DRAFT INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

DON WALLACE MULTI-USE TRAIL CONNECTOR PROJECT

LEAD AGENCY

COUNTY OF LOS ANGELES
Department of Parks and Recreation
510 South Vermont Avenue
Los Angeles, CA 90020

January 2014

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1.0 INTRODUCTION

Following preliminary review of the proposed trail connector Project, the County of Los Angeles (the County) has determined that the Don Wallace Multi-Use Trail Connector is a "project" subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study has been prepared to address potential impacts associated with the County of Los Angeles Don Wallace Multi-Use Trail Connector Project (proposed trail connector Project), as described below. This Initial Study addresses the direct, indirect, and cumulative environmental effects associated with implementation of the proposed trail connector Project.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with CEQA (Public Resources Code, Section 21000 - 21178.1), this Initial Study has been prepared to analyze the proposed trail connector Project in order to identify any potential significant impacts upon the environment that would result from implementation of the proposed trail connector Project. The purpose of this Initial Study is to inform the County and City decision-makers, affected agencies, and the public of potential environmental impacts associated with implementation of the proposed trail connector Project.

Following completion of the Initial Study, the County of Los Angeles will make a formal determination as to whether the proposed trail connector Project may have significant environmental impacts that cannot be mitigated or less than significant effects. A determination that a project may have less than significant effects on the environment would result in the preparation of a Negative Declaration or Mitigated Negative Declaration. A determination that a project may have significant impacts that cannot be mitigated to less than significant levels, would require the preparation of an Environmental Impact Report (EIR) to further evaluate issues identified in this Initial Study.

1.2 PURPOSE

The purpose of an Initial Study is to: (1) identify environmental impacts; (2) provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or Negative Declaration; (3) enable an applicant or Lead Agency to modify the proposed trail connector Project, mitigating adverse impacts before an EIR is prepared; (4) facilitate environmental assessment early in the design of the proposed trail connector Project; (5) provide documentation of the factual basis for the finding in a Negative Declaration that a project would not have a significant environmental effect; (6) eliminate needless EIRs; (7) determine whether a previously-prepared EIR could be used for the proposed trail connector Project; and (8) assist in the preparation of an EIR, if required, by focusing the EIR on the effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant.

Section 15063 of the State CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include: (1) a description of the proposed trail connector Project, including the location of the proposed trail connector Project; (2) an identification of the environmental setting; (3) an identification of environmental effects by use of a checklist, matrix or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries; (4) a discussion of ways to mitigate significant effects identified, if any; (5) an examination of whether the proposed trail connector Project is compatible with existing zoning, plans, and other applicable land use controls; and (6) the name of the person or persons who prepared or participated in the preparation of the Initial Study.

1.3 CONSULTATION

As soon as the Lead Agency determines that an Initial Study is required for the proposed trail connector Project, the Lead Agency begins informal consultations with all Responsible Agencies and Trustee Agencies that administer resources affected by the proposed trail connector Project. Consultations are conducted to obtain recommendations from those Responsible Agencies prior to initiation of the permit acquisition process. Any recommendations from these agencies are considered in the formulation of preliminary findings.

1.4 INCORPORATION BY REFERENCE

Pertinent documents relating to this Initial Study have been cited and incorporated, in accordance with Sections 15148 and 15150 of the State CEQA Guidelines, to eliminate the need for inclusion of voluminous engineering and technical reports within the CEQA document. Of particular relevance are those previous EIRs that present information regarding descriptions of environmental settings, future development-related growth and cumulative impacts. This Initial Study has incorporated by reference the following documents, which are available for review at the following locations:

City of Calabasas General Plan

The City of Calabasas General Plan serves as the major tool for directing growth within the City and presents a comprehensive plan to accommodate the City's growth. The *General Plan* analysis includes existing conditions for the City, including physical, social, cultural, and environmental resources and opportunities. The *General Plan* looks at trends, issues, and concerns that affect the region, includes City goals and objectives, and provides policies to guide development. The City of Calabasas *General Plan* was used to identify existing environmental conditions within the proposed trail connector Project area.

Location: City of Calabasas, Community Development Department, 100 Civic Center Way, Calabasas, CA 91302

City of Calabasas Trails Master Plan

The Calabasas Trails Master Plan provides a blueprint for the development of community trails over the next ten years. The purpose of the plan is to provide a continuous pedestrian, equestrian, and bicycle trail system that will incorporate trail connections to open spaces, public facilities, and nearby regional parks. The City of Calabasas Trails Master Plan was used to understand the vision the City has for the Las Virgenes Creek and the overall trail network.

Location: City of Calabasas, Community Development Department, 100 Civic Center Way, Calabasas, CA 91302

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION & SETTING

The proposed trail connector Project is located in Los Angeles County, approximately 25 miles from downtown Los Angeles, (see Exhibit 1, *Regional Vicinity Map)*. Neighboring cities include Calabasas, Los Angeles, Agoura Hills, and Hidden Hills. A portion of the Calabasas City's northern boundary borders the Ventura County line.

The proposed trail connector Project site is located approximately ¼ mile west of Las Virgenes Road, just north of Agoura Road, and immediately south and north of the Ventura Freeway (US 101) (see Exhibit 2, *Project Location).* Approximately one half of the site is in the unincorporated area of Los Angeles County and the other half is in the City of Calabasas. . The proposed trail connector Project site is located within 1,500 linear feet of the Las Virgenes Creek, beginning at Agoura Road proceeding north under the US 101, traversing the concrete channel on the west side, and into the natural/informal trails within the Santa Monica Mountains Conservancy (SMMC) property. Portions of the proposed trail connector Project footprint are located within the Caltrans right-of-way (ROW) (approximately 30 feet south of the culvert and approximately 900 feet north of the culvert),(see Exhibit 3, *Project Footprint)*.

2.2 BACKGROUND AND HISTORY

The proposed trail connector Project is identified in the City of Calabasas Trails Master Plan (Las Virgenes Creek Trail) and the City of Calabasas Creeks Master Plan. The Trails Master Plan proposes a trail crossing under the 101 freeway at Las Virgenes Creek. According to the Trails Master Plan, this crossing would be the most viable crossing of the US 101 for trail users, and would allow pedestrians, equestrians and bicyclists to avoid the on and off ramps at the Las Virgenes Interchange. Although there are existing freeway overpasses that potentially connect on Las Virgenes Road to the east and other overhead roads to the west, they are narrow and were not designed for equestrian use. These options present safety issues and require securing complex land use rights starting from the existing creek through developed shopping

center parcels and high volume thoroughfares. Currently, no trail connection exists in the vicinity of the proposed trail connector Project to allow trail use between the SMMC property on the north side of the US 101 and the trail network within the City of Calabasas. However, trail users cross through the US 101 underpass informally.

The channel is heavily vegetated upstream (north) of the triple box culvert that passes under the US 101. Floodwalls have been constructed along both sides of the channel to direct floodflows under the US 101, thus, protecting the US 101 and adjacent properties during large storm events. The existing conditions of the proposed trail connector Project area can be seen in Exhibit 4, *Site Photo Index,* and Exhibits 5, 6, and 7, *Site Photos A, B,* and *C*. These photos show water flow and vegetation within the creek. Sediment and debris have accumulated along the drainage course. In some areas the debris is 2 to 4 feet deep. Dense vegetation has grown in the open channel reaches upstream of the culverts. The channel is perennial with clear water in the low flow of the channel.

In December 2007, the City of Calabasas completed a project called the Las Virgenes Creek Restoration Project. The project included the restoration of an approximately 440 foot long portion of the Las Virgenes Creek just downstream (south) of the US 101 culverts. The Las Virgenes Creek Restoration Project included the removal of the existing concrete channel and restoration of a native creekside habitat, enhancement of the biological environment, and planting native vegetation.

The proposed Don Wallace Trail is envisioned to connect the restored portion of the creek to the northern portions of the Las Virgenes Creek. Additionally, the Don Wallace Trail is envisioned to provide vital connections to a larger network of existing and future regional trails, ultimately providing continuous trails from the Pacific Ocean in Malibu to the interior areas of Los Angeles County and the Santa Monica Mountains (see Exhibit 8, *Mountains to Ocean Proximity* and Exhibit 9, *Area Trails Map).*

Prior to the construction of the Proposed Trail Connector, approval/permits would be required from the U.S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), Caltrans, Los Angeles County Department of Public Works/Flood Control District (LACDPW), and the City of Calabasas.

2.3 PROJECT CHARACTERISTICS

During development of the objectives, environmental issues and design criteria were taken into consideration.

Objectives:

- Provide connectivity for trail systems on both sides of US 101, at the Las Virgenes Creek crossing;

- Minimize impacts to the environmental resources, including, but not limited to, the water, air, and biological resources;
- Minimize hydraulic and sedimentation impacts to the existing flood control project;
- Minimize disruption to the existing native vegetation.

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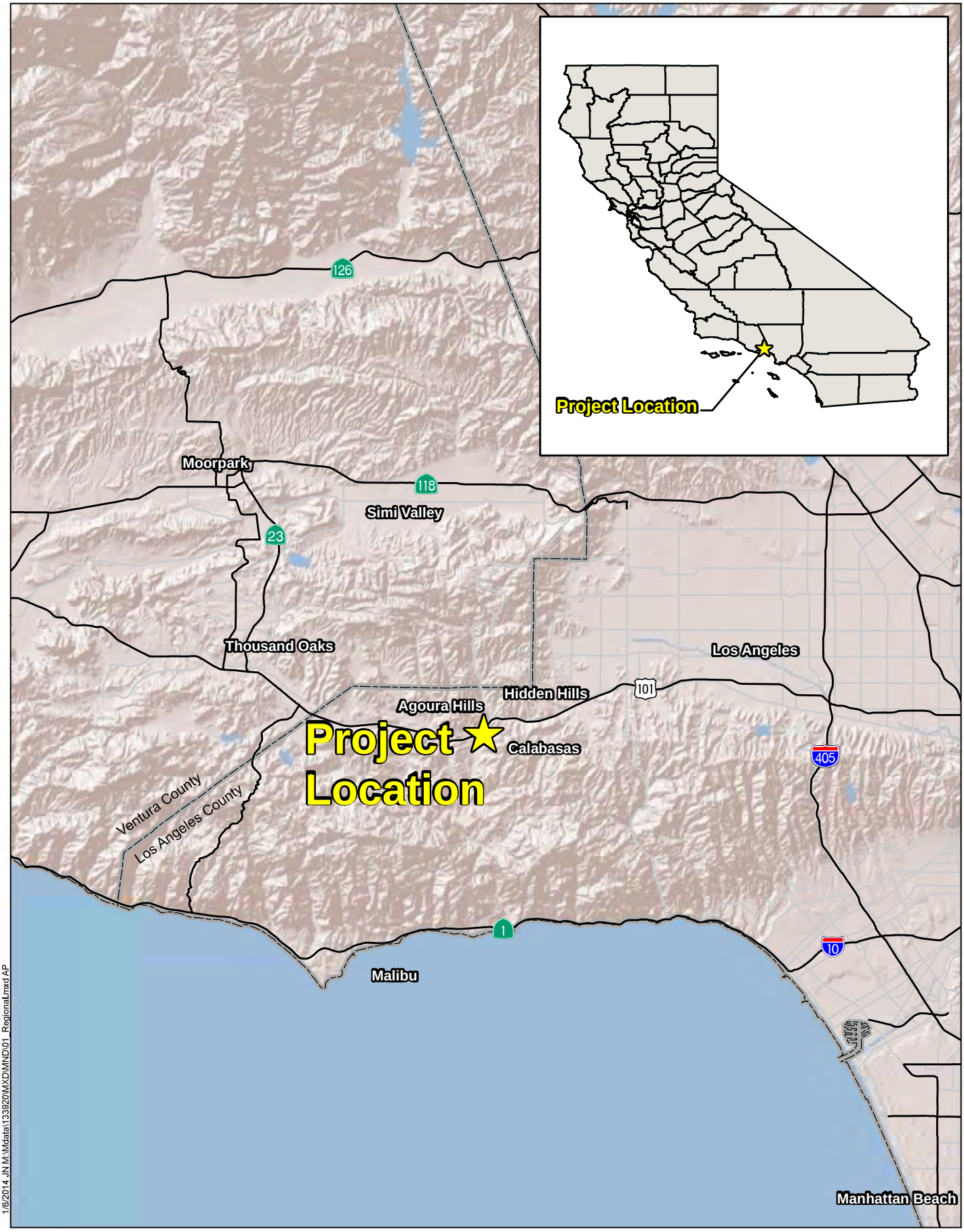

DON WALLACE MULTI-USE TRAIL CONNECTOR
DRAFT MITIGATED NEGATIVE DECLARATION

Regional Vicinity

0 2.5 5 10 Miles

Source: ESRI Relief Map, National Highway Planning Network

Exhibit 1

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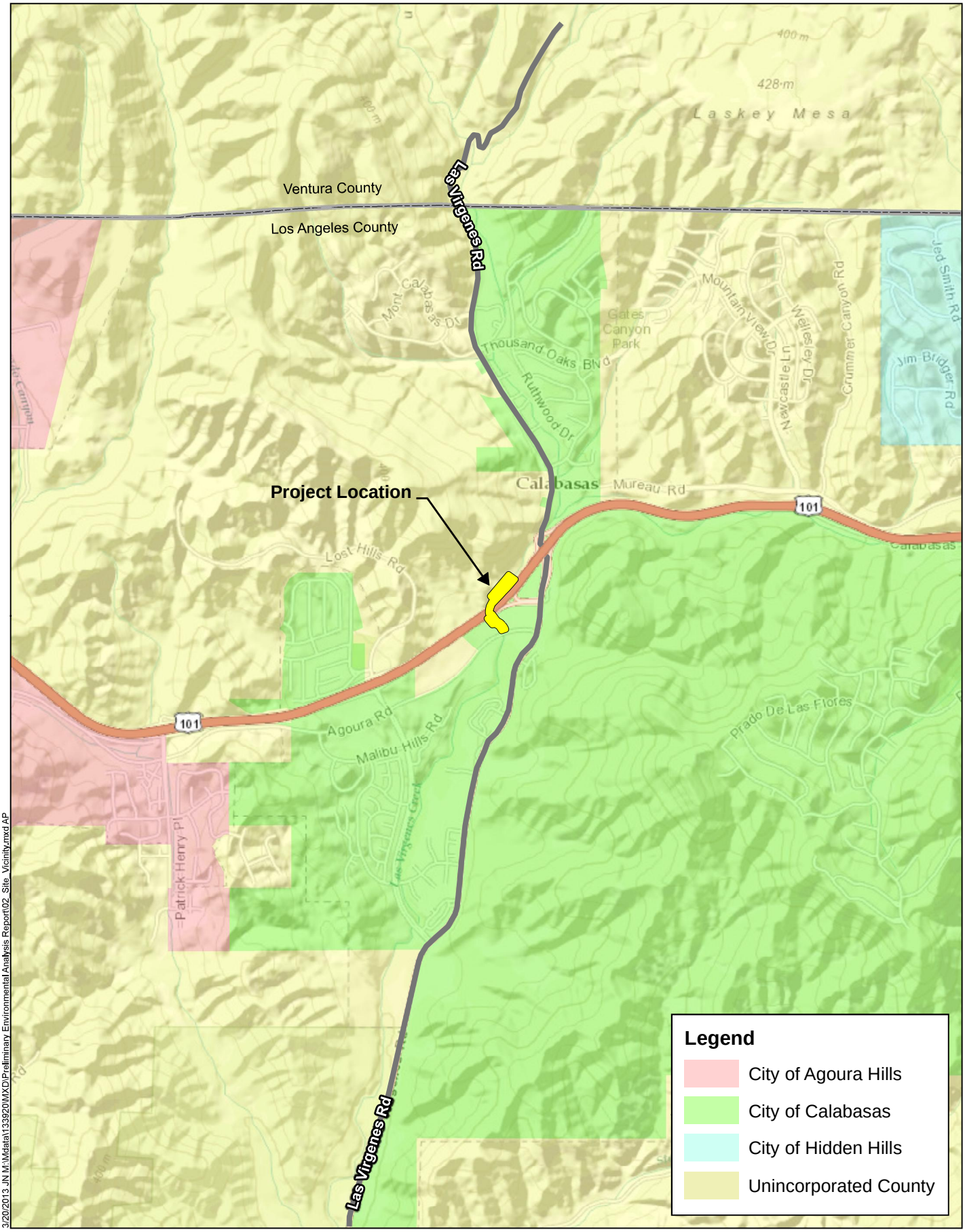

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DON WALLACE MULTIUSE TRAIL CONNECTOR
DRAFT MITIGATED NEGATIVE DECLARATION

Project Location

0 1,500 3,000 6,000 Feet

Source: ESRI World Topographic Basemap

Exhibit 2

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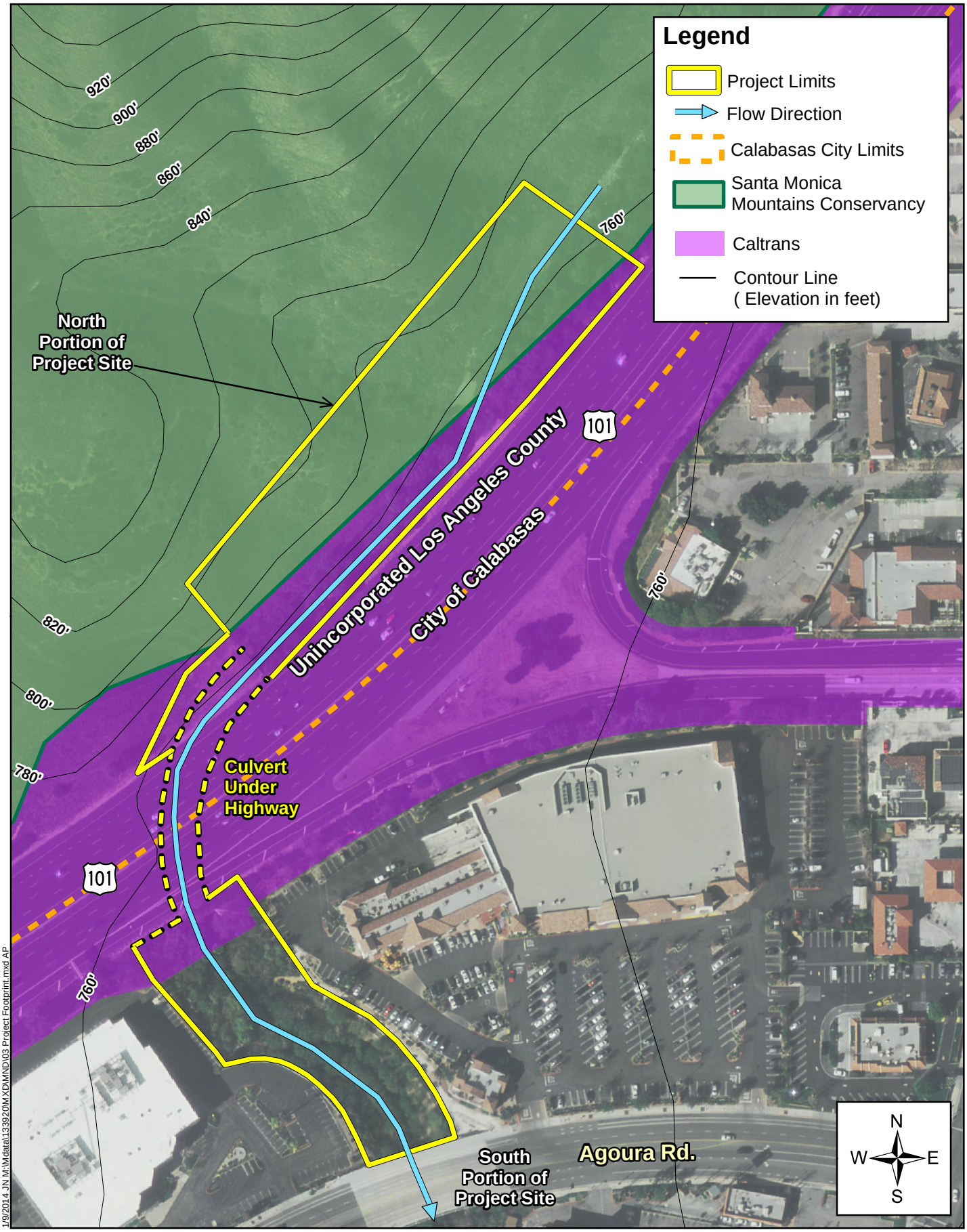

1/9/2014 JN M:\Mdata\133920\MXD\MND\03 Project Footprint.mxd AP

DON WALLACE MULTI-USE TRAIL CONNECTOR
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Project Footprint

0 100 200 400 Feet

Source: Eagle Aerial - 2012, LA County GIS Data Portal, USGS National Map Elevation Data Set

Exhibit 3

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7/22/2013 JN M:\Mdata\133920\MXD\MND\04 Site Photo Index Map.mxd AP

DON WALLACE MULTI-USE TRAIL CONNECTOR
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Site Photo Index

Source: Eagle Aerial - 2012

Exhibit 4

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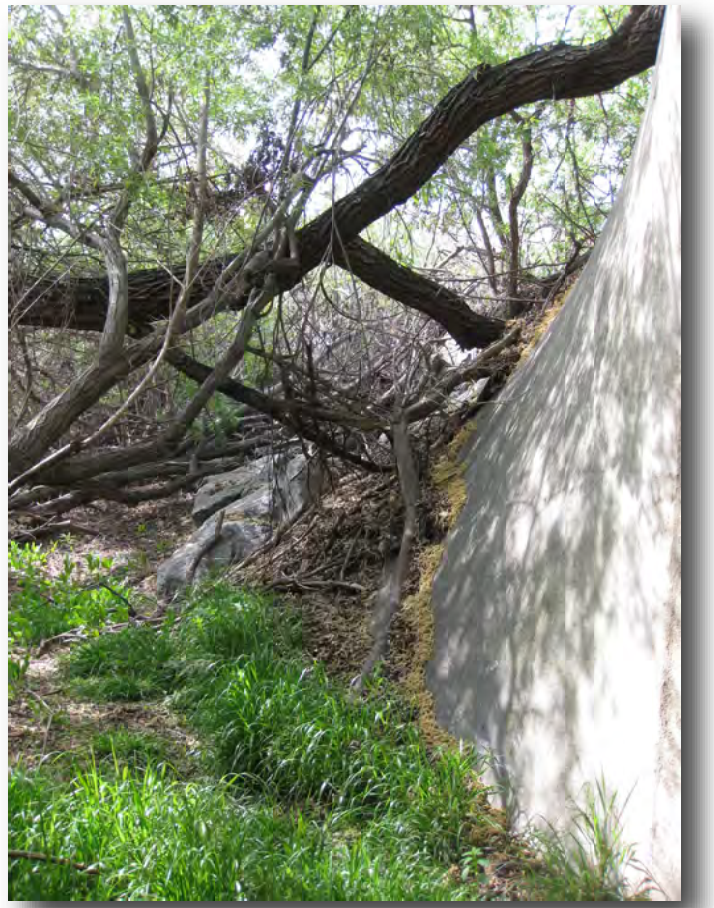
1. Looking upstream from the beginning of the project site at Agoura Road.



2. West side of the entrance of the triple box culvert looking upstream from the downstream end.

3 Looking upstream at the entrance of the proposed trail from the downstream end.

4. Looking northeast at the entrance of the triple box culverts from the downstream side.

5. The downstream restored area looking upstream.

6. Looking north from the northerly entrance of the western barrel of the culverts.

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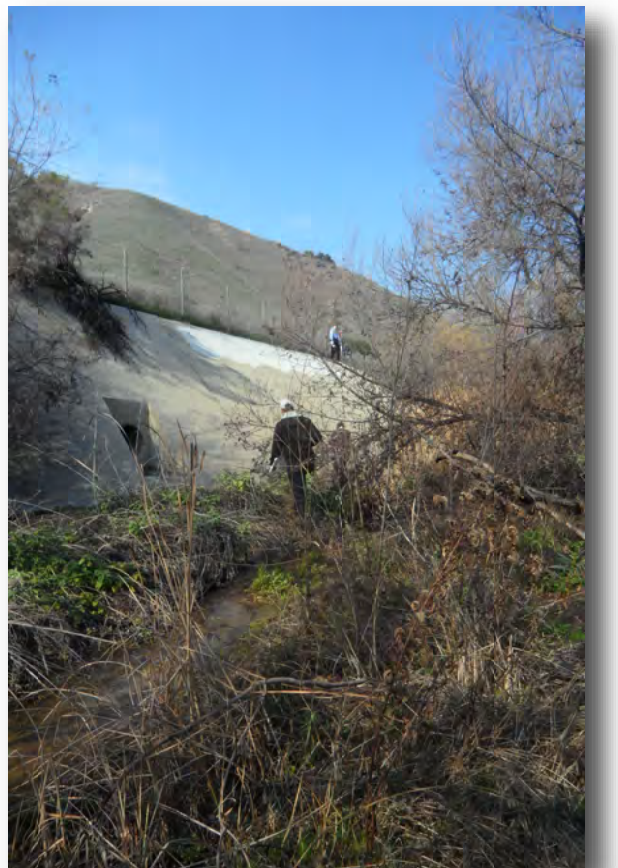
7. Looking south from the northern entrance into the western barrel of culverts.

8. Looking upstream at the existing wingwall from the downstream end.

9. Looking upstream from the upstream side of the eastern culvert.

10. Looking upstream at the transition from the concrete channel to the natural channel.



11. Looking upstream up the westside of the channel to the Santa Monica Mountains Conservancy property.

12. Looking southwest from the exit of the proposed trail in the Santa Monica Mountains Conservancy property. SR-101 is located on the left portion of the photo.

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13. Looking west from the Santa Monica Mountains Conservancy property along the top of the channel bank.

14. View of riprap looking north from concrete channel.

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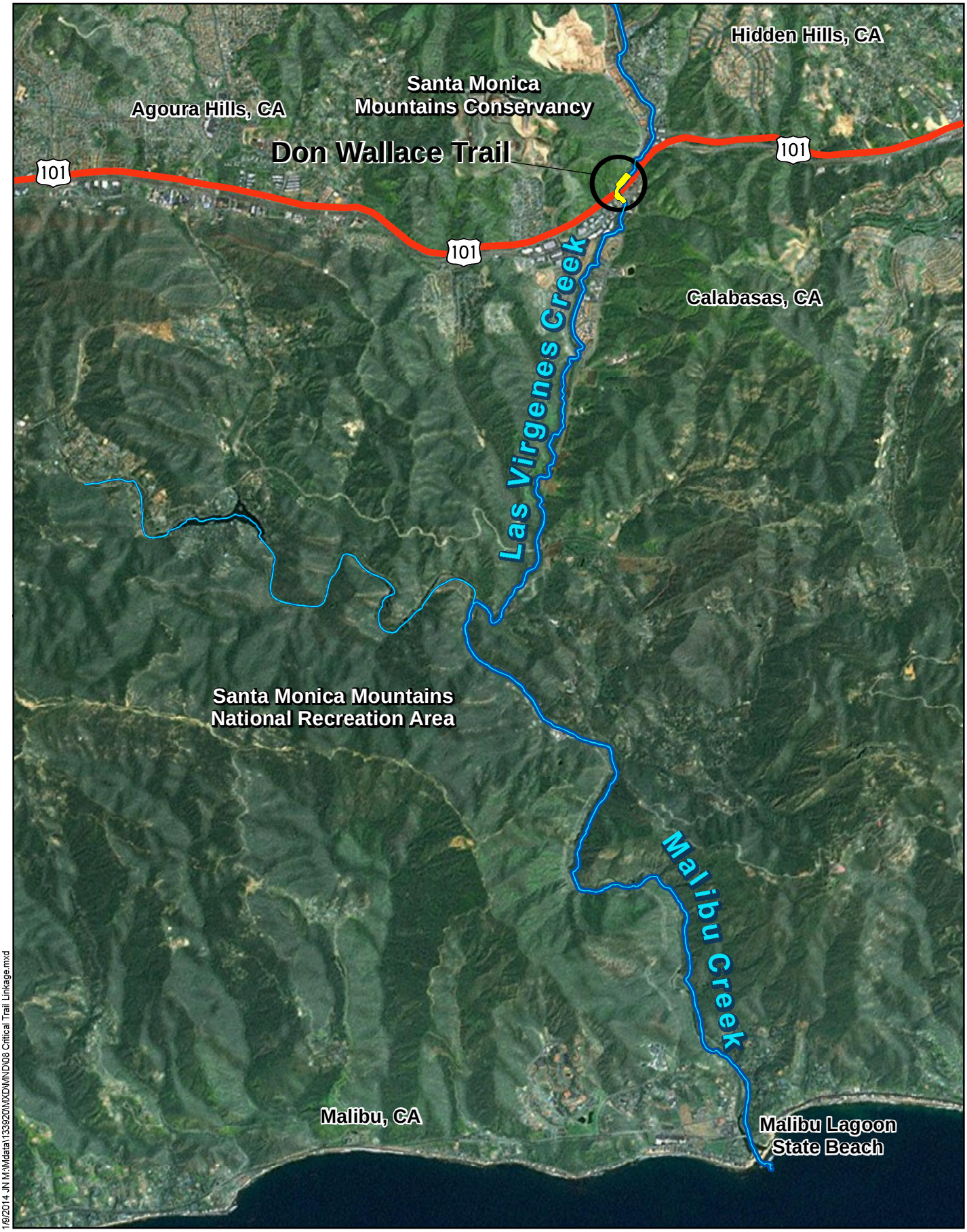

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Mountains to Ocean Proximity

0 0.5 1 2 Miles

Source: ESRI World Imagery, National Hydrography Dataset

Exhibit 8

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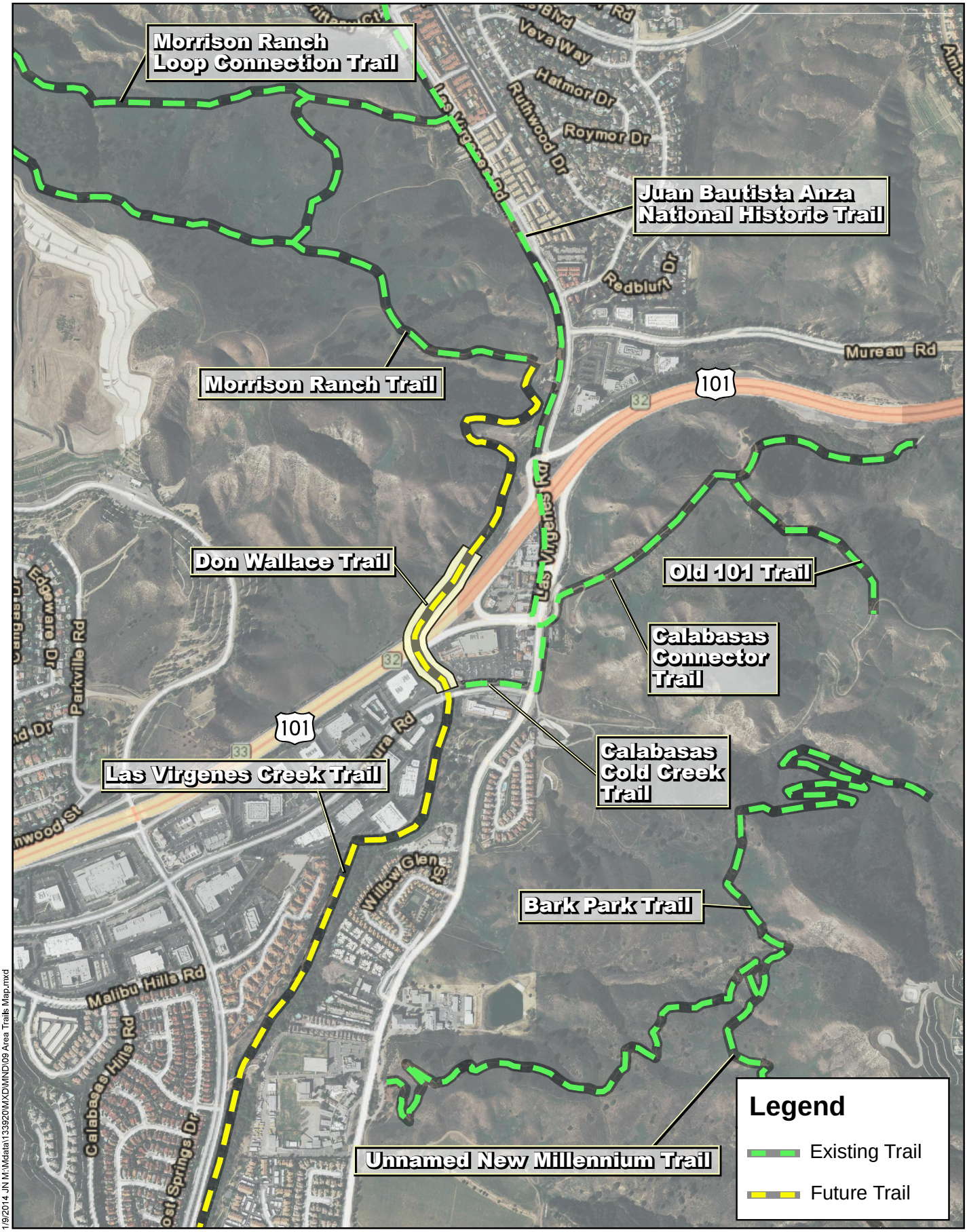

1/9/2014 JN M:\Mdata\133920\MXD\MND\09 Area Trails Map.mxd

DON WALLACE MULTI-USE TRAIL CONNECTOR
DRAFT MITIGATED NEGATIVE DECLARATION

Area Trails Map

0 500 1,000 2,000 Feet

Source: LA County GIS, Eagle Aerial 2012

Exhibit 9

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Design Criteria:

The proposed trail connector Project would be a Class III trail as designated by Los Angeles County Department of Parks and Recreation (DPR), which is a trail class that consists of multi-use recreation trails (County of Los Angeles Trails Manual, prepared in February 2011 (page 2-10)) . The trail tread for Class III trails ranges from 12 to 18 inches and utilizes native materials for tread. A Class III trail has little to no drainage or crossing structures. Los Angeles County DPR will enter into a Joint Use Agreement with Caltrans to operate and maintain the trail. The existing drainage conveyance system under US 101 is currently owned and maintained by Caltrans. This system also includes a rectangular, open concrete channel located north of the US 101, an underground triple culvert channel consisting of three 15 feet high by 15 feet wide reinforced concrete box (RCB) cells located under US 101 (see Figure 1: US 101 Underground Culvert, 3 Cells, Cross Section), and the headwall at the downstream end of the RCB. It is therefore, critical that any modifications to this system meet with Caltrans approval. Therefore, the hydraulics analysis has been prepared to assess the impacts of the proposed trail connector Project from Agoura Road through the concrete channel north of US 101.

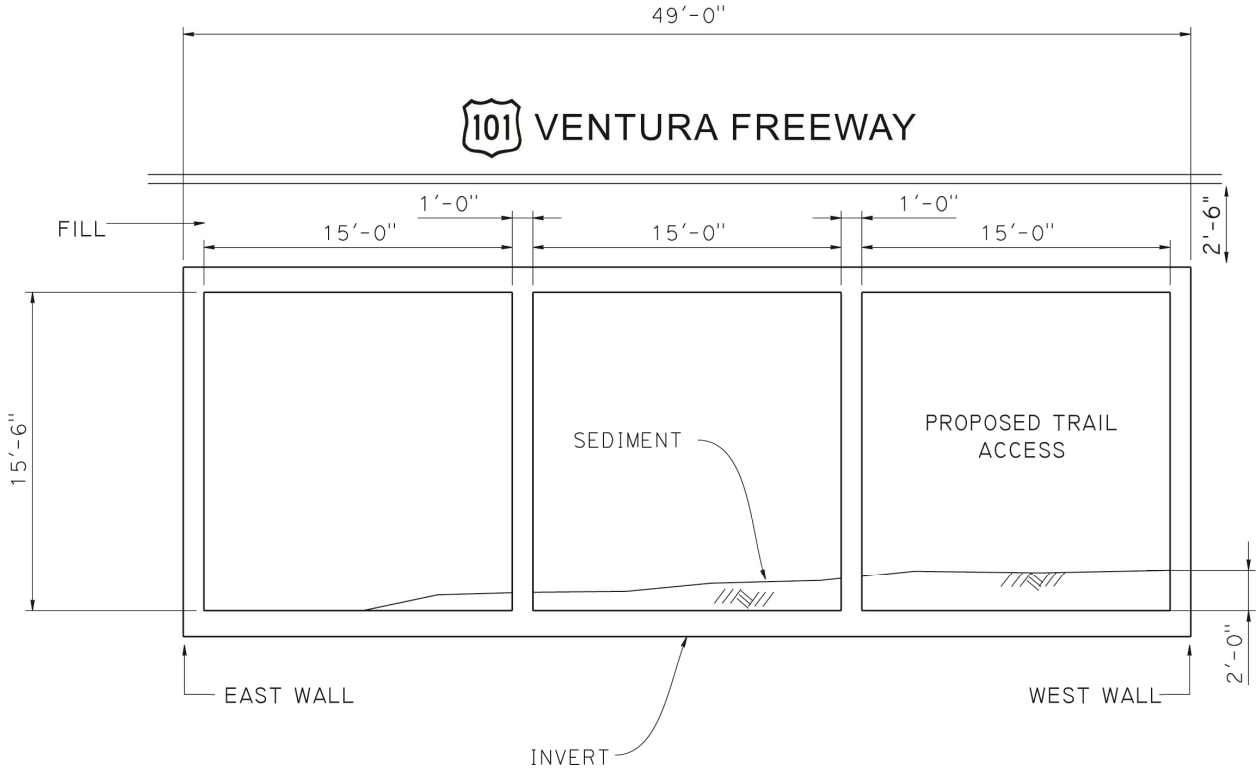

Figure 1: US 101 Underground Culvert (3 Cells) Cross Section

Several conceptual alternatives were examined during this study. The proposed trail connector Project was selected from the alternatives based on minimizing environmental concerns, constructability, and health and safety. The design will be consistent with the criteria shown above.

Project Description:

The Don Wallace Multi-Use Trail Connector Project is a proposed 1,500-foot long and 8 to 10foot wide multi-use segment that would provide vital connections to a larger planned regional trail system from the SMMC property to Malibu Creek State Park. The proposed trail connector Projectis a part of a larger planned trail system of the Los Angeles County and City of Calabasas as identified in their Trails Master Plans. The proposed trail connector Project is a critical component to provide a viable, safe and formal trail for recreational use.

The proposed trail connector Project would start with a turn-around area underneath Agoura Road Bridge. The trail would ramp up with an 8-foot wide soil cement trail at an 8% grade and along the upper (west) earthen channel bank of the Las Virgenes Creek. The trail would then descend at an 8% grade from the top of the channel towards the culverts under the US 101. The proposed trail would continue north under the US 101 through the western culvert. The trail would continue 400-feet north towards the open concrete channel area. Existing sediment within the west culvert would be removed. Upon exiting the culvert, a 10-foot wide by approximately 440-feet long area would be cleared from existing vegetation and sediment. The trail area would run along the west channel wall in the cleared area towards the upstream rip-rap channel bottom. An eight-inch high curb is proposed north of the culvert to divert flows to the middle and eastern culverts during rain events. Near the rip-rap channel area and beyond the Caltrans right-of-way limit, an 8-foot wide soil-cement trail would run upward at an 8% grade along the earthen channel's west bank. At 200-feet, the trail would reach the top of the channel bank and exit onto the SMMC land. It should be noted that the County requires that a minimum of 10% of each of its park facilities be in compliance with the American Disabilities Act (ADA), which mandates that no more than a 5% grade will be designed. 82% of the proposed trail connector Project is in compliance with ADA requirements. Thus, the trail connector Project would exceed the minimum ADA standards requirement. The proposed trail connector Project would reduce obstruction to flows by utilizing the existing concrete bottom channel for the base surface structure. It would also reduce impacts to vegetation by minimizing the need for construction equipment to be placed in the channel bottom north of US 101. An area of vegetation, 10 feet wide from the western wall of the concrete channel area would be removed with the implementation of the proposed trail connector Project(see Exhibit 10, *Trail Alignment)*.

Trail Safety Criteria

The trail width would allow the safe passing of trail users going in opposite directions. The following are some of the safety features taken into consideration for construction of the proposed trail connector Project:

- Trail Surface: The trail surfaces would be a textured broom finish for concrete or soil cement finishes maximizing footing.
- Ramp Grades: The proposed designed grade of the ramps will be 8% or less per the Los Angeles County Trails Manual to allow access for proposed trail users.
- Signage: Signage would be proposed to warn trail users of potential hazards at the entrances to the channel. Signage would include warnings about wildlife (including bobcats and mountain lions), potential flood hazards during rain events, and acknowledgement that dogs must be leashed at all times per County Ordinance 10-.32.010. Signage would also post the trail may be used from dawn to dusk.
- Gates: Gates would be located at the top of the ramps to restrict access to the channel during storm events.
- Lighting: Lighting within the culvert under the US 101 would be provided. The lighting would be on a timer that will restrict use of the culvert to daylight hours to discourage homeless encampments at night and for user safety. The electrical components of the lighting system would be encased to prevent damage or malfunction during large flood events.
- Mirrors: Convex mirrors will be placed near both ends of the culvert entrances in order to see the other culvert end.
- Security Patrols: The Los Angeles County Sheriffs Park Bureau and County maintenance crews would periodically patrol the proposed trail connector Project site.

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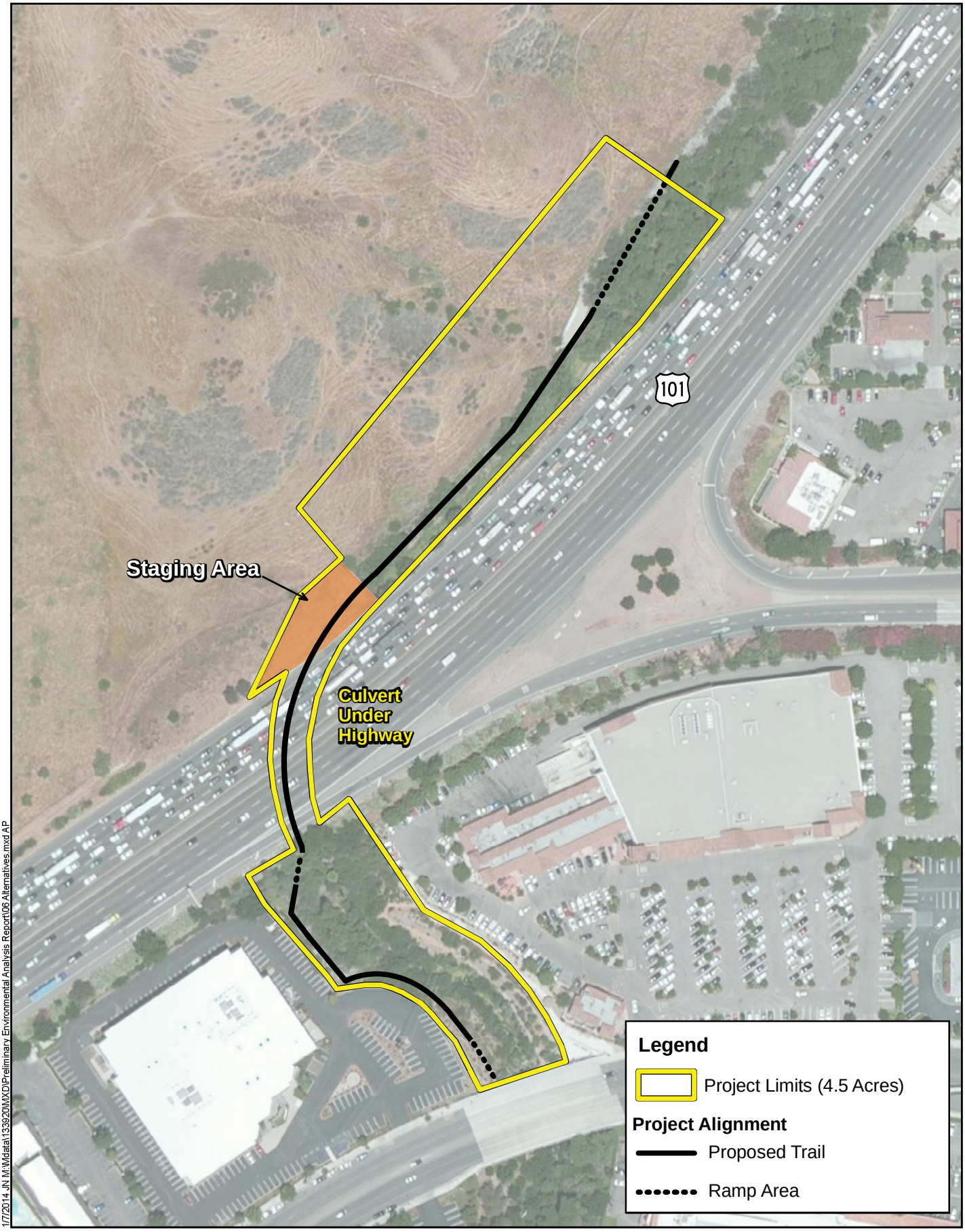

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DON WALLACE MULTIUSE TRAIL CONNECTOR
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Project Alignment

0 100 200 400 Feet

Source: ESRI World Imagery

Exhibit 10

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Removal of Sediment and Vegetation

Sediment has been deposited throughout the channel and culverts in the trail connector segment. This sediment needs to be removed to maximize channel hydraulics and provide sufficient clearance for safe operation of the trail. Clearing and grubbing would be performed along the trail alignment during construction. For the area within the culvert and further upstream, it is estimated that during construction, 1,335 cubic yards of sediment would need to be removed from the concrete channel and box culvert, assuming a 440-foot long trail upstream of the box culvert area. The proposed trail connector Project is anticipated to remove 0.18 acres of vegetation. Construction of the proposed trail connector Project would require the temporary diversion of water flows. Fiber rolls (coconuter straw waddles) would be used to temporarily divert the flows. A detailed Diversion Plan would be developed during the design phase of the proposed trail connector Project.

Ramp Area Into Channel

The proposed trail connector Project would begin under the west side of the Agoura Road Bridge at a turn-around, ramp up onto the channel bank, ramp down again near the southern entrance of the west culvert, traverse through the culvert and along the west channel wall to the rip-rap area, ramp up the rip-rap onto the SMMC property where it will connect to existing dirt trails. The 3 ramps will be 8-feet wide with an 8% grade. The ramps will be constructed with soil sediment or concrete. The trails in the channel will be 10-feet and at the existing grade.

Staging Area and Construction Equipment

One staging area will be used during construction. The staging area would occur on the north side of the US 101 freeway within of the proposed trail connector Project site, on a flat triangular portion of land adjacent to the westbound lanes of the US 101 within Caltrans right-of-way. The haul road from this site would be about 200 feet and allow access on the upstream end of the culvert.

The following table shows the estimated types and numbers of pieces of equipment and the hours of operation for the construction of the proposed trail connector Project:

Table 2.3-1 Estimated Use of Construction Equipment

Type of Equipment	Number of Equipment	Daily Operation Hours
Grader	1	6
Rubber Tire Dozer	1	6
Tractor/Loader/Backhoe	1	7
Excavator	1	8
Other Equipment	3	8
Off Highway Truck	1	1

The disposal site would be the Calabasas Landfill, located at Lost Hills Road in the City of Calabasas. The Calabasas Landfill is located at 5300 Lost Hills Road, Agoura Hills, CA 91301. The disposal site is approximately 1.8 miles from the proposed trail connector Project site.

Construction Duration:
It is anticipated that the proposed trail connector Project would utilize 10workers per day. Construction is estimated to commence in the spring of 2014 and it may take approximately three to six months to complete the construction. It is estimated that construction would be completed in fall of 2014. Prior to construction, vegetation within the channel and culvert would be cleared and grubbed. Water flowing during construction would be diverted into the current low flow channel in the left (looking downstream) or eastern culvert to minimize/avoid impacts to water quality. To minimize temporary construction impacts to birds and wildlife, vegetation clearing and grubbing would be performed outside of the migratory bird nesting season (February 1 through August 31).

Future Maintenance:
Operations and maintenance of the trail would be conducted by LA County DPR on annual basis. It is anticipated that approximately 300 cubic yards of sediment would be removed annually for maintenance Equipment utilized for maintenance will likely include one grader, one rubber tire dozer, one tractor/loader/backhoe, one water truck, and one off highway truck.

3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

Project Title: Don Wallace Multi-Use Trail Connector
Lead Agency Name and Address: County of Los Angeles Department of Parks and Recreation 510 South Vermont Avenue Los Angeles, CA 90020
Contact Person and Phone Number: Bryan Moscardini, Environmental and Regulatory Permitting 213-351-5133
Project Location: Refer to Section 2.1, Project Location & Setting, above.
General Plan Designation: Open Space

Zoning Classification: Open Space
Description of the Project: (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support or off-site features necessary for its implementation.) Refer to Section 2.4, *Project Characteristics*, above.
Surrounding Land Uses and Setting: Commercial, Open Space

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this proposed trail connector Project, involving at least one impact that is a "Potentially Significant Impact", as indicated by the checklist on the following pages.

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

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed trail connector Project. The issue areas evaluated in this Initial Study include:

- Aesthetics
- Agriculture Resources
- Air Quality and Greenhouse Gas Emissions
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions

- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the County's CEQA Guidelines and used by the County in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the proposed trail connector Project's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the proposed trail connector Project. To each question, the following are the four possible responses:

- **No Impact.** The proposed trail connector Project would not have any measurable environmental impact on the environment.

- **Less Than Significant Impact.** The proposed trail connector Project would have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.

- **Less Than Significant With Mitigation Incorporated.** The proposed trail connector Project would have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the proposed trail connector Project's physical or operational characteristics can reduce these impacts to levels that are less than significant.

- **Potentially Significant Impact**. The proposed trail connector Project would have impacts that are considered significant, and additional mitigation measures cannot reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures are be required, so that impacts may be avoided or reduced to insignificant levels.

4.0 Environmental Analysis

This section analyzes the potential environmental impacts that may result from the proposed trail connector Project. For the evaluation of potential impacts, the questions in the Initial Study Checklist (Section 3) are stated and answers are provided according to the analysis undertaken as part of the Initial Study. The analysis considers the proposed trail connector Project's short-term impacts (construction-related), and long-term impacts (operational-related).

4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☑	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☑	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☑	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐

Would the Project:

a) Have a substantial adverse effect on a scenic vista? ***Determination: Less Than Significant Impact.***

Surface elevations of the proposed trail connector Project site range from approximately 755 feet above mean sea level (msl) at the northern boundary of the proposed trail connector Project site to approximately 735 feet above msl at the southern boundary of the site. The proposed trail connector Project site consists of natural vegetation occurring within a concrete channel. Willow scrub, coastal sage scrub, and riparian habitat were all observed onsite. Water flows and sediment occur within the three concrete culverts located under the US 101 freeway. Water flows and sediment also occur both north and south of the culverts within the Las Virgenes Creek bottom. Concrete walls occur on both the left and right bank of the creek. Extensive graffiti is apparent in all three concrete culverts. These culvert walls are popular among graffiti artists. Spray paint cans, used paint brushes and large paint cans were seen littered on the channel floor.

The City of Calabasas General Plan identifies Las Virgenes Canyon as an environmental resource. The preservation of remaining open space lands and the protection of significant environmental features are, according to the General Plan, among the highest priorities in the City. Open space for public recreation includes setting aside public parks and recreational areas, as well as maintaining a system of trails that can be used for hiking, equestrian riding, and mountain biking. In addition to preserving existing open space, the General Plan calls for environmental design and site planning that works cohesively with nature to minimize the loss of resources and restore environmental quality that may have been compromised by past actions.

Implementation of the proposed trail connector Project would result in the development of a multi-use trail within the existing channel. Some minor native and non-native vegetation removal would occur in the southern portion of the proposed trail connector Project site near the previously restored area. Proposed impacts to the restored riparian vegetation south of USUS 101 will be temporary and any impact areas will be restored to the current condition. Approximately 0.18 acres of vegetation would be removed upstream of the box culverts for the trail. Impacted riparian vegetation will be mitigated by removal of non-native plants and enhancement plantings of native vegetation upstream of the proposed trail connector Project (see Exhibit 11, *Mitigation Enhancement Area)*. Therefore, a minimal impact would occur in the proposed trail connector Project area.

As previously stated materials used to develop the trail would either be concrete or soil cement, which would blend in with the existing setting.

The proposed trail connector Project would be compatible with the existing scenic and aesthetic environment, and enhance the existing riparian environment. Operations and maintenance of the trail would be conducted by the LA County DPR on an as needed basis. It is anticipated that approximately 300 cubic yards of sediment would be removed per maintenance episode (once a year). This is not anticipated to result in any significant aesthetics impact. Impacts associated with the scenic vista would be less than significant for the proposed trail connector Project alignment.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?* ***Determination: Less Than Significant Impact.***

A portion of the US 101 adjacent to the proposed trail connector Project site is designated as an eligible state scenic highway. However, the proposed trail connector Project would be located in an existing concrete channel, and the vegetation that would be removed for the proposed trail connector Project alignment would be offset with native vegetation to be planted upstream of the proposed trail connector Project. Upon exiting the culvert, a 10-foot wide area by approximately 440-feet in length would be cleared from existing vegetation and sediment. The trail area would run along the west channel wall towards the upstream rip-rap channel bottom. Near the rip-rap channel area and beyond the Caltrans right-of-way limit, an 8-foot wide soil-cement trail would run upward along the earthen channel's west bank, at an 8% grade. At approximately 200-feet, the trail would reach the top of the channel bank and onto the SMMC land. This portion of the proposed trail connector Project could be seen from the US 101 freeway. However, materials used to develop this portion of the trail would be either concrete or soil cement, which would blend in with the existing setting. Therefore, less than significant impacts would occur.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?* ***Determination: Less Than Significant Impact.***

Refer to Response 4.1 (a), above.

Additionally, a portion of the proposed trail connector Project trail is within an enclosed channel culvert, located beneath the US 101. The culvert is constructed in a curved formation which makes it difficult to see through the channel culvert. A trail user would have to travel approximately 70 feet forward in order to see the other end of the culvert. The proposed trail includes lighting fixtures throughout the entire culvert area and will operate from sunrise to sunset. Also, convex mirrors will be placed near both ends of the culvert entrances in order to see the other culvert end. Impacts would be less than significant.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* ***Determination: Less Than Significant Impact.***

Lighting within the culvert under US 101 is proposed as part of the proposed trail connector Project. The lighting would be on a timer that would restrict use of the culvert to daylight hours. No additional lighting would be installed north or south of the culvert, and no significant sources of light or glare are proposed as part of the proposed trail connector Project. Temporary minor light and glare impacts may occur during operations and maintenance activities. However, as previously stated, these maintenance events are anticipated to occur approximately once every 3 to 5 years, and therefore, are not considered significant. Less than significant impacts would occur.

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DON WALLACE MULTI-USE TRAIL CONNECTOR
DRAFT MITIGATED NEGATIVE DECLARATION

Mitigation Enhancement Area

0 175 350 700 Feet

Source: Eagle Aerial - 2012, LA County GIS Data Portal, USGS National Map Elevation Data Set

Exhibit 11

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4.2 AGRICULTURE RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 Project:				
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?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☑
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑

4.2 AGRICULTURE RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☑

Would the Project:

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? ***Determination: No Impact.***

The proposed trail connector Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, no impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? ***Determination: No Impact.***

The proposed trail connector Project site is not zoned for agricultural use, and no Williamson Act contracts are associated with the proposed trail connector Project site. Therefore, no impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? ***Determination: No Impact.***

The proposed trail connector Project site is not zoned as forest land, timberland, or timberland production. Therefore, no impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use? ***Determination: No Impact.***

Refer to Response 4.2 (c), above. No impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? ***Determination: No Impact.***

Refer to Response 4.2 (a), above. No impact would occur.

4.3 AIR QUALITY

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

Would the Project:

a) *Conflict with or obstruct implementation of the applicable air quality plan (South Coast Air Quality Management District)?* ***Determination: Less Than Significant Impact.***

The proposed trail connector Project is located within the South Coast Air Basin (SCAB), which is governed by the South Coast Air Quality Management District (SCAQMD). Consistency with the 2012 Air Quality Management Plan (AQMP) means that a project is consistent with the goals, objectives, and assumptions in the respective plan to achieve the federal and state air quality standards.

The South Coast Air Quality Management District (SCAQMD) has designated significant emissions levels as surrogates for evaluating regional air quality impact significance independent of chemical transformation processes. A recreational roadway project has no direct operational air quality impacts. Project specific impacts would only result from construction activities. Projects with daily emissions that exceed any of the following emission thresholds shown in Table 4.3-1 are recommended by the SCAQMD to be considered significant under CEQA Guidelines:

Table 4.3-1 SCAQMD Emissions Significance Thresholds (pounds/day)

Pollutant	Emissions (Construction)
ROG	75
NOx	100
CO	550
PM-10	150
PM-2.5	55
SOx	150
Lead	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev

SCAQMD also states that additional indicators should be used as screening criteria to determine the need for further analysis with respect to air quality. The additional indicators are as follows:

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation;

- Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP and in other than planned locations for the project's build-out year; and

- Project could generate vehicle trips that cause a CO hot spot.

Construction Related Impacts

The SCAQMD CEQA Air Quality Handbook also identifies various secondary significance criteria related to toxic, hazardous or odorous air contaminants. Hazardous air contaminants are also contained within the small diameter particulate matter ("PM-2.5") fraction of diesel exhaust. Such exhaust will be temporarily generated by heavy construction equipment.

Exhaust emissions will result from on and off-site heavy equipment. The types and numbers of equipment vary among contractors such that exhaust emissions cannot be quantified with certainty. For the proposed trail connector Project, the following schedule and grading quantities were assumed:

- Grading: 0.6 total acres disturbed

- Total length of construction: 3 months

- Total cubic yards of excavation/sediment to be removed: 1,335

Additionally, the following equipment was assumed to be utilized during construction:

- 1 Excavator
- 1 Grader
- 1 Off-highway truck
- 3 Off-highway truck
- 3 Other Construction Equipment
- 1 Rubber Tired Dozers
- 1 Tractors/Loaders/Backhoes

Dust is typically the primary concern during construction of new infrastructure. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). These parameters are not known with any reasonable certainty prior to proposed trail connector Project development and may change from day to day. Any assignment of specific parameters to an unknown future date is speculative.
Table 4.3-2, *Short-Term Construction Emissions* identifies emissions anticipated with the construction of the proposed trail connector Project.

Table 4.3-2 Short-Term Construction Emissions

Emissions Source	Emissions (pounds per day)1					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Unmitigated Emissions	6.58	69.99	44.90	0.06	9.30	6.39
Mitigated Emissions[2]	6.58	69.99	44.90	0.06	6.28	4.73
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:

1. Emissions calculated using the California Emissions Estimator Model (CalEEMod).
2. The reduction/credits for construction emission mitigations are based on mitigation included in CalEEMod and as typically required by the SCAQMD (Rule 403). The mitigation includes the following: replace ground cover on disturbed areas quickly, water exposed surfaces three times daily, proper loading/unloading of mobile and other construction equipment, and paved road cleaning.

Refer to Appendix A, Air Quality Emissions Data, for assumptions used in this analysis.

As identified in Table 4.3-2, construction of the proposed trail connector Project would not exceed SCAQMD thresholds. Therefore, impacts would be less than significant.

Operational Related Impacts

Powered vehicles would only be allowed on the proposed trail for maintenance, inspection, and emergency actions. The trail would be used by pedestrians, mountain bikers and/or equestrians. As previously discussed, operations and maintenance of the trail would be conducted by LA County DPR yearly. It is anticipated that approximately 300 cubic yards of sediment would be removed per maintenance episode (once a year). Equipment utilized for maintenance will likely include one grader, one rubber tire dozer, one tractor/loader/backhoe, one water truck, and one off highway truck.

For the proposed trail connector Project, the following was assumed:

- Total cubic yards of excavation/sediment to be removed per each maintenance episode: 300.

Additionally, the following equipment was assumed to be utilized during each maintenance episode:

- 1 Off-highway truck
- 1 Rubber Tire Dozer
- 1 Skid steer loader
- 2 Tractor/loader/backhoe

Table 4.3-3, *Long Term Maintenance Emissions,* identifies emissions associated with maintenance

of the proposed trail connector Project.

Table 4.3-3 Long Term Maintenance Emissions

Emissions Source	Emissions (pounds per day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Maintenance Emissions[2]	1.93	20.82	12.90	0.02	1.97	1.42
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions calculated using the California Emissions Estimator Model (CalEEMod).
2. Maintenance emissions involve the use of off-road construction equipment that would remove sediment and debris on an annual basis. The maintenance of the trail would not include area or energy source emissions.

Refer to Appendix A, Air Quality Emissions Data, for assumptions used in this analysis.

As identified in Table 4.3-3, routine operations and maintenance of the proposed trail connector Project would not result in significant air quality impacts.

Best Management Practices AIR-1: The following BMP's will be implemented:

- **All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered three times per day.**
- **All haul trucks transporting soil, sand, or other loose material off-site shall be covered.**
- **All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.**
- **All vehicle speeds on unpaved roads shall be limited to 15 mph.**
- **All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.**
- **Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.**

- **All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.**
- **Post a publicly visible sign with the telephone number and person to contact at the County regarding dust complaints. This person shall respond and take corrective action within 48 hours. The SCAQMD's phone number shall also be visible to ensure compliance with applicable regulations.**

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?* ***Determination: Less Than Significant Impact.***

Refer to Response 4.3 (a), above. Less than significant impacts would occur with the implementation of Best Management Practices AIR-1.

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?* ***Determination: Less Than Significant Impact.***

Refer to Response 4.3 (a). Powered vehicles would only be allowed on the proposed trail for maintenance, inspection, and emergency actions. The trail would be used by pedestrians, mountain bikers and/or equestrians. As previously discussed, operations and maintenance of the trail would be conducted by LA County DPR on an as needed basis. It is anticipated that approximately 300 cubic yards of sediment would be removed per maintenance episode (once a year). Equipment utilized for maintenance will likely include one grader, one rubber tire dozer, one tractor/loader/backhoe, one water truck, and one off highway truck.

No significant emissions would occur as part of proposed trail connector Project operations and maintenance. Impacts would be less than significant.

d) *Expose sensitive receptors to substantial pollutant concentrations?* ***Determination: Less Than Significant Impact.***

Sensitive receptors (i.e., children, senior citizens, and acutely or chronically ill people) are more susceptible to the effects of air pollution than the general population. Land uses that are considered sensitive receptors typically include residences, schools, playgrounds, childcare centers, hospitals, convalescent homes, and retirement homes. There is one sensitive receptor within one-quarter mile of the proposed trail connector Project. A ballroom dance and music

studio is located approximately 0.14 miles from the proposed trail connector Project site. No other sensitive receptors are located within one-quarter mile of the site. As stated in Response 4.3 (a), construction of the proposed trail connector Project would not exceed approved thresholds. Less than significant impacts would occur.

e) Create objectionable odors affecting a substantial number of people? ***Determination: Less Than Significant Impact.***

Construction activities may generate detectable odors from heavy-duty equipment exhaust. Odors associated with diesel and gasoline fumes would occur during the construction phase and may affect residents in the vicinity of the proposed trail connector Project. However, these odors are considered temporary in nature and would cease upon the completion of construction. Adherence to Best Management Practices AIR-1, above, would reduce potential impacts to a level of less than significant.

4.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☑	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☑	☐	☐

4.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☑	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☑	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑

Would the Project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? ***Determination: Less Than Significant Impact with Mitigation Incorporated.***

Eight sensitive species have been recorded as occurring in the general vicinity of the proposed trail connector Project site:

- Arroyo toad (*Anaxyrus califronicus*);
- Western pond turtle (*Emys marmorata*);
- Coastal California gnatcatcher (*Polioptila californica californica*);
- California red-legged frog (*Rana draytonii*);
- Least Bell's vireo (*Vireo bellii pusillus*);
- Braunton's milk-vetch (*Astragalus brauntonii*);
- San Fernando Valley spineflower (*Chorizanthe parryi var. fernandia*); and
- Lyon's pentachaeta (*Pentachaeta lyonii*).

Table 4.4-1 summarizes these species, lists their special status, specifies if federally-designated Critical Habitat has been established for them, and their potential to occur on the proposed trail connector Project site.

Table 4.4-1: Special Status Species and Critical Habitat

Scientific Name Common Name	Status		Critical Habitat	Preferred Habitat	Potential for Occurrence (Onsite)
Wildlife Species					
Anaxyrus californicus arroyo toad	Fed: CA:	**FE** CSC	Designated Critical Habitat is not located near the project site	Semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, desert wash, etc.	Riparian/riverine habitat on the project site consists of a fully lined concrete channel with an accumulation of sediment and limited vegetation north of US 101. A restored area with a mixed riparian forest plant community occurs south of US 101. There is a single, perennial low flow channel that flows through the project site but does not provide suitable habitat for arroyo toad.
Emys marmorata western pond turtle	Fed: CA:	None CSC	NA	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation. Need basking sites and suitable upland habitat for water for egg-laying	Riparian/riverine habitat on the project site consists of a fully lined concrete channel with an accumulation of sediment and limited vegetation north of US 101. A restored area with a mixed riparian forest plant community occurs south of US 101. There is a single, perennial low flow channel that flows through the project site but does not provide suitable habitat for western pond turtle.

Scientific Name Common Name	Status		Critical Habitat	Preferred Habitat	Potential for Occurrence (Onsite)
Polioptila californica californica coastal California gnatcatcher	Fed: CA:	**FT** CSC	Designated Critical Habitat is not located near the project site	Obligate, permanent resident of coastal sage scrub below 2500 feet in south California	North of the project site, outside of the project footprint, the coastal sage scrub habitat has the potential to provide suitable habitat for coastal California gnatcatcher. No suitable habitat occurs onsite.
Rana draytonii California red-legged frog	Fed: CA:	**FT** CSC	Designated Critical Habitat is located 1.5 miles north of the project site	Lowlands and foothills in or near permanent sources of deep water with dense shrubby or riparian vegetation	Riparian/riverine habitat on the project site consists of a fully lined concrete channel with an accumulation of sediment and limited vegetation north of US 101. A restored area with a mixed riparian forest plant community occurs south of US 101. There is a single, perennial low flow channel that flows through the project site but does not provide suitable habitat for California red-legged frog.
Vireo bellii pusillus least Bell's vireo	Fed: CA:	**FE** **SE**	Designated Critical Habitat is not located near the project site	Summer resident of southern California in low riparian in vicinity of water or dry river bottoms. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, baccharis, mesquite	The restored riparian area south of US Route 101 provides low quality habitat for LBVI. Since this area was restored and is surrounded by existing development, the probability of LBVI using the vegetation to nest is low. The nearest recorded sighting occurred in 2008 approximately 15 miles northwest of the project site.
Plant Species					
Astragalus brauntonii Braunton's milk-vetch	Fed: CA: CNPS:	**FE** CSC 1B.1	Designated Critical Habitat is located 3.5 miles northwest of the project site	Closed-cone coniferous forest, chaparral, coastal scrub, valley and foothill grassland	North of the project site, outside of the project footprint, the coastal sage scrub habitat has the potential to provide suitable habitat for Braunton's milk-vetch. However, no suitable habitat occurs onsite.
Chorizanthe parryi var. fernandina San Fernando Valley spineflower	Fed: CA: CNPS:	**FCE** **SE** 1B.1	NA	On sandy soils habitats associated with modelo formation. Seen most often in sparsely vegetated areas where soils are thin, compacted or bedrock is exposed. Also found along	North of the project site, outside of the project footprint, the coastal sage scrub habitat has the potential to provide suitable habitat for San Fernando Valley spineflower. However, no suitable habitat occurs onsite.

Scientific Name Common Name	Status		Critical Habitat	Preferred Habitat	Potential for Occurrence (Onsite)
				interface between coastal sage scrub and non-native grassland	
Pentachaeta lyonii Lyon's pentachaeta	Fed: CA: CNPS:	**FE** **SE** 1B.1	Designated Critical Habitat is located 3 miles west of the project site	Chaparral, valley and foothill grassland. Edges of clearings in chaparral, usually between ecotone between grassland and chaparral or edges of firebreaks	North of the project site, outside of the project footprint, the coastal sage scrub habitat has the potential to provide suitable habitat for Lyon's pentachaeta. However, no suitable habitat occurs onsite.
U.S. Fish and Wildlife Service – Federal (Fed) FE- Endangered FT- Threatened FCE- Candidate Endangered **California Department of Fish and Game** – State (CA) SE- Endangered ST- Threatened CSC- Species of Concern	**California Native Plant Society** – (CNPS) *California Rare Plant Rank* 1A Plants rare, threatened, or endangered in CA and elsewhere 1B Plants rare, threatened, or endangered in CA but more common elsewhere 2 Lack information to assign a rank (review list) 3 Limited Distribution or infrequent throughout a broader area in California (watch list) *Threat Ranks* 0.1 Seriously threatened in California 0.2 Fairly threatened in California 0.3 Not very threatened in California				

A single day presence/absence survey was conducted on April 18, 2013 for least Bell's vireo (LBVI) by walking meandering transects in the riparian plant community found in Las Virgenes Creek on the proposed trail connector Project site and within 500-feet of the proposed trail connector Project boundaries (upstream and downstream of the proposed trail connector Project site). Methods used to detect presence included direct observations and audible vocalizations. At 100-foot intervals, the biologist stopped walking and listened to the birds calling/singing in the area, for approximately 5 minutes.

No LBVI were detected during the presence/absence survey. LBVI are currently nesting at various locations throughout southern California and are readily identifiable by vocalization if they occur in an area. Based on the negative results of this presence/absence survey, and lack of recent and historical occurrences of LBVI in the vicinity of the proposed trail connector Project site, it can be presumed that LBVI do not use the riparian vegetation found within the proposed trail connector Project site for nesting.

Remnant swallow nests were identified within the triple box culvert. However, no active bird

usage of the nests were observed over the course of site visits during a one year period.

The riparian habitats on the proposed trail connector Project site and the coastal sage scrub habitat adjacent to the proposed trail connector Project site have the potential to provide refuge cover from predators, perching sites and favorable conditions for avian nesting that could be indirectly impacted by construction activities associated with the proposed trail connector Project. Nesting birds, particularly raptor species, are protected pursuant to the Migratory Bird Treaty Act (MBTA) and CDFW Code. If ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season (nesting season generally extends from February 1 - August 31), a pre-construction clearance survey for nesting birds should be conducted within 3 days prior to any ground disturbing activities. No bats were identified during multiple site visits. However, as part of the nesting bird clearance survey, a pre-construction clearance survey should be conducted to ensure bats are not roosting within the triple concrete box culvert under US 101.

No special-status plant or wildlife species were observed on the proposed trail connector Project site, and none are anticipated to occur on the proposed trail connector Project site based on the condition of the habitat(s) on and surrounding the proposed trail connector Project area. Therefore, no impacts would occur to any species identified as candidate, sensitive, or special status that have the potential to occur in the area. Federally-designated critical habitat is not present within the proposed trail connector Project boundaries. Therefore, less than significant impacts would occur.

Operations and maintenance of the trail would be conducted by LA County DPR on an as needed basis. It is anticipated that approximately 300 cubic yards of sediment would be removed per maintenance episode (once a year). However, these maintenance events would occur once a year and would occur within the trail alignment. Less than significant impacts would occur.

The riparian habitats on the proposed trail connector Project site and the coastal sage scrub habitat adjacent to the proposed trail connector Project site have the potential to provide refuge cover from predators, perching sites and favorable conditions for avian nesting that could be indirectly impacted by construction activities associated with the proposed trail connector proposed trail connector Project. With the implementation of Mitigation Measure BIO-1, less than significant impacts would occur.

Mitigation Measure BIO-1: Pre-construction clearance surveys for nesting birds is required if ground disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within avian nesting season (nesting season generally extends from February 1-August 31). Pre-construction clearance surveys shall be conducted within 3 days prior to ground disturbing activities.

As part of the nesting bird clearance survey, a pre-construction clearance survey shall be conducted to ensure bats are not roosting within the triple concrete box culvert under US 101.

Mitigation Measure BIO-2: **If an active avian nest is discovered during the pre-construction clearance survey, construction activities will be rerouted, a no-work buffer[1] might have to be established around the nest, and delayed until the young have fledged. A biological monitor will be present to delineate the boundaries of the buffer area, if an active nest is observed, and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the qualified biologist has determined that young birds have successfully fledged, a monitoring report shall be prepared and submitted to the County of Los Angeles for review and approval prior to initiating construction activities within the buffer area. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until the written authorization is received by the applicant from CDFW.**

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?* ***Determination: Less Than Significant Impact with Mitigation Incorporated.***

Obstructions to fish passage in southern California streams has long been a concern to resource agencies and the public. The proposed trail connector Project trail would start along the upper (west) earthen channel bank of the Las Virgenes Creek, at the intersection of Agoura Road and the Las Virgenes Creek. An 8-foot wide soil-cement trail would descend at an 8% grade from the top of the channel towards the culverts under the US 101. The proposed trail connector Project trail would continue north under the US 101 through the western culvert. The trail would continue approximately 400-feet north towards the open concrete channel area. Existing sediment within the west culvert would be removed. Upon exiting the culvert, a 10-foot wide

1 The size of the buffer shall be determined by the biologist in consultation with CDFW, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. Typically these buffers range from 250 to 500 feet from the nest location.

area by approximately 440-feet in length would be cleared from existing vegetation and sediment. The trail area would run along the west channel wall towards the upstream rip-rap channel bottom. An eight-inch high curb is proposed north of the culvert to divert flows to the middle and eastern most culverts during rain events. Near the rip-rap channel area and beyond the Caltrans right-of-way limit, an 8-foot wide soil-cement trail would run upward along the earthen channel's west bank, at an 8% grade. At approximately 200-feet, the trail would reach the top of the channel bank and onto the SMMC land. The proposed trail connector Project would reduce obstruction to flows by utilizing the existing concrete bottom channel for base surface structure. It would also reduce impacts to vegetation by minimizing the need for construction equipment to be placed in the channel bottom north of US 101. An area of vegetation, approximately 10 feet wide from the western wall of the concrete channel area would be required to be removed with the implementation of the proposed trail connector Project .

The proposed trail connector Project site contains restored mixed riparian forest. Mixed riparian forests are composed of medium sized trees and tall shrubs such as sycamores (*Plantanus racemosa*) and boxelder (*Acer negundo*). The understory contains a greater proportion of smaller shrubs than is present in Valley oak woodlands. Mixed riparian forests may be dominated by tall (>30m) cottonwoods (*Populus fremontii*) and medium sized arroyo willows (*Salix lasiolepis*) and black willows (*Salix gooddingii*). Where there are openings, dense patches of California mugwort (*Artemesia douglasiana)* may form, and aggressive vines such as blackberry (*Rubus ursinus)* and grape (*Vitis vinifera)* can produce huge thickets in the understory. There may be openings where trees and shrubs are almost completely engulfed in grape, or dense walls of blackberry that has climbed up trees and shrubs. Mixed riparian forests include dense, closed canopy forests interspersed with openings, which adds to their complexity and potential resources for wildlife.

South of US 101, Las Virgenes Creek has been restored and planted with a mixed riparian forest plant community. Plant species that were included in the restoration plans include toyon (*Heteromeles arbutifolia*), California sycamore (*Platanus racemosa*), arroyo willow (*Salix lasiolepis*), cottonwood (*Populus fremontii*), California blackberry (*Rubus ursinus*), mugwort (*Artemesia douglasiana)*, coyote brush (*Baccharis pilularis ssp. consanguinea*), California wildrose (*Rosa californica*), and other native shrubs.

The trail connector Project proposes to remove some native and non-native vegetation and replace it with native riparian vegetation upstream of the site, similar to what was planted downstream of the proposed trail connector Project by the City of Calabasas. It is anticipated that 0.18 acres of vegetation would be removed within the upstream area and ramp locations. To offset these impacts, as a proposed trail connector Project design feature, impacted riparian vegetation will be mitigated by planting native vegetation upstream of the proposed trail

connector Project (see Exhibit 10, *Mitigation Enhancement Area)*. The County of Los Angeles would be responsible for planting the site.

A Jurisdictional Delineation was prepared for the proposed trail connector Project site in February 2013 and updated in December 2013. Las Virgenes Creek is a north to south trending perennial drainage that was determined to support non-wetland waters throughout its entire reach (Jurisdictional Delineation Report, RBF 2013). Las Virgenes Creek is a channelized drainage system with a single low-flow channel that flows through a broader active flood plain. Las Virgenes Creek is tributary to Malibu Creek which flows into the Pacific Ocean, a Traditional Navigable Water (TNW).

North of US 101, the low-flow channel flows along the southern wall of the culvert into the eastern cell of the triple box culvert under US 101. Surface water then traverses the eastern cell and connects into the restored portion of Las Virgenes Creek, south of US 101. The middle cell of the triple box culvert has approximately 2-12 inches of accumulated sediment on the northern half of its reach. The southern half of this cell receives water from overflows out of the low-flow channel which has prevented sediment from accumulating in this half of the cell. The western cell of the triple box culvert has approximately 3-4 feet of sediment accumulation and only receives water during large storm events.

Within the proposed trail connector Project boundaries, Las Virgenes Creek has two distinct reaches that are separated by US 101, where the Creek is channelized in a triple reinforced concrete box culvert. North of US 101, Las Virgenes Creek is contained in an open concrete channel with 15-foot high walls. In this area the channel is approximately 45 feet wide and extends north for 500 feet paralleling US 101. At that point the Creek continues to the north in an earthen bottom channel stabilized with rip-rap banks. South of US 101, Las Virgenes Creek was restored to a natural setting from a previously engineered concrete channel. The restored segment is 400 feet long and extends from the Caltrans right-of-way south of US 101 to Agoura Road.

Impacts are expected to Waters of the United States, and streambed and riparian habitats. Based on the 2013 Jurisdictional Delineation Report (refer to Appendix C), Tables 4.4-2 and 4.4-3 identify each regulatory agency and total jurisdiction onsite. Mitigation Measure BIO-2 would reduce potential impacts to a level of less than significant.

Table 4.4-2: USACE/RWQCB Jurisdictional Summary

On-Site Area acres/linear feet	Impacted Area acres/linear feet
1.4 (1,500)	0.18 (1,000)

Table 4.4-3: CDFW Jurisdictional Summary

On-Site Area (acres)		Impacted Area (acres)		
Jurisdictional Streambed	Associated Riparian Vegetation	Vegetated Streambed	Un-Vegetated Streambed	Associated Riparian Vegetation
1.8	2.3	0.11	0.07	0.08

Implementation of Mitigation Measure BIO-3 would require the proposed trail connector Project applicant to acquire regulatory approvals prior to proposed trail connector Project construction and would reduce impacts to a level of less than significant.

Mitigation Measure BIO-3: The Project Applicant is required to obtain the following regulatory approvals prior to commencement of any maintenance activities within the identified jurisdictional areas: United States Army Corps of Engineers (USACE) Clean Water Act Section 404 Permit; Regional Water Quality Control Board (RWQCB) Clean Water Act Section 401 Water Quality Certification; and CDFW Section 1602 Streambed Alteration Agreement.

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?* ***Determination: Less Than Significant Impact with Mitigation.***

Refer to Response 4.4 (b), above. With implementation of Mitigation Measure BIO-3, less than significant impacts would occur.

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?* ***Determination: Less Than Significant Impact.***

An important linkage of this area is a small tributary of Las Virgenes Creek south of the proposed trail connector Project site named Liberty Canyon (west of the proposed trail connector Project site). The underpass of US 101 at Liberty Canyon Road along the drainage conveys relatively less vehicular traffic than other freeway crossings within several miles, and is one of the few active wildlife passage areas along the entire extent of US 101 through the Santa

Monica Mountains. All other watercourse and street crossings of the US 101 are constrained and many are impassible for wildlife.

The Las Virgenes Creek once provided refuge and a safe passage for wildlife to travel between the Ventura County Open Space and the Malibu Creek State Park. In 1977, approximately 440 linear feet of Las Virgenes Creek between US101 and the Agoura Road Bridge was lined with concrete, severely disrupting the wildlife corridor and removing all viable riparian habitats from this natural creek segment. Cemented-in flood channels have zero habitat value, no water cleansing and generate thermal pollution. The concrete channel removed vegetation, disturbed the creek's natural meander through the landscape, and constrained wildlife movement.

In 2007, a restoration plan was implemented by the City of Calabasas that restored a direct connection between the two existing riparian communities to the north and south of the concreted segment (south of US 101). The Las Virgenes Creek Restoration Project began in 2007 and included the removal of more than 3,600 square yards of concrete from the walls and floor of the channel. The proposed trail connector Project included planting of native materials once the concrete was removed. The restoration was anticipated to provide better cover for local wildlife and promote increased movement of wildlife and aquatic wildlife up and down the stream course. However, the triple box culvert under US 101 may receive infrequent use by wildlife due to its constrained nature. Operations and maintenance of the proposed trail connector Project is not anticipated to impact movement of wildlife, as maintenance would occur within the trail alignment and would occur infrequently (once a year). Implementation of the proposed trail connector Project is not anticipated to further inhibit wildlife movement. Less than significant impacts would occur.

e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?* ***Determination: No Impact.***

The proposed trail connector Project does not conflict with existing policies or ordinances protecting biological resources. Therefore, no impact would occur.

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?* ***Determination: Less Than Significant Impact.***

The proposed trail connector Project does not conflict with existing plans and policies protecting biological resources. Rather, the proposed trail connector Project would be constructed in accordance with the Las Virgenes Gateway Master Plan, the Malibu Creek Watershed Management Area Plan, and the Las Virgenes, McCoy and Dry Canyon Creeks Master Plan for Restoration. Therefore, no impact to adopted habitat conservation plans would occur.

4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☑	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☑	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☑	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☑	☐

Would the Project:

a) *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?* ***Determination: Less Than Significant Impact.***

Historic resources generally consist of buildings, structures, improvements, and remnants associated with a significant historic event or person(s) and/or have a historically significant style, design, or achievement. Damage to or demolition of such resources is typically considered to be a significant impact. Impacts to historic resources can occur through direct impacts, such as destruction or removal, and through indirect impacts, such as a change in the setting of a historic resource. The proposed trail connector Project site is located within a highly urbanized area of the City of Calabasas. According to the City of Calabasas General Plan EIR, the proposed trail connector Project site is not located in a culturally sensitive area or area of known historic resources (records search and survey conducted by Historical Environmental Archaeological Research Team, September 2007). Due to the fact that the proposed trail connector Project site is located within a channelized stream that has undergone significant geomorphic changes, it is unlikely that historic resources are present at the site. Therefore, less than significant impacts would occur.

b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?* ***Determination: Less Than Significant Impact.***

Archaeological sites are locations that contain resources associated with former human activities, and may contain such resources as human skeletal remains, waste from tool manufacture, tool concentrations, and/or discoloration or accumulation of soil or food remains. The proposed trail connector Project site is located within a highly urbanized area of the City of Calabasas. According to the City of Calabasas General Plan EIR, the proposed trail connector Project site is not located in a culturally sensitive area or area of known archaeological resources (records search and survey conducted by Historical Environmental Archaeological Research Team, September 2007). Due to the fact that the proposed trail connector Project site is located within a channelized stream that has undergone significant geomorphic changes, it is unlikely that archaeological resources are present at the site. Therefore, less than significant impacts would occur.

c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?* ***Determination: Less Than Significant Impact.***

Paleontological resources are the preserved fossilized remains of plants and animals. Fossils and traces of fossils are preserved in sedimentary rock units, particularly fine- to medium-grained marine, lake, and stream deposits, such as limestone, siltstone, sandstone, or shale, and in ancient soils (paleosols). They are also found in coarse-grained sediments, such as conglomerates or coarse alluvium sediments. Fossils are rarely preserved in igneous or metamorphic rock units. Fossils may occur throughout a sedimentary unit and, in fact, are more likely to be preserved subsurface, where they have not been damaged or destroyed by previous ground disturbance, amateur collecting, or natural causes such as erosion. In contrast, archaeological and historic resources are often recognized by surface evidence of their presence. Surficial soils upslope of the channel consist of fill and colluvium. The fill at the site likely resulted from construction of the freeway and culvert. It is anticipated that the fill was locally derived. The colluvium at the site is the weathering product of the local bedrock. According to the City of Calabasas General Plan EIR, the proposed trail connector Project site is not located in a culturally sensitive area or area of known paleontological resources (records search and survey conducted by Historical Environmental Archaeological Research Team, September 2007). Due to the fact that the proposed trail connector Project site is located within a channelized stream that has undergone significant geomorphic changes, it is unlikely that paleontological resources are present at the site. Therefore, less than significant impacts would occur.

d) *Disturb any human remains, including those interred outside of formal cemeteries?* ***Determination: Less Than Significant Impact.***

There are no known human remains within the vicinity of the proposed trail connector Project

site. Ground-disturbing activities, such as grading or excavation, have the potential to disturb human remains. If human remains are found, those remains would require proper treatment, in accordance with applicable laws. The Native American Graves Protection and Repatriation Act (NAGPRA) includes provisions for unclaimed and culturally unidentifiable Native American cultural items, intentional and inadvertent discovery of Native American cultural items on federal and tribal lands, and penalties for noncompliance and illegal trafficking. State of California Public Resources Health and Safety Code Section 7050.5-7055 describes the general provisions regarding human remains, including the requirements if any human remains are accidentally discovered during excavation of a site. As required by state law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant." If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with federal and state regulations, which detail the appropriate actions necessary in the event human remains are encountered, impacts in this regard, would be considered less than significant.

4.6 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication	☐	☐	☑	☐

4.6 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
42.				
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
iv) Landslides?	☐	☐	☑	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☑	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2004), creating substantial risks to life or property?	☐	☐	☑	☐
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?	☐	☐	☐	☑

Would the Project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.* ***Determination: Less Than Significant Impact.***

No known active or potentially active faults have been mapped within the proposed trail connector Project area and the area is not located in a Fault Rupture Hazard Zone as established by the Alquist-Priolo Earthquake Fault Zoning Act. Less than significant impacts would occur.

ii) *Strong seismic ground shaking?* ***Determination: Less Than Significant Impact.***

The proposed trail connector Project site is located in a seismically active region of Southern California. Seismic shaking activity and intensity is dependent on the distance of the fault and earthquake epicenter. Active faults within the proposed trail connector Project vicinity are as follows:

Table 4.6-1: Active Faults within Project Vicinity

Fault	Approx. Distance (miles)	Direction from Project Site	Last Displacement
Malibu Coast	1	South	Holocene
Cayetano	3.5	North	Holocene
San Fernando	3.5	Northeast	Historic
Hollywood Fault	4	Southeast	Holocene
San Gabriel	4.5	North	Holocene
Newport Ingallwood	4.5	Southeast	Holocene
San Andreas	8	Northeast	Historic

To minimize potential damage to the proposed structures caused by groundshaking, all construction would comply with the latest California Building Code standards, as required by the City Municipal Code 9.04.030. Implementation of the California Building Code standards, which include provisions for seismic building designs, would ensure that impacts associated with groundshaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction? ***Determination: Less Than Significant Impact.***

Liquefaction is a phenomenon in which loose, saturated, relatively cohesion-less soil deposits lose shear strength during strong ground motions. Factors controlling liquefaction:

1. Seismic groundshaking of relatively loose, granular soils that are saturated or submerged can cause soils to liquefy and temporarily behave as a dense fluid. For liquefaction to occur, the following conditions have to occur: Intense seismic shaking;

2. Presence of loose granular soils prone to liquefaction; and

3. Saturation of soils due to shallow groundwater.

Surficial soils upslope of the channel consist of fill and colluvium. The fill at the site likely resulted from construction of the freeway and culvert. It is anticipated that the fill was locally derived. The colluvium at the site is the weathering product of the local bedrock.

The alluvial portion of the site, within the creek channel is within State and County Hazard Zones for Liquefaction. To minimize potential damage to the proposed structures caused by liquefaction, all construction would comply with the latest California Building Code standards, as required by the City Municipal Code 9.04.030. Implementation of the California Building Code standards, which include provisions for seismic building designs, would ensure that impacts associated with liquefaction would be less than significant.

iv) Landslides? ***Determination: Less than Significant.***

The site is considered to have moderate potential for landslides or debris flows that originate from the hills northwest of the site. To minimize potential damage to the proposed structures caused by landslides, all construction would comply with the latest California Building Code standards, as required by the City Municipal Code 9.04.030. Implementation of the California Building Code standards, which include provisions for building designs, would ensure that impacts associated with landslides would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil? ***Determination: Less Than Significant Impact.***

Soil erosion is defined as the detachment and movement of soil particles by the erosive forces of wind or water. While the project proposes to remove sediment and some native and non-native plants, it would require with native riparian planting downstream of the Project and would mitigate potential for long-term erosion and soil loss. Therefore, less than significant impacts would occur.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?* ***Determination: Less Than Significant Impact.***

Refer to Responses 4.6*(a)(ii) through 4.6(a)(iv).* Less than significant impacts would occur.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2004), creating substantial risks to life or property?* ***Determination: Less than Significant Impact.***

Expansive soils are those that undergo volume changes as moisture content fluctuates; swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement and distorting structural elements. The project site is not located on a geologic unit or soils that are unstable or that could become unstable as part of the proposed trail connector Project. Therefore, less than significant impacts would occur.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?* ***Determination: No Impact.***

The proposed trail connector Project does not include the use of septic tanks or alternative wastewater disposal systems. The need for wastewater disposal would not be required. Therefore, no impacts would occur in this regard.

4.7 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☑	☐

Would the Project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ***Determination: Less Than Significant Impact***

The analysis below includes a worst case scenario analysis for greenhouse gas emissions impacts associated with more impactful alternatives. Because of a reduction in construction equipment and construction duration for the Project fewer impacts would result than identified below. Therefore, the following analysis includes a conservative analysis of greenhouse gas emissions impacts.

The SCAB is currently in non-attainment for ozone and particulate matter. The 2012 AQMP states that "the overall control strategy for this Final Plan is designed to meet applicable federal and state requirements, including attainment of ambient air quality standards. The focus of the Plan is to demonstrate attainment of the federal PM2.5 ambient air quality standard by 2015 and the federal 8-hour ozone standard by 2024, while making expeditious progress toward attainment of state standards. The proposed strategy, however, does not attain the previous federal 1-hour ozone standard by 2010 as previously required prior to the recent change in federal regulations."

As previously stated, the proposed trail connector Project would create minor air quality impacts during construction, operations and maintenance. It is not anticipated that, even during construction, significant generation of greenhouse gases would occur. Implementation of Best Management Practices AIR-1, above, would reduce potential impacts to a level of less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? ***Determination: Less Than Significant Impact.***

California Governor Arnold Schwarzenegger issued Executive Order S-3-05 in June 2005, which established the following greenhouse gas emission reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels;
- 2020: Reduce greenhouse gas emissions to 1990 levels; and
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32 requires that the California Air Resources Board (CARB) determine what the statewide greenhouse gas emissions level was in 1990, and approve a statewide greenhouse gas emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 metric tons of CO_2 equivalent.

Section 4.3 of this document identifies the emissions thresholds and construction equipment anticipated to be used during construction. As identified in Section 4.3, the proposed trail connector Project would create short term construction and periodic operations and maintenance related air quality impacts. However, these impacts would be below SCAQMD thresholds. Additionally, Best Management Practices GHG-1 would further reduce potential impacts.

Best Management Practices GHG-1: Prior to issuance of any Grading Permit, the County Engineer and the Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that the following basic construction best management measures shall be implemented:

- **All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered three times per day.**
- **All haul trucks transporting soil, sand, or other loose material off-site shall be covered.**
- **All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.**
- **All vehicle speeds on unpaved roads shall be limited to 15 mph.**
- **All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.**
- **Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.**
- **All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.**
- **Post a publicly visible sign with the telephone number and person to contact at the County regarding dust complaints.**

This person shall respond and take corrective action within 48 hours. The SCAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

Due to the nature of global climate change, it is not anticipated that any single –project would have a substantial effect on global climate change. It is difficult to deem a single development as individually responsible for a global temperature increase. In actuality, greenhouse gas emissions from a proposed trail connector Project would combine with emissions emitted across California, the U.S, and the world to cumulatively contribute to global climate change. The proposed trail connector Project would include the development and dedication of a multi-use trail within an existing channel. Construction operations and maintenance related air quality impacts are anticipated to be minimal and short in duration. No long term air quality impacts are anticipated to occur. Therefore, it is not anticipated that a cumulative impact would occur that would conflict with applicable greenhouse gas plans, policies, and/or regulations. Less than significant impacts would occur.

4.8 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☑	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☑	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑

4.8 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☑
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☑	☐

Would the project:

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?* ***Determination: Less Than Significant Impact.***

The proposed trail connector Project does not include the construction of a use that would routinely transport, use or dispose of hazardous materials. No releases of hazardous materials or substances are expected to occur as a result of proposed trail connector Project implementation. Therefore, less than significant impacts would occur.

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?* ***Determination: Less Than Significant Impact.***

Refer to Response 4.8 (a). Less than significant impacts would occur.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?* ***Determination: No Impact.***

The proposed trail connector Project site is not located within one-quarter mile of an existing or proposed school. No impacts would occur.

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?* ***Determination: No Impact.***

According to the City of Calabasas, the proposed trail connector Project site is not listed as a hazardous materials site. No impacts would occur.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?* ***Determination: No Impact.***

The project site is not located within an airport land use area, or within two miles of a public use airport. No impacts would occur.

f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?* ***Determination: No Impact.***

The proposed trail connector Project site is not located within the vicinity of a private airstrip. No impacts would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ***Determination: No Impact.***

Development of the proposed trail connector Project would occur within an existing channel, and would not interfere with an emergency response plan or evacuation plan. No impacts would occur.

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? ***Determination: Less than Significant Impact.***

The proposed trail connector Project site is located adjacent to the Santa Monica Mountains Conservancy property, which consists of open space and natural vegetation that is susceptible to wildland fires. The City of Calabasas General Plan Consistency Review Program includes Fire Management Performance Standards for all new development in the area. The proposed trail connector Project would be required to adhere to these standards, which would reduce potential impacts to a level of less than significant.

4.9 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☑	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering 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)?	☐	☐	☑	☐
c) Substantially alter the existing	☐	☐	☑	☐

4.9 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?				
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?	☐	☐	☑	☐
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?	☐	☐	☑	☐
f) Otherwise substantially degrade water quality?	☐	☐	☑	☐
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?	☐	☐	☐	☑
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☑	☐
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?	☐	☐	☑	☐

4.9 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☑	☐

Would the Project:

a) Violate any water quality standards or waste discharge requirements? ***Determination: Less Than Significant Impact.***

Minor impacts to water quality may occur from equestrian waste in this portion of the trail. Although equestrian waste is organic and biodegradable, many of its biological and chemical properties (such as sediment, phosphorus, and bacteria) can adversely impact water quality. Waste deposits from horses would occur infrequently and would be dispersed throughout the trail and not in one concentrated area. The proposed trail connector Project site is currently being used informally for equestrian purposes. Because equestrian waste is relatively dry at excretion, nutrients tend to dissipate rather quickly into the atmosphere. However, LA County DPR will clean up equestrian waste as part of the routine maintenance. The impacts of increased equestrian waste will occur when the regional trails are implemented. These impacts will be addressed in detail at the time of these designs. Minimal impacts from the proposed trail connector Project are anticipated.

Water quality impacts from short-term construction operations could consist of the discharge of pollutants such as sediment from grading operations, oil and grease from equipment, trash from worker and construction activities, heavy metals, pathogens, and other substances. Discharge of these pollutants into waters of the U.S. is regulated by the State Water Resources Control Board (SWRCB). Due to the nature of the proposed facilities, minimal long term operational impacts are anticipated.

The SWRCB has adopted General Permit No. CAS000002- *Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity* (General Permit) for California that applies to most construction-related storm water discharges within California. The proposed trail connector Project is anticipated to disturb approximately 0.19 acres. The General Permit requires that project's disturbing greater than one acre develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that specifies Best Management Practices (BMPs) to prevent all construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving offsite into receiving waters. Should the area disturbed be increased during detailed design, the proposed trail connector Project would be

subject to the provisions of the General Permit, and would be required to submit a SWPPP to the SWRCB. Therefore, short-term construction operations would have a less than significant impact on water quality standards or discharge requirements.

Operations and maintenance of the trail would be conducted by LA County DPR on an as needed basis. It is anticipated that approximately 300 cubic yards of sediment would be removed per maintenance episode (once a year). However, these maintenance events would occur once a year and would occur within the trail alignment. Less than significant impacts would occur.

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)?* ***Determination: Less Than Significant Impact.***

The proposed trail connector Project does not require additional water supplies that could potentially deplete existing groundwater supply. Less than significant impacts would occur.

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?* ***Determination: Less Than Significant Impact.***

The proposed trail connector Project would not result in an increase in erosion or silation on or offsite. Erosion control measures as described in the SWPPP would reduce potential impacts during construction of the proposed trail connector Project. Implementation of Best Management Practices HYD-1 and HYD-2 would further reduce impacts to less than significant.

Best Management Practices HYD-1: The Los Angeles RWQCB would require that, prior to construction, a project SWPPP be prepared that identifies BMPs to reduce erosion of disturbed soils during construction activities. The plan would describe measures that would be used to minimize wind and water erosion and the transport of sediments during construction. The SWPPP would be subject to approval by the RWQCB, pursuant to the States NPDES Construction Permit requirements and Section 401 of the Clean Water Act. The plan would be prepared and approved before construction activities begin. At a minimum, the plan shall include the following measures:

• Temporary measures such as flow diversion, temporary ditches, and silt fencing.
• Surface disturbance of soil and vegetation would be kept to a minimum; existing access and maintenance roads would be used wherever feasible.
• Any stockpiled soil would be placed and sloped so that it would not be subject to accelerated erosion.
• Discharge of all project-related materials and fluids into the creek would 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.
• After ground-disturbing activities are complete, all graded or disturbed areas would be covered with protective material such as mulch, or re-seeded with native plant species. The plan would include details regarding seeding material, fertilizer, and mulching.

Best Management Practices HYD-2: Limit in-channel construction activities to low precipitation periods. Channel banks and bottom shall be dewatered during the construction period.

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? ***Determination: Less Than Significant Impact.***

Refer to Response 4.9(c). Less than significant impacts would occur with implementation of Best Management Practices HYD-1 and HYD-2.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? ***Determination: Less than Significant Impact.***

A Hydrology and Hydraulics Evaluation Report was prepared for the proposed trail connector Project. The hydraulics of Las Virgenes Creek at the design flow rate are controlled by the size of the culvert. The currently proposed trail connector Project will improve flow conditions by removing sediment and vegetation on the western side of the channel and culvert that are influencing flows in the channel. However, if channel maintenance was modeled by removing sediment and vegetation, and used as the existing condition, the channel would be smoother and have more flow capacity.. Drains into the proposed trail connector Project downstream of the culvert would see no changes at the design flow levels. A less than significant impact would occur.

f) Otherwise substantially degrade water quality? ***Determination: Less Than Significant . Best Management Practices***

Refer to Responses 4.9 (a through e) above.

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? ***Determination: No Impact.***

The proposed trail connector Project does not include the construction of housing. Therefore, no impacts would occur in this regard.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? ***Determination: Less Than Significant Impact.***

The purpose of the existing channel is to direct flows. An eight-inch curb is proposed north of the culvert to divert flows to the middle and eastern culverts during rain events. This design does not include significant alterations to the design of the channel or the ability to convey a 100-year flood. Less than significant impacts would occur.

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? ***Determination: Less Than Significant Impact.***

The proposed trail connector Project includes the dedication of a trail in an existing channel and would not expose people or structures to a significant risk of flooding. Signage will be included to warn trail users not to utilize the trail during rainy conditions. Less than significant impacts would occur.

j) Inundation by seiche, tsunami, or mudflow? ***Determination: Less Than Significant Impact***

Refer to Response 4.9 (i). Less than significant impacts would occur.

4.10 LAND USE AND RELEVANT PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☐	☑
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☑
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☑	☐

Would the Project:

a) Physically divide an established community? ***Determination: No Impact.***

An example of a proposed trail connector Project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. Numerous land uses exist within the proposed trail connector Project area, primarily commercial, office, and open space. The proposed trail connector Project would include the development and dedication of a trail within an existing creek channel, and would not divide an established community. Therefore, no impacts would occur in this regard.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? ***Determination: No Impact.***

The proposed trail connector Project site is designated as Open Space in the City of Calabasas General Plan Land Use Map. Should the proposed trail connector Project be implemented, the site would remain open space and would not conflict with the current land use designation. Therefore, no impact would occur.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?* ***Determination: Less Than Significant Impact.***

Refer to Response 4.4 (f) above. Less than significant impacts would occur.

4.11 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
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?	☐	☐	☐	☑

Would the Project:

a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?* ***Determination: No Impact.***

The proposed trail connector Project site does not contain known mineral resources and is not designated as aggregate in the City of Calabasas General Plan Land Use Map. Therefore, no impacts would occur.

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? ***Determination: No Impact.***

Refer to Response 4.11 (a), above. No impacts are anticipated.

4.12 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☑	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☑	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☑
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☑	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

4.12 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

Would the Project result in:

a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* ***Determination: Less Than Significant With Mitigation Incorporated.***

The analysis below includes a worst case scenario analysis for noise impacts associated with more impactful alternatives. Because of a reduction in construction equipment and construction duration for the proect, fewer impacts would result than identified below. Therefore, the following analysis includes a conservative analysis of noise impacts.

The proposed trail connector Project would result in temporary construction, as well as periodic operations and maintenance noise. Table 4.12-1, *Noise Receptors* identifies receptors to potential proposed trail connector Project noise impacts.

Table 4.12-1 Noise Receptors

Receptor	Direction from Project Site	Distance from Project (in feet)	Estimated Construction Noise Level (Leq dBA)
Commercial	South	175	77.7
Commercial	East	80	84.5
Commercial	West	130	80.3

Sections 17.20.160 (D) and (E) of the City of Calabasas Municipal Code establish standards for acceptable exterior and interior noise levels. These standards are intended to protect persons from excessive noise levels, which are detrimental to the public health, welfare and safety since they have the potential to: (i) interfere with sleep, communication, relaxation and the full enjoyment of property; (ii) contribute to hearing impairment and a wide range of adverse physiological stress conditions; and (iii) adversely affect the value of real property. It is the intent of the establishment of noise standards to protect persons from excessive noise levels within or near various residential developments and other specified noise-sensitive land uses.

Exceptions to the noise standards of Section 17.20.160 (D) are not applicable to noise from the following sources, and therefore, the proposed trail connector Project:

- Activities conducted in public parks, public playgrounds and public or private school grounds, including school athletic and entertainment events;
- Noise sources associated with construction, including the idling of construction vehicles, provided such activities do not take place before seven a.m. or after six p.m. on any day except Saturday in which no construction is allowed before eight a.m. or after five p.m.
- No construction is allowed on Sunday's or federal holidays. These requirements may be modified by a conditional use permit.
- Noise sources associated with work performed by private or public utilities in the maintenance or modification of their facilities;

Proposed trail connector Project construction is expected to last approximately 3-6 months. Temporary increases in local noise would result from construction activities involving heavy machinery. Ground-borne noise and other types of construction-related noise impacts would typically occur during the initial site preparation, which can create the highest levels of noise but is also generally the shortest of all construction phases. High ground-borne noise levels and other miscellaneous noise levels can be created by the operation of heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, compactors, scrapers, and other heavy-duty construction equipment. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Construction related noise could be noticeable to those uses adjacent to the site (commercial and office uses). As stated above, the proposed trail connector Project is exempt to City of Calabasas established noise standards. However, implementation of Mitigation Measure NOI-1 would reduce potential impacts.

Mitigation Measure NOI-1: **Prior to the issuance of grading permits, feasible noise control measures shall be implemented to reduce daytime construction noise levels. Such control measures**

could include any of the following, as appropriate:

- **To the extent possible, all mechanical equipment shall be oriented away from the nearest noise sensitive receptors; and**
- **All mechanical equipment shall be screened and enclosed to minimize noise.**
- **Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices;**
- **Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible; and**
- **During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.**
- **Operation of equipment requiring use of back-up beepers shall be avoided near sensitive receptors to the extent feasible during nighttime hours (10:00 PM to 7:00 AM);**
- **If impact equipment (e.g., jack hammers, pavement breakers, and rock drills) is used during construction, hydraulically or electric-powered equipment shall be used wherever feasible to avoid the noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used (a muffler can lower noise levels from the exhaust by up to about 10 dBA);**

Operations and maintenance of the trail would be conducted by LA County DPR on an as-needed basis. It is anticipated that 300 cubic yards of sediment would be removed per maintenance episode (once a year). However, these maintenance events would occur once a year and would occur within the trail alignment, and therefore, would not create a significant source of noise. Less than significant impacts would occur.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ***Determination: Less Than Significant with Mitigation Incorporated.***

Refer to Response 4.12 (a), above. Similar to temporary noise impacts, groundborne vibration would occur during the grading and construction, and would expose adjacent uses to increased noise/vibration levels. With the implementation of Mitigation Measure NOI-1 would reduce potential impacts to a level of less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ***Determination: No Impact.***

The proposed trail connector Project would include the development of a multi-use trail and would not create a substantial permanent increase in ambient noise levels in the proposed trail connector Project vicinity. No impacts would occur.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ***Determination: Less Than Significant with Mitigation Incorporated.***

Refer to Response 4.12 (a), above. Less than significant impacts would occur with the implementation of Measure NOI-1 listed above.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ***Determination: No Impact.***

As previously stated, the proposed trail connector Project site is not located within an airport land use plan or near a public airport. No impacts would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? ***Determination: No Impact.***

The proposed trail connector Project site is not located within the vicinity of a private airstrip. No impacts would occur in this regard.

4.13 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☑
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

Would the Project:

a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?* ***Determination: Less than Significant Impact.***

The proposed trail connector Project would not result in the development of new homes or businesses, and would not extend infrastructure that would attract large populations of people. Therefore, no impact would occur.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?* ***Determination: No Impact.***

No homes are located within the proposed trail connector Project footprint. Therefore, no housing would be displaced. No impacts would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ***Determination: No Impact.***

Refer to Response 4.13 (b), above. No impacts would occur in this regard.

4.14 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☑	☐
Police protection?	☐	☐	☑	☐
Schools?	☐	☐		☑
Parks?	☐	☐		☑
Other public facilities?	☐	☐		☑

a) Would the 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:

1) *Fire protection?* ***Determination: Less Than Significant Impact.***

The proposed trail connector Project is located within an existing channel and would not affect response times or service ratios. The trail access could potentially have a positive impact on response times and increased access into the channel and adjacent areas by creating additional access for public services. This could be particularly important in the event of a spill or fire or other calamity caused by vehicles on the US 101 freeway. Additionally, the implementation of the proposed trail connector Project would not alter or increase the demand for fire protection services. Less than significant impacts would occur.

2) *Police protection?* ***Determination: Less Than Significant Impact.***

The proposed trail connector Project is located within an existing channel and would not affect response times or service ratios. The trail access could potentially have a positive impact on response times and increased access into the channel and adjacent areas by creating additional access for public services. This could be particularly important in the event of a spill or fire or other calamity caused by vehicles on the US 101 freeway. Additionally, the implementation of the proposed trail connector Project would not alter or increase the demand for police protection services. Less than significant impacts would occur.

3) *Schools?* ***Determination: No Impact.***

The proposed facilities would not generate students either directly or indirectly and would, therefore, not create significant impacts to school services.

4) *Parks?* ***Determination: No Impact.***

The proposed facilities would not generate residents either directly or indirectly and would, therefore, not create significant impacts to parks.

5) *Other public facilities?* ***Determination: No Impact.***

The proposed facilities would not generate residents either directly or indirectly and would, therefore, not create significant impacts to other public facilities.

4.15 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☑	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☑	☐

a) *Would the 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?* ***Determination: Less than Significant Impact.***

The proposed trail connector Project includes the development of a dedicated multi-use trail. The impacts associated with the development of the proposed trail connector Project are discussed throughout this document. Less than significant impacts would occur.

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?* ***Determination: Less than Significant Impact.***

Refer to Response 4.15 (a), above. Less than significant impacts would occur.

4.16 TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
TRANSPORTATION/TRAFFIC -- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☑	☐
b) Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads and highways?	☐	☐	☑	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☑
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☑
e) Result in inadequate emergency access?	☐	☐	☐	☑

4.16 TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☑

Would the Project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? ***Determination: Less Than Significant Impact.***

Construction of the proposed trail connector Project would generate minimal traffic, and, therefore, would not affect levels of service of intersections, streets, highways, freeways, or alternative transportation modes. One staging area would be utilized during construction. The staging area would occur on the north side of the US 101 freeway upstream of the proposed trail connector Project site, on a flat triangular portion of land adjacent to the westbound lanes of the US 101 within Caltrans right-of-way. The haul road from this site would be about 200 feet in length and allow access on the upstream end of the culvert. Should this staging area be used, construction equipment would take access from the US 101 freeway. As a standard proposed trail connector Project design feature, a Traffic Management Plan would be implemented The Traffic Management Plan would require agency-approved detour routes around the construction site to minimize impacts to traffic. Less than significant impacts would occur in this regard.

b) Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? ***Determination: Less Than Significant Impact.***

Refer to Response 4.16 (a), above. Less than significant impacts would occur.

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? ***Determination: No Impact.***

The proposed trail connector Project site is not in the vicinity of a public or private use airport. Additionally, due to the nature of the proposed facilities, the proposed trail connector Project would not result in a change in air traffic patterns. No impact would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ***Determination: No Impact.***

Due to the nature and scope of the proposed trail connector Project, implementation would not increase hazards due to a design feature or incompatible uses. The proposed trail connector Project would be developed in an existing channel and would not affect roadway operations. The proposed trail connector Project would provide a safe way for trail users to cross the freeway. Therefore, no impacts would occur.

e) Result in inadequate emergency access? ***Determination: No Impact.***

The proposed trail connector Project would be constructed within an existing channel and would not result in inadequate emergency access. No impact would occur.

f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? ***Determination: No Impact.***

The proposed trail connector Project would be consistent with City of Calabasas policies and programs supporting the development and use of trails and trail systems within the City. No impact would occur.

4.17 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS B Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☑	☐

4.17 UTILITIES AND SERVICE SYSTEMS

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

Would the Project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ***Determination: Less Than Significant Impact.***

Refer to Response 4.9 (a), above. Less than significant impacts would occur.

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? ***Determination: No Impact.***

The proposed trail connector Project does not propose the construction of new water or wastewater facilities nor would it require such facilities. Thus, no impact would occur in this regard.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ***Determination: Less Than Significant Impact.***

The proposed trail connector Project would be developed within an existing stormwater drainage channel. However, the proposed trail connector Project does not propose to expand the existing facility. The proposed trail connector Project does not propose new stormwater drainage facilities or significantly change or expand the existing facilities. Less than significant impacts would occur.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ***Determination: No Impact.***

The proposed trail connector Project would not require water supplies. No impact would occur.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ***Determination: No Impact.***

The proposed trail connector Project would not require wastewater treatment. No impact would occur.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ***Determination: Less Than Significant Impact.***

Construction debris and site preparation would generate solid waste that would need proper disposal of in the appropriate landfill. An approximate 1,100 linear feet of green waste and approximate 1,335 cubic yards of sediment would need to be processed in a landfill as a result of project construction. It is anticipated that waste generated by construction and periodic operations and maintenance activities of the proposed trail connector Project would be placed in the Calabasas Landfill, located at Lost Hills Road in the City of Agoura Hills. The anticipated closure date for the landfill is 2028. The generation of additional construction-related waste would only be temporary and would cease upon completion of the proposed trail connector Project. Solid waste generation during operations and maintenance of the trail is anticipated to be minimal, and would not result in a significant increase in waste for disposal in area landfills. The proposed trail connector Project would be required to be in compliance with adopted programs and federal, state, and local regulations pertaining to solid waste. Therefore, less than significant impacts would occur.

g) Comply with federal, state, and local statutes and regulations related to solid waste? ***Determination: Less Than Significant Impact.***

Refer to Response 4.17 (g), above. Less than significant impacts would occur.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE --				
a) Does the 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?	☐	☑	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☑	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐

a). Does the project have the potential to 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? ***Determination: Less Than Significant Impact with Mitigation Incorporated.***

As stated in various sections of this Initial Study, the proposed trail connector Project does not have the potential to result in significant impacts on the environment. Habitat for fish and wildlife were considered during alternative selection to sustain current habitat and allow for future improvements. With the implementation of mitigation measures identified throughout this document, impacts would be reduced to a level of less than significant.

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

No long-term significant impacts have been identified with the proposed trail connector Project. As previously stated, operations and maintenance of the trail would be conducted by LA County DPR on an as-needed basis. It is anticipated that approximately 300 cubic yards of sediment would be removed per maintenance episode (once a year).

After heavy rains the County would inspect the trail and prepare an inspection report. If the trail is damaged or eroded and would cause safety concerns for public use, it would be repaired during the summer following the rainy season. It is expected that the trail could require maintenance once a year. This repair would be minor and it may take about 15 to 30 days. Equipment utilized for repairs will likely include one grader, one rubber tire dozer, one tractor/loader/backhoe, one water truck, and one off highway truck. Due to the infrequent nature of these maintenance episodes, impacts are anticipated to be less than significant.

The proposed trail connector Project does include short term impacts that, when occurring concurrent with other proposed trail connector Project, have the potential to create significant impacts. According to the City of Calabasas, the following projects applications are currently under review:

Table 4.18-1: Current Projects

Project	Type	Status
BSVERCOM	3 single family residential lots	MND approved; appealed to City Council
Canyon Oaks	21,400 sf commercial building, senior housing, townhomes, 75 single family units	EIR currently being prepared
Calabasas Senior Center	Senior Center located behind existing City Hall	Community design workshops currently in progress
Commercial Center at Las Virgenes Rd/Thousand Oaks Blvd	Commercial center with 25,820 sf of retail space and 35,074 sf of office space	Project application in process
Las Virgenes-Triunfo JPA Solar Generation Project Recycled Pump Station	Construct one MW solar power electricity generation facility	MND approved
Lost Hills Interchange Improvement Project	Widen Lost Hills Rd/101 interchange	Project approved; funding currently being secured
Malamut Vintage Auto Dealership	Automotive dealership	Under construction
Paxton Calabasas Project	80 unit townhome complex	Plans in review
The Horizons	Senior condominiums	Under construction
Village at Calabasas	90 unit condominium complex	Project application in process

The only active project located near the proposed trail connector Project is the commercial center at Las Virgenes Road/Thousand Oaks Boulevard, which is currently in the project application process. Only two active projects are currently under construction. The remaining projects are in various stages of project approvals. It is anticipated that should the remaining active projects be approved, construction would be phased over time. Construction of the proposed Don Wallace Trail is anticipated to last approximately 3-6 months. Because the other active projects would be developed over a longer period of time, it is not anticipated that development of the proposed trail connector Project in conjunction with other active projects

would result in significant impacts. Additionally, with the implementation of mitigation measures as identified above, less than significant impacts would occur.

It should also be noted that the proposed Don Wallace Trail is envisioned to be an important link of a larger trail system that would extend from the Pacific Ocean to the Santa Monica Mountains. No applications for additional portions of the trail system are currently in place. When applications for additional portions of the trail are received by the appropriate jurisdiction, environmental review will be conducted to assess potential impacts.

c). *Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?* ***Determination: Less Than Significant with Mitigation Incorporated.***

As stated in various sections of this Initial Study, the proposed trail connector Project does not have the potential to result in significant impacts on the environment. With the implementation of Mitigation Measures and Best Management Practices identified throughout this document, impacts would be reduced to a level of less than significant.

5.0 DETERMINATION

On the basis of this initial evaluation:

≡ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☑ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

≡ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

≡ I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

≡ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Signature: _____ Date: 1/14/14

Printed Name: Bryan Moscardini, Departmental Facilities Planner I

For: County of Los Angeles
Department of Parks and Recreation

6.0 REFERENCES

LEAD AGENCY:

County of Los Angeles
Department of Parks and Recreation
510 South Vermont Avenue
Los Angeles, CA 90020

Bryan Moscardini, Environmental and Regulatory Permitting

The following references were utilized during preparation of this Initial Study/Mitigated Negative Declaration:

2007 Air Quality Management Plan for the South Coast Air Basin. South Coast Air Quality Management District (SCAQMD). 2007.
City of Calabasas General Plan. 2008.
City of Calabasas Creeks Master Plan. City of Calabasas. September 2006.
City of Calabasas Trails Master Plan. City of Calabasas. June 2007.
Conceptual Design Report. RBF Consulting. April 2013.
County of Los Angeles Trails Manual. Sapphos Environmental Inc. February 2011.
Geotechnical Evaluation Report for the Don Wallace Multi-Use Trail Connector. Kleinfelder. February 2013.
Habitat Assessment for the Don Wallace Multi-Use Trail Connector Project. RBF Consulting. December 2013.
Hydrology and Hydraulics Evaluation Report. CWE. February 2013.
Jurisdictional Delineation Report. RBF Consulting. December 2013.
Las Virgenes Creek Restoration Project: Healing a Stream. Alex Farassati, Ph.D. 2008.
Las Virgenes Creek Restoration Project Initial Study. City of Calabasas. 2007.