosinski ^{UN}
California Department of Transportation (Caltrans)
100 S. Main Street
Los Angeles, CA 90012
FAX: (213) 897-2593

Subject: Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment for Lost Hills Road/US-101 Lost Hills Road Over-Crossing Replacement & Interchange Modification Project in the City of Calabasas, Los Angeles County

Dear Mr. Kosinski:

The Department of Fish and Game (Department) has reviewed the Initial Study for the Draft Mitigated Negative Declaration (DMND) for a project that the California Department of Transportation (Caltrans), in a joint DMND with the City of Calabasas, proposes to widen and replace the existing Lost Hills Road over-crossing and modify the interchange (Project). The proposed Project area includes the replacement of the bridge and the on- and off-ramps located at U.S. Highway 101 (US-101) / Lost Hills Road Interchange.

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 US-101, approximately one-half mile east of the proposed Project footprint. Las Virgenes Creek originates in the Santa Monica Mountains and runs parallel to US-101 before converging with Malibu Creek and ultimately Santa Monica Bay. The creek is characterized by medium flows through the proposed Project area with sections of high quality willow and sycamore riparian woodlands.

In consideration of the proposed Project, the Department prepared the following statements and comments pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the Project under the California Environmental Quality Act (CEQA Section 15386) and the Department's role as a Responsible Agency (Section 15381) over those aspects of the proposed Project that come under the purview of the California Endangered Species Act (CESA, Fish and Game Code Section 2050 *et seq.*) and Fish and Game Code Section 1600 *et seq.* regarding impacts to streams and lakes.

Comment

7-1 Based on the information in the DMND, the Department does not agree that there is sufficient information to determine that the avoidance and mitigation measures bring the proposed Project impacts to below a level of significance to meet the standard of a Mitigated Negative Declaration (MND). Therefore, the preparation of an Environmental Impact Report (EIR) may be necessary. A MND can be prepared by the Lead Agency if the Initial Study shows that there is no substantial evidence in the record that there will be a significant effect on the environment [CEQA 15070(a)]. However, the impacts of the proposed preferred Project on listed species, species of special concern, riparian resources, and wetlands (further detailed below) that occur

Mr. Ron Kosinski
 February 24, 2012
 Page 2 of 8

Comment

7-1
 cont.

in these habitats have the potential to be significant. The mitigation measures proposed within the DMND neither provide assurances that these resources will be protected nor ensure the proposed impacts will be mitigated to less than significant after implementation.

Proposed Build Alternatives

1. Build Alternative (Preferred) – The DMND states, "This alternative features a new over-crossing and cloverleaf interchange (on- and off-ramp) that would replace the existing northbound on- and off-ramps. 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. 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. The visual impacts evaluation scale is 2.25 on a scale of 3 as moderate to moderately high."

Comment

7-2

- a. The Department recommends that the reference to "cutting of the slope" be more specifically defined to include the rise-and-fall associated with the 8-foot shoulder width requirement, the vegetation that would be impacted as a result of the slope cutting, and the total area of impact associated with the cutting. The Department further recommends alternatives that would eliminate the requirement to cut back the slope and eliminate the 8-foot shoulder width requirement at that specific location due to the Project's close proximity to undeveloped open space and the increased chances of wildlife and vehicle encounters.

Impacts to Biological Resources

1. Wildlife Corridors — The DMND states, "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 Biological Sensitive Area (BSA) during the surveys, 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." The DMND continues, "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."

Comment

7-3

- a. The existing property northeast of the Project has been zoned as open space. Due to the lack of access to the public it may be considered as a significant resource for wildlife. The Department recommends that the document fully describe how implementation of this proposed alternative could potentially impact animal movement and access to food resources from impacts to this open space area. Potential negative impacts from the Project could result in the loss of vital resources for many species and could potentially result in "take". Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86). The Department believes that conflicting information has been provided regarding the

Mr. Ron Kosinski
 February 24, 2012
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Comment

7-3
 cont. | usage of this open space area by wildlife and recommends more detailed surveys including the usage of wildlife trail cameras to more accurately depict the areas being used by wildlife.

2. Special Status Animal Species – The DMND states, "Initial construction activities could temporarily disturb common wildlife species on and immediately adjacent to the Project site. Many of the species that have the ability to relocate would be presumed to do so within the vicinity. Construction impacts would be temporary and the majority of the permanent improvements would be underneath the existing bridge structure. Because of the relatively low amount of habitat that would be impacted and the relatively common nature of these species, only minor impacts are expected to occur to common wildlife species."

Comment

7-4 | a. The DMND does not fully evaluate the California Species of Special Concern (SSC) described in the California Natural Diversity Database (CNDDDB) as occurring, or potentially occurring, although appropriate habitat is described as present on or within the Project impact area. The CEQA document should fully identify and evaluate potential impacts to SSC and any species listed as Threatened or Endangered under the Federal Endangered Species Act (FESA) and/or CESA. The DMND needs to evaluate potential impacts to Blainville's horned lizard (*Phrynosoma coronatum blainvillii*; SSC), burrowing owl (*Athene cunicularia*; SSC), San Diego desert woodrat (*Neotoma lepida intermedia*; SSC), and impacts to suitable habitat which is present for coastal California gnatcatcher (*Polioptila californica californica*; FESA-Threatened) and American badger (*Taxidea taxus*; SSC). The Department recommends additional measures to minimize impacts and to protect these biological resources.

Comment

7-5 | b. Under CEQA the Lead Agency shall declare a mandatory finding of significance and prepare an EIR for projects which will have the potential to restrict the number or reduce the range of an endangered, rare or threatened species (CEQA Guidelines Section 15065). Species identified as SSC also meet the CEQA definition of species that are rare, threatened, or endangered (CEQA Guidelines, Section 15380(d)).

Comment

7-6 | c. Salvage and relocation of special status species (not otherwise regulated under the state and federal endangered species acts) to move out of harms way to locations other than immediately adjacent appropriate habitats, must be reviewed and approved in advance by a local Department representative.

3. Impacts to Bats – Project work near, around, in, and under the bridge have not been fully evaluated for disturbances to bats which may reside within, near, or adjacent to the bridge structure(s). Also, bats commonly are found associated with oak tress, which have been identified for removal under the current Project description.

Comment

7-7 | a. Bats are considered non-game mammals and are afforded protection by state law from take and/or harassment, (Fish and Game Code Section 4150, California Code of Regulations, Section 251.1). Several bat species are also considered SSC and meet the CEQA definition of rare, threatened or endangered species (CEQA Guidelines 15065). Again, take of SSC could require a mandatory finding of significance by the Lead Agency, (CEQA Guidelines 15065).

Comment

7-8 | b. The DMND does not discuss impacts to western mastiff bat (*Eumops perotis californicus*; SSC) or Western red bat (*Lasiurus blossevillii*; SSC). The Department

Mr. Ron Kosinski
February 24, 2012
Page 4 of 8

Comment

7-8
cont.

recommends additional measures to minimize impacts and to protect these biological resources. The CEQA document should fully identify and evaluate potential impacts to any of these SSC species described as potentially occurring or where appropriate habitat is described as existing on or adjacent to the Project impact area.

Comment

7-9

c. The Department recommends avoiding disturbances to bridge structures between March 1st and September 15th to avoid the breeding season for bats unless preconstruction surveys are conducted by a qualified biologist and no bat roosts or nurseries are found within the Project area.

Comment

7-10

d. The Department recommends the DMND evaluate the replacement bridge design, specifically design of the bridge deck (4-inch gaps between the abutments), to be acceptable for use by local bat populations as roosting and nursery habitat. Also, the Department recommends the placement of bat houses in areas where appropriate habitat exists within the Caltrans right-of-way.

4. Impacts to Nesting Birds - Animal Species Section 2.18.4 states, "The Migratory Bird Treaty Act prohibits the take of any active bird nests of most avian species. However, the Project design has included measures to reduce or eliminate the potential for take of any active nest. A qualified biologist will conduct a pre-construction nesting bird survey within three days of the initial ground clearance and monitor/protect any active nests found until fledglings are no longer dependent on the nest site."

Comment

7-11

a. Migratory non-game native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory non-game birds (as listed under the Federal MBTA).

Comment

7-12

b. Proposed Project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1st - August 31st (as early as February 1st for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).

Comment

7-13

c. If avoidance of the breeding bird season is not feasible, the Department recommends that beginning thirty days prior to the disturbance of suitable nesting habitat the Project proponent should arrange for weekly bird surveys to detect protected native birds occurring in the habitat that is to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys should be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys should continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, the Project proponent should delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and

Mr. Ron Kosinski
 February 24, 2012
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Comment

7-13

when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing marking the protected area 300 feet (or 500 feet) from the nest. Construction personnel should be instructed on the sensitivity of the area. The Project proponent should record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

5. Special Status Plant Species – The DMND states, "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. 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*). In small openings, some native bunch grasses (*Nassella pulchra* and *Nassella lepida*) also were observed. These patches are of similar age and maturity, which indicate that this plant community may have been planted 5 or more years ago. It is assumed that more than fifty percent of this vegetation would be removed during construction" The DMND continues "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." The DMND then continues to contradict the above conclusions and continues "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. 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. 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*). The Build Alternative would require removal or relocation of oak trees that are currently located on Los Angeles County property."

Comment

7-14

- a. The Department believes that mitigation is necessary for impacts to purple sage scrub, coyote brush, California annual grassland, cattail, willow riparian, sycamore riparian and oak tree plant communities. Also, it is very likely mature oaks that are transplanted may not survive. A comprehensive mitigation package should be prepared that considers all impacts to the above mentioned upland, riparian, and wetland plant communities.

Comment

7-15

- b. The Department believes that previous mitigation efforts may have been completed in the area of proposed impacts. The presence of planted oaks, as well as and other shrubs, indicates mitigation may have taken place. This area needs to be evaluated prior to any impacts to determine if previous mitigation has occurred at this site. As stated, there is direct conflict in the document regarding impacts to sensitive plant species. This conflict needs to be evaluated and corrected. If impacts will occur

Mr. Ron Kosinski
February 24, 2012
Page 6 of 8

Comment

7-15 |
cont. | to sensitive plant species, then appropriate mitigation measures need to be included in the CEQA document that reduce those impacts to less than significant.

Comment

7-16 | c. The DMND does not discuss impacts to Lyon's pentachaeta (*Pentachaeta lyonii*) which is described in the CNDDDB as occurring within the Project area and appropriate habitat is described as present on or within the Project impact area. The Department recommends focused botanical surveys for the above-mentioned plant between May and July. If focused botanical surveys are not conducted, or are not conducted at the appropriate time of year for these species, presence should be assumed and a plan to avoid suitable habitat or appropriate mitigation should be included in the CEQA document.

Comment

7-17 | d. Adverse Project impacts to State and Federally Threatened and/or Endangered species, SSC, Federal Species of Concern, and plants listed as 1A, 1B and 2 under the California Native Plant Society Inventory of Rare and Endangered Vascular Plants of California are considered significant under CEQA (CEQA Guidelines Sections 15380 (d), 15065 (a)). Significant adverse impacts to sensitive species and plant communities would require the preparation of an EIR unless appropriate avoidance and/or mitigation measures are implemented. The Department recommends avoidance of impacts and/or onsite preservation or offsite acquisition and preservation of habitat of equal or greater value to mitigate for direct, indirect, and cumulative impacts to sensitive species below a significant level under CEQA.

Comment

7-18 | e. CEQA provides protection not only for state-listed species, but for any species which can be shown to meet the criteria for State listing (CEQA Section 15380). The Department recognizes that Lists 1A, 1B and 2 of the California Native Plant Society Inventory of Rare and Endangered Vascular Plants of California consist of plants that, in a majority of cases, would qualify for listing.

Comment

7-19 | f. Salvage and relocation of special status species (not otherwise regulated under the state and federal endangered species acts) to move out of harms way to locations other than immediately adjacent appropriate habitats, must be reviewed and approved in advance by a local Department representative.

Impacts to Riparian Resources and Wetlands

1. Impacts to Wetlands – The DMND states, "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."

Comment

7-20 | a. Wetlands are of extreme importance to a wide variety of plant and wildlife species. The Department has a no net-loss policy regarding impacts to wetlands. When wetland habitat can not be avoided, impacts to wetlands should be compensated for with the creation of new habitat, preferably on site, at a minimum of an acre-for-acre

Mr. Ron Kosinski
 February 24, 2012
 Page 7 of 8

Comment

7-20
 cont.

basis. Wetlands that have been inadvertently created by leaks, dams or other structures, or failures in man-made water systems are not exempt from this policy. Incremental losses of wetlands are considered cumulatively significant. In the event that the Army Corps of Engineers does not claim jurisdiction over the wetlands or drainages on site, mitigation will still be need to meet the Department's no net loss standard.

Comment

7-21

b. The Department requires only one of the three parameters in order to recognize an area to be categorized as a wetland.

Comment

7-22

c. The Department recommends that areas designated as wetland be included with Caltrans' 1602 notification, pursuant to Section 1600 *et seq.* of the Fish and Game Code, prior to any direct or indirect impact to any area identified as potential wetlands.

2. Impacts to Drainages – The DMND states, "The proposed Project will take place within Department jurisdictional drainages. An area of 0.385 acre of impacts would occur under the jurisdiction of the Department."

Comment

7-23

a. The Department has regulatory authority, pursuant to Section 1600 *et seq.* of the Fish and Game Code, with regard to activities occurring in streams and/or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream or use material from a streambed, the Project applicant (or "entity") must provide written notification to the Department pursuant to Section 1602 of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required. Please be advised that direct or indirect impacts to a lake or streambed, bank or channel or associated riparian resources from activities such as preliminary geotechnical work, may be subject to notification. The Department's issuance of a LSA Agreement is a project subject to CEQA. To facilitate issuance of a LSA Agreement, the Department as a Responsible Agency under CEQA, may consider the local jurisdiction's (Lead Agency) document for the Project. To minimize additional measures to protect biological resources by the Department under CEQA, the document should fully identify the potential impacts to any lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA Agreement. Early consultation is recommended, since modification of the proposed Project may be required to avoid or reduce impacts to fish and wildlife resources. The failure to include this analysis in the Project's environmental document could preclude the Department from relying on the Lead Agency's analysis to issue a LSA Agreement without the Department first conducting its own, separate Lead Agency analysis for the Project.

Comment

7-24

b. The Department recommends the current Project exclude the placement of check dams, new culverts, or other flow restriction devices within Las Virgenes Creek to retain the barrier-free status of this stretch of the stream and maintain its natural aesthetic qualities and to allow the unimpeded continued movement of aquatic organisms through this creek.

The Department recommends that the above concerns be addressed in the CEQA document for the Project.

Mr. Ron Kosinski
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Page 8 of 8

Thank you for this opportunity to provide comment. Please contact Ms. Jamie Jackson, Staff Environmental Scientist, at (805) 382-6906 if you should have any questions and for further coordination on the proposed Project.

Sincerely,



Leslie MacNair
Environmental Program Manager
South Coast Region

cc: Ms. Leslie S. MacNair, Laguna Hills
Ms. Terri Dickerson, Laguna Niguel
Mr. Scott Harris, Pasadena
Ms. Kelly Schmoker
Ms. Jamie Jackson

HabCon-Chron
Department of Fish and Game

Steve Kirkland
U.S. Fish and Wildlife Service, Ventura

State Clearinghouse, Sacramento

JLJ: jjj
JJackson/Caltrans, LostHillsInterchange/MDND2012

Response to Comment 7 from the Department of Fish and Game

Response to Comment 7-1

The Natural Environmental Study, which was based on a literature review and surveys by Chambers Group biologists, determined that there was minimal potential for impacts to listed species, species of special concern, and riparian resources. Impacts to oak trees would be reduced to less than significant by relocating or replacing affected oak trees (Mitigation Measure BR-2). Mitigation for impacts to cattail habitat (a California Department of Fish and Wildlife but not a U.S. Army Corps of Engineers wetland) would be determined during the permitting process. Even without mitigation, impacts to the small patch of cattails would not be significant because the cattail habitat is developed on sediments transported onto concrete and has minimal functional value. The IS/MND/EA has been revised to include Mitigation Measure BR-1 which requires that natural communities such as purple sage be avoided to the extent practical and will be restored on-site when construction is finished. With the incorporation of mitigation measures in the IS/MND/EA, impacts will be reduced to Less than Significant and an EIR is not required.

Response to Comment 7-2

The existing cut slope on the north side of the freeway would be graded to accommodate the proposed northbound freeway on-ramp and off-ramp. The alignment, cross section, and profile of the proposed northbound ramps have been designed to meet Caltrans standards for driver safety. Approximately 9 acres of natural landscape is expected to be affected by grading operations in the area of the proposed northbound ramps. If it is found to be feasible, a retaining wall (or walls) may be constructed to reduce the amount of grading in natural areas. A retaining wall would also result in some amount of visual impact that could be softened through the use of plantings and/or aesthetic treatments. The decision to construct a retaining wall will be determined during final design.

Response to Comment 7-3

As described in the Natural Environmental Study, the project site was surveyed by Chambers Group biologists. Most of the site consists of fragmented and degraded habitat. The northeast corner of the site incorporates a habitat area that appears to be less fragmented by human development and roadways and supports foraging by wildlife. However, the site is bounded by US-101 on the south, and Lost Hills Road and development on the west and as such does not provide a corridor for wildlife migration. The open space adjacent to the existing fragmented habitat is not contiguous open space, and therefore does not qualify as a corridor. Las Virgenes Creek, east of the project site, and its associated small tributaries are wildlife corridors because the tributaries allow for passage under US-101. The proposed project may affect use of the site for foraging but would not affect Las Virgenes Creek or its tributaries and therefore would not interrupt wildlife migration.

Response to Comment 7-4

Potential impacts to horned lizard, burrowing owl, San Diego desert woodrat, California gnatcatcher and American Badger were evaluated in the Natural Environmental Study. Minimal habitat is present on the site to support horned lizard, San Diego desert woodrat, and burrowing owl. Habitat is present for American badger, but there are no historical records of this species within 5 miles of the site and its potential for occurrence is low. The coastal sage scrub habitat on-site has a moderate potential to support California gnatcatcher. No evidence of any of these sensitive species was observed during the reconnaissance survey.

The City will consult with the U.S. Fish and Wildlife Service regarding impacts to California gnatcatcher. Mitigation Measure TES-1 specifies that focused surveys for California gnatcatcher will be performed if required by the agencies. If California gnatcatchers are detected on-site or in the immediate vicinity avoidance measures will be implemented to insure that project construction does not impact this species. In addition, Mitigation Measure BR-1 has been added to the IS/MND/EA to avoid disturbance to natural habitats to the extent feasible during project construction and to restore on-site any native plant communities that are impacted by the project.

Response to Comment 7-5

The project site has minimal habitat for sensitive species and the project would not restrict the number or reduce the range of any sensitive species. Therefore, an EIR is not required.

Response to Comment 7-6

The project does not propose to salvage and relocate any special status species. The only species that will be salvaged and relocated is oak trees, which do not have special status.

Response to Comment 7-7

Take of special status species is not anticipated. Mitigation Measure BR-4 requires a pre-construction survey for roosting bats and the implementation of measures to minimize impacts to roosting bats if they are observed. Bats roost inside bridges and are most active between March and October. A biologist is to conduct weekly surveys prior to construction during roosting periods to determine the presence or absence of bats. If bats are found in an area where there will be activity, no work may start in that area until approved exclusionary measures are in place.

Response to Comment 7-8

Impacts to western mastiff bat and western red bat are discussed in the Natural Environmental Study. These species have a low potential to occur on the Project site. Mitigation Measure BR-4 requires a pre-construction survey for roosting bats and the implementation of measures to minimize impacts to roosting bats if they are observed.

Response to Comment 7-9

Mitigation Measure BR-4 has been modified to include this recommendation.

Response to Comment 7-10

Re-design of the bridge and placement of bat houses is not currently proposed but may be considered as a mitigation measure if bats are observed during the pre-construction survey.

Response to Comment 7-11

Mitigation Measure BR-3 addresses potential violations to the Migratory Bird Treaty Act by recommending construction during the non-breeding season and pre-construction surveys if the breeding season cannot be avoided. If nesting birds are observed within the construction zone, construction activities in the vicinity of the nesting birds will be avoided until a subsequent survey by a qualified biologist determines that the nest(s) are no longer occupied.

Response to Comment 7-12

Please see response to 7-11. Mitigation Measure BR-3 recommends project construction during the non-breeding season and pre-construction surveys if the breeding season cannot be avoided. If nesting birds are observed within the construction zone, construction activities in the vicinity of the nesting birds will be avoided until a subsequent survey by a qualified biologist determines that the nest(s) are no longer occupied.

Response to Comment 7-13

Please see response to 7-11. Mitigation Measure BR-3 requires surveys for bird nests if construction during the nesting season cannot be avoided. BR-3 requires avoidance of any areas where nests are found until a qualified biologist determines that the birds have left the nest.

Response to Comment 7-14

Mitigation Measure BR-1 has been added to the IS/MND/EA. Mitigation Measure BR-1 requires natural vegetation communities to be avoided to the extent possible and that disturbed areas be revegetated by those natural communities to which impacts could not be avoided. Mitigation Measure BR-2 requires that oaks impacted by construction be replaced. If transplanted oaks do not survive they will be replaced by other oak trees.

Response to Comment 7-15

As discussed in response to comment 7-14, Mitigation Measure BR-1 has been added to the IS/MND/EA. Mitigation Measure BR-1 calls for avoidance of natural communities to the extent feasible and revegetation of impacted areas with native vegetation. Focused surveys were conducted in May of 2009 for sensitive plant species and none were found.

Response to Comment 7-16

Focused surveys of the project site were conducted by qualified botanists in May 2009 and no sensitive plant species, including Lyon's pentachaeta, were observed (Focused plant surveys within the BSA, Chambers Group, Inc., May 2009).

Response to Comment 7-17

Focused surveys of the project site were conducted by qualified botanists in May 2009 and no sensitive plant species were observed (Focused plant surveys within the BSA, Chambers Group, Inc., May 2009).

Response to Comment 7-18

Focused surveys of the project site were conducted by qualified botanists in May 2009 and no sensitive plant species, including California Native Plant Society sensitive species, were observed (Focused plant surveys within the BSA, Chambers Group, Inc., May 2009).

Response to Comment 7-19

No special status species were observed during focused plant surveys. Therefore, salvage and relocation of special status plant species is not proposed.

Response to Comment 7-20

This project is not impacting a creek or stream (per CEQA or NEPA definition). Therefore a Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW) will not be needed. Mitigation requirements will be determined as part of the coordination process with CDFW.

Response to Comment 7-21

The cattail area did not meet the U.S. Army Corps of Engineer's three parameter definition of wetlands because hydric soils were not present. CDFW does qualify "wetlands" by using a "one parameter approach". Thus the existence of cattails indicates a wetland (even if only temporary, in this case).

Response to Comment 7-22

Comment noted. Areas that meet the CDFW wetlands definition will be mitigated or replaced appropriately according to CEQA.

Response to Comment 7-23

The project will not require an application for a 1600/Lake & Streambed Alteration Agreement with CDFW as there isn't a need. This project is not impacting a creek or stream according to CEQA or NEPA definitions. CDFW does qualify "wetlands" by using a "one parameter approach". Thus the existence of cattails indicates a wetland (even if only temporary, in this case). This wetland area is simply a depression with no outlet where enough water collects

during the wet season to allow for cattails to grow. Subsequent to the May 2009 field survey for preparation of the Natural Environmental Study, an August 2011 field survey for preparation of a Jurisdictional Delineation Report (Chambers Group, Inc., September 2011) found that hydrophitic vegetation was not present at the prior location of the Cattail Series community.

The project will be required to restore the impacts to this very small amount of “wetlands,” by replacing or mitigating the wetland area per CEQA.

Response to Comment 7-24

The proposed project does not include the placement of any structures within Las Virgenes Creek.

SANTA MONICA MOUNTAINS CONSERVANCY

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



February 27, 2012

Carlos J. Montez, Branch Chief
Division of Environmental Planning
California Department of Transportation, District 7
100 S. Main Street MS-16A
Los Angeles, California 90012

**Lost Hills Road/US-101 Overcrossing Replacement and Interchange Modification
Project IS/EA 24230 — 07-LA-101-PM**

Dear Mr. Montez:

The Santa Monica Mountains Conservancy (Conservancy) offers the following comments and recommendations on the above-referenced project and proposed Mitigated Negative Declaration (MND) and Environmental Assessment (EA). The proposed project will convert an important part of the Santa Monica Mountains Zone into an expanded interchange system. This area abuts the recent 198-acre acquisition by the Mountains Recreation and Conservation Authority (MRCA) now named Zev Yaroslavsky Las Virgenes Highlands Park and includes the west end of the important freeway viewshed on the north side of the freeway between Mureau Road and Lost Hills Road.

The area lost to the interchange circulation system is part of an important habitat interface area where the Simi Hills core habitat abuts the 101 Freeway at the important Las Virgenes Creek undercrossing. The permanent added light, traffic and noise impacts from the proposed project will further diminish the ecological value of abutting land via in direct impacts. Our staff's mapping accuracy could not precisely conclude that grading for the proposed project will not occur on MRCA parkland. The area in question is the eastern most extension of the proposed westbound off-ramp. In any case this portion of the project illustrates how several hundred feet of off-ramp will directly abut parkland. In addition the project would for all intents and purposes eliminate the best stand of coastal sage scrub on that side of the freeway until reaching Liberty Canyon.

Mr. Carlos J. Montez
California Department of Transportation
Lost Hills Road/US-101 Overcrossing Replacement and Interchange Modification Project
February 27, 2012
Page 2

Comment

8-2 | The mitigation measures coarsely address the requirement to replace destroyed oak trees in the subject Biological Study Area. The Conservancy supports this mitigation but urges the final environmental document to provide more specific planting quantities and geographic locations. This agency recommends that the document include a mitigation measure that funds the MRCA to plant and maintain a minimum of 75 oaks on the adjacent terrace owned by the MRCA. An additional mitigation measure should fund the MRCA to plant an additional 250 containerized coastal sage scrub species on same relative portion of the MRCA's property to offset the loss of this habitat type. The species planted could be determined by Caltrans biologists or the MRCA's biologists.

Comment

8-3 | To adequately establish this vegetation, the mitigation funding should pay for the installation of a potable or reclaimed water meter for the MRCA somewhere accessible in a location east of the landfill road. The trees should be planted no closer than an average of 25 feet on center. At this level of spacing, the amount funded to MRCA should be at least \$150,000 an acre, plus the water meter, to cover a five year establishment period. The additional amount funded to MRCA to plant the 250 containerized plants with a five year establishment period should be \$30,000.

Comment

8-4 | The other mitigation requested by the Conservancy is the construction of a low, soft-edged berm along northern edge of the west bound off-ramp to separate the adjacent habitat from the noise, lights, vibration, and glare of cars and trucks. An earthen berm is more permanent, instant, and effective than a vegetated buffer. However if there are permitting and timing issues associated with potential grading on MRCA property, the earthen berm should be done where possible and then transition into an overly dense planting of large, evergreen native vegetation. The MRCA could also be funded to establish and maintain that vegetation. Because vegetation takes a long time to grow to size, the MND/EA must provide the landscaping funding prior to the commencement of any construction at the Lost Hills interchange.

Mr. Carlos J. Montez
California Department of Transportation
Lost Hills Road/US-101 Overcrossing Replacement and Interchange Modification Project I
February 27, 2012
Page 3

Please direct all future correspondence to Paul Edelman, Deputy Director of Natural Resources and Planning, at 310-589-3230, ext. 128, edelman@smmc.ca.gov, or at the above letterhead address. Thank you for your consideration.

Sincerely,

ELIZABETH A. CHEADLE
Chairperson

Response to Comment 8 from the Santa Monica Mountains Conservancy

Response to Comment 8-1:

The proposed project will not include any grading on SMMC parkland. The proposed project may incrementally increase the indirect impacts of light, traffic and noise on adjacent habitat but that habitat is already subjected to these impacts from the existing Lost Hills Road and US-101. The coastal sage scrub within the project footprint may be affected by project construction. Mitigation Measure BR-1 has been added to the IS/MND/EA to reduce impacts to purple sage scrub and other natural habitats on the project site. Mitigation Measure BR-1 requires that natural communities such as purple sage scrub be avoided to the extent practical and that the site be restored with native vegetation representative of the natural communities on-site when construction is finished.

Response to Comment 8-2:

A total of 31 oak trees have been planted within the Project Area. The planted oak trees are considered a sensitive resource and are protected 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. Therefore, the following measures will be implemented: The City shall ensure that precautionary methods are adhered to during and following construction to insure that disturbance to oak trees is avoided or minimized where possible. 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. An 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 project area when construction is completed and disturbed areas restored. The specifics of the oak tree mitigation will be determined by the arborist when construction is completed.

Response to Comment 8-3:

The arborist will develop the details of the oak tree restoration when construction is completed and the number of oak trees to be replaced or replanted is determined. Landscape and Irrigation Plans will be included in the final design and a landscape maintenance agreement will be established between the City and Caltrans.

Response to Comment 8-4:

Any incremental increase of light, traffic and noise on adjacent habitat from the proposed overcrossing replacement and interchange modifications on adjacent habitat would be less than significant therefore, no berm is proposed. Landscaping along the freeway off-ramp in Caltrans right of way will be consistent with Caltrans guidelines and the project plant palette.



COMMENT CARD

CITY OF CALABASAS, LOS ANGELES COUNTY, CALIFORNIA
AND
STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Lost Hills Road Overcrossing Replacement and Interchange
Modification Project - PUBLIC HEARING
February 28, 2012



CITY of CALABASAS

NAME: NEIL CUTLER DATE: 12-28-12
ADDRESS: 26920 GARRET DR. PHONE: 818-991-8386
CITY, STATE, ZIP: CALABASAS CA 91301-2536
E-MAIL ADDRESS: NAC ATC SBC GLOBAL.NET

- I wish to speak.
- I would like to have the following statement filed for the record.
- I would like to have the following question answered:

COMMENT:

Comment
9-1

AFTER LIVING IN SARATOGA RANCH FOR NEARLY 33 YEARS, I CAN SAY
THIS PROJECT IS FAR OVER DUE.
I SEE THIS PROJECT AS RELIEVING ON GOING TRAFFIC ISSUES,
MAKING A SAFER DRIVE FOR COMMUNITY MEMBERS AND ALLOWING
HOMEOWNERS TO ENJOY OUR BACKYARDS WITHOUT HAVING TO
SHOUT. LONG OVER DUE - VERY MUCH NEEDED.

Comments must be received no later than March 13, 2012. Comment cards may be mailed to Carlos Montez, Division of Environmental Planning, 100 S. Main Street, Suite 100, MS 16A, Los Angeles, CA 90012-3712.

Response to Comment 9 from Neil Cutler, Saratoga Hills Resident

Response to Comment 9-1

Comment noted.



COMMENT CARD



CITY OF CALABASAS, LOS ANGELES COUNTY, CALIFORNIA
 AND
 STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
 Lost Hills Road Overcrossing Replacement and Interchange
 Modification Project – PUBLIC HEARING
 February 28, 2012

CITY of CALABASAS

NAME: TIM EUPER DATE: 2 28 2012
 ADDRESS: 5246 EDGEMORE DR PHONE: 818 707 2300
 CITY, STATE, ZIP: CALABASAS HILLS CA 91301
 E-MAIL ADDRESS: EUPER@SBCGLOBAL.NET

- I wish to speak.
- I would like to have the following statement filed for the record.
- I would like to have the following question answered:

COMMENT:

Comment

10-1

WE CANNOT STRESS THE IMPORTANCE OF INCLUDING
THE SOUNDWAY STRONGLY ENOUGH

Comments must be received no later than March 13, 2012. Comment cards may be mailed to Carlos Montez, Division of Environmental Planning, 100 S. Main Street, Suite 100, MS 16A, Los Angeles, CA 90012-3712.

Response to Comment 10 from Tim Euper, Saratoga Hills Resident

Response to Comment 10-1

Comment noted. The sound wall is the recommended mitigation measure for noise impacts and the wall will be constructed as part of the build alternative.

COMMENT CARD



Caltrans
SANATOGAS

CITY OF CALABASAS, LOS ANGELES COUNTY, CALIFORNIA
AND
STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Lost Hills Road Overcrossing Replacement and Interchange
Modification Project – PUBLIC HEARING
February 28, 2012



CITY of CALABASAS

NAME: Candice Weber DATE: 2/28/12
ADDRESS: 27097 EDWARD DR PHONE: 818-707-0503
CITY, STATE, ZIP: CALABASAS CA 91301
E-MAIL ADDRESS: cweber@nabell.NET

- I wish to speak.
- I would like to have the following statement filed for the record.
- I would like to have the following question answered:

COMMENT:

Comment 11-1 | I AM IN FAVOR OF THE PROPOSED ALTERNATIVE 7

Comments must be received no later than March 13, 2012. Comment cards may be mailed to Carlos Montez, Division of Environmental Planning, 100 S. Main Street, Suite 100, MS 16A, Los Angeles, CA 90012-3712.

Response to Comment 11 from Candice Weber, Saratoga Hills Resident

Response to Comment 11-1

Comment noted.



YN

COMMENT CARD



5

CITY OF CALABASAS, LOS ANGELES COUNTY, CALIFORNIA AND STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION Lost Hills Road Overcrossing Replacement and Interchange Modification Project - PUBLIC HEARING February 28, 2012

CITY of CALABASAS

NAME: ERIN + BRIAN FAULKNER DATE: 2/28/2012 ADDRESS: 5055 Ludgate Drive PHONE: 310 592 7182 CITY, STATE, ZIP: Calabasas Ca 91301 E-MAIL ADDRESS: efaulkner@westheld.com

- I wish to speak. I would like to have the following statement filed for the record. I would like to have the following question answered:

COMMENT:

Comment 12-1

The sound wall is essential to 1) resident enjoyment of their homes 2) ball valves. Last year Caltrans cut down all of the bushes & trees that acted as a sound barrier this caused the sound levels to increase drastically affecting our quality of life. In addition, last year my home was on the market because I thought that I had to move for work. All comments stated that

Comments must be received no later than March 13, 2012. Comment cards may be mailed to Carlos Montez, Division of Environmental Planning, 100 S. Main Street, Suite 100, MS 16A, Los Angeles, CA 90012-3712. the freeway was the sole decision why they did not put an offset on the home.

Response to Comment 12 from Erin & Brian Faulkner, Saratoga Hills Resident

Response to Comment 12-1

Comment noted. The sound wall is the recommended mitigation measure for noise impacts and the wall will be constructed as part of the build alternative.



COMMENT CARD

CITY OF CALABASAS, LOS ANGELES COUNTY, CALIFORNIA
AND
STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Lost Hills Road Overcrossing Replacement and Interchange
Modification Project – PUBLIC HEARING
February 28, 2012



CITY of CALABASAS

NAME: BRIAN FAULKNER DATE: 28 FEB 12
ADDRESS: 6055 LUDGATE PHONE: 310 407 9997
CITY, STATE, ZIP: CALAB. 7545 CA
E-MAIL ADDRESS: _____

- I wish to speak.
- I would like to have the following statement filed for the record.
- I would like to have the following question answered:

COMMENT:

Comment
13-1

WITH THE REMOVAL OF THE TREES ALONG 100, THE HIGHWAY
SOUND HAS BECOME INTRUSIVE AND VERY ANNOYING. THIS
NOISE HAS REDUCED MY PROPERTY VALUE.

Comments must be received no later than March 13, 2012. Comment cards may be mailed to Carlos Montez, Division of Environmental Planning, 100 S. Main Street, Suite 100, MS 16A, Los Angeles, CA 90012-3712.

Response to Comment 13 from Brian Faulkner, Saratoga Hills Resident

Response to Comment 13-1

Comment noted. The sound wall is the recommended mitigation measure for noise impacts and the wall will be constructed as part of the build alternative.



COMMENT CARD

CITY OF CALABASAS, LOS ANGELES COUNTY, CALIFORNIA
AND
STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Lost Hills Road Overcrossing Replacement and Interchange
Modification Project – PUBLIC HEARING
February 28, 2012



NAME: CHRIS HUDSON DATE: 2-28-12
ADDRESS: 26926 W. GARRET DR PHONE: 818-991-7584
CITY, STATE, ZIP: CALABASAS CA 91301
E-MAIL ADDRESS: _____

- I wish to speak. I would like to have the following statement filed for the record.
 I would like to have the following question answered:

COMMENT:

14-1 Will THE SOUNDWALL BE INCLUDED IN THE PROJECT.
DONT WANT TO HAVE TO WEAR EAR PLUGS IN MY YARD.

Response to Comment 14 from Chris Hudson, Saratoga Hills Resident

Response to Comment 14-1

Comment noted. The sound wall is the recommended mitigation measure for noise impacts and the wall will be constructed as part of the build alternative.



COMMENT CARD

CITY OF CALABASAS, LOS ANGELES COUNTY, CALIFORNIA
AND
STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Lost Hills Road Overcrossing Replacement and Interchange
Modification Project - PUBLIC HEARING
February 28, 2012



15

CITY of CALABASAS

NAME: Tom HUDSON DATE: 2/28/12
ADDRESS: 26426 W. GARREY DR. PHONE: 818-991-7586
CITY, STATE, ZIP: CALABASAS CA. 91301
E-MAIL ADDRESS: HUDSTOM8@GMAIL

- I wish to speak.
- I would like to have the following statement filed for the record.
- I would like to have the following question answered:

COMMENT:

Comment
15-1

Will we have the sound wall?
the noise has become UNBEARABLE -
CAN'T ENJOY THE YARD AT ALL -
HARD TO SLEEP WITH THE TRUCKS -

Comments must be received no later than March 13, 2012. Comment cards may be mailed to Carlos Montez, Division of Environmental Planning, 100 S. Main Street, Suite 100, MS 16A, Los Angeles, CA 90012-3712.

Response to Comment 15 from Tom Hudson, Saratoga Hills Resident

Response to Comment 15-1

Comment noted. The sound wall is the recommended mitigation measure for noise impacts and the wall will be constructed as part of the build alternative.

On

LOST HILLS BRIDGE HEARING COMMENTS PRESENTED BY NORMAN BUEHRING AT THE CITY OF CALABASAS ON FEBRUARY 28, 2012:

I AM NORMAN BUEHRING, PRESIDENT OF THE COMMUNITY ASSOCIATION OF SARATOGA HILLS.

SARATOGA HILLS IS 221 HOMES ADJACENT TO THIS PROJECT.

MY COMMENTS REPRESENT THOSE OF THE BOARD OF DIRECTORS OF OUR ASSOCIATION.

SARATOGA HILLS SUPPORTS ALTERNATE 7, THE RECOMMENDED PROJECT, AND WE CONSIDER THE 16 FOOT SOUND WALL AND THE CLOVERLEAF NORTH BOUND ON RAMP TO BE ESSENTIAL PARTS OF THE RECOMMENDED PROJECT.

WE BELIEVE ALTERNATIVE 7 WILL RESULT IN QUALITY OF LIFE BENEFITS FOR OUR COMMUNITY, AND GREATLY IMPROVE OUR HEALTH AND SAFETY:

WITH THE SOUND WALL, NOISE WILL BE REDUCED TO LEVELS THAT ARE ACCEPTABLE FOR RESIDENCES ADJACENT TO FREEWAYS. WE ARE THE LAST COMMUNITY FROM THE NORTH VALLEY TO THE CONEJO VALLEY, WITH RESIDENCES ADJACENT TO THE 101 FREEWAY THAT DOES NOT HAVE A SOUND WALL.

AIR QUALITY WILL BE IMPROVED WITH TRAFFIC IMPROVEMENTS THAT WILL SIGNIFICANTLY REDUCE THE IDLING TIME OF VEHICLES WAITING TO CROSS THE LOST HILLS BRIDGE.

BICYCLE AND PEDESTRIAN TRAFFIC WILL BE MADE SAFER BY ELIMINATING CONFLICTS WITH NORTH BOUND ON RAMP TRAFFIC.

ALSO, THE FREEWAY CAN BE WIDENED, AS REQUIRED, WITHOUT REALIGNING CANWOOD STREET OR IMPACTING THE FLAT PLAY AREA IN GRAPE ARBOR PARK.

THE NON-TRADITIONAL BOULVEVARD STOP INTERSECTION AT LOST HILLS ROAD AND CANWOOD WILL BE REPLACED WITH TRADITIONAL SIGNALS.

AND, ALL OF THESE COMMUNITY OBJECTIVES CAN BE ACCOMPLISHED WITH A FREEWAY PROJECT THAT FULLY MEETS CALTRANS 2050 STANDARDS FOR THE MOTORING PUBLIC.

ALTERNATIVE 7 IS THE RESULT OF 6 YEARS OF SUCCESSFUL COLLABORATION BETWEEN CALTRANS, THE CITY OF CALABASAS, AND THE COMMUNITY. IT IS A GREAT PROJECT THAT SHOULD BE BUILT.

I WOULD LIKE TO SHOW THE COMMUNITY SUPPORT FOR ALTERNATIVE 7 BY ASKING EVERYONE IN THE AUDIENCE WHO SUPPORTS THIS PROJECT TO PLEASE STAND. (The Council Chamber was filled. Approximately 95% of the City of Calabasas residents in attendance did stand). THANK YOU.

February 2012

****Special Edition****



The Windmill

Articles in this issue:

- Lost Hills Bridge Replacement Project...most important issue for our community's quality of Life & Property Values in the next 40 years
- Public Meeting: Tuesday, February 28th 6pm – 8pm Calabasas City Hall
- Proposed Map of Bridge & Off-Ramp design
- Dues Notice

Community Association of Saratoga Hills (CASH)

US-101/LOST HILLS ROAD BRIDGE REPLACEMENT PROJECT

**THE MOST IMPORTANT ISSUE FOR SARATOGA COMMUNITY
QUALITY OF LIFE AND PROPERTY VALUES**

The Lost Hills overpass and freeway ramps are going to be rebuilt, and the design and implementation plan is critical to our quality of life and property values in Saratoga Hills and Saratoga Ranch. The initial plan has been released and there will be a public hearing on the project on Tuesday, February 28th at Calabasas City Hall.

For the Saratoga communities, this is the most important project in our history. **WE NEED YOUR HELP!!!** Please write your comments and come to the public hearing, this is critical for the project to be implemented with our community's best interests in mind.

The project will define our health and safety for the next 40 years. It is essential that Saratoga residents attend this

meeting to comment on the project and to ensure that the proposed \$759,000 for the sound wall be included in the planned construction. Written comments are also encouraged and will be accepted until March 13, 2012.

The proposed improvements would increase roadway widths, modify the existing northbound and southbound ramps, replace the existing bridge with four bridge lanes, increase the vertical clearance and seismic safety of the bridge, and construct a 16 high foot sound wall for 2000 feet at the edge of the freeway adjacent to Saratoga Hills and Ranch.

A public hearing will be held to discuss the project on February 28, 2012 from 6:00 p.m. to 8:00 p.m. at the City of

Calabasas City Hall 100 Civic Center Way, Calabasas, CA.

Where You Come in...Your voice counts!

It is essential that Saratoga residents turn out in large numbers at the hearing and express support for the recommended project. The following quote from the document should be enough to get you to attend: "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 (emphasis added)*". It is clear that Caltrans, in particular, is looking for community support for the construction of the sound wall. **See page 4 to see how you can get involved!**

Lost Hills Bridge Project Re-Design (contd. From page 1)

Design Elements

Saratoga has been very involved in the planning process. It is encouraging to report that the major concerns that we have submitted have been addressed in the project design:

Noise: A 16 foot high, 2000 foot long sound wall is proposed at the edge of the freeway adjacent to Saratoga.

Retain the flat playing area in Grape Arbor Park: The Park will not be impacted by the project.

Maintain the Canwood St. alignment and eliminate the future use of Driver Ave: Canwood St. will be improved in the current alignment and Caltrans rules will prohibit the future use of Driver Ave. with the proposed alignment of the north bound 101 Freeway off ramp at Lost Hills Road.

Eliminate the non-traditional intersection at Lost Hills Road and Canwood Street: All intersections will have signals.

Ensure pedestrian and bike safety crossing the Freeway:

The dangerous left hand turn for Lost Hills Road traffic turning on to the north bound 101 Freeway has been eliminated. North bound traffic will now make a right turn onto a cloverleaf to go north. (This is similar to the north bound on and off ramps at Kanan Road, but not the other parts of the traffic problems at the bridge). This means that pedestrian and bike traffic from our community will cross the north side of the bridge without encountering traffic until they reach the signal at the other end of the bridge.

Figure 13 on the next page, shows how the above design elements have been incorporated in the plan. It is important to note that Caltrans and the City originally proposed six project alternatives, none of them meeting all of the community concerns. To their credit, they developed Alternative 7, which is the recommended project.

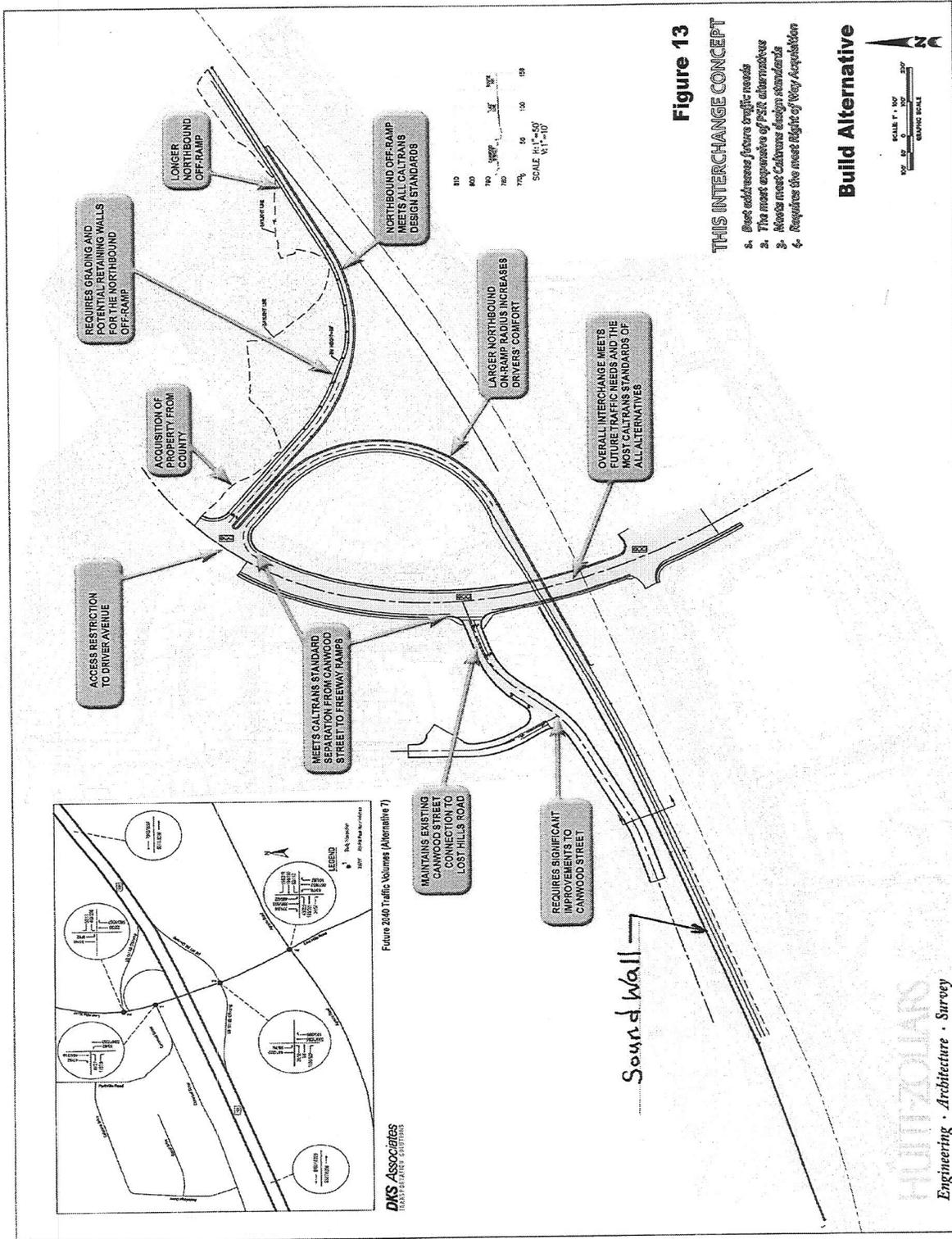
Construction

The project will have three major phases. A new two lane bridge will be constructed adjacent to the existing bridge. Traffic will be moved to the new bridge and the existing bridge will then be demolished. Finally, two more lanes will be constructed in the alignment of the existing bridge. There are extensive specifications which limit construction noise, dust, hours and other impacts. But, make no mistake, it is a construction project. There are specific requirements to ensure access for emergency vehicles and residents. A specific schedule is not available at this time although the project is expected to take 18 months to complete. The \$21.5 million cost of the project is fully funded from past developer contributions and Measure R bond funds.

The complete report is at <http://www.dot.ca.gov/di/st07/resources/envdocs/>

The Lost Hills Bridge Re-Design Project is perhaps the most important issue facing our community's future for the next 40 years

Proposed Lost Hills Bridge & 101 Freeway Off-Ramps Re-Design Plan



Communication is Key – Get Involved!

Residents who wish to speak at the February 28 hearing should notify normbuehring@msn.com so comments can be coordinated. Others in attendance will be encouraged to stand during the meeting to express support for the project.

Written comments should be sent to Caltrans, Attn:Carlos Montez, Div. of Environmental Planning, 100 S. Main St., Suite 100 MS 16A, Los Angeles, CA, 90012. Comments will be accepted until March 13, 2012.

Community Association of Saratoga Hills Dues

It is your time to support the many activities of your Association to ensure the quality of life in our community and to protect and increase property values. The annual dues of \$25 per residence will insure that existing programs

can be continued and new ones can be developed. By any standard, residents receive outstanding value for their dues contribution. Your checks for \$25 should be made payable to the "Community Association of Saratoga

Hills". You may either mail it to Norm Buehring at 5221 Edgeware Drive or drop it in the container on his front porch (not in the mail box). Email normbuehring@msn.com if you wish additional information about the Saratoga community.

CASH 5th Annual Summer Community Picnic & BBQ...mark your calendar for Tuesday, August 7 from 6-8 PM at Grape Arbor Park. Burgers and drinks will be complimentary to residents and we will also do a potluck. We will have special guests from the Sheriffs Department, LA County Fire and the City.

"There is not a more active voluntary homeowner's association in the City",
Mayor James Bozajian

Community Association of Saratoga Hills CASH Annual Dues

Your annual homeowner's association dues are only \$25 per year, and help with making your neighborhood a better place to live. We are the only association with an updated resident directory and annual picnic...not to mention our work with City Hall and staff on issues important to our community. Please help us help make Saratoga Hills a better place to live.

Name: _____

Street Address: _____

Phone: _____ E-Mail: _____

Comments: _____

I want to find out how to get more involved with community issues and CASH

Response to Comment 16 from Community Association of Saratoga Hills - Norman Buehring

Response to Comment 16-1

Comment noted.

Candice L. Weber
27097 Esward Drive, Calabasas, Ca 91301

March 2, 2012

Carlos J. Montez, Chief 
Division of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS16A
Los Angeles, CA 90012-3712

Dear Mr. Montez;

RE: US 101/Lost Hills Road Interchange Replacement Project
Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Comment
17-1

I am of a resident of Saratoga Hills, located immediately adjacent to the proposed project. My concerns are focused on the need to have a project that will protect and improve the health and safety of our community. I am willing to support infrastructure improvements to accommodate the general motoring public, but not if it reduces my quality of life in Saratoga Hills.

Given these concerns, I must say that I am supportive of Alternative 7, the proposed project. The essential sound wall will address the noise concerns we have, given the close proximity of our residences to the 101 Freeway. Replacing the north bound on-ramp with a cloverleaf on the south side of Lost Hills Road will result in significant benefits. Bike and pedestrian traffic will be able to safely cross the Bridge. The Canwood Street alignment does not need to be changed and the only flat play area in Grape Arbor Park will not be impacted.

This project addresses my major concerns. In addition, I understand that modest environmental issues can be mitigated and that the project is fully compliant with all Caltrans standards for the motoring public. In my view, Alternative 7 is a good project that should be recommended and built.

Sincerely,

Candice L. Weber

Candice L. Weber
27097 Esward drive, Calabasas, Ca 91301
818-707-0503
clwebel@pacbell.net

Response to Comment 17 from Candice Weber, Saratoga Hills Resident

Response to Comment 17-1

Comment noted.

Cheri Ingle

26914 Helmond Drive, Calabasas CA 91301

March 2, 2012

Carlos J. Montez, Chief
Division of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS16A
Los Angeles, CA 90012-3712

Dear Mr. Montez;

RE: US 101/Lost Hills Road Interchange Replacement Project
Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Comment

18-1

I am of a resident of Saratoga Hills, which is located immediately adjacent to the proposed project. My concerns are focused on the need to have a project that will protect and improve the health and safety of our community. I am willing to support infrastructure improvements to accommodate the general motoring public, but not if it reduces my quality of life in Saratoga Hills.

Given these concerns, I must say that I am supportive of Alternative 7, the proposed project. The essential sound wall will address the noise concerns we have, given the close proximity of many of our residences to the 101 Freeway. Replacing the north bound on-ramp with a cloverleaf on the south side of Lost Hills Road results in significant benefits. Bike and pedestrian traffic will now be able to safely cross the Bridge. The Canwood Street alignment does need to be changed and the only flat play area in Grape Arbor Park will not be impacted.

This project addresses my major concerns. In addition, I understand that modest environmental issues can be mitigated and that the project is fully compliant with all Caltrans standards for the motoring public. In my view, Alternative 7 is a good project that should be recommended and built.

Sincerely,



Cheri Ingle

Response to Comment 18 from Cheri Ingle, Saratoga Hills Resident

Response to Comment 18-1

Comment noted.

March 2, 2012

Carlos J. Montez, Chief *CM*
Division of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS16A
Los Angeles, CA 90012-3712

Dear Mr. Montez;

RE: US 101/Lost Hills Road Interchange Replacement Project
Initial Study with Proposed Mitigated Negative Declaration/Environmental
Assessment

Comment

19-1

I am of a resident of Saratoga Hills, which is located immediately adjacent to the proposed project. My concerns are focused on the need to have a project that will protect and improve the health and safety of our community. I am willing to support infrastructure improvements to accommodate the general motoring public, but not if it reduces my quality of life in Saratoga Hills.

Given these concerns, I must say that I am supportive of Alternative 7, the proposed project. The essential sound wall will address the noise concerns we have, given the close proximity of many of our residences to the 101 Freeway. Replacing the north bound on-ramp with a cloverleaf on the south side of Lost Hills Road results in significant benefits. Bike and pedestrian traffic will now be able to safely cross the Bridge. The Canwood Street alignment does need to be changed and the only flat play area in Grape Arbor Park will not be impacted.

This project addresses my major concerns. In addition, I understand that modest environmental issues can be mitigated and that the project is fully compliant with all Caltrans standards for the motoring public. In my view, Alternative 7 is a good project that should be recommended and built.

Sincerely,

Conrad A. Gradi
27061 Helmond Drive
Calabasas, CA 91301-2326

Conrad A. Gradi

Response to Comment 19 from Conrad A. Gradi, Saratoga Hills Resident

Response to Comment 19-1

Comment noted.

March 2, 2012

Carlos J. Montez, Chief 
Division of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS16A
Los Angeles, CA 90012-3712

Dear Mr. Montez;

RE: US 101/Lost Hills Road Interchange Replacement Project
Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Comment

20-1

I am of a resident of Saratoga Hills, which is located immediately adjacent to the proposed project. My concerns are focused on the need to have a project that will protect and improve the health and safety of our community. I am willing to support infrastructure improvements to accommodate the general motoring public, but not if it reduces my quality of life in Saratoga Hills.

Given these concerns, I must say that I am supportive of Alternative 7, the proposed project. The essential sound wall will address the noise concerns we have, given the close proximity of many of our residences to the 101 Freeway. Replacing the north bound on-ramp with a cloverleaf on the south side of Lost Hills Road results in significant benefits. Bike and pedestrian traffic will now be able to safely cross the Bridge. The Canwood Street alignment does need to be changed and the only flat play area in Grape Arbor Park will not be impacted.

This project addresses my major concerns. In addition, I understand that modest environmental issues can be mitigated and that the project is fully compliant with all Caltrans standards for the motoring public. In my view, Alternative 7 is a good project that should be recommended and built.

Sincerely,
Didrech Mcpike (Saratoga Hills homeowner)
27068 Helmond Drive
Calabasas CA 91301



Response to Comment 20 from Didrech Mcpike, Saratoga Hills Resident

Response to Comment 20-1

Comment noted.

DOUGLAS G. HELMSTETLER

26914 Helmond Drive, Calabasas CA 91301

818-483-2083

March 2, 2012

Carlos J. Montez, Chief
Division of Environmental Planning
California Department of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS16A
Los Angeles, CA 90012-3712

RE: US 101/Lost Hills Road interchange Replacement Project
Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Dear Mr. Montez;

Comment

21-1

As a long-time resident of Saratoga Hills, which is adjacent to the proposed project, I am pleased to see that the many issues associated with the Lost Hills Road Bridge will finally be addressed. My main concerns are noise, pedestrian and bike safety and emergency access.

Freeway noise has continued to grow, particularly after the commercial buildings were constructed across the Freeway. Noise studies have shown that many residences in Saratoga experience noise above accepted standards, therefore, the proposed 16 foot high sound wall should be an essential part of this project.

Elimination of the north bound on ramp will address my concerns regarding bike and pedestrian safety. The current situation is simply not safe.

Saratoga is a one access community. Freeway gridlock or a major accident can isolate us for emergency service. Therefore, special attention must be given during construction to ensure emergency service. And, I will look forward to improved emergency and community access with the added lanes of the new Bridge.

I believe that the health and safety of Saratoga residents will be improved as of result of this project. Therefore, I support Alternative 7 and respectfully request that Caltrans and the City of Calabasas proceed with the project and work towards a 2015 completion.

Sincerely,



Douglas G. Helmstetler

Response to Comment 21 from Douglas G Helmstetler, Saratoga Hills Resident

Response to Comment 21-1

Comment noted.

March 2, 2012

Carlos J. Montez, Chief *CM*
Division of Environmental Planning
California Department of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS16A
Los Angeles, CA 90012-3712

Dear Mr. Montez;

RE: US 101/Lost Hills Road Interchange Replacement Project
Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Comment
22-1

This is in response to the request for comments on the proposed US 101/Lost Hills Road Improvement Project. As a resident of Saratoga Hills, which is adjacent to the proposed project, I am able to identify many issues associated with the current two lane bridge and adjacent streets.

During morning and evening peak hours traffic is very intense. Traffic exiting our community in the morning often backs up on to Canwood Street, which additionally creates conflicts with landfill trucks trying to go north bound on the 101 Freeway. Evening north bound traffic on Lost Hills Road often backs up to Agoura Road. Also, the left turning traffic on the north bound on ramp is not looking for the bike and pedestrian traffic trying to cross the bridge. It is a very dangerous situation. The non-traditional boulevard stop at Canwood Street and Lost Hills Road is a dangerous intersection and should be replaced with more traditional traffic installations.

Our community wants to retain Canwood Street as our access and is unanimously opposed to the use of Driver Avenue.

Grape Arbor Park is one of the jewels of the City of Calabasas. This project should not impact the park, and particularly the flat play area in the park adjacent to Canwood Street.

I have reviewed Alternative 7, the proposed project, and was pleased to find that all of the issues that I have identified have been addressed. In addition it appears that the modest environmental issues that have been identified can be mitigated and that Caltrans freeway standards for the motoring public have been fully met. This is a good project. I recommend that Caltrans and the City of Calabasas approve Alternative 7 and proceed towards construction.

Sincerely,

Mr & Rich Hamilton
5340 Cangas Drive
Calabasas, CA 91301

Response to Comment 22 from Kim & Rich Hamilton, Saratoga Hills Resident

Response to Comment 22-1

Comment noted.

March 2, 2012

Carlos J. Montez, Chief ^{CM}
 Division of Environmental Planning
 California Department of Environmental Planning
 California Department of Transportation, District 7
 100 South Main Street, MS16A
 Los Angeles, CA 90012-3712

Dear Mr. Montez;

RE: US 101/Lost Hills Road Interchange Replacement Project
 Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Comment

23-1

This is in response to the request for comments on the proposed US 101/Lost Hills Road Improvement Project. As a resident of Saratoga Hills, which is adjacent to the proposed project, I am able to identify many issues associated with the current two lane bridge and adjacent streets.

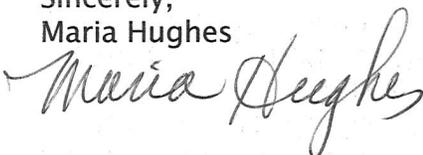
During morning and evening peak hours traffic is very intense. Traffic exiting our community in the morning often backs up on to Canwood Street, which additionally creates conflicts with landfill trucks trying to go north bound on the 101 Freeway. Evening north bound traffic on Lost Hills Road often backs up to Agoura Road. Also, the left turning traffic on the north bound on ramp is not looking for the bike and pedestrian traffic trying to cross the bridge. It is a very dangerous situation. The non-traditional boulevard stop at Canwood Street and Lost Hills Road is a dangerous intersection and should be replaced with more traditional traffic installations.

Our community wants to retain Canwood Street as our access and is unanimously opposed to the use of Driver Avenue.

Grape Arbor Park is one of the jewels of the City of Calabasas. This project should not impact the park, and particularly the flat play area in the park adjacent to Canwood Street.

I have reviewed Alternative 7, the proposed project, and was pleased to find that all of the issues that I have identified have been addressed. In addition it appears that the modest environmental issues that have been identified can be mitigated and that Caltrans freeway standards for the motoring public have been fully met. This is a good project. I recommend that Caltrans and the City of Calabasas approve Alternative 7 and proceed towards construction.

Sincerely,
 Maria Hughes



Response to Comment 23 from Maria Hughes, Saratoga Hills Resident

Response to Comment 23-1

Comment noted.

ROBERT J LIA
 27096 ESWARD DRIVE
 CALABASAS, CA 91301

March 2, 2012

Carlos J. Montez, Chief *ou*
 Division of Environmental Planning
 California Department of Environmental Planning
 California Department of Transportation, District 7
 100 South Main Street, MS16A
 Los Angeles, CA 90012-3712

Dear Mr. Montez;

RE: US 101/Lost Hills Road Interchange Replacement Project
 Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Comment

24-1

This is in response to the request for comments on the proposed US 101/Lost Hills Road Improvement Project. As a resident of Saratoga Hills, which is adjacent to the proposed project, I am able to identify many issues associated with the current two lane bridge and adjacent streets.

During morning and evening peak hours traffic is very intense. Traffic exiting our community in the morning often backs up on to Canwood Street, which additionally creates conflicts with landfill trucks trying to go north bound on the 101 Freeway. Evening north bound traffic on Lost Hills Road often backs up to Agoura Road. Also, the left turning traffic on the north bound on ramp is not looking for the bike and pedestrian traffic trying to cross the bridge. It is a very dangerous situation. The non-traditional boulevard stop at Canwood Street and Lost Hills Road is a dangerous intersection and should be replaced with more traditional traffic installations.

Our community wants to retain Canwood Street as our access and is unanimously opposed to the use of Driver Avenue.

Grape Arbor Park is one of the jewels of the City of Calabasas. This project should not impact the park, and particularly the flat play area in the park adjacent to Canwood Street.

I have reviewed Alternative 7, the proposed project, and was pleased to find that all of the issues that I have identified have been addressed. In addition it appears that the modest environmental issues that have been identified can be mitigated and that Caltrans freeway standards for the motoring public have been fully met. This is a good project. I recommend that Caltrans and the City of Calabasas approve Alternative 7 and proceed towards construction.

Sincerely,

Robert J. Lia

Response to Comment 24 from Robert J Lia, Saratoga Hills Resident

Response to Comment 24-1

Comment noted.

March 2, 2012

Carlos J. Montez, Chief ^{CM}
Division of Environmental Planning
California Department of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS16A
Los Angeles, CA 90012-3712

Dear Mr. Montez;

RE: US 101/Lost Hills Road interchange Replacement Project
Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Comment

25-1 As a long-time resident of Saratoga Hills, which is adjacent to the proposed project, I am pleased to see that the many issues associated with the Lost Hills Road Bridge will finally be addressed. My main concerns are noise, pedestrian and bike safety and emergency access.

Freeway noise has continued to grow, particularly after the commercial buildings were constructed across the Freeway. Noise studies have shown that many residences in Saratoga experience noise above accepted standards, therefore, the proposed 16 foot high sound wall should be an essential part of this project.

Elimination of the north bound on ramp will address my concerns regarding bike and pedestrian safety. The current situation is simply not safe.

Saratoga is a one access community. Freeway gridlock or a major accident can isolate us for emergency service. Therefore, special attention must be given during construction to ensure emergency service. And, I will look forward to improved emergency and community access with the added lanes of the new Bridge.

I believe that the health and safety of Saratoga residents will be improved as of result of this project. Therefore, I support Alternative 7 and respectfully request that Caltrans and the City of Calabasas proceed with the project and work towards a 2015 completion.

Sincerely,
Scot Mcpike (Saratoga Hills homeowner)
27068 Helmond Drive
Calabasas CA 91301



Response to Comment 25 from Scot Mcpike, Saratoga Hills Resident

Response to Comment 25-1

Comment noted.

T. M. O'Reilly
27086 Eward Drive
Calabasas CA 91301
Tel:- (818) 889 - 5161

March 2, 2012

Carlos J. Montez, Chief *on*
Division of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS16A
Los Angeles, CA 90012-3712

Dear Mr. Montez;

RE: US 101/Lost Hills Road Interchange Replacement Project
Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Comment

26-1

I am of a resident of Saratoga Hills, which is located immediately adjacent to the proposed project. My concerns are focused on the need to have a project that will protect and improve the health and safety of our community. I am willing to support infrastructure improvements to accommodate the general motoring public, but not if it reduces my quality of life in Saratoga Hills.

Given these concerns, I must say that I am supportive of Alternative 7, the proposed project. The essential sound wall will address the noise concerns we have, given the close proximity of many of our residences to the 101 Freeway. Replacing the north bound on-ramp with a cloverleaf on the south side of Lost Hills Road results in significant benefits. Bike and pedestrian traffic will now be able to safely cross the Bridge. The Canwood Street alignment does need to be changed and the only flat play area in Grape Arbor Park will not be impacted.

This project addresses my major concerns. In addition, I understand that modest environmental issues can be mitigated and that the project is fully compliant with all Caltrans standards for the motoring public. In my view, Alternative 7 is a good project that should be recommended and built.

Sincerely,


T.M. O'REILLY

Response to Comment 26 from T. M. O'Reilly, Saratoga Hills Resident

Response to Comment 26-1

Comment noted.

5340 Edgeware Dr.
Calabasas, CA 91301
March 3, 2012

Carlos J. Montez, Chief 
Division of Environmental Planning
California Department of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS16A
Los Angeles, CA 90012-3712

Dear Mr. Montez;

RE: US 101/Lost Hills Road interchange Replacement Project
Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Comment

27-1

As a long-time resident of Saratoga Hills, which is adjacent to the proposed project, we are pleased to see that the many issues associated with the Lost Hills Road Bridge will finally be addressed. Our main concerns are noise, pedestrian and bike safety and emergency access.

Freeway noise has continued to grow, particularly after the commercial buildings were constructed across the Freeway. Noise studies have shown that many residences in Saratoga experience noise above accepted standards, therefore, the proposed 16 foot high sound wall should be an essential part of this project.

Elimination of the north bound on ramp will address my concerns regarding bike and pedestrian safety. The current situation is simply not safe.

Saratoga is a one-access community. Freeway gridlock or a major accident can isolate us for emergency service. Therefore, special attention must be given during construction to ensure emergency service. And, we will look forward to improved emergency and community access with the added lanes of the new Bridge.

We believe that the health and safety of Saratoga residents will be improved as of result of this project. Therefore, we support Alternative 7 and respectfully request that Caltrans and the City of Calabasas proceed with the project and work towards a 2015 completion.

Sincerely,

Mel & Priscilla Lee

Response to Comment 27 from Mel & Priscilla Lee, Saratoga Hills Resident

Response to Comment 27-1

Comment noted.

March 3, 2012

Carlos J. Montez, Chief *CM*
 Division of Environmental Planning
 California Department of Transportation, District 7
 100 South Main Street, MS16A
 Los Angeles, CA 90012-3712

Dear Mr. Montez;

RE: US 101/Lost Hills Road Interchange Replacement Project
 Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

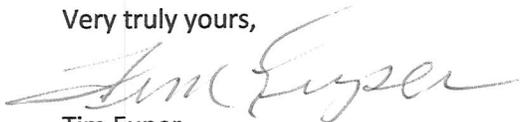
Comment

28-1 I am of a 30 year resident of Saratoga Hills, which is located immediately adjacent to your proposed project. My concerns are focused on the need to have a project that will protect and improve the health and safety of our community. I am willing to support infrastructure improvements to accommodate the general motoring public, but not if it reduces my quality of life in Saratoga Hills.

Given these concerns, I must say that I am supportive of Alternative 7, the proposed project. **I cannot stress strongly enough how essential the sound wall feature is in addressing the noise concerns we have**, given the close proximity of many of our residences to the 101 Freeway. Replacing the north bound on-ramp with a cloverleaf on the south side of Lost Hills Road results in significant benefits. Bike and pedestrian traffic will now be able to safely cross the Bridge. The Canwood Street alignment does need to be changed and the only flat play area in Grape Arbor Park will not be impacted. I wholeheartedly agree with one of our neighbors who recommended making the 101 Southbound offramp a "No Right Turn On Red"! If you, or one of your associates, would spend an hour or two observing the careless nature of drivers exiting, preferably as a pedestrian trying to safely cross this divide, I am certain you would agree.

This project addresses my major concerns. In addition, I understand that modest environmental issues can be mitigated and that the project is fully compliant with all Caltrans standards for the motoring public. In my view, Alternative 7 is a good project that should be recommended and built.

Very truly yours,



Tim Euper
 5246 Edgeware Drive
 Calabasas Hills, CA 91301

Response to Comment 28 from Tim Euper, Saratoga Hills Resident

Response to Comment 28-1

Comment noted. The sound wall is the recommended mitigation measure for noise impacts and the wall will be constructed as part of the build alternative.

March 4, 2012

Carlos J. Montez, Chief 
Division of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS16A
Los Angeles, CA 90012-3712

Dear Mr. Montez;

RE: US 101/Lost Hills Road Interchange Replacement Project
Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Comment

29-1

I am of a resident of Saratoga Hills, which is located immediately adjacent to the proposed project. My concerns are focused on the need to have a project that will protect and improve the health and safety of our community. I am willing to support infrastructure improvements to accommodate the general motoring public, but not if it reduces my quality of life in Saratoga Hills.

Given these concerns, I must say that I am supportive of Alternative 7, the proposed project. The essential sound wall will address the noise concerns we have, given the close proximity of many of our residences to the 101 Freeway. Replacing the north bound on-ramp with a cloverleaf on the south side of Lost Hills Road results in significant benefits. Bike and pedestrian traffic will now be able to safely cross the Bridge. The Canwood Street alignment does need to be changed and the only flat play area in Grape Arbor Park will not be impacted.

This project addresses my major concerns. In addition, I understand that modest environmental issues can be mitigated and that the project is fully compliant with all Caltrans standards for the motoring public. In my view, Alternative 7 is a good project that should be recommended and built.

Sincerely,
Houshang Cyrus Kabiri
5323 Edgeware Drive,
Calabasas, CA 91301

Response to Comment 29 from Houshang Cyrus Kabiri, Saratoga Hills Resident

Response to Comment 29-1

Comment noted.

March 4, 2012

Carlos J. Montez, Chief 
Division of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS16A
Los Angeles, CA 90012-3712

Dear Mr. Montez;

RE: US 101/Lost Hills Road Interchange Replacement Project
Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Comment

30-1

I am of a resident of Saratoga Hills, which is located immediately adjacent to the proposed project. My concerns are focused on the need to have a project that will protect and improve the health and safety of our community. I am willing to support infrastructure improvements to accommodate the general motoring public, but not if it reduces my quality of life in Saratoga Hills.

Given these concerns, I must say that I am supportive of Alternative 7, the proposed project. The essential sound wall will address the noise concerns we have, given the close proximity of many of our residences to the 101 Freeway. Replacing the north bound on-ramp with a cloverleaf on the south side of Lost Hills Road results in significant benefits. Bike and pedestrian traffic will now be able to safely cross the Bridge. The Canwood Street alignment does need to be changed and the only flat play area in Grape Arbor Park will not be impacted.

This project addresses my major concerns. In addition, I understand that modest environmental issues can be mitigated and that the project is fully compliant with all Caltrans standards for the motoring public. In my view, Alternative 7 is a good project that should be recommended and built.

Sincerely,
Najmeh Adili
5323 Edgeware Drive,
Calabasas, CA 91301

Response to Comment 30 from Najmeh Adili, Saratoga Hills Resident

Response to Comment 30-1

Comment noted.

March 5, 2012

Carlos J. Montez, Chief
Division of Environmental Planning
California Department of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS16A
Los Angeles, CA 90012-3712

Dear Mr. Montez;

Re: US-101/LOST HILLS ROAD OVERCROSSING REPLACEMENT
AND INTERCHANGE IMPROVEMENT PROJECT

Comment

31-1

This is in response to the request for comments on the proposed US 101/Lost Hills Road Improvement Project. As president of Saratoga Ranch HOA and a property owner who is very close to the 101 freeway (26930 Garret Drive), I am able to identify many issues associated with the current two lane bridge and adjacent streets.

During morning and evening peak hours traffic is very intense. Traffic exiting our community in the morning often backs up on to Canwood Street, which additionally creates conflicts with landfill trucks trying to go north bound on the 101 Freeway. Evening north bound traffic on Lost Hills Road often backs up to Agoura Road. Also, the left turning traffic on the north bound on ramp is not looking for the bike and pedestrian traffic trying to cross the bridge. It is a very dangerous situation. The non-traditional boulevard stop at Canwood Street and Lost Hills Road is a dangerous intersection and should be replaced with more traditional traffic installations.

Upon review of Alternative 7, the proposed project meets all of the issues that our community has identified need to be addressed. In addition it appears that the modest environmental issues that have been identified can be mitigated and that Caltrans freeway standards for the motoring public have been fully met. This is a very good project. I recommend that Caltrans and the City of Calabasas approve Alternative 7 and proceed towards construction, **but not without a sound wall.**

On behalf of Saratoga Ranch HOA, we hereby make it clear that without a sound wall we would be left with more traffic and noise as when the bridge is widened, the sound levels will obviously increase as the traffic increases. The lack of a sound wall would be unacceptable as there would be no means to minimize the noise. Our request for a sound wall dates back 22 years. The sound wall request was always very reasonable considering that every other residential community adjacent to an exit on the 101 Freeway in the San Fernando Valley and Conejo Valley have sound walls except for Lost Hills Road.

As a matter of background Lost Hills once stood in 38th position on the State of California's list of sound walls. Our community long ago satisfied the noise standard for sound walls. The City of Calabasas already commissioned a noise study. According to Cafrans "soundwalls are necessary in locations adjacent to the highway where peak-hour noise levels are greater than 65 decibels" and "a soundwall will be proposed if it can reduce measured noise levels along the highway by 5 decibels." The City tested the sound in the backyards of our Saratoga Ranch residents and the noise levels measured by the City's expert were in the mid 70 decibel range.

This is very significant as per Caltrans "adding 10 decibels doubles the apparent noise level." The noise levels in Saratoga Hills especially on Helmond Drive are equally as glaring a problem as in Saratoga Ranch.

The proposed \$759,000 for our sound wall to be included in the planned construction is very inexpensive. When the Lost Hills sound wall was on the State list, it was one of the smallest and least expensive in the entire State. The sound walls completed in 2002-present include these locations and cost these amounts: W. Fallbrook Ave./W. Shoup Ave. Southbound-\$3,241,000; Reseda Blvd./Winnetka Ave.-\$7,678,074; S. Coldwater Cyn./Woodman Ave. Northbound-\$3,886,854; Hazeltine Ave./Van Nuys Blvd. Northbound-\$4,697,000; Woodman Ave./Van Nuys Blvd.- \$6,391,878; and Wendy Drive, Thousand Oaks-\$1,816,031.

In 1995, in nearby Agoura Hills, Agoura Hills City Engineer Elroy Kiepeke said: "long-awaited freeway sound wall in western Agoura Hills is closer to reality, now that Caltrans has promised to fund a portion of the construction, a city official said Wednesday."

Consequently, we strongly request that the projected cost of \$759,000 **not** be removed from the cost of the planned construction under any circumstances. We have waited longer than we should have waited as it is now 17 years since Agoura Hills obtained its sound wall adjacent to Reyes Adobe.

The sound wall is a necessity to mitigate the noise levels there are above the reasonable and healthful decibel level set by Caltrans. The sound wall is cost effective considering the cost of other sound walls.

President of Saratoga Ranch HOA


Andrew L. Leff

Response to Comment 31 from Andrew Leff, Saratoga Hills Resident

Response to Comment 31-1

Comment noted. The sound wall is the recommended mitigation measure for noise impacts and the wall will be constructed as part of the build alternative.

Erin Lenae Faulkner
 5055 Ludgate Drive
 Calabasas, CA 91301
Erinlenae@gmail.com

March 6, 2012

Carlos J. Montez, Chief
 Division of Environmental Planning
 California Department of Environmental Planning
 California Department of Transportation, District 7
 100 South Main Street, MS16A
 Los Angeles, CA 90012-3712

RE: US 101/Lost Hills Road interchange Replacement Project
 Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Dear Mr. Montez:

Comment

32-1

As a long-time resident of Saratoga Ranch, which is adjacent to the proposed project, I am pleased to see that the many issues associated with the Lost Hills Road Bridge will finally be addressed. My main concerns are noise, safety and property values.

Freeway noise has continued to grow, particularly after the 1) commercial buildings were constructed across the Freeway and 2) Caltrans decided to remove trees and cut down brush along Canwood that acted as a noise barrier. Noise studies have shown that many residences in Saratoga experience noise above accepted standards, therefore, the proposed 16 foot high sound wall is an essential part of this project and I would like you to consider phasing that would have this wall completed as early as possible in the project schedule.

Elimination of the north bound on ramp will address my concerns regarding bike and pedestrian safety. The current situation is simply not safe. Saratoga is a one access community. Freeway gridlock or a major accident can isolate us for emergency service. Therefore, special attention must be given during construction to ensure emergency service. And, I will look forward to improved emergency and community access with the added lanes of the new Bridge.

In addition, it should be noted that this project will assist in the increased valuation of my property. Owner's on my street have struggled to sell their properties in the last 12 months due to noise and congestion. Increase in property values benefits everyone in the community including City Hall.

I believe that the health and safety of Saratoga residents will be improved as of result of this project. Therefore, I support Alternative 7, only if all items above are addressed, and respectfully request that Caltrans and the City of Calabasas proceed with the project and work towards a 2015 or earlier completion.

Sincerely,

Response to Comment 32 from Erin Lenae Faulkner, Saratoga Hills Resident

Response to Comment 32-1

Comment noted. The sound wall is the recommended mitigation measure for noise impacts and the wall will be constructed as part of the build alternative.

March 6, 2012

Carlos J. Montez, Chief 
 Division of Environmental Planning
 California Department of Environmental Planning
 California Department of Transportation, District 7
 100 South Main Street, MS16A
 Los Angeles, CA 90012-3712

Dear Mr. Montez;

RE: US 101/Lost Hills Road interchange Replacement Project
 Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Comment

33-1

As a long-time resident of Saratoga Hills, which is adjacent to the proposed project, I am pleased to see that the many issues associated with the Lost Hills Road Bridge will finally be addressed. My main concerns are noise, pedestrian and bike safety and emergency access.

Freeway noise has continued to grow, particularly after the commercial buildings were constructed across the Freeway. Noise studies have shown that many residences in Saratoga experience noise above accepted standards, therefore, the proposed 16 foot high sound wall should be an essential part of this project. I can't tell you how annoying it is to sit in our backyard and have to listen to the sound of freeway traffic competing with our conversations or just interrupting our peace and quiet.

Also, on many hot summer nights where we would like to keep the windows open and not have to use the A/C at night, we are forced to close the windows in order to not be kept awake by the freeway noise.

Elimination of the north bound on ramp will address my concerns regarding bike and pedestrian safety. The current situation is simply not safe.

Saratoga is a one access community. Freeway gridlock or a major accident can isolate us for emergency service. Therefore, special attention must be given during construction to ensure emergency service. And, I will look forward to improved emergency and community access with the added lanes of the new Bridge.

I believe that the health and safety of Saratoga residents will be improved as of result of this project. Therefore, I support Alternative 7 and respectfully request that Caltrans and the City of Calabasas proceed with the project and work towards a 2015 completion.

Sincerely,



Randy and Jodi Cooper
 5301 Ambridge Dr.
 Calabasas, CA 91301

Response to Comment 33 from Randy and Jodi Cooper, Saratoga Hills Resident

Response to Comment 33-1

Comment noted. The sound wall is the recommended mitigation measure for noise impacts and the wall will be constructed as part of the build alternative.

Lisa Danchick
26935 Garret Drive
Calabasas, CA 91301

March 8, 2012

Carlos J. Montez, Chief 
Division of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS16A
Los Angeles, CA 90012-3712

RE: US 101/Lost Hills Road Interchange Replacement Project Initial Study with
Proposed Mitigated Negative Declaration/Environmental Assessment

Comment
34-1

Dear Mr. Montez,

I am of a resident of Saratoga Hills, which is located immediately adjacent to the proposed project. My concerns are focused on the need to have a project that will protect and improve the health and safety of our community. I am willing to support infrastructure improvements to accommodate the general motoring public, but not if it reduces my quality of life in Saratoga Hills.

Given these concerns, I must say that I am supportive of Alternative 7, the proposed project. The essential sound wall will address the noise concerns we have, given the close proximity of many of our residences to the 101 Freeway. Replacing the north bound on-ramp with a cloverleaf on the south side of Lost Hills Road results in significant benefits. Bike and pedestrian traffic will now be able to safely cross the Bridge. The Canwood Street alignment does need to be changed and the only flat play area in Grape Arbor Park will not be impacted.

This project addresses my major concerns. In addition, I understand that modest environmental issues can be mitigated and that the project is fully compliant with all Caltrans standards for the motoring public. In my view, Alternative 7 is a good project that should be recommended and built.

Sincerely,

Lisa Danchick

Response to Comment 34 from Lisa Danchick, Saratoga Hills Resident

Response to Comment 34-1

Comment noted.



COMMENT CARD

CITY OF CALABASAS, LOS ANGELES COUNTY, CALIFORNIA
 AND
 STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
 Lost Hills Road Overcrossing Replacement and Interchange
 Modification Project – PUBLIC HEARING
 February 28, 2012



CITY of CALABASAS

NAME: Joan C. Hurley DATE: 3/9/12
 ADDRESS: 27072 E-sward Dr. PHONE: 818-889-8520
 CITY, STATE, ZIP: Agoura CA
 E-MAIL ADDRESS: joaniehurley@gmail.com

- I wish to speak.
- I would like to have the following statement filed for the record. *an*
- I would like to have the following question answered:

COMMENT:

Comment
35-1

I am a walker and it is both dangerous and highly inconvenient not to have sidewalks on Canwood Street as I leave or return to the neighborhood. One side has a narrow, uneven asphalt unofficial walkway while the other side has no place for pedestrians to walk. Please address in re-design!

Comments must be received no later than March 13, 2012. Comment cards may be mailed to Carlos Montez, Division of Environmental Planning, 100 S. Main Street, Suite 100, MS 16A, Los Angeles, CA 90012-3712

*Thank you
Joan Hurley*

Response to Comment Card 35 from Joan C. Hurley, Saratoga Hills Resident

Response to Comment 35-1

Comment noted. A public sidewalk is proposed on the west side of Lost Hills Road between Agoura Road and Canwood Street. A sidewalk on the south side of Canwood Street is also proposed with a crosswalk at Parkville Road to provide a safe path for pedestrians to get from Lost Hills Road into the residential community to the northwest of the interchange.



COMMENT CARD

CITY OF CALABASAS, LOS ANGELES COUNTY, CALIFORNIA
AND
STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Lost Hills Road Overcrossing Replacement and Interchange
Modification Project – PUBLIC HEARING
February 28, 2012



CITY of CALABASAS

NAME: JOHN HURLEY DATE: 3/9/12
ADDRESS: 27072 EDWARD DR. PHONE: 1818-889-8560
CITY, STATE, ZIP: AGOURA CA 91301
E-MAIL ADDRESS: jkhurley@adelphia.net

- I wish to speak.
- I would like to have the following statement filed for the record.
- I would like to have the following question answered:

or

COMMENT:

Comment

36-1

I would like to see a major connection between Genwood and Lost Hills road. The present narrowing at Genwood of Lost Hills is really unacceptable and dangerous. Also on the south side of the new bridge the southbound exit should be "No Turn on Red" to prevent the present very dangerous "rolling stop" of exiting cars -- extremely dangerous for walkers and bicyclists crossing the bridge.

Comments must be received no later than March 13, 2012. Comment cards may be mailed to Carlos Montez, Division of Environmental Planning, 100 S. Main Street, Suite 100, MS 16A, Los Angeles, CA 90012-3712.

Thank you for your attention to these comments.

Response to Comment 36 from John Hurley, Saratoga Hills Resident

Response to Comment 36-1

Comment noted. As part of the proposed project, the geometry of the intersection would be changed in such a way as to improve the visibility of pedestrians and discourage rolling stops. The City of Calabasas will consider a “no-turn on red” configuration for the southbound off-ramp during the final design of traffic signal phasing/timing and signage.



miguel angel
<pmiguelangel2000@gmail.com>

03/11/2012 09:36 PM

To <Carlos.montez@dot.ca.gov>

cc

bcc

Subject US 101/Lost Hills Road Interchange Replacement Project - Residen

March 10, 2012

Carlos J. Montez, Chief 
Division of Environmental Planning
California Department of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS16A
Los Angeles, CA 90012-3712

Dear Mr. Montez;

RE: US 101/Lost Hills Road Interchange Replacement Project
Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Comment

37-1

This is in response to the request for comments on the proposed US 101/Lost Hills Road Improvement Project. As a resident of Saratoga Hills, which is adjacent to the proposed project, Although I am a new resident of Satatoga Hills, I am able to identify many issues associated with the current two lane bridge and adjacent streets.

During morning and evening peak hours traffic is very intense. Traffic exiting our community in the morning often backs up on to Canwood Street, which additionally creates conflicts with landfill trucks trying to go north bound on the 101 Freeway. Evening north bound traffic on Lost Hills Road often backs up to Agoura Road. Also, the left turning traffic on the north bound on ramp is not looking for the bike and pedestrian traffic trying to cross the bridge. It is a very dangerous situation. The non-traditional boulevard stop at Canwood Street and Lost Hills Road is a dangerous intersection and should be replaced with more traditional traffic installations.

Our community wants to retain Canwood Street as our access and is unanimously opposed to the use of Driver Avenue.

Grape Arbor Park is one of the jewels of the City of Calabasas. This project should not impact the park, and particularly the flat play area in the park adjacent to Canwood Street.

I have reviewed Alternative 7, the proposed project, and was pleased to find that all of the issues that I have identified have been addressed. In addition it appears that the modest environmental issues that have been identified can be mitigated and that Caltrans freeway standards for the motoring public have been fully met. This is a good project. I recommend

Comment
37-1

that Caltrans and the City of Calabasas approve Alternative 7 and proceed towards construction.

Sincerely

Miguel Parodi
27035 Helmond Drive
Calabasas, Ca. 91301

Response to Comment 37 from Miguel Parodi, Saratoga Hills Resident

Response to Comment 37-1

Comment noted.

March 12, 2012

Carlos J. Montez, Chief 
 Division of Environmental Planning
 California Department of Transportation, Division 7
 100 South Main Street, MS16A
 Los Angeles, CA 90012-3712

Dear Mr. Montez;

RE: US-101/Lost Hills Interchange Replacement and Overcrossing Modification Project
 Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

The Community Association of Saratoga Hills (Saratoga) is pleased to have the opportunity to comment on the Proposed Mitigated Negative Declaration/Environmental Assessment (Initial Study). We are 221 residences immediately adjacent to the proposed project and are vitally interested in the environmental impacts and final design. This project will define our quality of life and health and safety for many years in the future.

Comment
38-1

Saratoga has been involved with every stage of the six year planning process which has resulted in the Initial Study, distributed in December of 2011. We believe the document is the result of successful collaborations between Caltrans, the City of Calabasas, and the community. **Therefore, Saratoga has voted to support Alternative 7, the proposed project.**

There are two critical elements of the project that are central to our support. The proposed sound walls along the 101 Freeway and Lost Hills Road adjacent to Grape Arbor Park are essential to ensure our quality of life and health. The second element is the elimination of the north bound on ramp and replacing it with a cloverleaf on ramp on the south side of Lost Hills Road. The following discussion will outline the importance of these two critical elements for our community.

Noise

The Initial Study clearly shows that 21 homes do not meet minimum freeway standards for noise. There are, however, many more homes that are just under the noise guideline threshold. Freeway noise is a major health and quality of life issue for Saratoga. The sound walls along the 101 Freeway and Lost Hills Road are clearly justified and should be constructed. The aesthetics and materials used for the sound wall are a future subject, and Saratoga would very much like to be a part of that discussion. The City of Calabasas is always willing to embrace innovation. Since this will be the gateway to our City, it will be appropriate to examine unique architectural styles and/or building materials that have noise absorption qualities.

Comment
38-2

Relocation of the North Bound On Ramp

Elimination of the north bound ramp results in desired project elements for Canwood Street, Driver Avenue, Grape Arbor Park, and bike and pedestrian safety.

Comment
38-3

Saratoga wants to retain Canwood Street, in the current alignment, as our access. And, we oppose all designs that include the use of the Driver Avenue alignment. Alternative 7 responds to both of these requests. The proposed project includes needed widening of Canwood Street and slopes that are approximately equal to the current street. The non-traditional boulevard stop at Canwood Street and Lost Hills Road will be replaced with a traditional signal. Saratoga supports a sidewalk on the park side of Canwood Street. It is our understanding that the Driver Avenue alignment may never be used because Caltrans standards will not allow a local street across from off ramps, and the proposed north bound off ramp is directly across from the Driver Avenue alignment.

Grape Arbor Park, which was built over 50 year ago, is heavily used by the entire community. It has one flat play area which must be preserved. Retaining Canwood Street in the current alignment and utilizing a retaining wall to accommodate needed street widening will preserve the park and is fully supported by Saratoga.

Bike and pedestrian traffic are exposed to a very dangerous situation trying to walk from our community to the Lost Hills Road Bridge. North bound drivers on the Lost Hills Road Bridge making the left hand turn onto the freeway on ramp do not look for bike or pedestrian traffic, creating many near-misses. Eliminating the existing north bound on ramp and installing signals will solve this problem.

Comment
38-4

Air Quality

Saratoga residents will benefit from air quality improvements as a result of this project. For example, the Initial Study reports that future north bound PM delays will be reduced from 106 to 10 seconds. This means that thousands of vehicles will spend one and half minutes less polluting the air that we breathe.

Comment
38-5

Construction

The Initial Study does address the major concerns that the 18 month project will have on our community. Saratoga has one access. It is essential that our access be maintained at all times, and in particular for emergency vehicles. The construction activity will be very close to our homes. It is important that the provisions in the Initial Study on construction equipment noise, site housekeeping, and hours be put into practice during the construction period. It is our understanding that over 60,000 cubic yards of earth must be exported from the construction site and over 120,000 cubic yards of earth will be excavated and re-compacted within the site. (Note: The Initial Study suggests that there will be about 200 cubic yards of earth exported per day. This cannot be a correct number given the total amount of earth that is going to be exported.) Dust containment will be a major challenge for this project. The provisions outlined in the Initial Study must be maintained to ensure a healthy environment for our community and the motoring public. For example, earth that spills from trucks would become dust by the thousands of cars that drive on Lost Hill Road each day.

Comment
38-6

Environmental Impacts

Saratoga supports the use of a Mitigated Negative Declaration for this project and believes that the evaluations and findings are accurate and supportable. This project should not have significant environmental impacts that cannot be mitigated.

Comment
38-7

Project Funding

The Initial Study says the \$21.5 million project funding will come from County of Los Angeles Measure R funds and the City of Calabasas Bridge and Major Thoroughfare Construction Fee District. City of Calabasas representatives at the February 28, 2012 hearing indicated that Federal funding would be requested for the project. This process should be clarified in the Initial Study.

Comment
38-8

Conclusion

Saratoga has reviewed the proposed project regarding our concerns on freeway noise, park impacts, Canwood Street alignments, Driver Avenue vacation, non-traditional traffic configurations, and bike and pedestrian safety. Also, we understand that the construction process will be difficult for our community during some stages and we will expect Caltrans and the City of Calabasas to meet their commitments to minimize our impacts. We believe that the proposed project outlined in the Initial Study does address our issues and Saratoga is pleased to be able to support this project and the Initial Study.

Sincerely,

s/Norman L. Buehring

Norman L. Buehring, President
Community Association of Saratoga Hills
5221 Edgeware Dr.
Calabasas, CA 91301
normbuehring@msn.com

Response to Comment 38 from the Community Association of Saratoga Hills – Norman Buehring

Response to Comment 38-1

Comment noted.

Response to Comment 38-2

Comment noted. The sound wall is the recommended mitigation measure for noise impacts and the wall will be constructed as part of the build alternative. The Caltrans standard masonry soundwall is a 'hard' barrier and is predominantly reflective in nature. However, the barrier will tend to reflect sound away from, not towards the community. This is supported by the findings of the Noise Study and related summary in the environmental report.

Response to Comment 38-3

Comment noted.

Response to Comment 38-4

Comment noted.

Response to Comment 38-5

Comment noted.

The estimated 60,000 CY of dirt that would need to be exported from the site is correct. The amount of export material removed from the site may vary from day to day, but was assumed to be 200 CY for the purpose of estimating air quality impacts from short-term emissions during construction. It would take approximately 300 working days to export 60,000 CY of material from the site. An 18-month construction schedule provides approximately 370 working days. The phasing of construction activities won't require the export of material each working day and therefore it was assumed that export activities would occur on approximately 80% of working days. 80% of a 370 working day construction period results in the 300 working days and 200 CY of export material per day.

Response to Comment 38-6

Comment noted.

Response to Comment 38-7

The City plans to use Bridge and Thoroughfare (B&T) District, as well as Measure R funds. The City is also applying for Federal funding to offset any differences between project cost and available funds.

Response to Comment 38-8

Comment noted.

Carlos J. Montez, Chief *CM*
 Division of Environmental Planning
 California Department of Transportation, Division 7
 100 South Main Street, MS16A
 Los Angeles, CA 90012-3712

March 12, 2012

Dear Mr. Montez;

RE: US-101/Lost Hills Interchange Replacement and Overcrossing Modification Project
 Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

The Community Association of Saratoga Hills (Saratoga) wishes to thank you for the opportunity to comment on the Proposed Mitigated Negative Declaration/Environmental Assessment (Initial Study).

Comment
39-1

Since our community has been involved with every stage of the six year planning process which has resulted in the Initial Study, distributed in December of 2011, we wish to continue to register our input.

The most important aspects of the project for our community are the sound walls along the 101 Freeway and Lost Hills Road adjacent to Grape Arbor Park and the elimination of the north bound on ramp, replacing it with a cloverleaf on ramp on the south side of Lost Hills Road.

Comment
39-2

Noise

The Initial Study clearly shows that 21 homes do not meet minimum freeway noise standards, and other homes barely meet standards. Freeway noise is a major health and quality of life issue for Saratoga. The sound walls along the 101 Freeway and Lost Hills Road are clearly justified and should be constructed.

Comment
39-3

Relocation of the North Bound On Ramp

Elimination of the north bound ramp results in desired project elements for Canwood Street, Driver Avenue, Grape Arbor Park, and bike and pedestrian safety.

Saratoga wants to retain Canwood Street, in the current alignment, as our access. We oppose all designs that include the use of the Driver Avenue alignment. Alternative 7 responds to both of these requests. Eliminating the existing north bound on ramp and installing signals will ensure greater safety for bike and pedestrian traffic which crosses the 101 Freeway.

Comment
39-4

Grape Arbor Park

We wish to preserve Grape Arbor Park, as it is heavily used by the community.

Comment
39-5

Air Quality

Saratoga Hills residents will benefit from air quality improvements as a result of this project. This project will greatly decrease air pollution in our community, due to traffic spending less time waiting to access the freeway or approach our community.

Saratoga's one access must be maintained at all time during the project construction. It is important that the provisions in the Initial Study on construction equipment noise, site housekeeping, and hours be put into practice during the construction period. Of particular concern is the dust containment issue during the construction period.

Comment
39-6

Environmental Impacts

This project should not have significant environmental impacts that cannot be mitigated.

Comment
39-7

Conclusion

Saratoga has reviewed the proposed project regarding our concerns on freeway noise, park impacts, Canwood Street alignments, Driver Avenue vacation, non-traditional traffic configurations, and bike and pedestrian safety. Since construction process will be difficult for our community at times, we will expect Caltrans and the City of Calabasas to meet their commitments to minimize our impacts. My husband, Mel Lee & I support Alternative 7, the proposed project.

Sincerely,

Priscilla Lee
 Priscilla Lee, Secretary of Community Association of Saratoga Hills
 Community Association of Saratoga Hills
 Ratatatboom@aol.com

Response to Comment 39 from Priscilla Lee - Community Association of Saratoga Hills

Response to Comment 39-1

Comment noted.

Response to Comment 39-2

Comment noted. The sound wall is the recommended mitigation measure for noise impacts and the wall will be constructed as part of the build alternative.

Response to Comment 39-3

Comment noted.

Response to Comment 39-4

Comment noted.

Response to Comment 39-5

Comment noted.

Response to Comment 39-6

Comment noted.

Response to Comment 39-7

Comment noted.



COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON CHAN
Chief Engineer and General Manager

March 13, 2012

Carlos Montez *CM*
Caltrans
Division of Environmental Planning
100 S. Main Street, Suite 100, MS 16A
Los Angeles, CA 90012-3712

Dear Mr. Montez:

**Initial Study with Proposed Mitigated
Negative Declaration/Environmental Assessment for Lost Hills Road/US-101
Lost Hills Road Overcrossing Replacement & Interchange Modification Project**

The County Sanitation Districts of Los Angeles County ("Sanitation Districts") submit the following comments in response to the City of Calabasas' and Caltrans' Mitigated Negative Declaration (MND) for the Lost Hills Road/US-101 Lost Hills Road Overcrossing Replacement & Interchange Modification Project (Interchange Project). The Sanitation Districts operate the Los Angeles County-owned Calabasas Landfill under a Joint Powers Agreement ("JPA") with the County. The proposed Interchange Project potentially impacts the landfill's operations as described in this letter.

Comment

40-1

The Sanitation Districts submitted a letter dated September 29, 2009, in response to the Notice of Preparation for the Interchange Project listing concerns about potential impacts to Lost Hills Road, the only point of entry to the Calabasas for refuse vehicles; impacts on existing and future environmental control systems in the project area including drainage; and impacts to landfill entrance gate and security. The MND did not directly address any of these issues.

The Sanitation Districts have identified three specific areas of concern that were not adequately considered in the initial study or MND during our review:

Comment

40-2

1. **Access.** Lost Hills road provides the only access to the landfill for refuse vehicles. The MND does not describe any potential impacts to this access and it does not address any mitigation measures that will ensure that access to the landfill will not be significantly impacted during construction. The MND also does not correctly account for landfill traffic on this route.

Comment

40-3

2. **Drainage.** The majority of the landfill property currently drains to the Las Virgenes Creek through storm drains that go under US 101. The proposed Interchange Project appears to increase stormwater discharge to the storm drains currently used by the landfill. However, the MND states that the project will have a less than significant impact on the capacity of the existing or

Mr. Carlos Montez

-2-

March 13, 2012

Comment

40-3
cont.

planned stormwater drainage systems,¹ but it does not assess any potential impacts to receiving facilities to substantiate this conclusion.

Comment

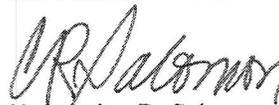
40-4

3. Stability. As illustrated in the BMP Implementation Plan figure, the excavation for the northbound exit ramp appears to impact the landfill's entrance road embankment. The MND's geology and soils discussion focuses on seismic and erosion issues but does not discuss or analyze the stability of the excavation or its potential impacts on the landfill's embankment. Appendix B incorrectly describes the Lost Hills landfill access road as having been already constructed before the landfill's operations started.

Please find enclosed more detailed comments on the above three issues and other minor comments. If you have any questions on these matters please call Theresa Dodge of my staff at (562) 908-4288, extension 2599.

Very truly yours,

Grace Robinson Chan



Christopher R. Salomon
Supervising Engineer
Planning Section

CRS:TDD:rvr

Enclosure

cc: Linda Lee, LA County Department of Public Works
Al Tizani, LA County Chief Executive Office

¹ Appendix A. CEQA Checklist, VIII Hydrology and Water Quality (e).

Enclosure 1

Comments on Lost Hills Road Interchange Modification Project Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

General Comments:

Comment

40-5 | 1. Use only one name for the Sanitation Districts.

2. The following concerns identified in our response to the NOP (letter dated September 29, 2009) but not adequately addressed in the MND include:

Comment

40-6 | a. The proposed project should be designed and its construction should be sequenced to minimize impact on access to the landfill site.

Comment

40-7 | b. The MND should address impacts to existing and future environmental control systems located in and adjacent to the Interchange Project construction area including, but not limited to:

i. Landfill gas monitoring probes.

ii. Concrete terrace drains above and below the landfill haul road.

iii. The primary storm drain system receiving storm flows from the majority of the site, including the associated storm drain sampling location.

Comment

40-8 | c. Project construction may impact the main landfill entrance gate and, therefore, site security.

Comment

40-9 | d. Use of the landfill property is governed by the JPA between the County of Los Angeles and the Sanitation Districts. Any permanent acquisition of the landfill property from the site's owner (the County of Los Angeles) will require modification of the JPA.

Specific Comments:

Comment

40-10 | 1. Figure 1 – Check and correct, if necessary, the location of Morrison Ranch Road along the north ridge of the landfill and add a call-out for “Calabasas Landfill”.

Comment

40-11 | 2. Figure 3 - Existing Average Daily Traffic Volumes and Figure 4 Future (2040). No-Build Average Daily Traffic Volumes do not appear to add up for Lost Hills Road north of US 101 and into the landfill site.

Under 2.2 Human Environment

Comment

40-12 | 3. Page 23, **2.2.1 Land Use, Existing and Future Land Uses**, insert the following text:

“Los Angeles County Calabasas Landfill -

Land to the northeast of the interchange and proposed to be included within the interchange ROW is within unincorporated Los Angeles County and is managed by a Joint Powers Authority, comprised of Los Angeles County and the County Sanitation Districts of Los Angeles County, for the purposes of operating the Calabasas Landfill. The landfill site is part of the Los Angeles County solid waste management plan for waste management and is open for use by the public, businesses and commercial interests located within the watershed designated by Los Angeles County Ordinance No. 91-0003. Landfill operations are expected to continue for many more decades.” Under Build Alternative insert the paragraph:

Comment
40-12
cont.

“The proposed project will affect a portion of the southeastern section of the existing property (APN 2052-012-904) that includes the only access road to the active landfill operation during both construction and operation unless its impacts are mitigated.”

Comment
40-13

4. Page 24, under Avoidance, Minimization, and/or Mitigation Measures insert “design and” into the first sentence after “The following...” and before “construction mitigation measures”.

Also, add mitigation measures that will prevent hindrance or delays in access to the landfill at any time during the construction. Access must be available twenty-four hours per day and seven days a week in order to support the maintenance of environmental control systems such as landfill gas collection and the energy facility. Permanent access is also required during non-public access operating hours for vendors, monitoring staff and emergencies. The mitigation measure(s) need to ensure that there will be no delay or queues forming for access to the site during operating hours at the current or permitted refuse fill rates.

Under **Parks and Recreational Facilities**

Comment
40-14

5. Page 24, in the first paragraph of 2.2.2 Parks and Recreational Facilities delete the sentence “This portion of the property is not part of the active landfill operations and is currently undeveloped.” and insert “This part of the property has been developed as part of the constructed embankment for the Calabasas Landfill entrance road and provides the only entrance for refuse vehicles to this essential County facility.”

Comment
40-15

6. Page 25, in the second full paragraph, insert “and under management by the Calabasas Landfill JPA.” at the end of the sentence: “This may be considered compatible with the Los Angeles County’s General Plan which designates the area as Open Space.”

Comment
40-16

7. Page 30, under **2.2.5 Environmental Justice, Affected Environment**, in the first sentence, last paragraph, delete “property belonging to the Los Angeles County Sanitation District” and replace it with “property owned by Los Angeles County and managed under a JPA with the County Sanitation Districts of Los Angeles County for operation of the Calabasas Landfill”.

Comment
40-17

8. In Figure 13, the Interchange Concept indicates an Access Restriction to Driver Avenue without providing any details for review and comment. The Sanitation Districts utilize the Driver Avenue ROW for access to environmental control systems along the south and southeastern portions of the Calabasas Landfill property. Access must be maintained during and after construction of the proposed project. Figure 13 also refers to Grading and Potential Retaining Walls for the Northbound Off-Ramp without providing any details for review and comment. The property under the proposed northbound off ramp and northbound on ramp is utilized as embankment for the Lost Hills Road Access Road into the Calabasas Landfill. When the landfill access road was constructed, excavation, embankment and stabilization work were required. A thorough evaluation of any potential impacts on the stability and integrity of the access road as a result of the interchange project is needed.

Under **2.3 Physical Environment, 2.3.1 Hydrology and Floodplain, Water Quality and Storm Water Runoff**

Comment
40-18

9. This section does not evaluate the project’s impacts to the capacity of stormwater receiving facilities. These evaluations are required under CEQA and included with the Initial Study as Appendix A of the MND. Specifically, in the CEQA Checklist, under VIII. Hydrology and Water Quality of the Initial Study, paragraph (e) asks if the project will “Create or contribute

Comment

40-18 | runoff water which would exceed the capacity of the existing or planned stormwater
cont. | drainage systems or provide substantial additional sources of polluted runoff?”.

The MND needs to identify existing drainage areas and receiving facilities; characterize the capacity and condition of the existing facilities; delineate the proposed project watersheds; perform hydrological analyses for the proposed project; and assess the potential impacts on the receiving facilities from the project considering the existing and future users of that capacity. A large portion of the Calabasas Landfill property, including the access road and drainage to receiving facilities, is in the proposed project area.

Comment

40-19 | 10. In Figure 14, the FIRM Flood Insurance Rate Map Effective Date September 26, 2008, the area shown as Los Angeles County Unincorporated is not shown correctly.

Under 2.2.7 Traffic and Transportation/Pedestrian and Bicycle Facilities

Comment

40-20 | 11. **Study Area, Lost Hills Road** insert “North of the freeway interchange, Lost Hills Road provides the only access for refuse vehicles to the Calabasas Landfill.” after the second sentence which begins with “This roadway is...”.

Comment

40-21 | 12. The current estimated closure date for the landfill is 2028, well before the future year (2040) traffic scenario evaluated in the MND. However, the Calabasas Landfill will be active for the next few decades and therefore the proposed project needs to accommodate the projected traffic of the landfill. The amount of refuse delivered to the site varies based upon a number of conditions including refuse rates, permitted wasteshed and the economy. The landfill is fully permitted to receive up to 3,500 tons per day, which would be a minimum of 700 one-way trips each day if all the vehicles were assumed to be packer trucks (5 tons per load). Larger transfer vehicles at 20 tons per load and minimum one-ton loads from the public are also handled at the site.

Due to health and safety concerns associated with handling solid waste in a timely manner, mitigation measures should be included in the proposed project to insure that a smooth and continuous flow of traffic into the landfill site is maintained at all times during construction or operation of the proposed Interchange Modification Project. This includes provisions for a minimum of two lanes of traffic at all times on Lost Hills Road and access to Lost Hills Road from both the north and southbound lanes of US-101 at all times.

Comment

40-22 | 13. The Project Area shown in the MND extends north of the landfill entrance road and Driver Avenue into landfill operations areas for drainage, environmental control systems and monitoring. An example is the depiction of the Project Area on Figure 17, Oak Tree Location Map. The MND needs to clearly describe the project activities proposed in these areas and how any potential impacts on landfill operations will be mitigated.

Comment

40-23 | 14. Page 137 delete “Jim Stahl” as Chief Engineer and General Manager of the County Sanitation Districts of Los Angeles County and replace his name with “Grace Robinson Chan”.



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

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STEPHEN R. MAGUIN
Chief Engineer and General Manager

September 29, 2009

Mr. Robert Yalda, PE, TE
Public Works Director/City Engineer
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

Dear Mr. Yalda:

Potential Impacts of the Lost Hills Interchange Improvement Project on the Calabasas Landfill

Thank you for your Notice of Initiation of Studies, dated August 25, 2009 that asks interested parties to advise the city of any facilities or development plans that may be affected by this project. The County Sanitation Districts of Los Angeles County (Sanitation Districts) appreciate the opportunity to comment on pending studies for this project, which will impact the adjacent Calabasas Landfill (CALF), located at 5300 Lost Hills Road in Agoura.

CALF is owned by the County of Los Angeles and operated by the Sanitation Districts pursuant to a Joint Powers Agreement (JPA). The conditional use permit (CUP) for the CALF authorizes the disposal of a maximum of 3,500 tons per day. The remaining site life is currently estimated at 27 years at an average tonnage rate of 900 tons per day on a six-day operating week. The northern part of the project footprint overlaps the southern portion of the landfill's permitted facility boundary. The Sanitation Districts have the following concerns:

1. Extensive long-term work at Lost Hills Road, which is the landfill's only point of entry, will impact vehicle traffic circulation and access. About 300 vehicles (refuse, contractor and employee vehicles) typically enter and leave the site every day. The project should be designed and the construction sequenced to minimize impact to the landfill operations.
2. The project may impact existing and future environmental monitoring and control systems, including:
 - Landfill gas boundary probes in the vicinity of the project
 - Concrete terrace drains along Lost Hills Road between the landfill gate and the scales that could adversely affect the landfill's ability to comply with waste discharge permits issued by the RWQCB
 - A proposed site for a desilting basin that will be needed to effectively manage storm water runoff from the eastern portion of the landfill
 - The primary storm drain used by the site to move storm flows under the freeway and the associated storm drain sampling location

3. Site security could be impacted by construction activity because the main entrance gate is located on Lost Hills Road in the project area.
4. The use of landfill property is governed by a the JPA between the County of Los Angeles and the Sanitation Districts. Any permanent acquisition of landfill property from the site owner (County of Los Angeles) will require modification of the JPA.

It is difficult to fully assess the potential impacts on the landfill without a better understanding of the project scope. However, it is clear that the proposed project will have potentially significant operational and financial impacts on the landfill. Therefore, the proposed project should be designed and the construction sequenced to minimize impact to the landfill operations.

The Sanitation Districts looks forward to working with the city of Calabasas and California Department of Transportation throughout the planning, design and construction process to identify operational impacts and find mutually acceptable solutions as a part of the proposed project. If you have any questions about this letter, please contact Mark Giljum at (562) 908-4288, extension 2456.

Very truly yours,
Stephen R. Maguin


Christopher R. Salomon
Supervising Civil Engineer
Planning Section

CRS:MJG:mh

Response to Comment 40 from County of Los Angeles Sanitation Districts

Response to Comment 40-1

The letter from the Sanitation Districts dated 9/29/09 contained 4 specific comments:

1. Impact to Access

The need for 24/7 access to the landfill is understood by the Lead Agency. The construction staging concept for the Build Alternative maintains at least one northbound lane and one southbound lane on Lost Hills Road at all times. The construction staging concept also provides freeway ramp access to/from both the north and the south at all times with the possible exception of overnight closures to complete sections of pavement. During any such short-term temporary ramp closures, detours will be designated that will direct drivers to/from the landfill.

This text has been added to Section 1.6.2 under the description of the Build Alternative.

2. Impact to Environmental Monitoring and Control Systems

If existing landfill gas boundary probes are within the disturbed soil area, they will need to be relocated. As the US-101/Lost Hills Road Interchange project advances to the next phase of project development, the City will coordinate with the Sanitation Districts and the impacts to specific probes will be determined. The City will work with the Sanitation Districts to find appropriate relocation sites for the gas probes. No project improvements are proposed to the northwest of Lost Hills Road on landfill property. Any probes that are located northwest of Lost Hills Road will NOT be impacted by the project.

Due to the proposed earthwork cut of the southerly slope above Lost Hills Road, a portion of the previously graded and terraced slope will be reduced in height. Terrace and downdrains that convey drainage from the slope will be modified as needed to appropriately convey drainage to the storm drain systems adjacent to Lost Hills Road.

As the US-101/Lost Hills Road Interchange project advances to the next phase of project development, the City will coordinate with the Sanitation Districts and the relationship between the project and the desilting basin will be determined. The City will work with the Sanitation Districts to coordinate the project and the Sanitation Districts' proposed facility. No project improvements are proposed to the northwest of Lost Hills Road on landfill property. If the desilting basin is proposed to be located northwest of Lost Hills Road, it will NOT be impacted by the project.

Landfill drainage systems were analyzed during the design of the interchange. Appropriate facilities have been designed to accommodate drainage from the landfill. No improvements are proposed to the northwest of Lost Hills Road on landfill property and therefore there are no impacts to the facilities in those areas. The project storm drain systems are designed to convey the same or greater capacity than existing systems.

This text has been added to sections 2.3.1 Hydrology and Floodplain (where landfill property is discussed), as appropriate.

3. Impact to Security

Project construction is not expected to impact the main landfill gate. The northern project limit along Lost Hills Road is more than 100 feet south of the main gate.

4. Modification of JPA

Reference to governance of the landfill property and requirement for modification of the JPA has been added to section 2.2.2 Parks and Recreational Facilities (where landfill property is discussed).

Response to Comment 40-2

Access: The need for 24/7 access to the landfill is understood by the Lead Agency. The construction staging concept for the Build Alternative maintains at least one northbound lane and one southbound lane on Lost Hills Road north of the interchange at all times. The construction staging concept also provides freeway ramp access to/from both the north and the south at all times with the possible exception of overnight closures to complete sections of pavement. During any such short-term temporary ramp closures, detours will be designated that will direct drivers to/from the landfill.

This text has been added to Section 1.6.2 under the description of the Build Alternative.

Response to Comment 40-3

Drainage: The design reduces stormwater discharge to the drainage systems that also convey stormwater from the landfill. This is accomplished through a combination of detention and increasing times of concentration. The storm drain systems are designed to convey the same or greater capacity than existing systems.

This text has been added to Section 2.3.1 Hydrology and Floodplain, under the Affected Environment.

Response to Comment 40-4

Stability: Geotechnical investigations of the site are to be performed prior to final design. The Geotechnical Design Report will address recommendations for cut and fill operations to ensure stability of existing facilities. Due to the significance of the proposed cut into the slope above the freeway and Lost Hills Road, the geotechnical report will include the findings and recommendations of a slope stability analysis.

This text has been added to Section 2.3.3 Geology/Soils/Seismic/Topography under the Affected Environment.

Response to Comment 40-5

The first reference to the Sanitation Districts has been changed to “the County Sanitation Districts of Los Angeles County (Sanitation Districts).” All later references have been changed to “the Sanitation Districts.”

Response to Comment 40-6

The project has been designed and the construction staging/traffic handling concept has been developed to minimize impact on access to the landfill site.

This text has been added to Section 2.2.7 Traffic and Transportation/Pedestrian and Bicycle Facilities under Environmental Consequences.

Response to Comment 40-7

If existing landfill gas boundary probes are within the disturbed soil area, they will need to be relocated. As the US-101/Lost Hills Road Interchange project advances to the next phase of project development, the City will coordinate with the Sanitation Districts and the impacts to specific probes will be determined. The City will work with the Sanitation Districts to find appropriate relocation sites for the gas probes. No project improvements are proposed to the northwest of Lost Hills Road on landfill property. Any probes are located northwest of Lost Hills Road will NOT be impacted by the project.

Due to the proposed earthwork cut of the southerly slope above Lost Hills Road, a portion of the previously graded and terraced slope will be reduced in height. Terrace and downdrains that convey drainage from the slope will be modified as needed to appropriately convey drainage to the storm drain systems adjacent to Lost Hills Road.

Landfill drainage systems were analyzed during the design of the interchange. Appropriate facilities have been designed to accommodate drainage from the landfill. No improvements are proposed to the northwest of Lost Hills Road on landfill property and therefore there are no impacts to the facilities in those areas. The project storm drain systems are designed to convey the same or greater capacity than existing systems.

This text has been added to sections 2.2.6 Utilities/Emergency Services, 2.3.1 Hydrology and Floodplain and 2.2.2 Parks and Recreational Facilities, as appropriate.

Response to Comment 40-8

Project construction is not expected to impact the main landfill gate. The northern project limit along Lost Hills Road is more than 100 feet south of the main gate.

Response to Comment 40-9

Reference to governance of the landfill property and requirement for modification of the JPA has been added to section 2.2.2 Parks and Recreational Facilities.

Response to Comment 40-10

The graphic has been updated to reflect the comment.

Response to Comment 40-11

The traffic volumes may vary from intersection to intersection since they were analyzed using the highest traffic volumes (worse-case) for one hour during the a.m. and p.m. peak hours, which were taken from 7:00 a.m. to 9:00 a.m. and from 4:00 a.m. to 6:00 p.m. Hence, the highest traffic volumes at one intersection may occur between 7:30 a.m. and 8:30 a.m. and the other between 7:15 a.m. to 8:15 a.m., and so forth. The same situation may occur during p.m. peak hour as well. Therefore, calculating traffic volumes leaving an intersection and entering another may not be equal. Also, if this discrepancy occurs under existing conditions, it will occur in the future conditions as well, since an annual growth rate was used to calculate the future traffic volumes from existing.

Response to Comment 40-12

The paragraph provided titled “Los Angeles County Calabasas Landfill” has been added as requested. The paragraph provided titled “Build Alternative” has been added as revised:

“Construction of the proposed project will be staged to minimize impact on access to the landfill site and to maintain access to the landfill gate on Lost Hills Road at all times.”

Response to Comment 40-13

The language provided has been added at the recommended location.

The need for 24/7 access to the landfill is understood by the Lead Agency. The construction staging concept for the Build Alternative maintains at least one northbound lane and one southbound lane on Lost Hills Road at all times. The construction staging concept also provides freeway ramp access to/from both the north and the south at all times with the possible exception of overnight closures to complete sections of pavement. During any such short-term temporary ramp closures, detours will be designated that will direct drivers to/from the landfill.

This text has been added to Section 1.6.2 under the description of the build alternative.

Response to Comment 40-14

The deletion has been made and the paragraph provided has been added to section 2.2.2.

Response to Comment 40-15

The phrase provided has been added at the recommended location.

Response to Comment 40-16

The deletion has been made and the phrase provided has been added to section 2.2.5.

Response to Comment 40-17

Access control on the opposite side of Lost Hills Road from ramp terminals is to preclude the construction of future driveways or local roads within the ramp intersection. This access control

would limit the volume of traffic and the number of phases at the intersection of the ramp and local facility, thereby optimizing capacity and operation of the ramp. Caltrans has the option of installing a fence or locked gates at access control locations, or may decide a physical barrier is not needed at all. The Lead Agency understands that the Driver Avenue right of way is utilized by the Sanitation Districts vehicles for environmental monitoring as well as secondary access for emergency vehicles. During final design it will be determined if a barrier is needed at this location. If locked gates are to be installed then keys would be provided to the Sanitation Districts and local emergency personnel. Additionally, the Sanitation District's access to landfill property from Parkville Road would be unchanged.

This text has been added to Section 2.2.7 Traffic and Transportation/Pedestrian and Bicycle Facilities under Environmental Consequences.

See also response to comment 40-4.

Response to Comment 40-18

See also response to comment 40-3.

Response to Comment 40-19

The annotations on the FIRM Maps are as created by FEMA and are not under our control. As such the graphic cannot be modified as noted.

Response to Comment 40-20

The sentence provided has been added at the recommended location.

Response to Comment 40-21

The following text has been added to the Environmental Consequences – Construction section:

Due to health and safety concerns associated with handling solid waste in a timely manner, the construction staging concept for the Build Alternative maintains at least one northbound lane and one southbound lane on Lost Hills Road north of the interchange at all times. The construction staging concept also provides freeway ramp access to/from both the north and the south at all times with the possible exception of overnight closures to complete sections of pavement. During any such short-term temporary ramp closures, detours will be designated that will direct drivers to/from the landfill.

Response to Comment 40-22

The Project Area depicted on Figure 17 and throughout the document includes areas that are both directly and indirectly impact by the project. The extent of the direct impact of the project is illustrated on Figure 13. Changes to Lost Hills Road terminate more than 100 feet south of the landfill entrance. There will be no permanent impact to the Driver Road alignment, although there is the potential for this property to be used as a staging area during construction. There are no direct impacts to any property north of the Driver Road alignment.

Response to Comment 40-23

Jim Stahl has been deleted and Grace Robinson Chan has been inserted in the Distribution List.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

E-MAILED: MARCH 13, 2012

March 13, 2012

Mr. Carlos Montez, Project Manager, Carlos.Montez@dot.ca.gov
California Department of Transportation,
District 7
100 South Main Street
Los Angeles, CA 92346

**Draft Mitigated Negative Declaration/Environmental Assessment (Draft MND/EA) for
the Proposed Lost Hills/US-101 Lost Hills Road Overcrossing Replacement &
Interchange Modification Project**

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final CEQA document.

In the project description, the lead agency proposes to widen and replace the existing Lost Hills Road Overcrossing and modification to the Interchange including the bridge and on- and off-ramps located at the U.S. Highway 101 (US-101)/Lost Hills Road Interchange. During project construction, the lead agency estimates that approximately 33 acres of land will be disturbed with no more than 7 acres disturbed on any one day. In addition, soil export of approximately 200 cubic yards per day is expected. The proposed project is estimated to be completed within 18 months with completion estimated beyond 2012.

Comment

41-1 | In the Draft MND, the lead agency has analyzed air quality impacts including daily project operational PM_{2.5} and PM₁₀ impacts and localized CO impacts for 1-hour and 8-hour standards. The lead agency also estimated regional and greenhouse gas (GHG) air quality impacts using the Sacramento Metropolitan Air Quality Management District (SMAQMD) Road Construction Emissions Model. Based on the proposed construction activities, the AQMD staff also recommends that the lead agency evaluate localized construction air quality impacts since it is noted under Existing Setting on page 77 and in Figure 15 of the Draft MND, that several residences are located just north of the proposed project. Therefore, AQMD staff requests that the lead agency evaluate localized air quality impacts¹ to ensure that any nearby sensitive receptors located within one-quarter mile of the project site are not adversely affected by the construction activities that are occurring in close proximity.

¹ Localized Significance Thresholds guidance can be found at: <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

Mr. Carlos Montez,
Project Manager

2

March 13, 2012

Comment
41-1
cont.

In the event that the lead agency's revised CEQA document demonstrates significant adverse air quality impacts the AQMD staff recommends that the lead agency require mitigation that could minimize or eliminate significant air quality impacts pursuant to CEQA Guidelines §15370 in addition to the measures described starting on page 85 of the Draft MND.² Additional comments are included in the attachment.

Please provide the AQMD with written responses to all comments contained herein prior to the adoption of the Final MND. The AQMD staff is available to work with the lead agency to address these issues and any other air quality questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

Sincerely,



Ian MacMillan
Program Supervisor, Inter-Governmental Review
Planning, Rule Development & Area Sources

IM:GM
Attachment

LAC120120-06
Control Number

²⁴ Mitigation measure suggestions can be found at http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html

Construction Air Quality Analysis

Comment
41-2

1. In the project description, the lead agency mentions export of 200 cubic yards of soil per day but it is not clear where these emissions are accounted for in Table 23 – Short Term Emissions on page 83 or in Appendix A of the Air Quality Report in the Road Construction Emissions Model output sheet. These emission impacts from soil impacts should be accounted for and shown in the Final MND/EA in the narration, a footnote to Table 23 or in the Appendix.

Construction Mitigation Measures

2. In the Draft MND/EA, the lead agency has determined that project construction impacts exceed the SCAQMD recommended significance threshold for NO_x, the AQMD staff recommends the following changes and additional mitigation measures during the projected 18-month construction period in addition to the measures proposed starting on page 85 to further reduce NO_x and any localized impacts, if applicable and feasible.

Recommended Changes:

AQ-6: Develop a dust control plan documenting sprinkling, temporary paving, speed limits (recommend traffic speeds on all unpaved roads to be reduced to 15 mph or less), and expedited revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.

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 feasible. Prohibit all vehicles from idling in excess of five minutes, both on- and off-site;

Comment
41-3

Recommended Additions:

- Require the use of 2010 and newer diesel haul truck (e.g., material delivery trucks and soil import/export). If the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained, the lead agency shall use trucks that meet EPA 2007 model year NO_x and PM₁₀ emission requirements.
- During project construction, all internal combustion engines/construction equipment operating on the project site shall meet EP-Certified Tier 2 emissions standards, or higher according to the following:
 - ✓ Project start to December 31, 2014: All off road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a

Comment
41-3
cont.

- Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- ✓ A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
 - ✓ Encourage construction contractors to apply for AQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for AQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website:
<http://www.aqmd.gov/tao/Implementation/SOONProgram.htm>
 - ✓ Reroute construction haul trucks away from congested streets or sensitive receptors areas.
 - ✓ Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
 - ✓ Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
 - ✓ Reroute construction trucks away from congested streets or sensitive receptor areas.
 - ✓ Limit construction activities such that AQMD thresholds will not be violated, consistent with the lead agency's determination of less than significant impacts.

For additional measures to reduce off-road construction equipment, refer to the mitigation measure tables located at the following website:
www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html .

Response to Comment 41 from the South Coast Air Quality Management District

Response to Comment 41-1

Comment noted.

Under the guidance of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), the Draft Environmental Document evaluates environmental impacts for the specific populations which are included in the Community Impacts section of the Draft Environmental Document. There is no potential for environmental justice impacts given the absence of minority and low-income populations within the affected community. The nearest sensitive receptors are in the Saratoga residential area to the northwest of the proposed project and the Build Alternative has the beneficial effect by relocating the US-101 northbound on-/off-ramps further from the sensitive receptors.

The following analyses were conducted for the proposed project:

- CO hot-spot analysis
- PM10 and PM2.5 hot-spot analysis
- Mobile Source Air Toxics (MSAT) emissions analysis

The Environmental document and associated technical studies have identified no adverse effects on Air Quality or Traffic and Circulation. Temporary air quality impacts from construction equipment will be mitigated by adhering to the SCAQMD's rules and regulations and Caltrans Standard Construction Specifications for equipment emissions and fugitive dust. According to the Air Quality Assessment prepared for this project, it was determined that the Build Alternative will reduce delay times at intersections, thus reducing pollutant concentrations overall. The Air Quality thresholds were considered with respect to their context and intensity with respect to NEPA. It has been determined that the project as a whole would not have a significant effect on the human environment.

Response to Comment 41-2

The SMAQMD Road Construction Model already incorporates the 200 cubic yards exported, so there is no need for extra calculations.

Response to Comment 41-3

The mitigation measures provided in the Draft Environmental document are sufficient to mitigate any potential impacts. No additional mitigation measures are necessary.

Carlos
Montez/D07/Caltrans/CAGov
03/13/2012 10:23 AM

To Natalie Hill/D07/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: US 101/Lost Hills Road interchange Replacement Project

Carlos Montez
Branch Chief
Environmental Planning

----- Forwarded by Carlos Montez/D07/Caltrans/CAGov on 03/13/2012 10:22 AM -----



"Salvaggio, Thomas"
<thomas.salvaggio@bankofamerica.com>
03/13/2012 09:56 AM

To "Carlos.Montez@dot.ca.gov" <Carlos.Montez@dot.ca.gov>
cc
Subject US 101/Lost Hills Road interchange Replacement Project

March 2, 2012

Carlos J. Montez, Chief 
Division of Environmental Planning
California Department of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS16A
Los Angeles, CA 90012-3712

Dear Mr. Montez;

RE: US 101/Lost Hills Road interchange Replacement Project
Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Comment

42-1

As a long-time resident of Saratoga Hills, which is adjacent to the proposed project, I am pleased to see that the many issues associated with the Lost Hills Road Bridge will finally be addressed. My main concerns are noise, pedestrian and bike safety and emergency access.

Freeway noise has continued to grow, particularly after the commercial buildings were constructed across the Freeway. Noise studies have shown that many residences in Saratoga experience noise above accepted standards, therefore, the proposed 16 foot high sound wall should be an essential part of this project.

Elimination of the north bound on ramp will address my concerns regarding bike and pedestrian safety. The current situation is simply not safe.

Saratoga is a one access community. Freeway gridlock or a major accident can isolate us for emergency

service. Therefore, special attention must be given during construction to ensure emergency service. And, I will look forward to improved emergency and community access with the added lanes of the new Bridge.

I believe that the health and safety of Saratoga residents will be improved as of result of this project. Therefore, I support Alternative 7 and respectfully request that Caltrans and the City of Calabasas proceed with the project and work towards a 2015 completion.

Sincerely,

Thomas Salvaggio

MTG Servicing Unit Manager - Securing Authorization Call Center
BAC FIELD SERVICES CORPORATION
Ph: 818.223.5504
30870 Russell Ranch Road
Westlake Village, CA 91362
thomas.salvaggio@bankofamerica.com

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Response to Comment 42 from Thomas Salvaggio, Saratoga Hills Resident

Response to Comment 42-1

Comment noted.

**Appendix H. Project Level Conformity Determination Letter from
FHWA**



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

October 2, 2012

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

In Reply Refer To:
HDA-CA
EA 07-24230

Mr. Michael Miles, District Director
California Department of Transportation
District 7
100 South Main Street, Suite 100
Los Angeles, CA 90012-3606

Attention: Andrew Yoon, Senior Transportation Engineer

Dear Mr. Yoon:

SUBJECT: Project-Level Conformity Determination for the US-101 Lost Hills Overcrossing Replacement & Interchange Modification Project

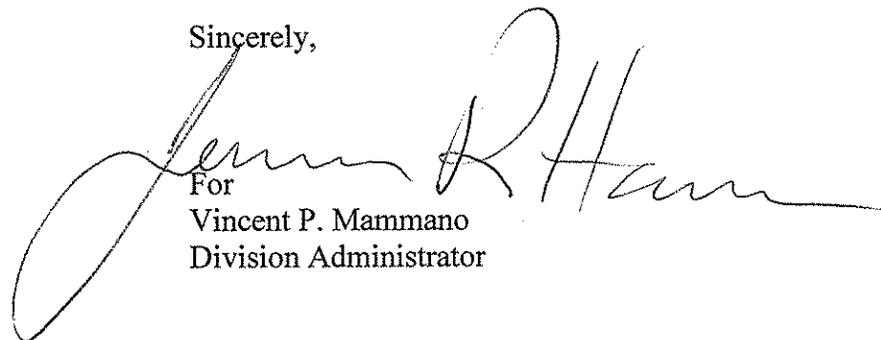
On September 14, 2012 the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a request for the project-level conformity determination for the US-101 Lost Hills Overcrossing Replacement & Interchange Modification Project in the City of Calabasas, Los Angeles County pursuant to 23 U.S.C. 327(a)(2)(B)(ii)(1). The project is in an area that is designated nonattainment for 8-hour ozone (O₃), coarse particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}) and maintenance for carbon monoxide (CO) and nitrogen dioxide (NO₂).

The project-level conformity analysis submitted by Caltrans indicates that the project-level transportation conformity requirements of 40 C.F.R. Part 93 have been met. The project is included in the Southern California Association of Government's (SCAG) currently conforming *2012 Regional Transportation Plan (RTP)*, and the *2011 Federal Transportation Improvement Program (FTIP)*. The latest conformity determination for the 2012 RTP and for the 2011 FTIP through Amendment #11-24 was approved by FHWA and the Federal Transit Administration (FTA) on June 4, 2012. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

As required by 40 C.F.R. 93.116 and 93.123, the localized CO and PM analyses are included in the documentation. The CO hotspot analysis was performed with the Caltrans' *Transportation Project-Level Carbon Monoxide Protocol*. The analyses demonstrate that the project will not create any new violation of the standards or increase the severity or number of existing violations. Based on the information provided, FHWA finds that the project-level conformity determination for the US-101 Lost Hills Overcrossing Replacement & Interchange Modification Project in the City of Calabasas, Los Angeles County conforms to the State Implementation Plan (SIP) in accordance with 40 C.F.R. Part 93.

If you have any questions pertaining to this conformity finding, please contact Stew Sonnenberg, FHWA Air Quality Specialist, at (916) 498-5889 or by email at Stew.Sonnenberg@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Vincent P. Mammano". The signature is fluid and cursive, with a large loop at the beginning and a long horizontal stroke at the end.

For
Vincent P. Mammano
Division Administrator

cc: (email)
A. Yoon, CT D-7
M. Brady, CT HQ
J. Hannon, FHWA

SSonnenberg/km