INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

LONG VALLEY ROAD/VALLEY CIRCLE/US-101 ON-RAMP IMPROVEMENT PROJECT

HIDDEN HILLS, CALIFORNIA

PREPARED FOR:

CITY OF HIDDEN HILLS
Department of Building and Safety
6165 Spring Valley Road
Hidden Hills, CA 91302

PREPARED BY:

WILLDAN
13191 Crossroads Parkway North, Suite 405
Industry, California 91746

APRIL 2021

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INITIAL STUDY, ENVIRONMENTAL CHECKLIST AND MITIGATED NEGATIVE DECLARATION

1. Project title: Long Valley Road/Valley Circle/US-101 On-Ramp Improvement Project

2. Lead agency name and address: City of Hidden Hills
Department of Building and Safety
6165 Spring Valley Road
Hidden Hills, CA 91302

3. Contact person and phone number: Dirk Lovett, City Engineer (818) 888-9281

4. Project location

The project is located in the City of Hidden Hills and the City of Los Angeles, in Los Angeles County, north of the City of Calabasas and is bounded on the south by the Ventura Freeway (US-101) The project site is at the City of Hidden Hills' gated entry at Long Valley Road. This project will include a triangular parcel that will provide parking and space for vehicle queuing for commercial and non-resident vehicles seeking access into the community. Other improvements will include roadway and sidewalk improvements along Long Valley Road and Valley Circle Road. This gated entry is located at the easternmost city limits near the Valley Circle Road/Mulholland Drive off-ramp of the Ventura Freeway (US-101). The project area would include adjacent land at the guard house/gate entrance and occupy approximately 0.84 acre for the parking lot improvements and approximately 1,040 linear feet of new sidewalk extending along the north side of Long Valley Road and continue along the west side of Valley Circle Road.

5. Project sponsor's name and address: **City of Hidden Hills**
Building and Safety Department
6165 Spring Valley Road
Hidden Hills, CA 91302

6. General Plan Designation: City of Hidden Hills, Local Collector and Restricted Commercial Use (CR), City of Los Angeles – Avenue I (Secondary Highway)

7. Zoning: Public right-of-way (Roadway), Commercial Restricted (Parking Lot)

8. Surrounding land uses and setting:

There are single-family homes north and west of the site within the City of Hidden Hills, commercial uses with office and retail uses further south across the freeway, and a commercial nursery on the east. With the exception of the residential uses to the north and west and the construction site itself, the remaining project area lies within the City of Los Angeles. The proposed project encompasses the public right-of-way along Long Valley Road and Valley Circle Boulevard for roadway, pedestrian and access improvements and proposed parking lot improvements on one adjacent parcel at the guard house/gate entry. As one of three access streets into the City of Hidden Hills, this gated entrance at Long Valley Road provides the most direct access to the Ventura Freeway, serving mostly the eastern and northern residents within the City. Proposed development of the adjacent parcel next to the guard house includes a vacant triangular lot to the north. An existing box culvert

also underlies Long Valley Road approximately midway between the gate entry and Valley Circle Boulevard which conveys storm water outflows from the freeway.

Figures 1 and 2 show the regional location and the project location.

9. Project Description

Background

The City of Hidden Hills is a gated residential community with controlled access for all non-residents. The project site is located on Long Valley Road which provides one of the three access roads into the City. As a collector street, Long Valley Road travels in a general northwest-southeast direction with close proximity and convenient access to the Ventura Freeway. The other access roads include Round Meadow Road and Spring Valley Road which offer a respective southerly and northerly access into the City. All access roads within the gated areas of the residential development are privately owned by the Hidden Hills Community Association (HHCA); all other roads in the project area are maintained by either the City of Hidden Hills or the City of Los Angeles.

Gate operations for the community have maintained restricted access to all nonresidents, including commercial vehicles. Vehicular entry/access into the community is monitored and controlled by security personnel stationed at each gate house/access road at all hours. Access for nonresidents and commercial vehicles can only be permitted if they are previously identified by residents and included on an admit list which is provided daily to the security personnel at all gate house locations. Specifically, access related to approved construction activity is limited between the hours of 7:00 AM and 8 PM, Monday through Friday only.[1]

Due to restricted gate operations and proximity of ramp access to US-101 on Long Valley Road, this gate entry/access (westbound trips) experiences significant traffic congestion and vehicle queuing on Long Valley Road that backs up to Valley Circle Boulevard during the AM peak hour.[2] With construction activity occurring in the early morning, morning peak hour traffic demand for westbound vehicles on Long Valley Road consists mostly of construction vehicles seeking access into the City. With the rise of construction activity in the community, traffic demand in the morning peak hours has increased at all gate house locations in recent years. Recent gate house improvements at Round Meadow Road and Spring Valley Road have improved access at those gate locations. At this time, the gate access at Long Valley Road is unimproved.

Project Components

The proposed project consists of a new parking lot to accommodate a staging and prescreening area adjacent to the Hidden Hills guard house, sidewalk improvements, a retaining wall, storm water improvements, and other amenities and safety improvements. The project is intended to ease traffic congestion at the Long Valley Road

[1] For purposes of gate entry, construction includes landscaping, pool service and other interior and exterior workers.

[2] According to a traffic evaluation prepared by Charles Abbott Associates, Inc. on February 21, 2017, the westbound traffic on Long Valley Road experiences an average queue of approximately 791 feet measured from the existing stop limit line during the AM peak hour. This backup extends through the intersection with Valley Circle Boulevard. The evaluation recommended that an addition of a third westbound travel lane would reduce the queue approximately 84 feet from the stop limit line and eliminate the vehicle backup that affects Valley Circle Boulevard. However, since there are lower PM peak hour volumes entering the freeway (1,239 vehicles per hour vs. 690 vehicles per hour), no benefit would be achieved by adding a third lane (Appendix A).

and Valley Circle Boulevard/U.S. 101 on-ramp intersection, to improve pedestrian access on Long Valley Road and Valley Circle Boulevard and to improve vehicle access and queuing at the gate entry.

The project will be separated into two phases. Phase I will encompass the entry gate and parking lot improvements within the City of Hidden Hills while Phase II will involve roadway and sidewalk improvements within the City of Los Angeles and within Caltrans right-of-way. Due to project timing and funding considerations, the proposed entry and parking lot improvements within the City of Hidden Hills will be completed in the first phase. Specifically, these improvements will include the parking lot, pavement improvements, striping, and signage. Such improvements will generally require only shallow excavation where any ground disturbance would not exceed two feet below existing grade. Installation of stormwater improvements will require excavation of approximately 5 feet in a limited area not exceeding 100 square feet below the parking lot. General construction activities will involve grading, paving, striping, concrete construction, landscaping, irrigation, and if needed, drilling for water quality. Specific project components are described below, along with a description of the anticipated construction activities. Project location and plans are shown in Figures 5 through 12.

Project components include:

- Parking lot improvements (landscaping, drainage, lighting, irrigation), Phase 1
- Island median modifications, Phase 2
- Roadway and sidewalk improvements (ROW acquisition), Phase 2

Parking Lot and Staging Area – Phase 1

Along with the roadway and parkway improvements, the project will include development of an adjacent vacant parcel for a future parking lot and vehicle staging area located directly east of the guard house and gate entry. The approximately 0.44-acre triangular-shaped lot is located on the north side of Long Valley Road and bounded by the city limits and a commercial plant nursery to the east and single-family homes to the west. The parcel is generally flat and unpaved with several mature native oak trees located on the western portion of the site adjacent to Long Valley Road. This site is mostly disturbed with minimal vegetation as a result of vehicle access and activities related to the adjacent nursery.

With the City's acquisition of this vacant parcel, the proposed parking lot improvements would include paving, installing curb and gutter, striping, 14 parking spaces (12 standard spaces and 2 handicapped spaces), a staging area for vehicle queuing, pedestrian access, additional trees, landscaping, and landscape features. The existing oak trees would be preserved in place.

Roadway and Sidewalk Improvements – Phase 2

In an effort to reduce traffic congestion and improve traffic flow/access at the entry gate at Long Valley Road, the project would construct a new westbound right-turn lane at Long Valley Road and U.S. 101 on-ramp intersection. As proposed, approximately 1,200 square feet of additional street right-of-way would be required along the north side of Long Valley Road to accommodate this roadway improvement. The proposed ROW acquisition would require a ten-foot-wide strip extending approximately 240 feet along Long Valley Road.

In addition to the proposed roadway improvements, new sidewalk improvements will be installed along the existing parkway on the north side of Long Valley Road and extend to the west side of Valley Circle Boulevard to enhance pedestrian safety and access to neighboring retail shops on Valley Circle Boulevard/Mulholland Drive.

The sidewalk improvements will be ten feet wide and extend approximately 660 linear feet along Long Valley Road, and continue along Valley Circle Boulevard for approximately 380 linear feet, terminating at a marked crosswalk at the Ventura Boulevard intersection. However, for approximately 15 feet along Long Valley Road, the proposed sidewalk will be five feet wide to minimize impacts to the adjacent riparian environment along the existing fencing. To accommodate the new sidewalk along the north side of Long Valley Road, a four-foot-high retaining wall will be installed against the existing slope. This retaining wall will extend for approximately 250 linear feet from the intersection of Long Valley Road and Valley Circle Boulevard. Based on the existing topography, construction of the new sidewalk will result in a total elevation change of approximately 20 feet, descending to the guard house from its terminus on Valley Circle Boulevard. Located approximately midway along Long Valley Road, the new sidewalk will also extend over an existing box culvert. With the exception of a small portion of the sidewalk improvement located within the City of Hidden Hills, the majority of the roadway and parkway improvements will be constructed within the City of Los Angeles.

Figures 5-12 illustrate the proposed improvements; Figure 13 shows project notes. Full-sized plans are available on the City of Hidden Hills website.

Construction Schedule

Construction of the Phase I improvements is proposed to begin in 2021 and to last approximately six months. Grading and excavation are expected to occur over an approximately three-month period. Sound wall construction is expected to take place over four months between August 2021 and November 2021. Assuming this construction time frame, the Phase I improvements would be completed within seven months. Construction of the Phase II improvements would likely begin during early 2022, pending permit approvals from local, State and Federal agencies.

10. Other public agencies whose approval is required:
(e.g., permits, financing approval, or participation agreements)

- California Department of Transportation (Caltrans):
  Work Permit (night-time construction, if needed)
- City of Los Angeles

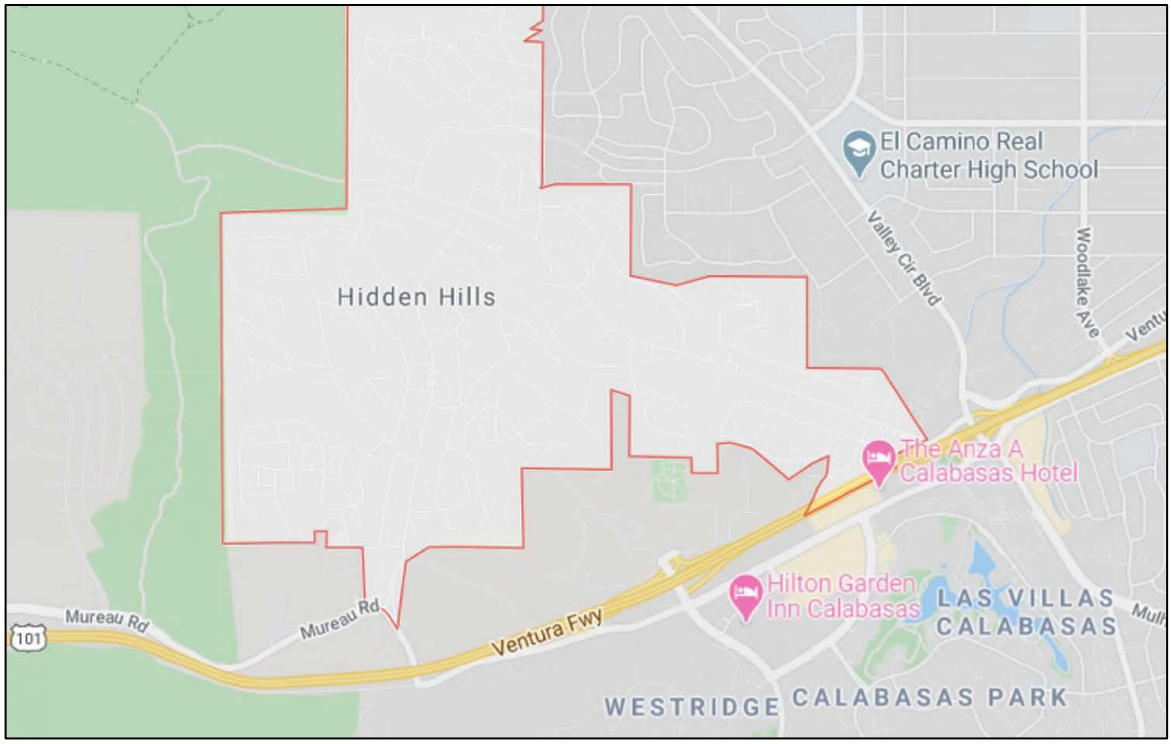


Figure 1
Regional Location

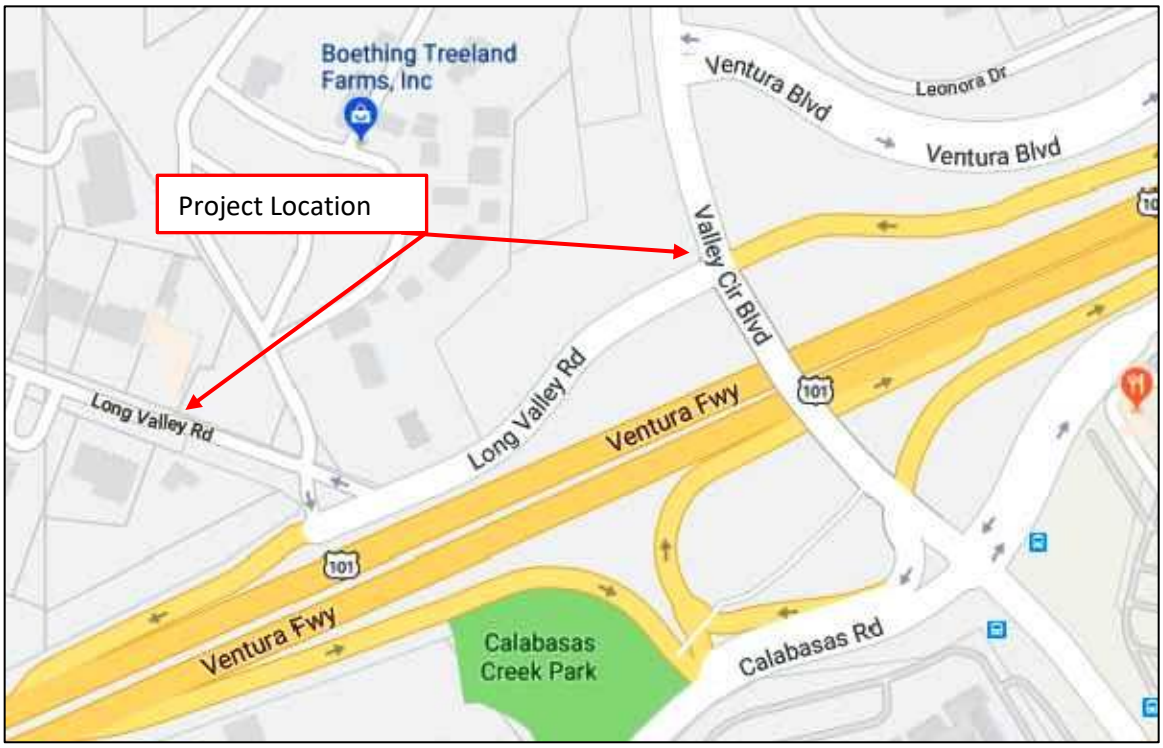


Figure 2
Project Location

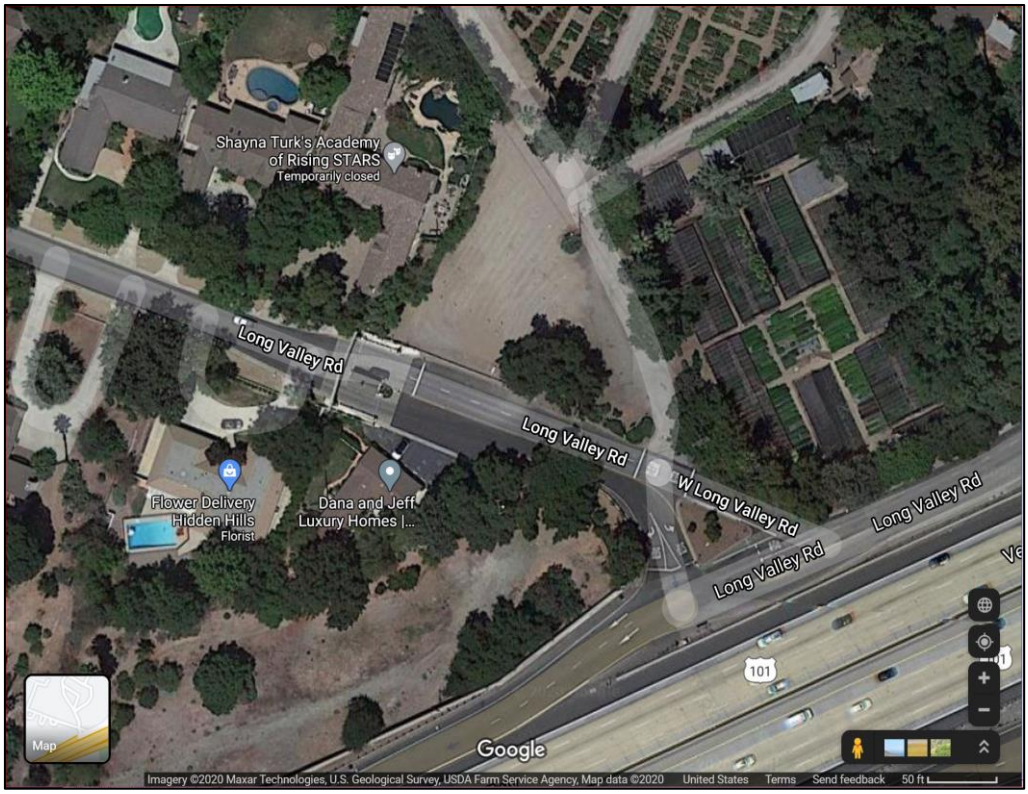


Figure 3
Aerial View

Figure 4
Project Area (Guard Shack in Center)

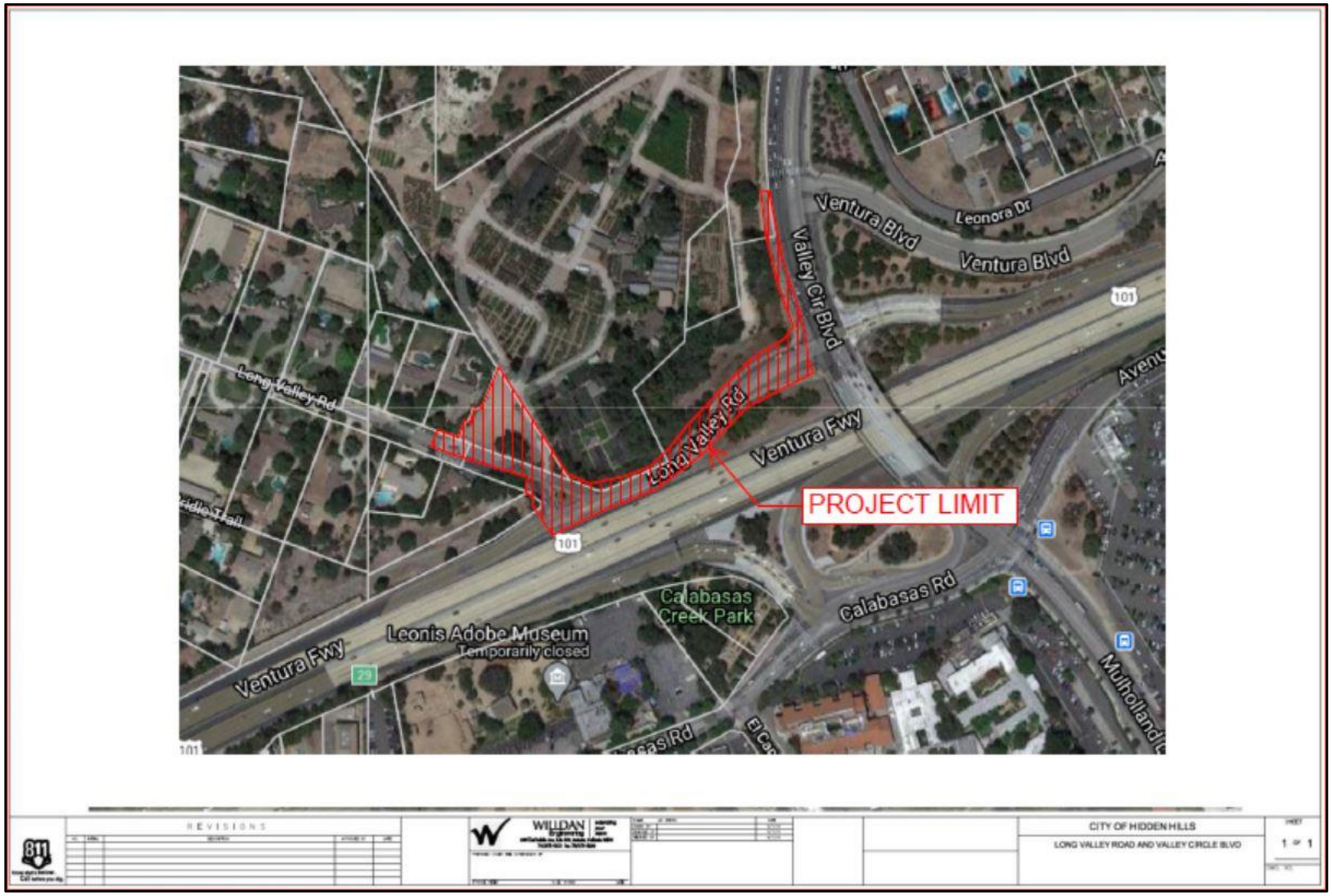


Figure 5
Limits of Project Construction

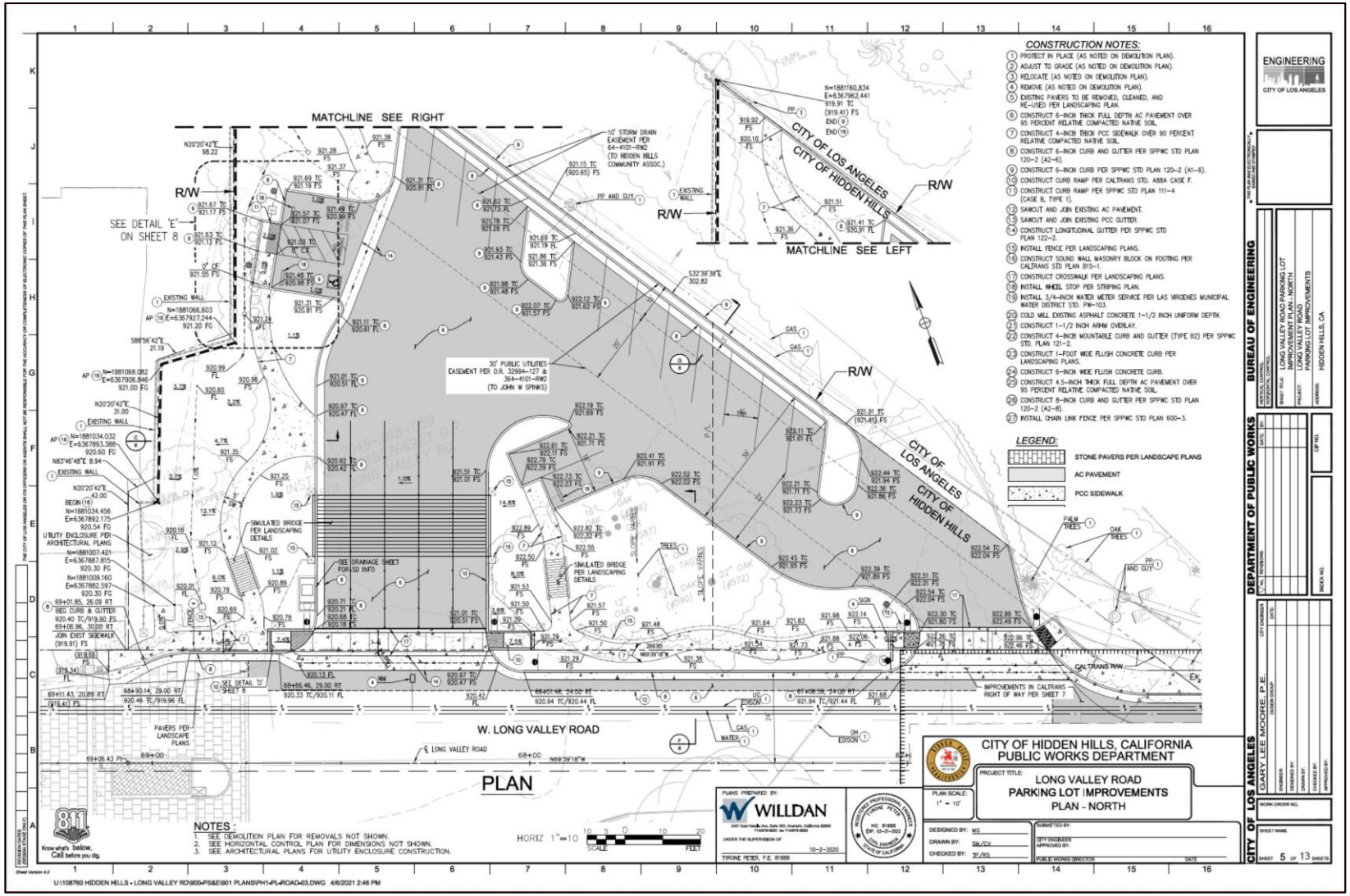


Figure 6
Parking Lot Improvements Plan - North

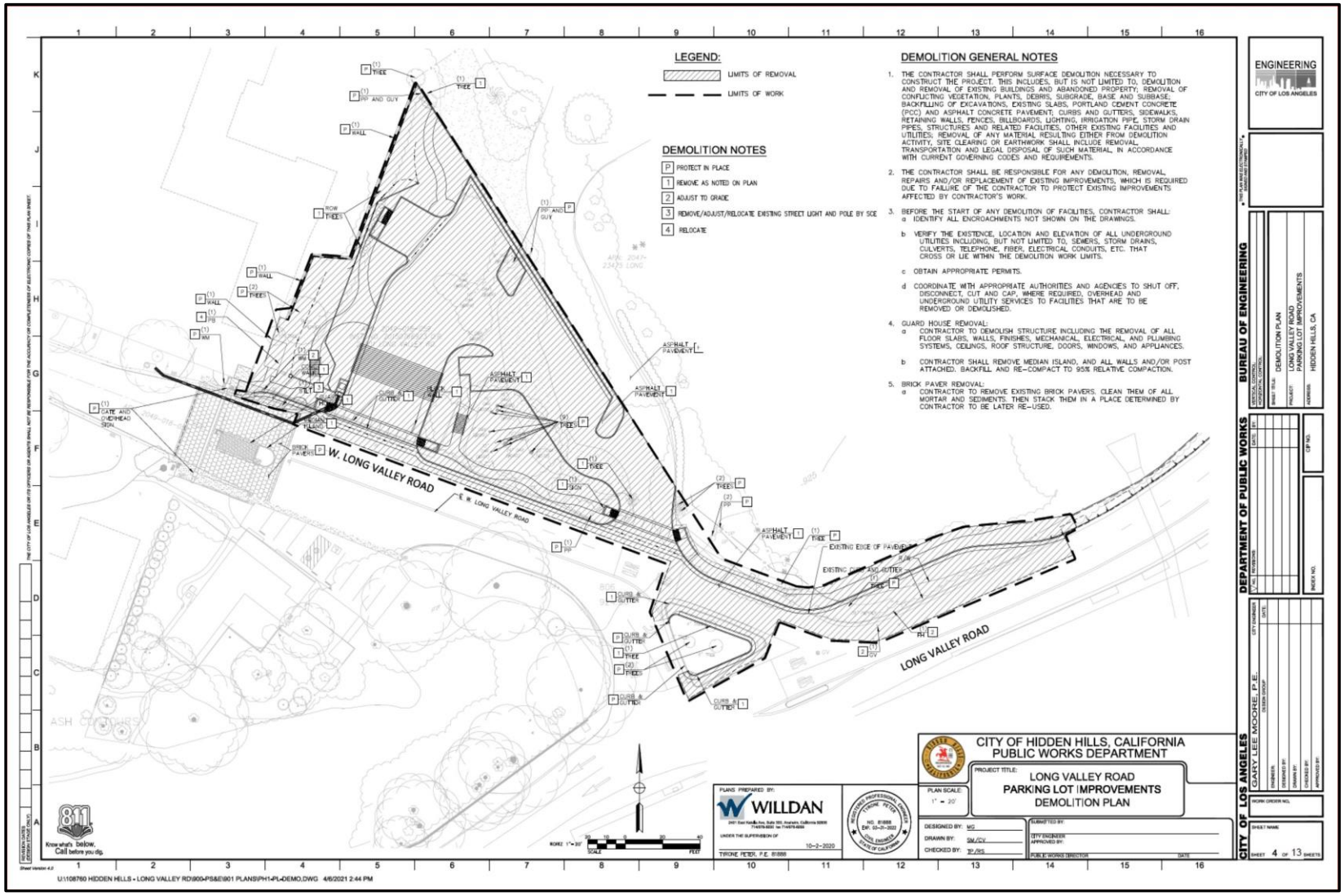


Figure 7
Demolition Plan

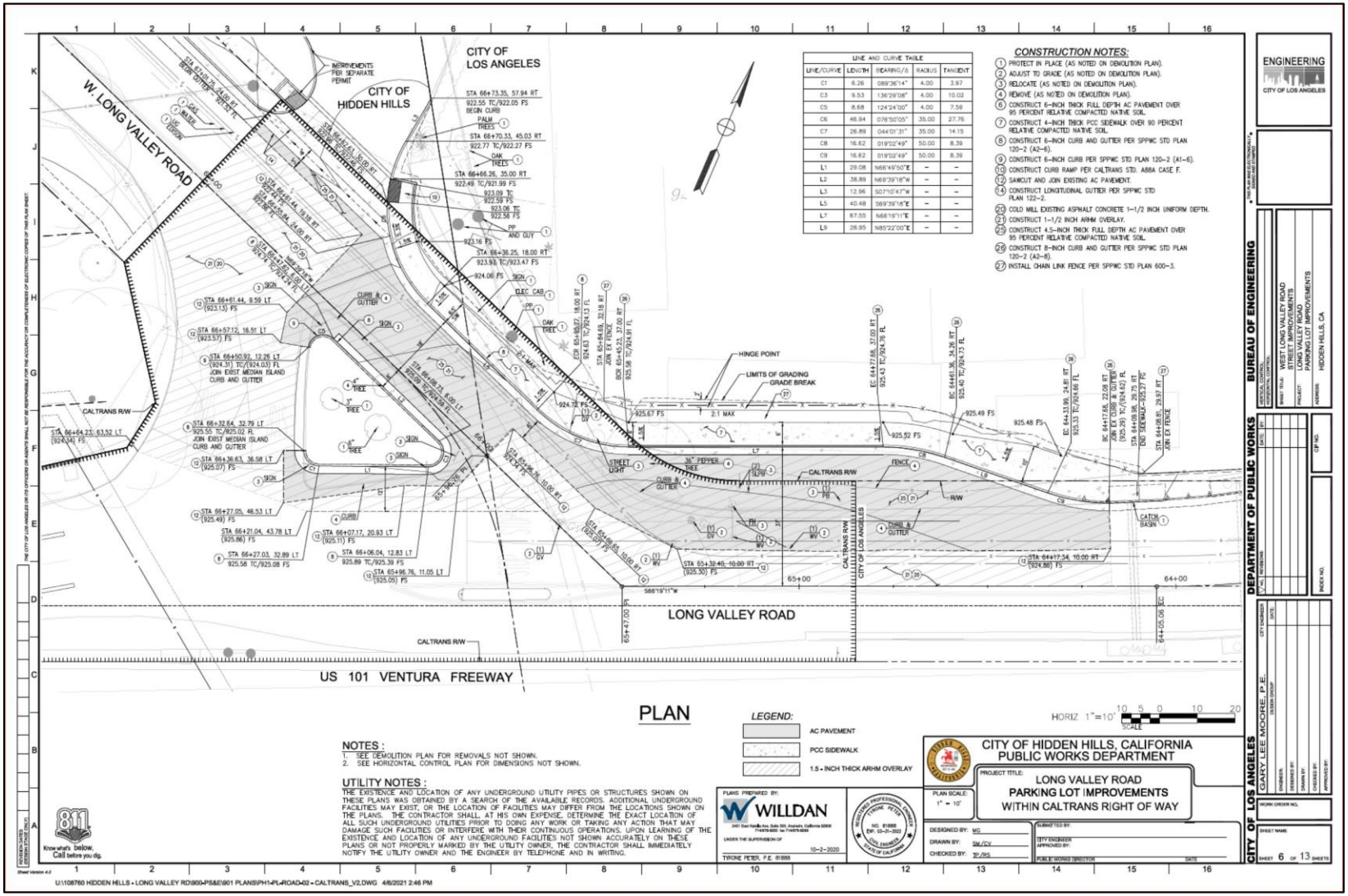


Figure 8
Parking Lot Improvements Plan – Caltrans ROW

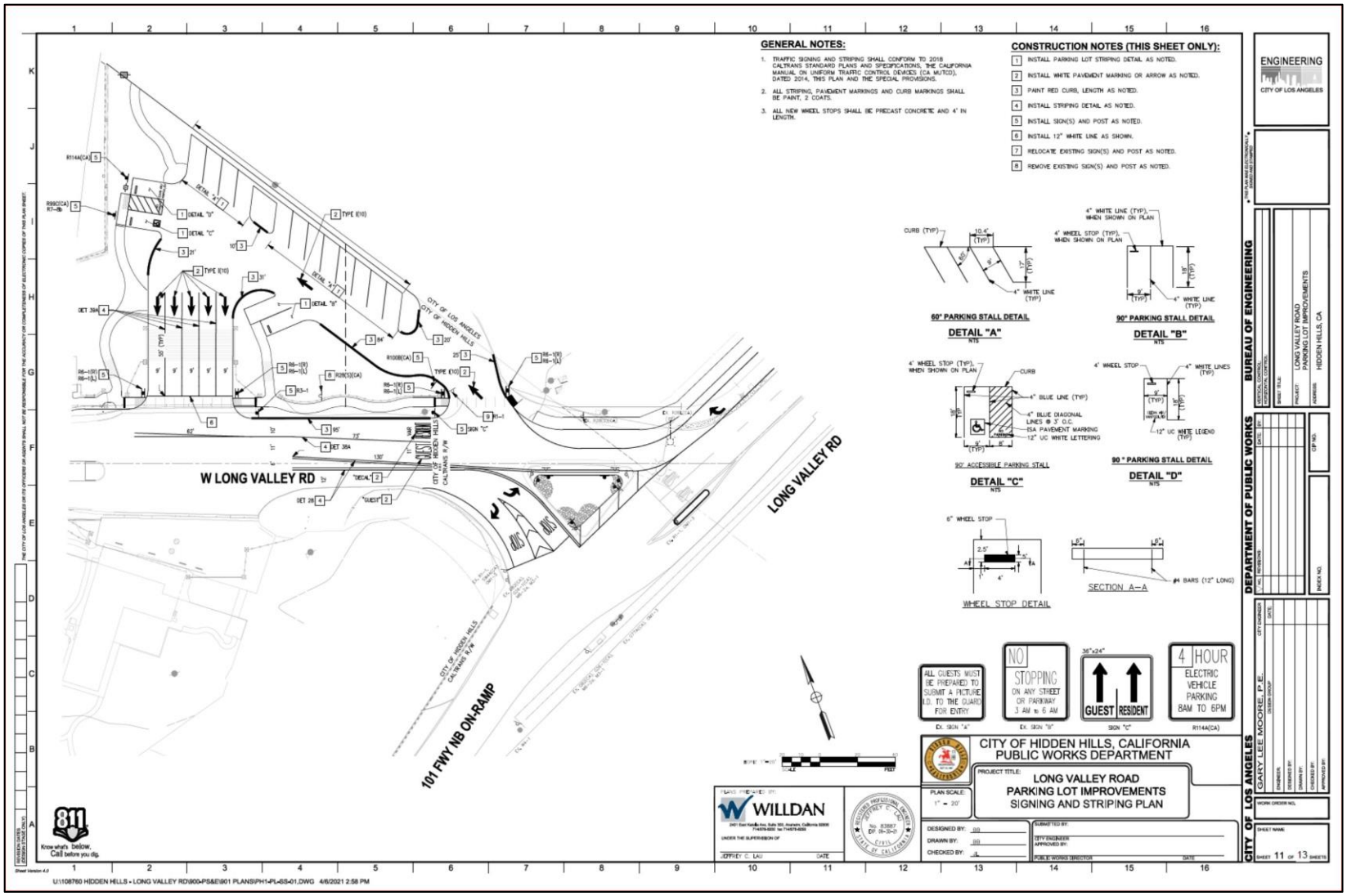


Figure 9
Parking Lot Improvements Plan – Signing and Striping

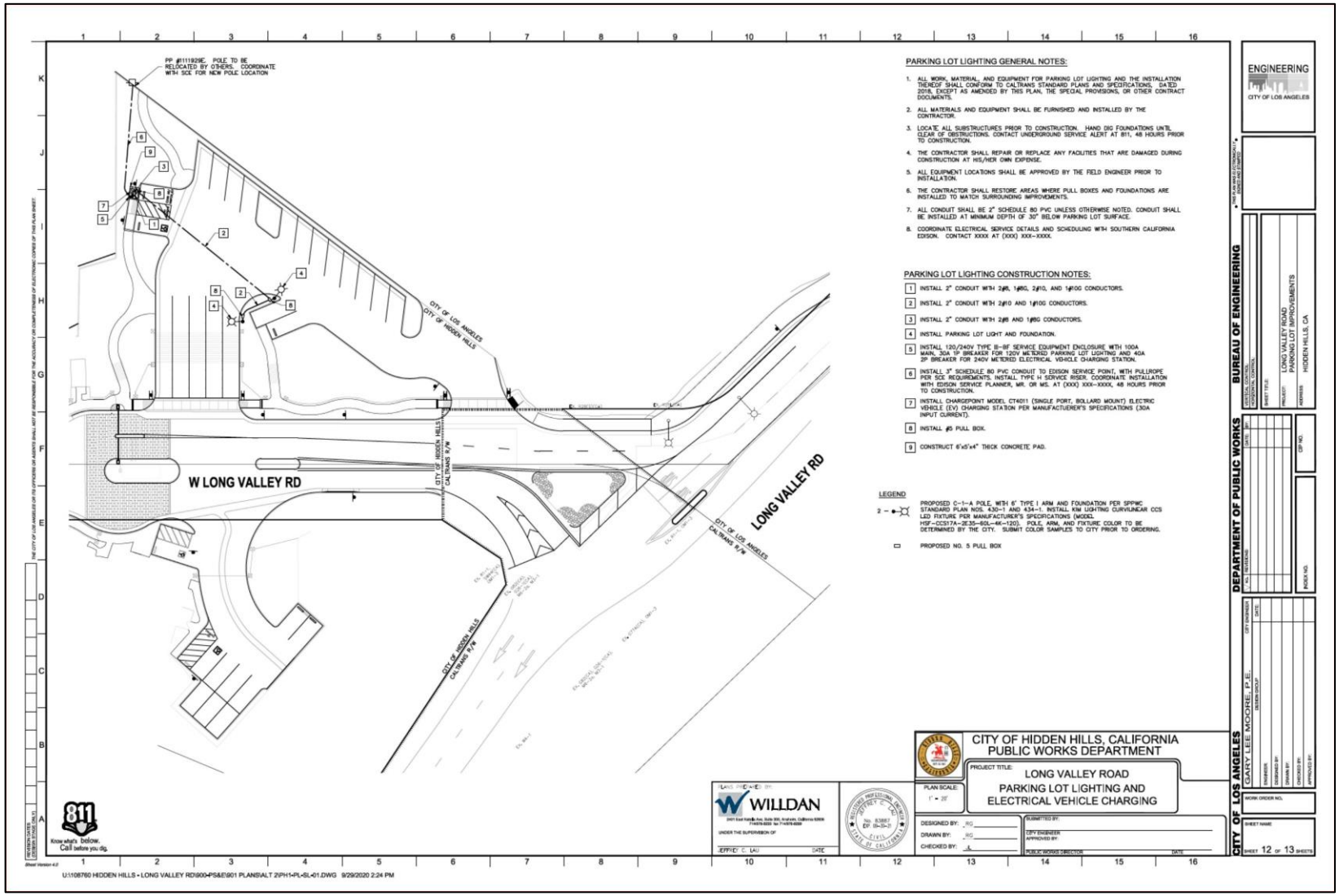


Figure 10
Parking Lot Improvements Plan – Electrical Vehicle Charging & Parking Lot Lighting

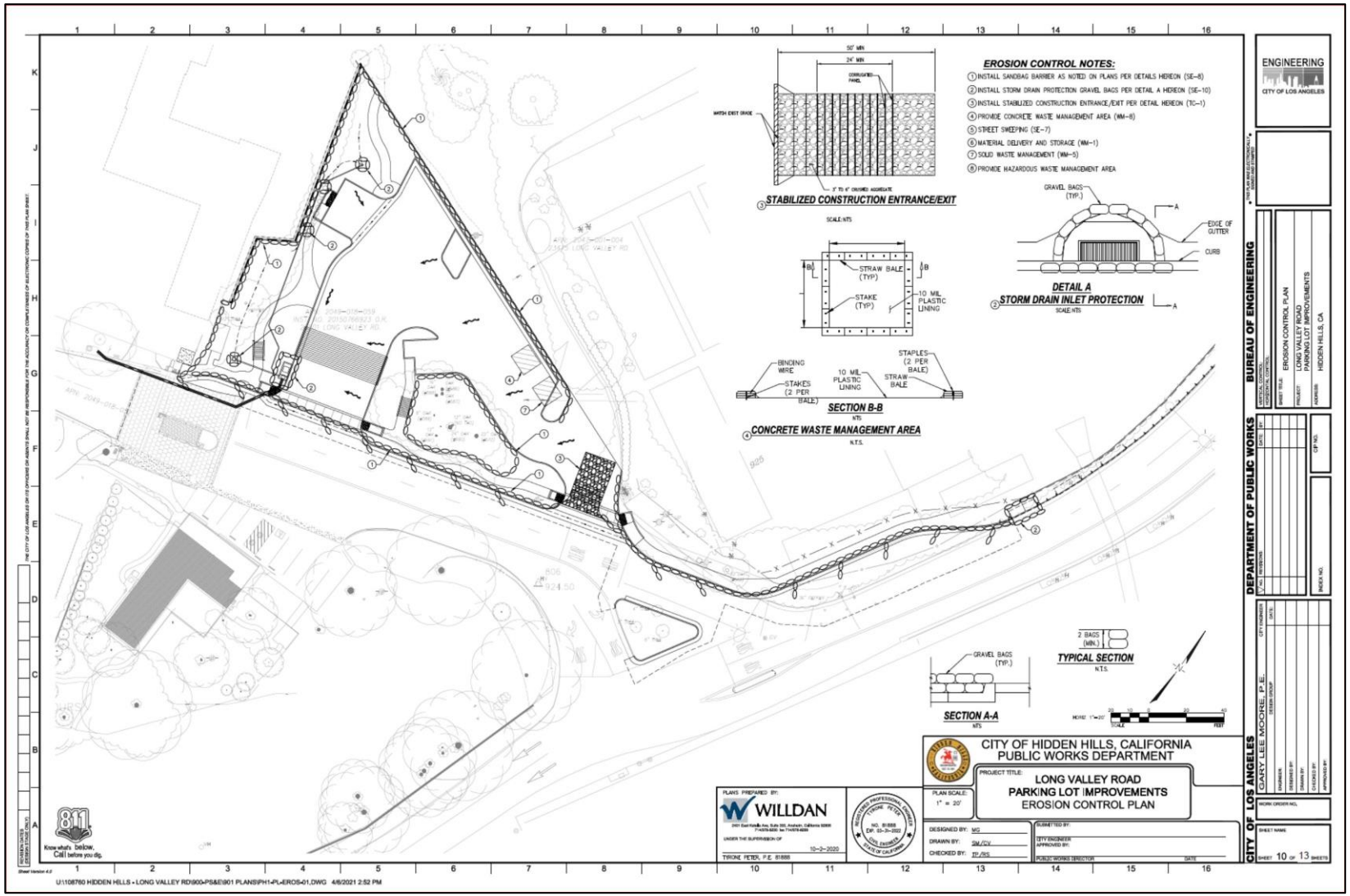


Figure 11
Parking Lot Improvements Plan – Erosion Control Plan

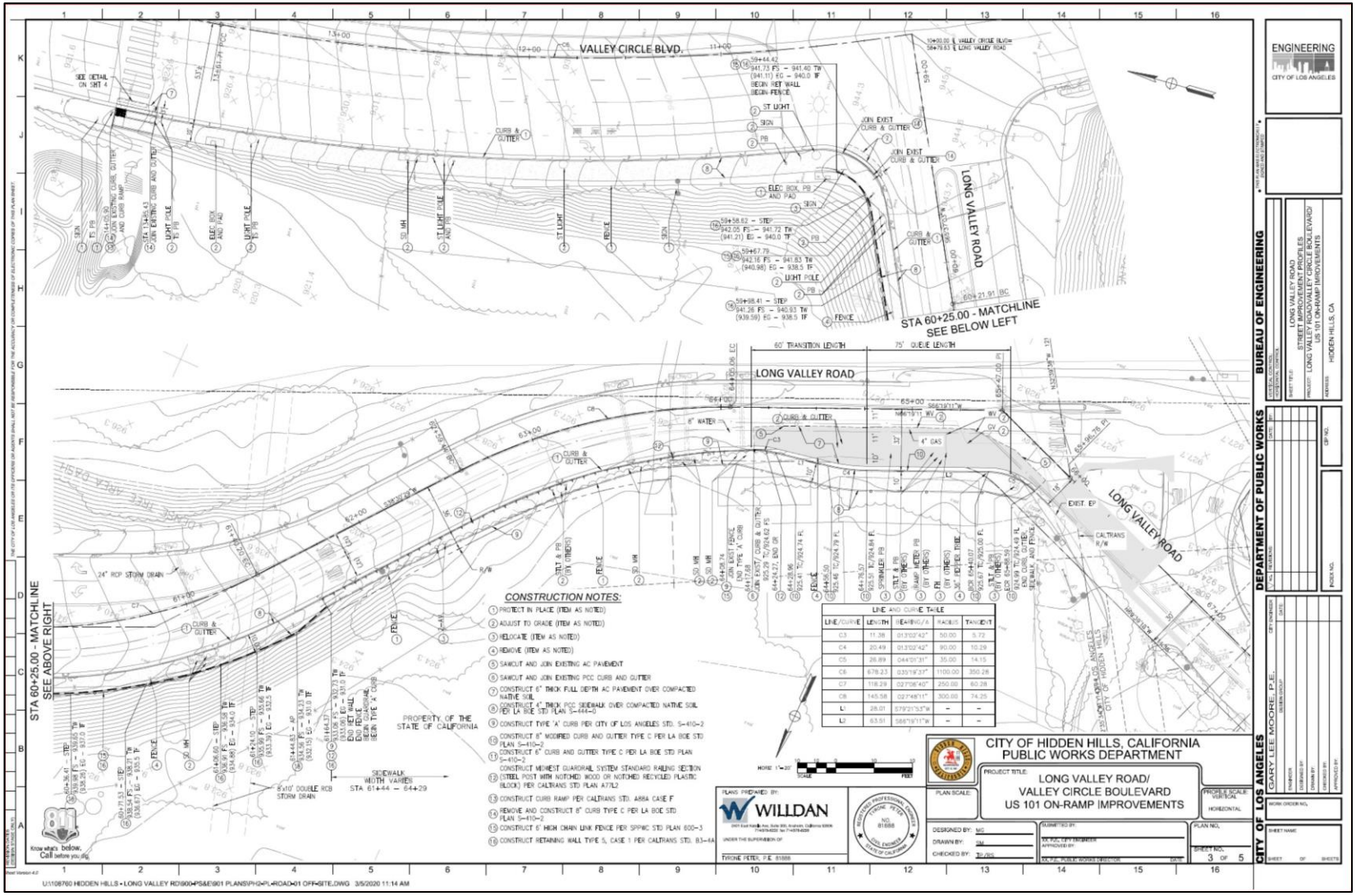


Figure 12
U.S. 101 On-Ramp Improvements

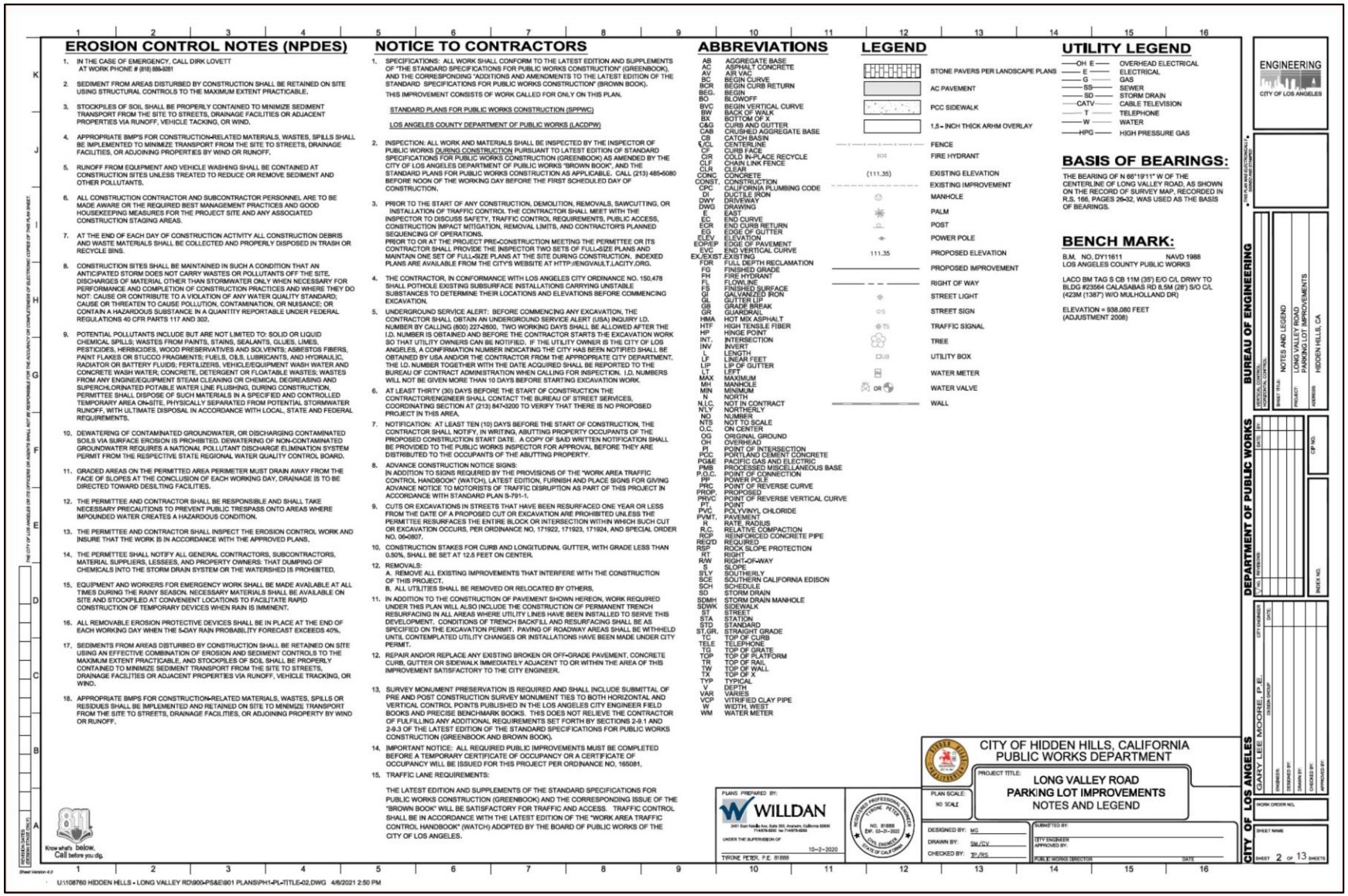


Figure 13
Construction Notes

ACRONYMS/ABBREVIATIONS

Acronym/Abbreviation	Description
BMP	Best Management Practice
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	United States Code of Federal Regulations
LACDPW	Los Angeles County Department Of Public Works
LASAN	Los Angeles Sanitation Bureau
Los Angeles Regional Board	California Regional Water Quality Control Board, Los Angeles Region
NAHC	Native American Heritage Commission
NOI	Notice Of Intent
NPDES	National Pollutant Discharge Elimination System
OHP	California State Office of Historic Preservation
SCAQMD	South Coast Air Quality Management District
SWPPP	Storm Water Pollution Prevention Plan
USACOE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

PURPOSE OF THE INITIAL STUDY

The proposed Long Valley Road/Valley Circle Boulevard/U.S. 101 On-Ramp Improvement Project is analyzed in this Initial Study, in accordance with the California Environmental Quality Act (CEQA), to determine if approval of the Project would have a significant impact on the environment. This Initial Study has been prepared pursuant to the requirements of CEQA, under Public Resources Code 21000-21177, of the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387) and under the guidance of the City of Hidden Hills. The City of Hidden Hills is the Lead Agency under CEQA and is responsible for preparing the Initial Study for the Project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. For each identified "Potentially Significant Impact," mitigation measures are identified in this document that can reduce the impacts to "Less Than Significant With Mitigation Incorporated":

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

DETERMINATION: (To be completed by the Lead Agency)

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.

_X_ I find that although the proposed project could have a significant effect on the environment, there will not be significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

___ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature 4/22/21 Date

Dirk Lovett
City Engineer
City of Hidden Hills

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factor as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including offsite as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

a) Earlier Analysis Used. Identify and state where they are available for review.

b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify a) The significance criteria or threshold, if any, used to evaluate each question; and b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. 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?	☐	☐	☒	☐
II. AGRICULTURE AND FORESTRY 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 Department 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 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☒	☐	☐

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. 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 U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as 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?	☐	☐	☐	☒
V. 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?	☐	☒	☐	☐
VI. 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 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
VIII. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. 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 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?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
X. 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?	☐	☐	☐	☒

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. 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?	☐	☐	☐	☒
XII. NOISE – Would the project:				
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 ground borne vibration or ground borne 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
XIII. 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?	☐	☐	☐	☒

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. 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:				
i. Fire protection?	☐	☒	☐	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒
XV. 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?	☐	☐	☒	☐
XVI. 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 or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
XVII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☒	☐	☐
b) A resource determined by the lead agency, in its direction and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐
XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new water or wastewater treatment 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?	☐	☐	☒	☐

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XIX. 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?	☐	☒	☐	☐

EXPLANATION OF CHECKLIST DETERMINATIONS

I. AESTHETICS

Would the project:

a. Have a substantial adverse effect on a scenic vista?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The project site is visually obstructed from surrounding public views by intervening topography and vegetation. Moreover, the City of Hidden Hills General Plan does not designate any scenic vistas in the immediate vicinity of the project site, and neither Long Valley Road nor Valley Circle Boulevard are designated as scenic highways. Therefore, the proposed project would not affect scenic vistas. No impacts are anticipated.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a city-designated scenic highway?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. Although the project site is visible from the U.S. 101 freeway, this segment of the freeway is not designated as a scenic highway corridor. No native heritage oak trees are anticipated to be removed as part of project implementation, any necessary tree removal that may occur in conjunction with construction activities would be mitigated by replacement of such trees per the City's Municipal Code, as discussed below under Section IV, Biological Resources. However, some non-native tree species which are not protected under the City's Tree Ordinance may be impacted and removed. In addition, no rock outcrops or historic building identified as scenic resources would be impacted by the project. Accordingly, impacts to scenic resources would be less than significant.

c. Substantially degrade the existing character or quality of the site and its surroundings?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. With the exception of the parking lot improvements, the proposed project would construct gate access modifications, sidewalk, and roadway improvements within the existing right-of-way, which would be carried out almost entirely at grade surface or below ground. Although the proposed parking lot improvements would include developing a formerly vacant lot, the planned improvements will retain and protect the remaining oak trees and add landscaping and amenities that

will not detract from existing character of the site. Construction activities would be temporary, and given the preservation of existing vegetation on-site, construction of the project would not notably detract from the visual character or quality of the surrounding area. As such, there would be a negligible effect on the visual environment. Therefore, the proposed project is considered compatible with the surrounding environment and impacts regarding visual quality and character 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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. The project would not introduce *substantial* light or glare. The existing lighting associated with the gate access and guard house would be replaced, and two new safety light fixtures would be incorporated as part of the parking lot improvements. As under existing conditions, the new and replacement lighting will be shielded and directed downward. Fixtures would not be taller than the guard house.

Coordination with Caltrans has indicated that nighttime construction would be necessary for this project due to significant traffic impacts that could occur in association with necessary lane closures during daytime construction. Nighttime construction requires lighting beyond what would normally be on the project site in the absence of the project. However, this lighting would not create significant impacts as it will be directed downwards to the extent possible, be temporary in nature, and would alleviate traffic impacts associated with the proposed project. In addition, nighttime construction would eliminate potential glare impacts associated with construction activities during the daytime, such as glare associated with the windshields of construction equipment.

Accordingly, because construction lighting would be temporary and cease when construction is complete, and because new fixtures would be similar to the existing lighting, and shielded so as to confine illumination to limited areas below the lamp, impacts associated with light and glare are expected to be less than significant. No mitigation measures would be required.

II. AGRICULTURE AND FORESTRY 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The project site is located within the public right-of-way including adjacent parcels zoned for commercial uses; no agricultural uses or related operations are present within the site. The project site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. According to the 2016 Important Farmland Map, the project site is located in an area designated as "Urban and Built-Up Land." However, an adjacent parcel to the east and located within the City of Los Angeles is designated as "Unique Farmland" which has been occupied by the Boething Treeland Nursery for many years (see California Department of Conservation, California Important Farmland Finder, available at *https://maps.conservation.ca.gov/DLRP/CIFF/* (accessed April 5, 2021). A portion of the proposed turn out lane will come from this parcel. This Unique Farmland designation corresponds to "agricultural land" per Public Resources Code Section 21060.1, with active cultivation within the past four years from the mapping date. However, despite active agricultural production as part of the nursery operation, the proposed project would not adversely impact its site nor current operations. Therefore, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The project site is designated as Restricted Commercial (CR) in the City's Zoning Code and is occupied by an existing real estate office building and a vacant lot. There is no agricultural or forest-land zoning in the City of Hidden Hills. Although the adjacent east property is zoned as agricultural use in the City of Los Angeles, this property is not subject to Williamson Act contracts (contracts between a

property owner and a County to preserve agricultural uses and associated lower property tax rates). Similarly, as noted in II(a) above, the proposed project will not conflict with existing agricultural use; the project would not result in farmland or forestland to non-agricultural uses.

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))?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. There is no agricultural or forest-land zoning in the City of Hidden Hills. Despite the adjacent nursery operations zoned as an agricultural use, it is not forest land or zoned as timberland production. As noted in II(a) above, the proposed project will not conflict with existing agricultural use; the project would not result in farmland or forestland to non-agricultural uses.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

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

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. There is no agricultural or forest-land zoning in the City of Hidden Hills. The project involves primarily parking lot and roadway/pedestrian improvements adjacent to an existing commercial nursery. Although the nursery is designated as Unique Farmland, and a portion of the turnout lane will come from this parcel, nursery operations on that site would be unaffected as noted above. As an infrastructure project intended to improve existing vehicle and pedestrian access for the Hidden Hills community, the project will not incur future development into surrounding properties as it will not increase roadway capacity or otherwise result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. As such, the proposed project will not conflict with existing agricultural use and would not convert farmland or forestland to non-agricultural uses.

III. AIR QUALITY

Where available, the criteria established by the applicable air quality management district or air pollution control district may be relied upon to make significance determinations. The project is located within the South Coast Air Basin. The South Coast Air Quality Management District (SCAQMD) has jurisdiction and regulatory authority within the Air Basin, and is responsible for the region's Air Quality Management Plan (AQMP), which sets forth regulations and various control measures to reduce air pollution and bring the region into compliance with federal Clean Air Act (CAA) and California Clean Air Act (CCAA) standards by various target years. The 2016 AQMP includes control measures for both stationary and mobile sources of air pollutants; the control measures are further codified into Rules or set forth as policies for jurisdictions within the Air Basin. Rules set specific limits for emissions from various stationary sources, including specific types of equipment, industrial processes, paints, solvents, and consumer products. Limits on airborne "fugitive" dust from construction and particulates from diesel engines are also set forth and enforceable. To measure ongoing AQMP progress, the SCAQMD monitors air quality at 38 locations throughout the Air Basin and has enforcement authority over a four-county area (Los Angeles, Orange, Riverside and San Bernardino Counties). See the SCAQMD website, http://www.aqmd.gov/, for comprehensive information regarding the AQMP and the SCAQMD's overall responsibilities.

As of 2019, the South Coast Air Basin is considered to be in "non-attainment" for three criteria pollutants: ozone; particulate matter(PM_{10}); and respirable particulate matter ($PM_{2.5}$) (See SCAQMD National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), available at *http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=14* (accessed April 7, 2021). To moderate the effects of public and private development projects on non-attainment, the SCAQMD sets regional and local emissions significance thresholds for CEQA compliance for reactive organic gases/ozone precursors (ROG), carbon monoxide (CO), nitrogen oxides (NOx), PM_{10} and $PM_{2.5}$ (see Tables AQ-1 and AQ-2 below for threshold values). Generally, if a project's construction and operational emissions do not exceed these thresholds, they are assumed to be "less-than-significant;" moreover, if the estimated emissions exceed thresholds but can be reduced to below thresholds by applying mitigation measures, emissions levels may be deemed less than significant with mitigation incorporated. The local, or "localized," emissions thresholds are a means of assessing NOx, CO, PM_{10} and $PM_{2.5}$ emission concentration at various distances from emission sources at projects that are less than five acres in area (see *http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds* (accessed April 7, 2021)).

AQMP implementation also encompasses the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures (RTP/SCS). SCAG develops the RTP/SCS every four years. The RTP/SCS is a long-range regional transportation plan that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG region. The RTP/SCS also outlines land use growth strategies that provide for more integrated land use and transportation planning, and that maximize transportation investments to achieve the California Air Resources Board (CARB) regional greenhouse-gas (GHG)-reduction targets. Strategies such as developing park-and-ride facilities are part of the RTP/SCS Congestion Management Plan (see *http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx* (accessed April 7, 2021).

SCAG also develops the biennial Federal Transportation Improvement Program (FTIP). The FTIP is a multimodal program of capital improvement projects to be implemented over a six-year period. The

FTIP implements the programs and projects in the RTP/SCS, which must be consistent with achieving air quality goals.

Would the project:

a. Conflict with or obstruct implementation of the AQMP or Congestion Management Plan?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The proposed project is not anticipated to conflict with or to obstruct air quality plan implementation, because the construction and operational phases will be required to comply with various regulations and emissions thresholds that implement those plans. Specifically, as encouraged by the current Regional Transportation Plan, the project will create additional park-and-ride capacity in the area as well as pedestrian facilities. These facilities incrementally increase regional compliance with air quality plan goals to reduce vehicle use and accompanying emissions, and to expand pedestrian connectivity. Accordingly, the proposed project will not negatively affect air quality plan implementation.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☒	☐	☐

Less than Significant Impact with Mitigation Incorporated. Project construction would generate air pollutants from earth disturbance and equipment/vehicle exhaust, including the criteria pollutants listed in the Background section above, specifically particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$) and ozone (O_3). Heavy equipment would also generate carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NOx), and sulfur dioxide (SO_2). As discussed below and illustrated in Tables AQ-1 and AQ-2, the project's emissions are estimated to be below *regional* significance thresholds. However, the project's PM_{10} and $PM_{2.5}$ emissions would exceed the SCAQMD *localized* thresholds during construction. Mitigation Measures AQ-1, -2 and -3 would reduce those emissions to below localized thresholds.

Project operation would also generate air pollutants from vehicles entering and existing the park-and-ride facilities, but because parked vehicles would be stationary, with engines off much of the day, overall emissions are anticipated to be less than significant. Such emissions would also be a minor percentage of those produced by, for example, daily vehicle traffic along the U.S. 101 freeway and nearby arterial streets. Additionally, a "flush" of emissions generated by one or more vehicles during engine start-up would occur (and could be estimated); however, these emissions' impacts would be of very short duration. Moreover, estimating these emissions would not likely be meaningful, because the number,

type and condition of vehicles starting up at any one time would vary from day to day and could not be predicted with certainty.
The project's construction-phase air pollutants were estimated using the *Roadway Construction Emissions Model (version 9.0.0)*, available at *http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools* (accessed April 7, 2021)). The output tables from this model are included in **Appendix A** of this Initial Study and the model results summarized in Tables AQ-1 and AQ-2. The model quantifies both ROG and NOx emissions. Note that the model does not quantify ozone emissions, because ozone is generated photochemically in the atmosphere by sunlight reacting with ozone *precursors*, such as reactive organic gases/volatile organic compounds (ROG/VOC) and oxides of nitrogen, and varies with air temperature and available light (See U.S. Environmental Protection Agency, AirNow, *Air Quality Guide to Ozone*, *https://www.epa.gov/ground-level-ozone-pollution*, (accessed April 7, 2021)).

Construction would take approximately six months, separated into four general phases: grubbing/land clearing, grading/excavation, installation of drainage and utility infrastructure, and paving. Each phase would use different construction equipment, at rates derived from statewide construction averages. For the "unmitigated" emissions inventory, no equipment was assumed to use emissions-controlling mechanisms. The "mitigated" scenario incorporated EPA-certified "Tier IV" or better engines, limiting engine idling, and watering exposed soils twice per day. Emissions for both scenarios did not exceed regional thresholds for maximum daily emissions. However, unmitigated particulate matter emissions were estimated to exceed the SCAQMD localized thresholds for the west San Fernando Valley at a distance of 25 meters from the site boundary during the excavation and drainage/utility installation phases, approximately 4.5 months. With mitigation measures applied, estimated emissions fell below thresholds by approximately one to two pounds per day (see Table AQ-2). Note that actual emissions would likely be lower than the model-estimated volumes because all construction equipment would not be operated continuously or simultaneously.

The following mitigation measures will reduce criteria pollutant impacts to less-than-significant levels:

Mitigation Measures

AQ-1 All non-road construction vehicles (excavators, crawler tractors, graders, scrapers, rollers, loaders, signal boards, backhoes, etc.) shall be equipped with EPA-certified Tier IV or better engines. This requirement shall be set forth in contractor bid documents and noted on all construction documents.

AQ-2 Project construction contractors shall comply with the SCAQMD Rule 402, which requires that all exposed soil surfaces shall be watered a minimum of twice per day during all construction phases involving excavation, grading, or other soil movement.

AQ-3 No engine shall be permitted to idle for more than five minutes. This requirement shall be noted on all construction documents and posted at the construction site.

c. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated. Project construction would expose "sensitive receptors" to the short-term pollutants described in III(b) above. Sensitive receptors are those individuals or land uses which are particularly sensitive to air pollution - the very young, the elderly and those suffering from certain illnesses or respiratory disabilities. Outdoor exercisers are also considered sensitive receptors due to their increased breathing rates. Land uses characterized as sensitive receptors include homes, medical facilities, rest homes, convalescent care facilities, schools, day care centers, parks, and recreational areas. Residents of homes and long-term care facilities may be subject to both long-term/chronic and acute exposures to poor air quality, whereas park users are primarily at risk from acute exposure to air quality.

Several sensitive-receptors residential properties are located adjacent to the proposed construction area. Tables AQ-1 and AQ-2 show that although project construction would not exceed regional pollutant thresholds during construction, the SCAQMD localized thresholds for particulate matter would be exceeded during a 4.5-month period. As discussed in III(b) above, Mitigation Measures AQ-1 through AQ-3 would reduce those emissions to below those thresholds. Accordingly, with mitigation, impacts to sensitive receptors are anticipated to be less-than-significant.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated. Project construction would expose nearby residents to temporary odors from construction equipment engine exhaust and asphalt application. Long-term odors are not expected to be substantial, or to affect a substantial number of people, because they would be associated primarily with operation of vehicles entering and exiting the park-and-ride lots and would be similar to existing conditions, where vehicles idle momentarily while waiting at the community gate. However, odor impacts are subjective in nature, and may be considered significant by sensitive receptors. Mitigation Measures AQ-1 and AQ-3 will limit odor generation by requiring cleaner equipment engines and limiting vehicle idling. Odors associated with asphalt would be short-term and would not be present after asphalt cures. Accordingly, with mitigation, impacts associated with odor are anticipated to be less than significant.

Table AQ-1 Estimated Construction Emissions[1] (without Mitigation) (lbs./day on the worst day)					
	ROG	**CO**	**NOx**	**PM_{10}**	**$PM_{2.5}$**
Grubbing/Land Clearing	1.91	11.77	23.53	3.39	1.26
Grading/Excavation	6.41	48.92	73.18	5.64	3.34
Drainage/Utilities/Sub-Grade	3.63	30.64	36.85	4.29	2.18
Paving	2.22	18.97	24.21	1.22	1.05
Maximum Daily Emissions (lbs./day) (note: MDE is not the sum of column values, but the maximum expected emissions on the "worst" day)	**6.41**	**48.92**	**73.18**	**5.64**	**3.34**
SCAQMD Regional Thresholds[a]	75	550	100	150	55
Exceeds regional threshold?	**NO**	**NO**	**NO**	**NO**	**NO**
SCAQMD Local Significance Thresholds[b] (Localized Source Receptor Zone 6 – West San Fernando Valley, 25m from site boundary)	N/A	426	103	4	3
Exceeds local threshold?	N/A	**NO**	**NO**	**YES**	**YES**

[a] South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*, available at *http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2* (accessed April 7, 2021).
[b] South Coast Air Quality Management District, *Localized Significance Thresholds*, available at *http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds* (accessed April 7, 2021).

Assumptions:
- Project construction duration approximately six months; 22 working days/month.
- 10,090 square feet (0.25 acre) disturbed per day.
- Haul truck capacity: 8 yds^3

Material Hauling Quantities:

Material Type	Phase	Haul Truck Capacity (yd^3)	Import Volume (yd^3/day)	Export Volume (yd^3/day)
Soil	Grubbing/Land Clearing	8.00	0.00	160.00
	Grading/Excavation	8.00	24.00	36.00
	Drainage/Utilities/Sub-Grade	8.00	0.00	0.00
	Paving	8.00	40.00	0.00
Asphalt	Grubbing/Land Clearing	8.00	0.00	0.00
	Grading/Excavation	8.00	0.00	0.00
	Drainage/Utilities/Sub-Grade	8.00	0.00	0.00
	Paving	8.00	36.00	40.00

Table AQ-2 Estimated Construction Emissions[1] (with Mitigation) (lbs./day on the worst day)					
	ROG	**CO**	**NOx**	**PM_{10}**	**$PM_{2.5}$**
Grubbing/Land Clearing	0.68	13.74	6.09	2.76	0.67
Grading/Excavation	2.99	59.01	8.24	2.96	0.87
Drainage/Utilities/Sub-Grade	1.64	34.41	4.22	2.76	0.73
Paving	0.86	19.84	5.43	0.26	0.16
Maximum Daily Emissions (lbs./day) (note: MDE is not the sum of column values, but the maximum expected emissions on the "worst" day)	**2.99**	**59.01**	**8.24**	**2.96**	**0.87**
SCAQMD Regional Thresholds	75	550	100	150	55
Exceeds regional threshold?	NO	NO	NO	NO	NO
SCAQMD Local Significance Thresholds (Localized Source Receptor Zone 6 – West San Fernando Valley, 25m from site boundary)	N/A	426	103	4	3
Exceeds local threshold?	N/A	**NO**	**NO**	**NO**	**NO**

Assumptions:
- Project construction duration approximately six months; 22 working days/month.
- 10,090 square feet (0.25 acre) disturbed per day.
- Haul truck capacity: 8 yds^3
--Mitigation measures include using water trucks to spray exposed soils twice per day, requiring all non-road equipment engines to be rated at EPA Tier IV or better, and limiting idling to less than five minutes.

Material Hauling Quantities:

Material Type	Phase	Haul Truck Capacity (yd^3)	Import Volume (yd^3/day)	Export Volume (yd^3/day)
Soil	Grubbing/Land Clearing	8.00	0.00	160.00
	Grading/Excavation	8.00	24.00	36.00
	Drainage/Utilities/Sub-Grade	8.00	0.00	0.00
	Paving	8.00	40.00	0.00
Asphalt	Grubbing/Land Clearing	8.00	0.00	0.00
	Grading/Excavation	8.00	0.00	0.00
	Drainage/Utilities/Sub-Grade	8.00	0.00	0.00
	Paving	8.00	36.00	40.00

IV. BIOLOGICAL RESOURCES

A Biological Resources Assessment[3] (BRA) was prepared for the project (May 28, 2019) by Rincon Consultants, Inc., and is wholly incorporated by reference to this Initial Study and attached (Appendix A). The BRA was conducted to document existing site conditions and biological resources within the project site and evaluate project-related impacts to biological resources per Federal and State regulations, CEQA and local ordinances.

Existing Setting

The Study Area consisted of the approximate 2.5-acre project site and a 20-foot surrounding buffer. An initial field reconnaissance survey was conducted by Rincon Senior Biologist Michael Cady on February 21, 2019 from 12:15 pm to 2:15 pm. A subsequent field reconnaissance survey was conducted by Rincon Associate Biologists Yuling Huo and Justin MacMartin on April 3, 2019 from 2:00 pm to 4:00 pm.

As noted in the BRA, the approximate 2.5-acre project site is within a developed/disturbed urban area at an approximate elevation of 925 feet above mean sea level. The project site is largely comprised of a portion of Long Valley Road and the western right-of-way of Valley Circle Boulevard and is surrounded by a plant nursery to the north, residential development to the west and the U.S. Highway 101 to the south.

Vegetation Communities

Two vegetation communities were documented within the Study Area: Coast Live Oak Woodland Alliance (hereafter, disturbed coast live oak woodland) and Developed/Disturbed. The coast live oak woodland within the Study Area has been disturbed/degraded from surrounding development, and is almost entirely comprised of coast live oak (*Quercus agrifolia*) with valley oak (*Quercus lobata*). Developed/disturbed areas within the Study Area are primarily comprised of paved roads (Long Valley Road and Valley Circle Boulevard) and are also comprised of dirt lots adjacent to the paved roads. Ornamental vegetation is included in the Developed/Disturbed category. These vegetation communities are discussed in further detail below:

Disturbed Coast Live Oak Woodland

The disturbed coast live oak woodland plant community on-site comprises approximately 0.78 acre within the Study Area. The understory of this community is comprised of paved roads, sidewalk, chain-link fences, landscape planters, dirt lots and weedy vegetation. The disturbed coast live oak woodland also occurs in narrow bands within the Study Area, which limits habitat suitability for woodland-associated organisms.

Developed/Disturbed

Developed land includes areas that have been constructed upon or otherwise physically altered to an extent that native vegetation is no longer supported. It is characterized by paved roads, hardscape, and landscaped areas. Disturbed habitats have been physically disturbed (by previous legal human activity)

[3] Jared Reed, Brenna Vredeveld, and Steven J. Hongola, *Biological Resources Assessment for the Long Valley Road/Valley Circle/U.S. 101 On-Ramp Improvement Project, Cities of Los Angeles and Hidden Hills, Los Angeles County, California, May 28, 2019*.

and are no longer recognizable as a native or naturalized vegetation association but continue to retain a soil substrate. A limited amount of native vegetative species is present within disturbed areas on-site. Developed/disturbed habitat includes approximately 3.26 acres within the Study Area. Ornamental trees within the Study Area include Brazilian pepper tree (*Schinus terebinthifolius*), Canary Island pine (*Pinus canariensis*), coast redwood (*Sequoia sempervirens*) (a California native species but not known to naturally occur in the project region), eucalyptus (*Eucalyptus* sp.), fan palm (*Washingtonia* sp.), Chinese privet (*Ligustrum lucidum*), Peruvian pepper tree (*Schinus molle*) and shiny xylosma (*Xylosma congestum*). Other species present within this land cover type in the Study Area include oleander (*Nerium oleander*), lupine (*Lupinus* sp.), California brittlebush (*Encelia californica*), lemonade berry (*Rhus integrifolia*), coyote brush (*Baccharis pilularis*) and laurel sumac (*Malosma laurina*).

Jurisdictional Waters and Wetlands

In accordance with Section 1602 of the CFGC, the CDFW has jurisdiction over lakes and streambeds (including adjacent riparian resources). CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake. Under Section 404 of the Clean Water Act (CWA), the USACE has authority to regulate activities that discharge dredge or fill material into wetlands or other "waters of the United States" through issuance of a Section 404 permit. Finally, the Los Angeles Regional Water Quality Control Board (LARWQCB) has jurisdiction over "waters of the State" pursuant to the Porter-Cologne Water Quality Control Act and has the responsibility for review of the project water quality certification per Section 401 of the federal CWA.

The nearest documented water source is Arroyo Calabasas, located approximately 0.17-mile (935 feet) northeast of the Study Area, a tributary to the Los Angeles River. It should be noted that a single drainage feature was observed approximately 400 feet southwest of the intersection of Long Valley Road and Valley Circle Boulevard. The portion of the drainage under Long Valley Road is a concrete channel, but the portion north of Long Valley Road has an earthen bottom. A low flow of water was present in the drainage during the survey.

Based on aerial review, including review of the USFWS NWI (2019c) and Los Angeles County Storm Drain System map (County of Los Angeles 2019), and the reconnaissance field survey, no potentially jurisdictional drainages or wetlands are present on the project site. As described above, however, a portion of Arroyo Calabasas is adjacent to the Study Area and conveys flows underneath Long Valley Road.

Sensitive Biological Features

Based on the agency database searches, the literature review, and the results of the reconnaissance survey of the project site, Rincon evaluated 64 special status species, specifically 48 special-status plant species and 16 special-status wildlife species, and five (5) sensitive natural plant communities documented within five miles of the Study Area. Each of these 64 species were evaluated for its potential to occur on the project site.

Special-Status Plants

Based on the database and literature review, 48 special-status plant species were documented within five miles of the Study Area. The Study Area is located within a highly developed urban area. Because of historic and existing disturbance from high levels of anthropogenic activities and structures (U.S. Highway 101, Long Valley Road, Valley Circle Boulevard, plant nurseries and residential development), the Study Area was determined not to provide suitable habitat for most special-status plant species

known to occur in the area. The only species with moderate or high potential to occur on-site is California black walnut.

California walnut individuals (CNPS Rare Plant Rank 4.2 and a City of Los Angeles Protected Tree species) were observed immediately adjacent to but outside of the Study Area on the northwest corner of Long Valley Road and Valley Circle Boulevard. Additionally, walnut saplings were detected within the tree canopy associated with the adjacent drainage. No walnuts, however, were recorded on-site. No other special-status plants have moderate or high potential to occur within the Study Area.

Although elements of marginally suitable habitat for some plant species are present (e.g., western spleenwort [*Asplenium vespertinum*], Malibu baccharis [*Baccharis malibuensis*], and Catalina mariposa-lily [*Calochortus catalinae*]), each species is limited to specific biotypes or soil types (e.g., volcanic, rocky, and/or heavy soils; upland scrub; etc.) which do not occur onsite. Due to the historic and existing disturbed condition of the project site and the urban and suburban nature of the surrounding land, the site is not suitable for most special-status plant species.

Special-Status Wildlife

Based on the database and literature review, 16 special-status wildlife species were documented within five miles of the Study Area. The Study Area is located within a highly developed/disturbed urban and suburban area. Because of historic and existing disturbance from high levels of anthropogenic activities, and the lack of specific coastal habitats or suitable substrates, the site is not suitable for most special-status wildlife species.

Of the 16 special-status wildlife species identified, only the western red bat (*Lasiurus blossevillii*), was determined to have a moderate potential to occur on-site. None of the 16 wildlife species have a high occurrence potential within the project site.

The native and ornamental trees detected within the Study Area may provide moderate foraging and daytime or nighttime roosts for western red bat (*Lasiurus blossevillii*). It is unlikely that any bats are using the trees for maternity roosts because no guano was observed during the field reconnaissance surveys. It should be noted that this species is not geographically restricted to the vicinity of the project site.

Sensitive Plant Communities

Plant communities are also considered sensitive biological resources if they have limited distributions, have high wildlife value, include sensitive species, or are particularly susceptible to disturbance. CDFW ranks sensitive communities as “threatened” or “very threatened” and keeps records of their occurrences in the CNDDB. CNDDB vegetation alliances are ranked 1 through 5 based on NatureServe’s (2018) methodology, with those alliances ranked globally (G) or state (S) as 1 through 3 generally considered sensitive, though some communities with other ranks may also be considered sensitive (CDFW 2018). The CNDDB has records for five sensitive terrestrial natural communities or habitat types that are reported from historical information within a 5-mile radius of the project site; California Walnut Woodland, Southern Coast Live Oak Riparian Forest, Southern Sycamore Alder Riparian Woodland, Valley Needlegrass Grassland and Valley Oak Woodland. None of these sensitive communities occur in the Study Area. However, a small cluster of California walnuts was observed immediately adjacent, but outside of the Study Area on the northwest corner of Long Valley Road and Valley Circle Boulevard.

Critical Habitat

The Study Area is not located within federally designated Critical Habitat. The closest designated critical habitat is located approximately 2 miles northwest of the Study area for California red-legged frog (*Rana draytonii*).

Wildlife Movement

Wildlife corridors are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as between foraging and denning areas, or they may be regional in nature, allowing movement across the landscape. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Examples of barriers or impediments to movement include housing and other urban development, roads, fencing, unsuitable habitat, or open areas with little vegetative cover. Regional and local wildlife movements are expected to be concentrated near topographic features that allow convenient passage, including roads, drainages, and ridgelines.

The CDFW BIOS (2019b) does not include any mapped essential habitat connectivity areas near the project site. In addition, the project site is surrounded by existing development and heavily traveled transportation corridors, including the U.S. Highway 101, and is therefore, not expected to serve as a significant migratory wildlife corridor.

Biological Resources Protected by Local Policies and Ordinances

Protected Trees

Title 5 Chapter 8 of the Hidden Hills municipal code regulates native oak trees and historical tree and contains policies to protect native oak trees and historical trees for the health, safety, or welfare of its citizens. Trees identified within the project site during the field survey include coast live oak, valley oak, Brazilian pepper tree, Canary Island pine, coast redwood, eucalyptus, fan palm, glossy privet, Peruvian pepper tree and shiny xylosma.

An Arborist Report and Tree Protection Plan (ARTPP) was prepared by Rincon in June 2019. This ARTPP assessed the project's potential effects to protected trees in accordance with CEQA, the City of Hidden Hills municipal code and the City of Los Angeles Protected Tree Ordinance (No. 177404) (2006b). The results of the 2019 ARTPP (Rincon 2019) represent current conditions on the site and are incorporated here to analyze potential project impacts and mitigation. The 2019 ARTPP identified 38 protected coast live oaks and three protected valley oaks within the Study Area. In addition, a cluster of California walnut trees, California walnut tree saplings, coast live oaks and western sycamores were identified adjacent to the site. California walnut, coast live oak, valley oak and western sycamore are protected species.

Regulatory Setting

Special status habitats are vegetation types, associations, or sub-associations that support concentrations of special status plant or wildlife species, are of relatively limited distribution, or are of particular value to wildlife.

Listed species are those taxa that are formally listed as endangered or threatened by the federal government (e.g., U.S. Fish and Wildlife Service [USFWS]), pursuant to the Federal Endangered Species Act (FESA) or as endangered, threatened, or rare (for plants only) by the State of California (i.e.,

California Fish and Game Commission), pursuant to the California Endangered Species Act or the California Native Plant Protection Act. Some species are considered rare (but not formally listed) by resource agencies, organizations with biological interests/expertise (e.g., Audubon Society, CNPS, The Wildlife Society), and the scientific community. The following is a brief summary of the regulatory context under which biological resources are managed at the federal, state, and local levels. A number of federal and state statutes provide a regulatory structure that guides the protection of biological resources. Agencies with the responsibility for protection of biological resources within the project site include:

- U.S. Army Corps of Engineers (wetlands and other waters of the United States);
- Regional Water Quality Control Board (waters of the State);
- U.S. Fish and Wildlife Service (federally listed species and migratory birds); and
- California Department Fish and Wildlife (riparian areas and other waters of the State, state listed
- species).

United States Army Corps of Engineers

Under Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers (USACE) has authority to regulate activities that could discharge fill of material or otherwise adversely modify wetlands or other "waters of the United States." Perennial and intermittent creeks are considered waters of the United States if they are hydrologically connected to other jurisdictional waters. The USACE also implements the federal policy embodied in Executive Order 11990, which is intended to result in no net loss of wetland value or acres. In achieving the goals of the Clean Water Act, the USACE seeks to avoid adverse impacts and offset unavoidable adverse impacts on existing aquatic resources. Any fill or adverse modification of wetlands that are hydrologically connected to jurisdictional waters would require a permit from the USACE prior to the start of work. Typically, when a project involves impacts to waters of the United States, the goal of no net loss of wetland acres or values is met through compensatory mitigation involving creation or enhancement of similar habitats.

Regional Water Quality Control Board

The State Water Resources Control Board (SWRCB) and the local Central Coast Regional Water Quality Control Board (RWQCB) have jurisdiction over "waters of the State," pursuant to the Porter- Cologne Water Quality Control Act, which are defined as any surface water or groundwater, including saline waters, within the boundaries of the State. The SWRCB has issued general Waste Discharge Requirements (WDRs) regarding discharges to "isolated" waters of the State (Water Quality Order No. 2004-0004-DWQ, Statewide General Waste Discharge Requirements for Dredged or Fill Discharges to Waters Deemed by the USACE to be Outside of Federal Jurisdiction). The Central Coast RWQCB enforces actions under this general order for isolated waters not subject to federal jurisdiction and is also responsible for the issuance of water quality certifications pursuant to Section 401 of the Clean Water Act for waters subject to federal jurisdiction.

United States Fish and Wildlife Service

The USFWS implements the Migratory Bird Treaty Act (16 United States Code [USC] Section 703- 711) and the Bald and Golden Eagle Protection Act (16 USC Section 668). The USFWS and National Marine Fisheries Service (NMFS) share responsibility for implementing the Federal Endangered Species Act (FESA) (16 USC § 153 et seq.). The USFWS generally implements the FESA for terrestrial and freshwater species, while the NMFS implements the FESA for marine and anadromous species. Projects that would result in "take" of any federally listed threatened or endangered species are required to obtain permits from the USFWS or NMFS through either Section 7 (interagency consultation with a federal nexus) or

Section 10 (Habitat Conservation Plan) of FESA, depending on the involvement by the federal government in permitting and/or funding of the project. The permitting process is used to determine if a project would jeopardize the continued existence of a listed species and what measures would be required to avoid jeopardizing the species. "Take" under federal definition means to harass, harm (which includes habitat modification), pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Proposed or candidate species do not have the full protection of FESA; however, the USFWS and NMFS advise project applicants that they could be elevated to listed status at any time.

California Department of Fish and Wildlife

The California Department of Fish and Wildlife (CDFW) derives its authority from the Fish and Game Code of California. The California Endangered Species Act (CESA) (Fish and Game Code Section 2050 et. seq.) prohibits take of state listed threatened, endangered, or fully protected species. Take under CESA is restricted to direct mortality of a listed species and does not prohibit indirect harm by way of habitat modification. The CDFW also prohibits take for species designated as Fully Protected under the Code.

California Fish and Game Code sections 3503, 3503.5, and 3511 describe unlawful take, possession, or destruction of birds, nests, and eggs. Fully protected birds (Section 3511) may not be taken or possessed except under specific permit. Section 3503.5 of the Code protects all birds-of-prey and their eggs and nests against take, possession, or destruction of nests or eggs. Species of Special Concern (SSC) is a category used by the CDFW for those species which are considered to be indicators of regional habitat changes or are considered to be potential future protected species.

Species of Special Concern do not have any special legal status except that which may be afforded by the Fish and Game Code as noted above. The SSC category is intended by the CDFW for use as a management tool to include these species into special consideration when decisions are made concerning the development of natural lands. The CDFW also has authority to administer the Native Plant Protection Act (NPPA) (Fish and Game Code Section 1900 et seq.). The NPPA requires the CDFW to establish criteria for determining if a species, subspecies, or variety of native plant is endangered or rare. Under Section 1913(c) of the NPPA, the owner of land where a rare or endangered native plant is growing is required to notify the department at least 10 days in advance of changing the land use to allow for salvage of plant.

Perennial and intermittent streams and associated riparian vegetation, when present, also fall under the jurisdiction of the CDFW. Section 1600 et seq. of the Fish and Game Code (Lake and Streambed Alteration Agreements) gives the CDFW regulatory authority over work within the stream zone (which could extend to the 100-year flood plain) consisting of, but not limited to, the diversion or obstruction of the natural flow or changes in the channel, bed, or bank of any river, stream, or lake.

Local Ordinances

Natural resources within the Cities of Hidden Hills and Los Angeles are regulated according to the City of Hidden Hills' municipal code (HHMC; City of Hidden Hills 2018) and the City of Los Angeles' General Plan (City of Los Angeles 2001) and Protected Tree Ordinance No. 177404, which includes the following policies related to biological resources:

- Section 6, Policy 1 City of Los Angeles General Plan: Continue to require evaluation, avoidance, and minimization of potential significant impacts, as well as mitigation of unavoidable significant impacts on sensitive animal and plant species and their habitats and habitat corridors relative to land development activities.

- Section 12, Policy 1 of the City of Los Angeles General Plan: Continue to identify significant habitat areas, corridors, and buffers and to take measures to protect, enhance and/or restore them.

The City of Los Angeles General Plan also includes Significant Ecological Areas (SEAs), as identified and designated by the County of Los Angeles General Plan (2015), among the habitat types within the City of Los Angeles. The project site does not overlap with SEA boundaries as defined in the County of Los Angeles General Plan (2015), as further discussed in the City General Plan (2001).

Protected Trees

Title 5 Chapter 8 of the Hidden Hills municipal code regulates native oak trees and historical tree and contains policies to protect native oak trees and historical trees for the health, safety, or welfare of its citizens. There are oak trees present along both sides of Long Valley road in the Hidden Hills portion of the project area.

- **Native oak tree.** Any live tree of the genus *Quercus* and species *lobata*, *agrifolia*, *dumosa*, or California native hybrids that are alive, which is four (4) inches in diameter (12.5 inches in circumference) for a single trunk tree, or whose combined trunks total six (6) inches in diameter (18.8 inches in circumference) for a multi-trunk tree, measured at four and one-half feet above mean natural grade.
- **Historical tree.** Any live tree which is 11.46 inches in diameter (36 inches in circumference) for a single trunk, or whose combined diameter of any two trunks is 17.19 inches in diameter (54 inches in circumference) for a multi-trunk tree, measured at two feet above mean natural grade.

According to Articles 2 and 7 of Chapter I, Article 6 of Chapter IV, and Section 96.303.5 of the City of Los Angeles Municipal Code and City Ordinance No. 177404 (City of Los Angeles 2006b), any of the following southern California native tree species measuring four inches or more in diameter at breast height (DBH; cumulative total for multi-trunks) is considered a protected tree species within City of Los Angeles limits: valley oak (*Quercus lobata*), California live oak (*Quercus agrifolia*), or any other *Quercus* sp. tree indigenous to California, except for scrub oak (*Quercus dumosa*); southern California black walnut (*Juglans californica* var*. californica*); western sycamore (*Platanus racemosa*); and California bay (*Umbellularia californica*). Blue elderberry (*Sambucus nigra* ssp. *caerulea*)1 and toyon (*Heteromeles arbutifolia*) are proposed to be added to this protected tree list, but such an amendment has not yet been formally adopted by the Los Angeles City Council (City of Los Angeles 2018).

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☒	☐	☐

Special-Status Plant Species

No Impact. The majority of special-status plant species do not have potential to occur onsite. The only special-status plant species that was observed during the April 3, 2019 field survey includes California walnut, which was detected adjacent to the Study Area. If the proposed project activities remain within the project boundaries (Figure 3), no impacts to special-status plant species would occur.

Special-Status Wildlife Species

Less than Significant with Mitigation. Of the 16 sensitive wildlife species identified, only one sensitive wildlife species, the western red bat, could potentially occur onsite. No sensitive wildlife species were identified on the project site.

Potential direct impacts to western red bat within the site include harassment or injury if they are roosting or foraging within the project site during project construction. This impact could be significant only if it results in a population level impact, which would not occur with project implementation. Indirect impacts from removal of habitat and noise from the development and use of the project site would be less than significant given the availability of other suitable roost sites in the vicinity. Direct impacts can be further reduced to a less than significant level through implementation of MM BIO-1 specifying pre-construction surveys and direct impact avoidance.

Migratory or other common nesting birds, while not designated as special-status species, are protected by the CFGC (Sections 3503, 3503.5, 3511, and 3513) and MBTA and may nest on-site. Therefore, construction of the project has the potential to directly (by destroying a nest) or indirectly (construction noise, dust, and other human disturbances that may cause a nest to fail) impact nesting birds protected under the CFGC and MBTA.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The proposed project would not directly affect riparian habitat, wetlands, or other sensitive natural communities, because none of these exist on the site. A jurisdictional drainage was observed adjacent to the project site. If the proposed project activities remain within the project boundaries no impacts to jurisdictional waters or wetlands would occur. Based on the current design plan no direct or indirect impacts will occur to the drainage feature.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The proposed project would not directly affect riparian habitat, wetlands, or other sensitive natural communities, because none of these exist on the project site. A jurisdictional drainage was observed adjacent to the project site. If the proposed project activities remain within the project boundaries no impacts to jurisdictional waters or wetlands would occur. Based on the current design plan no direct or indirect impacts will occur to the drainage feature

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 nursery sites?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The project would not interfere with native fish or wildlife species, nor would it result in a significant barrier to the migration or movement of animals, because the project site is within a wholly developed urban area, without substantial connections to wildlife habitat or migration corridors. The proposed project is not located within any known regional wildlife movement corridors (*e.g.*, Essential Connective Area or Natural Landscape Block identified in Spencer *et al.* 2010). The immediate surrounding area consists primarily of developed residential and some urban landscapes. Given the developed nature of the surroundings, the site would not function as a wildlife corridor or linkage, or as a wildlife nursery site. Therefore, no impacts to wildlife movement are expected to occur.

e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☒	☐	☐

Less Than Significant Impact with Mitigation. The proposed project would not conflict with policies of the City of Los Angeles General Plan (2001) protecting biological resources. The proposed project would not conflict with Section 6, Policy 1 as sensitive species have low likelihood to occur. MM BIO-1 would be implemented to reduce impacts to roosting bats to a less than significant level. The project would not have significant impacts to nesting birds through implementation of MM BIO-2. The proposed project would also not conflict with Section 12, Policy 1 as no significant habitat areas, corridors or buffers are present onsite. Therefore, with the implementation of the proposed measures the proposed project would be consistent with these policies and no additional mitigation is required.

As identified in the ARTPP (Rincon 2019), of the 58 trees protected by either the City of Los Angeles Protected Tree Ordinance (LAMC) or the HHMC, 32 trees have trunks occurring within the project boundary; 17 trees have trunks occurring within the 20-foot buffer only; and nine (9) trees have trunks occurring outside of the survey area but have canopies that overhang the survey area. Impacts to trees will likely include encroachment (trimming of branches in the canopy, severing of roots, and soil compaction) or removal. Existing oak trees within the proposed parking lot and staging area will be preserved. Impacts beyond this preservation measure, however, cannot be quantified at this time due to the conceptual nature of the project plans.

The City of Hidden Hills will coordinate with the City of Los Angeles to assure that the project does not conflict with the City ordinances, including acquiring a permit if needed. In particular, the City of Hidden Hills would be required to comply with the HHMC, City of Los Angeles Protected Tree Ordinance (No. 177404) of the LAMC (2006b) and the City of Los Angeles Urban Forestry Division policies. The HMMC requires protected tree replacement at a 4:1 ratio for each tree removed, unless otherwise recommended by the Hidden Hills City Director. In no event may the Director require a replacement ratio of less than 2:1. The City of Los Angeles Urban Forestry Division policies requires, at minimum, protected tree replacement at a 4:1 ratio.

As such, the City of Hidden Hills will be responsible for planting replacement trees if any protected tree is removed because of project activities for compliance with all subsequent City requirements, measures, and fees, as applicable. Upon compliance with the HHMC and LAMC requirements, and City of Los Angeles Urban Forestry Division policies, potential impacts would be reduced to a less than significant level.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The project site is not located in an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

Mitigation Measures

BIO-1: Roosting Bats Impact Avoidance and Minimization

A qualified biologist should conduct a pre-construction survey for roosting bats within 14 days prior to the start of project-related tree removal or disturbance work. The survey should include all trees suitable for roosting by the western red bat within the disturbance footprint and a 100-foot buffer with inaccessible areas (i.e., private lands) surveyed with binoculars, as feasible.

If active maternity bat roosts are present onsite, a buffer zone of 100 feet should be established around the roosts that excludes construction activities or other disturbances. Tree removal activities should occur only during periods when maternity

roosts are no longer present in those trees proposed to be removed (typically October and November), as determined by a qualified biologist.

If a non-breeding bat is found in a tree scheduled to be removed, the individual(s) should be safely evicted under the direction of a qualified bat biologist. Trees with roosts that need to be removed would first have bats evicted at dusk by the qualified bat biologist, just prior to tree removal, to allow bats to escape during the darker hours.

Night work from dusk (30 minutes before sunset) until dawn (30 minutes after sunrise) should be avoided as this is the most active time for bats. If night work must occur, project lighting should be focused directly on the work area to minimize attraction from foraging bats. Additionally, tree and vegetation removal should only occur during daylight hours. Tree trimming or removal should be conducted in the presence of a qualified biologist. If bats are observed in the work area, a qualified biologist should be contacted immediately.

BIO-2: Nesting Birds

If site preparation and construction activities are initiated during the breeding season (generally February 1 through August 31, but variable based on seasonal and annual climatic conditions), a pre-construction nesting bird survey will be conducted by a qualified biologist no more than 3 days prior to initial ground disturbance or vegetation removal to determine the presence/absence, location, and status of any active nests onsite or within 100 feet of the site for common nesting birds, or within 300 feet of the site for nesting raptors. In areas where site access is limited or prohibited (e.g., private property), the area will be surveyed using binoculars. Should land clearing activities pause for more than one week during the breeding season, another nesting bird survey will be conducted prior to re-initiation of those activities.

If active nests are found, the qualified biologist will establish and demarcate with fencing or flagging an appropriate buffer (dependent upon the species, proposed work activity, and existing disturbances associated with land uses outside of the site) around the active nest(s). No ground disturbing activities will occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. The qualified biologist will monitor the active nest(s) to determine the adequacy of the buffer. Encroachment into the buffer would occur only at the discretion of the qualified biologist.

The methods and results of the nesting bird survey(s), any nesting bird avoidance efforts, and the success of the avoidance buffers will be documented in a letter report to the City no later than 3 weeks following the completion of the survey(s) and/or active nest monitoring activities.

BIO-3: Protected Trees
If any protected tree dies or is damaged to the point of requiring removal during construction activities, the Hidden Hills City Director may require one of the following mitigation measures:

- Replacement trees should be provided at a 4:1 ratio for each tree removed, unless otherwise recommended by the Director. In no event may the Director require a replacement ratio of less than 2:1.
- Replacement trees should be of suitable type, size, number, location, and date of planting. Relocation of trees approved for removal may not necessarily be a mitigating factor. The Director may consider the following factors:
    - Vegetative character of the surrounding area,
    - Number of protected trees proposed for removal in relation to protected trees currently existing within the project limits,
    - Anticipated effectiveness of the replacement trees, and
    - Development plans for the proposed construction or use of the subject property.
- The value of replacement trees should be established by the Director's estimate, mutually agreed upon by the applicant and Director; and/or an appraisal prepared by an arborist, horticulturist, or licensed landscape architect.

V. CULTURAL RESOURCES

A comprehensive Phase I Cultural Resource Assessment was prepared for the project (April 2019) by Rincon Consultants, Inc., and is wholly incorporated by reference to this Initial Study and attached (Appendix F).

Would the project:

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

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The records search was conducted on February 26, 2019, and included a 0.5 radius around the project site and was conducted by a Rincon Consultants archaeologist. The purpose of the literature search was to identify previous cultural resources within or around the project site. The search included a review of the National Register of Historic Place (NRHP), California Register of Historical Resources (CRHR), California State Historic Resources Inventory list as well as numerous historic maps for the presence of possible historic structure or archaeological site locations, covering a date range from 1896 through 1959. Additionally, a pedestrian survey was performed on April 3, 2019 which identified the project site as primarily gravel and asphalt/concrete paved surfaces, with areas of exposure adjacent to

Valley Circle Boulevard, Long Valley Road and West Long Valley Road. Exposed areas included vegetation consisting of seasonal grasses, ornamentals, and mature oak, pine, and palm trees.

The search identified 16 prior cultural resources studies within the 0.5-mile search area that were initiated due to planned development, communication, and transportation projects. Of these, the records search identified four previously recorded historic-era resources situated with a 0.5-mile radius of the project site. However, none are located within the project area. Similarly, the pedestrian survey did not identify any previously unrecorded prehistoric cultural resources with the project area. As such, the project would not cause a substantial adverse change in the significance of a historical resource as defined by CEQA. Should inadvertent discoveries be made during ground disturbing work, mitigation measures have been provided to ensure less than significant impacts (refer to Mitigation Measures CUL-1 through CUL-2). Therefore, no impacts would occur.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

c. Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☒	☐	☐

Less Than Significant with Mitigation Incorporation. The proposed project might affect previously-undiscovered buried archaeological and/or paleontological resources, including human remains, because it would require excavation to a depth ranging from one to five feet to install roadway/sidewalk, parking lot and stormwater improvements. The project area is within an area known to be associated with several prehistoric and proto-historic Native American populations.[4] Although the area has been urbanized for decades, local tribal representatives indicate that the Hidden Hills area is generally sensitive for archaeological resources, including Native American resources. Because there will be excavation associated with the project, there is a potential that human remains or archaeological resources would be discovered during excavation of the site.

Although no cultural resources were identified within the project area during the records search and field survey, negative results do not preclude the possibility of undiscovered archaeological resources. Accordingly, Mitigation Measures CUL-1 and CUL-2 requires an archeological monitoring program and, should resources or human remains be identified, requires appropriate retrieval and treatment. With mitigation, no substantial adverse changes to local archeological resources are anticipated, and associated impacts would be less than significant.

[4] The project alignment is situated on the boundaries of three Native American tribal territories identified by anthropologists in the early twentieth century. The historically identified territories are occupied by the Ventureno Chumash, Gabrieleno-Tongva, and Fernandeño-Tataviam.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☒	☐	☐

Less Than Significant with Mitigation Incorporation. Based on previous studies prepared for both the Kanan Road at U.S. 101 Interchange project and the Agoura Road Widening and Canwood Street Improvement Project, no previously surveyed paleontological resources were identified within the general project area and no fossil remains were observed during surveys. Additionally, results of a record search revealed that no known vertebrate fossils have been recorded within the project site but has determined that fossil remains have been recorded near the project area (located on the south side of the Ventura Freeway approximately 0.18 mile from the project area).[5] Given that fossil remains have been recorded near the project, there is potential for previously undiscovered paleontological resources to be encountered during construction. Therefore, monitoring for paleontological resources during construction the project site is recommended. As a result, Mitigation Measures CUL-3 and CUL-4 are prescribed to ensure that potentially significant impacts to previously unknown paleontological resources that are unexpectedly discovered during project implementation are reduced to a less than significant level.

Mitigation Measures

CUL-1: If cultural resources are encountered during ground-disturbing activities, work in the immediate are must halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) should be contacted immediately to evaluate the find. If the discovery proves to be eligible for listing on the California Register of Historical Resources, additional work may be warranted, such as data recovery excavation, Native American consultation, and archaeological monitoring to treat the find.

CUL-2: If human remains are found, existing regulations outlined in the State of California Health and Safety Code Section 7050.5 state that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code § 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of being granted access and provide recommendations as to the treatment of the remains to the landowner.

CUL-3: If a potential fossil is found, a qualified paleontologist shall be retained to develop and implement a paleontological monitoring program for remaining construction excavations required for the project. A qualified paleontologist is defined

[5] Natural History Museum of Los Angeles County, LACM Vertebrate Paleontology, Recordset, Available at: *https://www.idigbio.org/portal/records/b6db3b01-0982-4744-a18e-3573885aa4d7*, accessed November 11, 2019.

as a paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. The paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area.

At the paleontologist's discretion, and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing and evaluation. If preservation in place is not feasible, the paleontologist shall implement a paleontologist salvage program to remove the resources from the project site. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are submitted to their final repository.

CUL-4: The paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the applicant to the lead agency and the Natural History Museum of Los Angeles County, and other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

VI. GEOLOGY AND SOILS

A Geotechnical Investigation Report was prepared for the project (August 20, 2019) by Willdan Engineering, and is wholly incorporated by reference to this Initial Study and attached (Appendix G).

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.

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. The proposed project would not likely expose people or structures to substantial adverse effects from known earthquake fault rupture beyond existing levels, because current available geologic information indicates that no active faults are known to exist on or in the immediate vicinity of the project site. According to the City of Hidden Hills Safety Element, the closest active fault system to the project is the Northridge Hills Fault and the Simi-Santa Rosa Fault. The Northridge HIlls Fault and the Simi-Santa Rosa Fault are located approximately 8 and 9 miles north of the project. Both faults are not included in an Alquist-Priolo Special Studies Zone and the implications of a significant

earthquake along this fault and the chances of ground rupturing occurring are not known. The project site itself is not located within an Alquist-Priolo Fault Zone for surface fault rupture hazards. Because there are no known active faults located on the project site, the potential for fault rupture on the site is low. Although there is always potential for a previously unknown fault to cause surface rupture in any area in the region, the project would not expose people or structures to risks greater than exist now, because the project would not markedly change the site surface or introduce structures to the site. Associated impacts are anticipated to be less than significant.

ii. Strong seismic ground shaking?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. As is typical of all of southern California, the project site is located in a seismically active region and is potentially subject to severe ground shaking generated by high seismic activity. However, as noted previously, the project will not increase the hazard to people or structures beyond existing levels, simply because the project does not create new structures and the project site grade would not be changed materially by project construction.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. The proposed project would not be expected to subject people or structures to increased ground failure risks greater than exist now, as there are no new above-ground proposed structures included as part of the proposed improvements. It is not anticipated that the project will result in unstable earth surfaces because grading is limited to shallow surface excavation to create code-compliant street and parking surfaces. Associated impacts are anticipated to be less than significant.

iv. Landslides?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. The proposed project would not be expected to subject people or structures to landslide threat because the proposed parking lot improvements would be constructed on a relatively flat portion of the project site, and although there is an approximately ten-foot decrease in elevation from the eastern edge of the parking lot to the terminus of the sidewalk improvements at Valley Circle Boulevard, the slope is relatively gentle and not prone to catastrophic landslides. With no

proposed new above-ground structures and minimal slope grade, hazards associated with slope instability, mudslides and landslides are anticipated to be less than significant.

b. Result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. During project construction, the exposure of soils in open or excavated areas will temporarily increase the potential for soil erosion but such erosion is not anticipated to be substantial. Soil erosion could be caused either by water or wind, a situation which could be exacerbated during the rainy season (November 1 through April 1). Required compliance with the South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust) would reduce erosion due to wind to a less than significant level. Required compliance with the Best Management Practices (BMP) of the National Pollution Discharge Elimination System (NPDES) permit and implementation of the required Storm Water Pollution Prevention Plan (SWPPP) would reduce water erosion to less than significant levels. Construction plans shall specify SWPPP measures for controlling erosion at the project site.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. A geotechnical investigation was performed by Willdan Engineering on August 20, 2019. The study examined subsurface soil and groundwater conditions of the project area through four exploratory soil borings. The purpose of the investigation was to determine the characteristics of the subsurface materials (including the expansive index, and liquefaction potential) below the parking lot (north side of Long Valley Road) and along the parkway of Valley Circle Boulevard. The geological investigation determined that the project area is underlain by alluvial soils comprised of silty sand with gravel to sandy clay to a depth ranging from 6 to 11 feet. These alluvial soils, consisting of very stiff to hard sandy clay layer were encountered at the base of the explorations. Groundwater was not encountered during these field explorations.

Since the project site is relatively level and groundwater are not shallow, producing saturated soils that would be prone to liquefaction, slope instability from construction operations is not considered an issue. Additionally, the project consists primarily of ground-level improvements (paving, landscaping, replacement of curb, gutters, etc.) where ground and soil stability hazards would be minimal, and with proper engineering construction, settlement from roadway, parking lot, and parkway construction operations is considered to be unlikely. Therefore, impacts associated with ground and soil stability hazards are anticipated to be less than significant.

d. Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

No Impact. The project would not create substantial risks to life and property associated with expansive soil, simply because the project is limited to site grading, paving, installation of sidewalks, and a small retaining wall. While concrete or asphalt paving could crack from soil expansion, such cracking is an expected outcome of any paving installation. No new above-ground structures are proposed. Accordingly, impacts associated with expansive soils are anticipated to be less than significant.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The proposed project does not include a septic or other alternative wastewater disposal system.

VII. GREENHOUSE GAS EMISSIONS

Additional background is included in this section because of the evolving nature of both the issue itself and the regulatory framework governing greenhouse gas emissions that has been enacted since 2030 General Plan adoption in 2010.

"Greenhouse gases" (so-called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as "global warming." These greenhouse gases contribute to an increase in the temperature of the earth by allowing incoming short wavelength visible sunlight to penetrate the atmosphere, while restricting outgoing terrestrial long wavelength heat radiation from exiting the atmosphere. The principal greenhouse gases (GHGs) include carbon dioxide (CO_2), methane CH_4), and nitrous oxide (N_2O). Collectively GHGs are measured as carbon dioxide equivalents (CO_2e).

Fossil-fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of global GHG emissions. Industrial and commercial sources are the second-largest contributors of GHG emissions, constituting about one-fourth of total emissions. According to climate scientists, California and the rest of the developed world must cut emissions by 80 percent from today's levels to stabilize the amount of CO_2 in the atmosphere and prevent the most severe effects of global climate change.

California has passed several bills and former Governor Jerry Brown has signed seven executive orders (EOs) regarding greenhouse gases. GHG statues and EOs include Assembly Bill (AB) 32, Senate Bill (SB)

1368, EO S-03-05, EO S-20-06, EO S-01-07, EO S-13-08, EO B-16-12, EO B-18-12, and EO B-30-15. Of these, AB 32, the California Global Warming Solutions Act of 2006, mandates that California's GHG emissions be reduced to 1990 levels by 2020, and tasks the California Air Resources Board (CARB) with regulating GHG emissions as well as coordinating with other state agencies to implement AB 32's reduction goals.

EO S-3-05 provides a more long-range goal and requires an 80 percent reduction of GHGs from 1990 levels by 2050. On a per-capita basis, that means reducing annual emissions of 14 MTs of CO2 equivalent for every person in California down to approximately 10 MTs per person by 2020. Issued in 2015, EO-B-30-15 sets an increasingly-aggressive GHG-emissions target for 2030, 40 percent below 1990 levels. EO-B-30-15 was codified by SB 32 in 2016, which also provided the CARB with additional direction for refining the Climate Change Scoping Plan. That EO set forth five "pillars" for accomplishing GHG reduction, including (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farm and rangelands, forests and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.

The CARB's 2017 Climate Change Scoping Plan California Air Resources Board, (California's 2017 Climate Change Scoping Plan (November 2017), available at *https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan* (accessed April 8, 2021), in part implements EO B-30-15, and sets forth a "reference scenario" as a baseline for measuring how much GHG emissions can be reduced in several economic sectors. This scenario illustrates the level of GHG emissions generated statewide through 2030 with *existing* policies and programs, but without any further action to reduce GHGs. This level is estimated to be approximately 400 million metric tons (MMTs) of CO_2e from all sources in 2030. The CARB's statewide 2030 target level of emissions is approximately 260 MMTs (id., Figure 6, 2017 Scoping Plan Scenario, p. 24). The Scoping Plan estimates that the change from 1990 levels in the residential and commercial sectors must be from 44 $MMTCO_2e$ to 38-40 $MMTCO_2e$ by 2030, a four to eight percent reduction (id., Table 3, p. 31).

Senate Bill 375 was enacted to link land use and transportation in a manner that would reduce vehicle miles traveled (VMT), thereby reducing GHG emissions. Under SB 375, the California Air Resources Board (CARB) is responsible for establishing GHG emission-reduction targets, and regional Metropolitan Planning Organizations (MPOs) are responsible for preparing and adopting "Sustainable Communities Strategies" that achieve CARB's targets.

The Southern California Association of Governments (SCAG) is the local MPO that includes the City of Hidden Hills, and is developing a Regional Climate Adaptation Framework, which will assist local and regional jurisdictions in managing the negative impacts of climate change. The study will look at how the Southern California region can work together to plan and prepare for the impacts of sea level rise, extreme heat, increasingly frequent and damaging wildfires, and other climate-related issues.

The SCAG also develops and implements the Regional Transportation Program/Sustainable Communities Strategy discussed in Section III, Air Quality, above. Strategies in the RTP, such as promoting park-and-ride facilities, contribute to reducing the region's GHG emissions by reducing vehicle miles traveled.

Compliance with GHG-reduction strategies may not itself demonstrate that an individual project's impacts are less than significant; however, unless an emissions target or threshold, based on substantial evidence has been adopted by a local agency, consistency with such strategies may be the only measure

of a project's impacts. To date, SCAG, Los Angeles County or Hidden Hills have not set quantified CO2e emissions targets or numeric thresholds; the SCAQMD has set a CO_2e threshold only for stationary industrial sources (10,000 metric tonnes per year). In the absence of local thresholds, CEQA §15064.7(c) permits using other agencies' significance thresholds – for example, the Sacramento Metropolitan Air Quality Management District (SMAQMD) recommends a threshold for construction emissions of 1,100 metric tonnes of CO_2e per year (see Sacramento Metropolitan Air Quality Management District, CEQA Guide (rev. February 2021), p. 6-11, available at *http://www.airquality.org/LandUseTransportation/Documents/Ch6GHG2-26-2021.pdf* (accessed April 8, 2021). Accordingly, the proposed project's emissions will be compared to the SMAQMD significance threshold.

It is also possible to determine the significance of a project's CO_2e emissions by assessing a project's consistency with an SCS or with the CARB Scoping Plan. If the project is consistent with a plan's goals, policies, or is specifically identified within a Plan, a finding of "less than significant" or "less than significant with mitigation incorporated" may be appropriate.

Would the project:

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

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. The proposed project would generate greenhouse gas emissions during construction and operation, but the amounts generated are not expected to cause significant impacts to the environment, since they are short-term and would end when construction is completed.

Tables GHG-1 and GHG-2 below show unmitigated and mitigated CO_2e mass emissions for project construction, broken down by phase. Unmitigated emissions are estimated to be 495.9 metric tonnes of CO_2e, less than half of the SVAQMD's threshold, 1,100 metric tonnes of CO_2e/project, and substantially less than the SCAQMD industrial threshold of 10,000 metric tonnes of CO_2e/year. Moreover, applying Mitigation Measures AQ-1 and AQ-2 would reduce CO_2e emissions by 3.65 metric tonnes. Because the project's emissions are below two accepted mass-emission thresholds and can be further reduced as a byproduct of pollutant-reduction mitigation measures, no further mitigation measures are required. Remaining impacts associated with CO_2e emissions are anticipated to be less than significant.

b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The proposed project would not conflict with local or regional GHG-reduction plans or regulations; rather, by adding park-and-ride capacity to an area used by commuter traffic, the project is consistent with such plans. No associated impacts are anticipated.

Table GHG-1
Estimated Construction Emissions[1] (without Mitigation)
(lbs./day on the worst day)

Project Phases	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	4,635.92	0.61	0.44	4,782.57
Grading/Excavation	10,639.36	2.88	0.28	10,795.55
Drainage/Utilities/Sub-Grade	5,655.55	1.21	0.08	5,710.30
Paving	4,666.22	0.77	0.35	4,790.25
Maximum (pounds/day)	10,639.36	2.88	0.44	10,795.55
Total (tons/construction project)	**488.31**	**0.12**	**0.02**	**495.90**[a]

[a] CO_2e value is in metric tonnes

Table GHG-2
Estimated Construction Emissions[1] (with Mitigation)
(lbs./day on the worst day)

Project Phases	CO2 (lbs/day)	CH4 (lbs./day)	N2O (lbs./day)	CO2e (lbs./day)
Grubbing/Land Clearing	4,508.52	0.58	0.42	4,648.41
Grading/Excavation	10,583.62	2.87	0.27	10,736.86
Drainage/Utilities/Sub-Grade	5,647.59	1.20	0.08	5,701.92
Paving	4,568.68	0.75	0.34	4,687.54
Maximum (pounds/day)	10,583.62	2.87	0.42	10,736.86
Total (tons/construction project)	**484.85**	**0.11**	**0.02**	**492.25**[a]

[a] CO_2e value is in metric tonnes

VIII. 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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. Although construction of the proposed project would involve the excavation and transport of earth, project components, and construction-related materials (e.g., concrete, piping, and equipment), the project does not involve the routine transport, use, or disposal of hazardous materials. All such construction-related materials, including construction debris/waste, would be transported and disposed of in accordance with applicable codes and regulations, and therefore transport and disposal of these items is not expected to create significant hazard to workers or the community. As a parking lot and infrastructure improvement project, no transport, use or disposal of hazardous waste are anticipated during project operation. As such, the proposed project would not create impacts related to the routine transport, use, or disposal of hazardous materials, and no mitigation is required.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. Implementation of the proposed project would not involve the use, storage, or disposal of explosive or hazardous substances that could result in an upset and accident condition. As an improvement project to enhance vehicle and pedestrian access at the Long Valley gate entrance, the project is the construction of two parking lots and roadway and pedestrian access improvements within the public right-of-way. As such, the project would not be involved in the storage, handling, or use of hazardous materials. Similarly, the proposed staging area is not used for storage of hazardous materials, and no excavation or hazardous materials handling would occur at this location as part of the project. Additionally, before commencing any excavation on-site, the construction contractor would be required to obtain an "Underground Service Alert Identification Number." To minimize potential damage to any existing utilities, the contractor would not be allowed to excavate until all utility owners are notified, and all substructures are clearly identified. No reasonably foreseeable upset or accident condition that could involve the release of hazardous materials into the environment are anticipated during construction or operation. Therefore, no impacts are anticipated and no mitigation is required.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter mile of an existing or proposed school?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. Within proximity to the project, Calabash Charter Academy and Calabash Street Elementary School are located approximately one-half mile directly east of the project, across the Ventura Freeway (US-101). As discussed in the Air Quality section above, operation of construction equipment creates air contaminant emissions. However, none of these emissions would be generated at levels that are considered hazardous. Construction of the proposed project would also involve the excavation and transport of earth and other construction-related materials (e.g., concrete, piping, block wall/fencing, and equipment). All such materials, including construction debris/waste would be transported and disposed of in accordance with applicable codes and regulations. As noted previously, operation of the proposed project would not involve hazardous emissions or materials. The proposed project would improve vehicle and pedestrian access at the Long Valley gate entrance. As such, no hazardous materials impacts to schools are anticipated and no mitigation is required.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The proposed project is not on a site listed as a hazardous material site, nor is any such properties within a ½-mile of the project site (*See* California Department of Toxic Substances Control Envirostor searchable database, *http://www.envirostor.dtsc.ca.gov/public/*, accessed April 8, 2021). Accordingly, the proposed project would not expose the public to related hazards. No impacts with respect to hazardous materials sites are anticipated.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The project is not located within the vicinity of an airport. The nearest airports are Van Nuys Airport and Burbank Airport which are located approximately 10.0 and 17.0 miles to the east of the project. The site is not located in either the Clear Zone or the Approach Safety Zone of the airport. Therefore, the project would not result in an airport-related 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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The project is not located within the vicinity of a private airstrip. The nearest private airport is the Whiteman Airpark which is located approximately 15.4 miles northeast of the project. The site is not located in either the Clear Zone or the Approach Safety Zone of the airport. Therefore, the project would not result in an airport-related 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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. The proposed project would not impair or physically interfere with an adopted emergency response plan or a local, state, or federal agency's emergency evacuation plan, except possibly for short-term periods during construction of the proposed project. Any on-street construction activities in the project area would conform to all City of Hidden Hills, Los Angeles County Sheriff's Department (LACSD), and Los Angeles County Fire Department (LACFD) access standards to allow adequate emergency access. Likewise, material and equipment haul trucks would follow prescribed truck routes to and from the project site, subject to review and approval by the City Public Works Department, LACSD, and LACFD. Impacts are anticipated to be less than significant.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. Although the proposed project is located in a more rural community with surrounding native vegetation and undeveloped hillslope areas, the project is a parking lot and infrastructure improvement and would not of itself expose significant numbers of people or structures to wildland fire risk. As such, the project will not involve development in previously undisturbed hillside areas that would increase the potential for wildland fires. Thus, the impacts with respect to wildland fires are considered to be less than significant.

IX. HYDROLOGY AND WATER QUALITY

A hydrology study, Drainage Report for Long Valley Road/Valley Circle Boulevard/US-101 On-Ramp Improvements Project, was prepared for the project (September 2019) by Willdan Engineering, and is wholly incorporated by reference to this Initial Study and attached (Appendix H).

Would the project:

a. Violate any water quality standards or waste discharge requirements?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. The proposed project would construct roadway, sidewalk and parking lot improvements that would add impervious surfaces (e.g., pavement) and pervious surfaces (e.g., landscaping) within the construction area. Table HYD-1, below, illustrates the total area for pervious and impervious surfaces for the project.

Table HYD-1
Project Ground Surfaces (Square Feet)

	Total Area	Pervious Surface	Impervious Surface
Existing	135,471	72,201	63,270
Proposed	136,343	41,208	95,135
Net	+ 872	- 30,993	+ 31,865

Source: Willdan Engineering

The proposed project would construct roadway, sidewalk and parking lot improvements that would add 31,865 square feet of impervious surfaces (e.g., pavement) and reduce 30,993 square feet of pervious surfaces (e.g., landscaping), resulting in a net increase of 872 square feet (0.02 acre) of surface area and a net increase of in total surface runoff. The reduction in pervious area is due to adding new sidewalk along the parkway and expansion of parking lot improvements.

The proposed project (which include grading, scraping, watering for dust mitigation, placement of infrastructure, installation of concrete and asphalt paving, curbs and gutters or asphalt concrete dike, sidewalks, etc.) is required to comply with applicable federal, State, and local water quality regulations. Specifically, the federal Clean Water Act (CWA) assigns jurisdiction to federal, state, and local agencies over specific activities that could affect stream channels, wetlands, and other water bodies. Section 402(p) of the CWA sets forth the National Pollutant Discharge Elimination System (NPDES) storm water permitting program, administered by the California Regional Water Quality Control Board, Los Angeles Region (RWQCB) under delegation by the United States Environmental Protection Agency (U.S. EPA). Where projects would affect an area larger than one acre, the project proponent must prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), which details the BMPs for reducing or

eliminating pollutant discharge from construction areas. Smaller projects, such as the present road-improvement project (encompassing 0.84 acre), still must incorporate BMPs.

BMPs for the project would include, but not be limited to:

1. Good housekeeping: conducting an inventory of products used, implementing proper storage & containment, and properly cleaning all leaks from equipment and vehicles;
2. Non-storm water management: properly washing vehicles in contained areas, cleaning streets, and minimizing irrigation runoff;
3. Erosion control: covering disturbed areas with mulch, temporary seeding, soil stabilizers, binders, fiber rolls or blankets, temporary vegetation, permanent seeding;
4. Sediment control: straw wattles along drainage pathways and around storm drains;
5. Run-off and run-on controls: berms and run-off/on diversions;
6. Screens on catch basins and on connector pipes to prevent trash from entering waterways;
7. Inspection, maintenance, and repair of BMPs to ensure continued efficacy.

By applying these and other BMPs, impacts are anticipated to be less than significant, and no supplementary mitigation measures would be required.

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 preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. The proposed project would not deplete groundwater supplies or result in lowered ground water tables because as explained further below, the project would not result in substantial water demand during construction or operation, and would not significantly increase impermeable surface area. The project will provide roadway, sidewalk, and parking lot improvements (i.e., street widening, paving, sidewalk, curb and gutter, landscaped medians etc.) along Long Valley Road, modifying street widths to accommodate vehicle and pedestrian access, additional parking, and gate improvements. Although the project would incrementally add impervious areas where new sidewalk and roadway modifications (new right-turn lane) would be installed, the parking lot expansion will utilize permeable paving and drought tolerant landscaping to minimize water demands while increasing pervious surfaces.

Additionally, the proposed roadway, sidewalk and parking lot improvements would not be expected to deplete groundwater supplies because construction activities (concrete mixing, water application for dust control, etc.) would use limited amounts of water. The proposed landscaping associated with the project would both replace existing landscaping and add new plant material; all new plants would be varieties selected to require minimal irrigation. Given the project's overall low water consumption and

increase in pervious surfaces, impacts with respect to groundwater supply are anticipated to be less than significant, and no additional mitigation measures are required.

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?

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact (c and d). The proposed project would not substantially change the existing drainage pattern of the area, causing erosion or flooding, simply because the proposed street improvements would minimally alter the existing street geometry, and incrementally add street and gutter capacity for directing and channeling storm water flows. Although street-surface drainage patterns might change slightly with the roadway modifications and gate access improvements, such changes are not expected to rise to a level of significance, since the minimal street widening to accommodate turning movements would not cause significant changes to existing surface flows. The project would not be expected to cause erosion or siltation off-site. The BMPs applied in Part IX(a) above would minimize the amount of sediment carried from the site into sub-surface storm drains. Any excess excavated material would be removed from the project area. Likewise, the project would not be expected to contribute to surface flooding, because the existing storm drainage system, including any new catch basins required as part of the project, is designed to accommodate excess stormwater flows. Moreover, the City does not lie within a FEMA-designated flood hazard area.[6] Accordingly, impacts with respect to erosion, siltation and flooding are anticipated to be less than significant, and no additional mitigation measures are required.

[6] The Federal Emergency Management Agency (FEMA) Map for the project vicinity (Map No. 06037C1267F, panel 1267F) indicates that the area is generally at a very low risk of flooding because of the network of engineered storm drain channels. The proposed project is located within FEMA Zone X, which includes areas subject to inundation by 0.2-percent-annual-chance shallow flooding (usually areas of ponding) where average depths are less than one foot, or where areas are protected by levees from the one-percent annual chance flood. Department of Homeland Security, Federal Emergency Management Agency, *Flood Insurance Rate Map, Los Angeles County, California, Panel 1267 of 2350 (Map No. 06037C1267F)*, September 26, 2008, available at *https://msc.fema.gov/portal/search?AddressQuery=hidden%20hills%20california#searchresultsanchor* (accessed October 10, 2020).

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. The proposed project would not contribute substantial amounts of runoff water exceeding storm water drainage system capacity, rather the planned street and parkway improvements will have a net increase of pervious surfaces than the existing condition. Moreover, the proposed project would not substantially increase the amount of polluted runoff because BMPs described in IX(a) above would be in place to reduce pollution from runoff water. Impacts associated with storm water infrastructure capacity and polluted runoff are anticipated to be less than significant, and no additional mitigation measures are required.

f. Otherwise substantially degrade water quality?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. The proposed project would improve parking and access (for both pedestrians and vehicles). The proposed project would not otherwise substantially degrade water quality, primarily because the BMPs described in (a) above would minimize runoff water contamination. Impacts associated with water quality are anticipated to be less than significant, and no additional mitigation measures are required.

The proposed project would not otherwise substantially degrade water quality, primarily because the BMPs described in IX(a) above would minimize runoff water contamination during project construction, and as described in IX(e), the project is designed to reduce runoff with increasing pervious surfaces resulting in improved water quality. Impacts associated with water quality are anticipated to be less than significant, and no additional mitigation measures are required.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The proposed project would not construct housing or other structures, thus would not directly subject housing or structures to flood hazards.

h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The proposed project would not construct housing or other structures, thus would not directly subject housing or structures to flood hazards.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The project would not be expected to expose people or structures to significant risk of loss, injury or death involving flooding, since, as explained in IX(d) above, the area within the Arroyo Calabasas Drainage Basin is at a very low risk for flooding generally, and the project itself would not impede flood flows through the storm water conveyance system. There are no dams or reservoirs within one mile of the project site. The proposed project is a parking lot and infrastructure improvement project and would not involve the construction of super structures such as bridges or buildings. Furthermore, the proposed project would improve existing roadways and parking facilities that are already subject to the same level of risk from flooding. Therefore, relative to the existing setting, the proposed project would not increase risk from flooding, or dam inundation. No impacts associated with flooding are anticipated.

j. Inundation by seiche, tsunami, or mudflow?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The proposed project would not directly expose people or structures to inundation by seiche (standing waves generated by earthquakes or winds) or tsunami, because (1) there are no large bodies of water nearby to generate a seiche and the project would not create such a water body; and (2) the project site is more than eight miles north of the Pacific Ocean, outside of any tsunami zone. The project would not expose people or structures to mudflow since the project site is located mostly within a relatively flat site and developed with surrounding residential and agricultural uses. As such, mudflow and inundation are considered to be a remote possibility.

X. LAND USE AND PLANNING

Would the project:

a. Physically divide an established community?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The proposed project would not construct new streets or otherwise alter the existing surrounding pattern of development and established communities. Rather, the project would improve vehicle and pedestrian access and parking along Long Valley Road. The proposed project would retain the existing roadway configuration with proposed roadway and parkway modifications to enhance access, and accommodate parking lot improvements for efficient gate operations during peak hours. Therefore, no impact would occur.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. For Phase I improvements, the proposed project would not conflict with applicable land use plans, policies, or regulations, including the City's 1995 Comprehensive General Plan or the Community Association and its development and design standards. The proposed project is consistent with the Infrastructure Element of the City of Hidden Hills General Plan which designates Long Valley Road as a collector street, providing access to residential areas within the City.[7] As such, Long Valley Road is classified to have one travel lane in each direction, within a 26-foot right-of-way, including three-foot wide concrete swales. The proposed project would maintain this two-lane roadway configuration along Long Valley Road before transitioning as a three-lane road (2 westbound lanes, 1 eastbound lane) with access to U.S. 101 and Valley Circle Boulevard.

Presently, the proposed parking lot improvements project is located on a parcel with current land use designation and zoning as a Restricted Commercial Use Zone. The parcel is currently vacant and will be acquired by the City of Hidden Hills and developed into surface parking and screening area. Upon acquisition, the City will amend the General Plan land use designation and rezone the property from Restricted Commercial to Community Use Zone in order to convert the property from commercial to public use.

With the proposed roadway modifications to add a right-turn lane and sidewalk improvements proposed as part of the second phase of improvements, the project is both consistent with the City of

[7] City of Hidden Hills, *City of Hidden Hills General Plan – Infrastructure Element*, November 1995, p. IN-2.

Los Angeles' roadway classification, and with the City's General Plan Mobility Element goal to *"[m]aintain through Community Association-attended gates to all entry points to the residential and community use zones."*

Accordingly, because the project is consistent with both the City of Hidden Hills' and City of Los Angeles' General Plan design criteria for streets and with the City of Hidden Hills' General Plan land use policy for current and future uses proposed by the project, no conflicts with applicable land use plans exist, and no related impacts are anticipated.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The proposed project would not conflict with a habitat conservation plan or natural community conservation plan, because none exists that apply to the project site. No associated impacts are anticipated, and no mitigation is required.

XI. 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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. No mineral resources of statewide or regional importance have been identified in the City. According to the City of Hidden Hills General Plan (1995), there are no known significant mineral resources or deposits of regional or statewide importance located in Hidden Hills. All of Hidden Hills is classified as MRZ 3, an area that has been determined to contain mineral deposits but its significance cannot be evaluated which is common within these foothill communities. Therefore, project construction and operation would not result in the loss of availability of any known mineral resource that would be of local, regional, or statewide importance. No impact would occur and no mitigation measures would be necessary.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The City of Hidden Hills General Plan Natural Resources Element does not designate any portion of the City as a locally important mineral resource recovery site. Project construction and operation would not result in the loss of availability of any known mineral resource so no impact would occur.

XII. NOISE

A comprehensive Noise Assessment was prepared for the project (April 2019) by Rincon Consultants, Inc., and is wholly incorporated by reference to this Initial Study and attached (Appendix F).

Environmental Setting

Characteristics of Sound

Sound is technically described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dB higher than another is judged to be twice as loud; a sound 20 dB higher is perceived to be four times as loud; and so forth. Everyday sounds normally range from 30 dB (very quiet) to 100 dB (very loud).

Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. Community noise levels are measured in terms of the "A-weighted decibel," abbreviated dBA. Sound levels decrease as a function of distance from the source as a result of wave divergence, atmospheric absorption, and ground attenuation. As the sound wave form travels away from the source, the sound energy is dispersed over a greater area, thereby dispersing the sound power of the wave. Atmospheric absorption also influences the levels that are received by the observer. The greater the distance traveled, the greater the influence and the resultant fluctuations. The degree of absorption is a function of the frequency of the sound as well as the humidity and temperature of the air. Turbulence and gradients of wind, and temperature also play a significant role in determining the degree of attenuation. Intervening topography can also have a substantial effect on the effective perceived noise levels.

Noise has been defined as unwanted sound and it is known to have several adverse effects on people. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. This criterion is based on known impacts of noise on people, such as hearing loss, speech interference, sleep interference, physiological responses,

and annoyance. Each of these potential noise impacts on people are briefly discussed in the following narratives:

Hearing loss is not a concern in community noise situations of this type. The potential for noise induced hearing loss is more commonly associated with occupational noise exposures in heavy industry or very noisy work environments. Noise levels in neighborhoods, even in very noisy airport environs, are not sufficiently loud as to cause hearing loss.

Speech interference is one of the primary concerns in environmental noise problems. Normal conversational speech is in the range of 60 to 65 dBA and any noise in this range or louder may interfere with speech. There are specific methods of describing speech interference as a function of distance between speaker and listener and voice level.

Sleep interference is a major noise concern for traffic noise. Sleep disturbance studies have identified interior noise levels that have the potential to cause sleep disturbance. Note that sleep disturbance does not necessarily mean awakening from sleep, but can refer to altering the pattern and stages of sleep.

Physiological responses are those measurable effects of noise on people that are realized as changes in pulse rate, blood pressure, etc. While such effects can be induced and observed, the extent is to which these physiological responses cause harm or are signs of harm is presently unknown.

Annoyance is the most difficult of all noise responses to describe. Annoyance is a very individual characteristic and can vary widely from person to person. What one person considers tolerable can be quite unbearable to another of equal hearing capability.

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	— 70 —	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	— 20 —	
		Broadcast/recording studio
	— 10 —	
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Source: Caltrans 2013.

Figure 14
A-Weighted Noise Levels

Noise Measurement Scales

The description, analysis, and reporting of community noise levels around communities is made difficult by the complexity of human response to noise and the myriad of noise metrics that have been developed for describing noise impacts. Each of these metrics attempts to quantify noise levels with respect to community response. Most of the metrics use the A-Weighted noise level to quantify noise impacts on humans. A-Weighting is a frequency weighting that accounts for human sensitivity to different frequencies.

Noise metrics can be divided into two categories: single event and cumulative. Single-event metrics describe the noise levels from an individual event such as an aircraft fly-over or perhaps a heavy equipment pass-by. Cumulative metrics average the total noise over a specific time period, which is typically 1 or 24-hours for community noise problems. For this type of analysis, cumulative noise metrics is typically used.

Several rating scales have been developed for measurement of community noise. These account for: (1) the parameters of noise that have been shown to contribute to the effects of noise on man, (2) the variety of noises found in the environment, (3) the variations in noise levels that occur as a person moves through the environment, and (4) the variations associated with the time of day. They are designed to account for the known health effects of noise on people described previously. Based on these effects, the observation has been made that the potential for a noise to impact people is dependent on the total acoustical energy content of the noise. A number of noise scales have been developed to account for this observation. The two most predominate noise scales are the: Equivalent

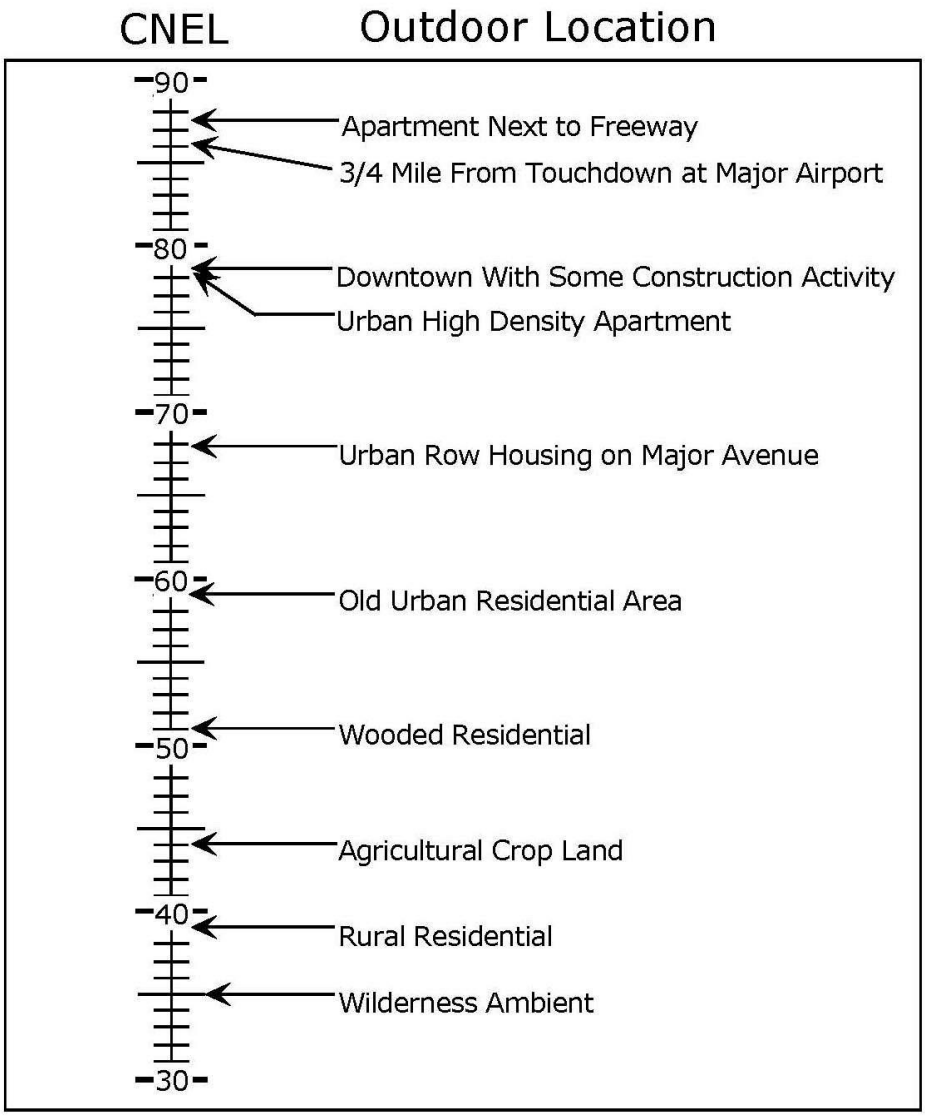
Noise Level (LEQ) and the Community Noise Equivalent Level (CNEL). These scales are described in the following paragraphs along with the Ldn and L(%) scales that are also used for community noise assessment.

LEQ is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. LEQ is the "energy" average noise level during the time period of the sample. LEQ can be measured for any time period, but is typically measured for 1 hour. This 1-hour noise level can also be referred to as the Hourly Noise Level (HNL), the energy average of all the events and background noise levels that occur during that time period.

CNEL, Community Noise Equivalent Level, is the predominant rating scale now in use in California for land use compatibility assessment. The CNEL scale represents a time weighted 24-hour average noise level based on the A-weighted decibel. Time weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized. The evening time period (7 p.m. to 10 p.m.) penalizes noises by 5 dBA, while nighttime (10 p.m. to 7 a.m.) noises are penalized by 10 dBA. These time periods and penalties were selected to reflect people's increased sensitivity to noise during these time periods. A CNEL noise level may be reported as a "CNEL of 60 dBA," "60 dBA CNEL," or simply "60 CNEL." Typical noise levels in terms of the CNEL scale for different types of communities are presented in Figure NOI-2.

LDN, the day-night scale is similar to the CNEL scale except that evening noises are not penalized. It is a measure of the overall noise experienced during an entire day. The time-weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized. In the Ldn scale, those noise levels that occur during the night (10 pm to 7 am) are penalized by 10 dB. This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter period of a day, where resting at home and sleep are the most probable activities.

L (%) is a statistical method of describing noise which accounts for variance in noise levels throughout a given measurement period. L(%) is a way of expressing the noise level exceeded for a percentage of time in a given measurement period. For example, because 5 minutes is 25% of 20 minutes, L(25) is the noise level that is equal to or exceeded for five minutes in a twenty-minute measurement period. It is L(%) that is used for many Noise Ordinance standards. For example, most daytime City, State and City Noise Ordinances use an ordinance standard of 55 dBA for 30 minutes per hour or an L(50) level of 55 dBA. In other words, the Noise Ordinance states that no noise level should exceed 55 dBA for more than fifty percent of a given period. The L(%) levels are not used for the City of Hidden Hills' Noise Ordinance.



Source: U.S. Environmental Protection Agency, "Impact Characterization of Noise Including Implications of Identifying and Achieving Levels of Cumulative Noise Exposure," EPA Report NTID 73.4, 1973.

Figure 15
Typical Outdoor Noise Levels

Noise Setting

Single-family residences are located directly to the west adjacent to the north parking lot including a mix of single- and multi-family residential located south of the Ventura Freeway and further east and north across Valley Circle Boulevard.

Currently, the primary source of noise impacting residents near the project site area is traffic noise generated from vehicles traveling along Long Valley Road/Valley Circle Boulevard and the Ventura Freeway. Additional intermittent noise is generated by the nursery operations adjacent to the north parking lot and a commercial office use associated with a real estate office located just south of the guard house and entry gate.

REGULATORY SETTING

Applicable Noise Regulations

City of Hidden Hills Noise Ordinance

The Noise Control Ordinance of Hidden Hills (Title 3, Chapter 8) provides the Hidden Hills' noise control regulations. Section 3-8-4 prohibits the making of sounds or vibrations which are annoying or so prolonged or unnatural as to cause discomfort, and Section 3-8-5 restricts activities that would result in loud and/or unnecessary noises and includes restrictions on construction hours. Construction activities are prohibited after 8 p.m. or before 7 a.m. on weekdays, after 8 p.m. or before 8 a.m. on Saturdays, or at any time on Sundays or holidays.

City of Los Angeles Noise Element

The goals, policies, and actions contained in the Noise Element of the Los Angeles General Plan focus on establishing and applying criteria for acceptable noise levels for different land uses in order to minimize the negative impacts of noise, especially at sensitive receivers. Quantitative noise values established for land use compatibility from the Noise Element were adapted by the *L.A. CEQA Thresholds Guide*, as discussed below.

- In support of the Noise Element goals and actions, the *L.A. CEQA Thresholds Guide* contains construction and operational noise thresholds. According to the thresholds guide, if construction would occur within 500 feet of a noise sensitive land use, a project would normally have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;

- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or

- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.

City of Los Angeles Municipal Code

Los Angeles also implements and enforces construction and operational noise regulations through the Los Angeles Municipal Code (LAMC). LAMC Section 112.05 limits noise from construction equipment located within 500 feet of a residential zone to 75 dBA L_{max} between 7:00 a.m. and 10:00 p.m., as measured at a distance of 50 feet from the source, unless compliance is technically infeasible. Technical infeasibility means that noise limitations cannot be met despite the use of mufflers, shields, sound barriers and/or other noise reduction devices or techniques during the operation of construction equipment.

LAMC Section 41.40 also restricts construction activity to the hours below:

- Monday through Friday between 7:00 a.m. and 9:00 p.m.
- Saturdays and National Holidays between 8:00 a.m. and 6:00 p.m.
- No construction on Sundays except for residents
- For operational noise, the property line noise limits are defined under LAMC Section 111.03

Would the project:

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☒	☐	☐

Less Than Significant Impact With Mitigation Incorporated. Noise impacts resulting from the project can be considered either short-term construction related or long-term operational related. Due to the close proximity of residential properties, the impacts to this noise sensitive use during construction and operation of the project are considered less than significant with mitigation incorporated, as discussed below.

Construction Noise

During construction of the northern parking lot and staging area, construction would occur adjacent to a single-family residence (23537 Long Valley Road). Over the course of a typical construction day, construction equipment would be located as close as 25 feet to the residential properties, but would typically be located at an average distance further away due to the nature of construction. Therefore, it is conservatively assumed that over the course of a typical construction day the construction equipment would operate 50 feet from the nearest residential property lines.

Using the FHWA Roadway Construction Noise Model (RCNM), at a distance of 50 feet, a loader, dump truck, and paver would generate a noise level of 79.1 dBA and 78.8 dBA. The 75 dBA noise contour would be located approximately 80 feet. The LAMC construction noise threshold is 75 dBA; therefore, noise levels may exceed the 75 dBA threshold when performed within 80 feet of nearby residentially-zoned properties.

The *L.A. CEQA Thresholds Guide* construction noise thresholds states that a significant impact would occur if construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use. Ambient noise levels in the general area for the northern parking lot was measured at 60.9 dBA. Construction noise levels would exceed the *L.A. CEQA Thresholds Guide* construction threshold if noise levels at the residence to the north parking lot (23537 Long Valley Road) exceed 65.9 dBA. The 65.9 dBA noise contour from construction would be approximately 225 feet. Therefore, if construction occurs within 225 feet of nearby residences, construction noise impacts would be significant. However, with the incorporation of temporary noise barriers adjacent to noise sensitive uses on abatement recommendations of the Noise and Vibration Study per Mitigation Measure NOI-1, impacts associated with construction noise are anticipated to be less than significant.

Operational Noise

The project would result in new activities associated with the proposed parking lot which would include vehicle arrival, limited idling of the vehicle, occupants exiting/entering their vehicle, door closure, conversations among passengers, vehicle startup, and departure. In addition, noise would be generated from vehicles queuing at the staging location for entrance through the entry gate into the Hidden Hills residential neighborhoods. The project would include 16 parking spaces and a staging area (queuing line) for the entry gate on the northern parking lot, and 9 parking spaces on the southern parking lot.

According to noise survey results, ambient noise levels in the general area for the northern parking lot was measured at 60.9 dBA. Per the *L.A. CEQA Thresholds Guide* threshold, a 3 dBA CNEL increase would be a significant impact. Since the project would increase ambient noise levels to approximately 62.0 dBA, this would not exceed the guide's threshold increase of 3 dBA CNEL. However, the LAMC regulates noise levels to not exceed 50 dBA from 7:00 a.m. to 10:00 p.m. or 40 dBA from 10:00 p.m. to 7:00 a.m. at a residentially-zoned property, and the modeled noise level of 49 dBA would conform to the daytime standard but would exceed the nighttime standard. The nearest residence is separated from the parking area by an approximately 5-foot CMU block wall, which would attenuate noise levels. However, the wall's height would not be tall enough to completely block the line of sight between the noise sources and the adjacent residence, and would therefore not provide substantial attenuation to reduce noise levels below significance. Therefore, impacts from operational noise would be significant without further noise attenuation at this location. According to the noise study, a further 10 dBA reduction would result with construction of a permanent sound wall along the adjacent single-family residential property, resulting in a noise level that would not exceed the LAMC's nighttime noise limit of 40 dBA. As such, with implementation of Mitigation Measure NOI-2, operational noise impacts would be less than significant.

b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted by the project. However, the project would be

constructed using heavy construction equipment (e.g., vibratory roller, loaded trucks) that would generate a limited amount of ground-borne vibration during construction activities at short distances (i.e., within 25 feet) from the source. The greatest anticipated source of vibration during general project construction activities would be from a vibratory roller, which may be used during paving activities and may be used within 25 feet of the nearest off-site residential structure. A vibratory roller would create approximately 0.21 in./sec PPV at a distance of 25 feet. This would be lower than what is considered a distinctly perceptible impact for humans of 0.24 in./sec PPV, and the structural damage impact to residential structures of 0.5 in./sec PPV. Therefore, although a vibratory roller may be perceptible to nearby human receivers, temporary impacts associated with the roller (and other potential equipment) would be less than significant.

The project does not include operational aspects that will generate excessive ground borne vibration or ground borne noise levels. Therefore, operational vibration impacts would be less than significant.

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporation. As indicated above, construction noise would exceed the construction noise thresholds of 75 dBA L_{max} and ambient noise plus 5 dBA at nearby residential properties. Mitigation Measure NOI-1 is required to implement a sound wall to reduce construction noise exposure at nearby sensitive receivers to less than significant levels. Similarly, noise from typical parking lot activities would exceed the nighttime property line noise threshold of 40 dBA at the single-family residential to the north of the northern parking lot. However, to minimize noise associated with nighttime parking lot use, Mitigation Measure NOI-2 is required to implement a sound wall to reduce operational noise exposure at nearby sensitive receivers to less than significant.

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. As discussed, temporary or periodic increases in ambient noise levels in the project vicinity will occur as a result of construction activities. However, provisions in the City's municipal code regulate the permitted hours of construction activities. Conformance with these regulations will reduce periodic increases in ambient noise levels to less than significant.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The Van Nuys Airport (public) is located approximately nine miles east of the project site. There are no private airstrips in the vicinity of the proposed project. The project would not influence airport operations; accordingly, the project would not generate impacts from airport noise, or expose people to new airport noise.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. See response to XII e., above.

Mitigation Measures

NOI-1: Noise barriers with a minimum height of ten feet shall be placed between the construction equipment and adjacent noise sensitive uses (single-family residences) in Hidden Hills when construction is performed within 225 feet of the residences. In addition, noise barriers with a minimum height of eight feet shall be placed when construction is performed within 80 feet of the single-family zoned nursery property in Los Angeles. The noise barriers shall be constructed of material with a minimum weight of two pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, and hay bales. Examples of noise reduction equipment product sheets are included in Appendix D of the Noise and Vibration Study.

NOI-2: A permanent noise barrier shall be erected at the northern parking lot area along the northern boundary with the single-family residence (23537 Long Valley Road). The top of the noise barrier will be a minimum of eight feet above the final grade of the parking lot and be constructed of a material with a minimum weight of 4 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, masonry block, concrete panels, 1/8-inch-thick steel sheets, 1-1/2-inch wood fencing, or ¼-inch glass panels. If wood is used as the primary barrier component, the fence boards must overlap or be of "tongue and groove" construction with a joining compound between the boards to ensure there would be no gaps or holes in the fence; and annual inspection and maintenance must be conducted for the life of the project to ensure that barrier continues to perform to the minimum requirements. The permanent noise barrier may be installed as the required noise barrier for construction under Mitigation Measure NOI-1, if two-foot of temporary sound wall is added to

the top of the wall and if the permanent noise barrier is installed with hand tools (i.e., not with mechanical equipment that would exceed construction noise standards).

XIII. 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)?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. As discussed, the project involves roadway, sidewalk, and parking lot improvements. This action would not directly increase the population or housing in the City of Hidden Hills. The project would improve vehicle and pedestrian access along Long Valley Road with the installation of sidewalks and roadway modifications that would include dedicated right-turn lane and street widening for improved gate operations and access. Other improvements include roadway resurfacing and storm drain improvements to accommodate the new/expanded sidewalk and parking lot improvements.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact (b,c). As discussed, the project involves infrastructure and parking lot improvements. Although anticipated right-of-way acquisition will be required along a portion of the north parcel from the Boething Treeland Nursery to accommodate a right-turn lane on Long Valley Road, the ROW take is considered minor and will not require displacement of housing or people. Similarly, the City has also acquired the adjacent vacant parcel adjacent to the guard house and located between Long Valley Road and the nursery as a future vehicle screening and surface parking facility. As such, the project would not result in the loss of residential units or require replacement housing. No impacts associated with housing displacement are anticipated.

XIV. PUBLIC SERVICES

Would the project:

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:

a. Fire protection?
b. Police protection?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporation. As discussed, the proposed project does not involve the development of residences and would not significantly induce growth. Consequently, the amount of people served by local fire and police protection services would not increase as a result of the project. However, the project will temporarily disrupt circulation on Long Valley Road during construction. These disruptions could cause short-term impacts on police, fire, and other emergency services since there may be a temporary increase in traffic congestion due to the closure of one westbound travel lane during construction. Such traffic congestion is likely and typical for any infrastructure improvement project that occurs within the public right-of-way, causing emergency service providers to seek alternate routes.

Additionally, the proposed project may result in short term construction-related impacts to adjacent commercial uses (i.e., Boething Treeland Nursery and adjacent real estate office). As construction activities for the project may restrict access along Long Valley Road, vehicular access via an existing driveway to commercial businesses may be restricted on a periodic basis pending project construction activities along Long Valley Road. All properties affected by project construction along Long Valley Road will be notified in advance regarding potential impacts to their properties including vehicular and pedestrian access during construction.

Such impacts are potentially significant in spite of many alternate routes which emergency services can use or access temporarily restricted to construction. Thus, implementation of ***Mitigation Measure PS-1 and PS-2*** would reduce this impact to a less than significant level. Operation of the proposed project will encourage more pedestrian activity on Long Valley Road but will not significantly increase population as a result of project implementation, and therefore would not require additional police and fire protection services, facilities, or equipment.

c. Schools?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. As discussed, the project does not involve the development of residences and would not significantly induce growth. Consequently, the amount of people served by the local school system would not increase as a result of the project. Therefore, the project would have no impact to schools.

d. Parks?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. No parks are located within or adjacent to the project site. The project would not introduce any new population that would create additional demands on existing or planned park facilities, and would not require new park construction. Therefore, no impacts to existing park facilities or impacts associated with park construction would occur.

e. Other public facilities?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. No libraries, community centers, or other community facilities are located within the project site. The proposed project is a non-residential use that would not involve the addition of any housing units that would increase population. Therefore, no additional demand for library or other public facility construction would result, and no impact would occur. Impacts associated with the proposed public facility's construction and operation are otherwise discussed throughout this document.

Mitigation Measures

PS-1: The project contractor shall prepare and implement a Traffic Control Plan in consultation with police and fire agencies. The Traffic Control Plan shall be prepared and approved by the City Engineer prior to the construction phase of the project and shall address detours and alternative routes for automotive traffic, bicycles, pedestrians, and emergency service vehicles. The Plan shall include one traffic lane in each direction be open throughout construction and that flaggers be used to direct vehicle movement during temporary lane closures, would minimize such temporary impacts.

PS-2: Prior to each construction phase, the City of Hidden Hills shall send written notice to all property addresses and property owners along the affected area of Long Valley Road, and to all emergency service providers for that area of the City, indicating construction start and end dates, total project duration, and a description of construction phase activities. This information shall be prominently posted on the City's website home page, and updated throughout construction.

XV. RECREATION

Would the project:

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The proposed project involves roadway, sidewalk, and parking lot improvements along Long Valley Road, which would not result in a measurable demand for parks and recreation services. Therefore, no additional demand for park facilities would result, accelerating physical deterioration of City parks facilities, and no impact would occur.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The proposed project would improve pedestrian access at the Long Valley entrance with new sidewalk to enhance and promote alternative modes of travel along Long Valley Road and to destinations beyond the city limits. As stated in the discussion under XIV(d) above, the proposed project does not include recreational facilities and would not incur demand for future construction of recreational facilities. Accordingly, no new or expanded recreational facilities would result, and no impact would occur.

XVI. TRANSPORTATION/TRAFFIC

A Traffic Memorandum was prepared for the project by Willdan Engineering., and is wholly incorporated by reference to this Initial Study and attached (Appendix G).

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. The proposed project would not conflict with transportation or circulation plans or policies, since it would improve gate operations and traffic flow on Long Valley Road and increase multi-modal travel, consistent with the Hidden Hills General Plan Circulation Element (Circulation Element).

Traffic associated with the operation of the proposed project would not be notably affected, as any increase in vehicle trips would not be directly caused by the project, but traffic flows could be affected during construction. However, because construction impacts would be temporary, and are inherent in accomplishing General Plan objectives, they are not anticipated to conflict with applicable plans, ordinances, and policies intended to maintain the function of the local and regional circulation system.

The Traffic Memorandum prepared for the project indicates that both Level of Service (LOS) and vehicle-to-facility capacity (v/c) ratios would either remain the same or not appreciably change for the worst-performing intersections along the project length. Accordingly, the project would not cause General Plan significance thresholds to be exceeded, conflicts with the Transportation Element polices for intersection effectiveness would not be expected, and associated impacts would be less than significant.

The traffic memorandum did not evaluate specific roadway segments between intersections for LOS or v/c. However, because the project will not alter the existing roadway configuration, it is reasonable to assume that the project itself would not *cause* LOS and v/c to deteriorate below existing conditions.[8] Accordingly, conflicts with the Transportation Element polices for roadway function would not be expected, and associated impacts would be less than significant.

According to a traffic evaluation prepared by Charles Abbott Associates, Inc. on February 21, 2017, the westbound traffic on Long Valley Road experiences an average queue of approximately 791 feet measured from the existing stop limit line during the AM peak hour. This backup extends through the intersection with Valley Circle Boulevard. The evaluation recommended that an addition of a third westbound travel lane and determined that such an improvement would reduce the queue approximately 84 feet from the stop limit line and eliminate the vehicle backup that affects Valley Circle

Boulevard. However, since there are lower PM peak hour volume entering the freeway (1,239 vehicles per hour vs. 690 vehicles per hour), no benefit would be achieved by adding a third lane (in Appendix A)

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. The Congestion Management Program (CMP) is a state-mandated program enacted by the State legislature to address impacts that urban congestion has on local communities and the region as a whole. New projects located in the City must comply with the requirements set forth in the CMP. These requirements include the provision that all freeway segments where a project could add 150 or more trips in each direction during peak hours must be evaluated. The guidelines also require evaluation of all designated CMP roadway intersections where a project could add 50 or more trips during peak hours. The proposed project would not result in a net increase of more than 20 trips during with either the A.M. or P.M. peak hours. Thus, the project would not generate 150 or more trips to a freeway segment or 50 trips to a CMP roadway intersection. Accordingly, less than significant impact to CMP designated facilities would occur with project implementation.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The project is not an air traffic-related use and would not result in the disruption or change of air traffic patterns in the area. Thus, no impact would occur in this regard.

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. The proposed project does not include design features that would increase hazards. Rather, the project would construct roadway and sidewalk improvements that would enhance vehicle and pedestrian access at the Long Valley entrance. Currently, long queues occur during the morning peak hour with vehicles backing into travel lanes for westbound Ventura Freeway (US 101) ramp access. The addition of the westbound right-turn lane will reduce traffic congestion during these

peak hour travel conditions. Moreover, the proposed parking lot improvements will further reduce traffic congestion during these peak hour demands as visitor or contractor vehicles waiting to be screened will queue in the adjacent parking lot rather than along Long Valley Road. Additionally, the project would not involve the construction of any uses that would be considered incompatible with existing roadways. Construction truck activity could create a temporary hazard to vehicles traveling on Long Valley Road. However, per standard construction traffic procedures, truck ingress and egress would be controlled by a flagger, or other equivalent means determined appropriate by the City, which would minimize the potential for vehicular hazards associated with truck activity along Long Valley Road. Thus, impacts in this regard would be less than significant.

e. Result in inadequate emergency access?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. The proposed project may result in temporary congestion and delay since peak project-related traffic would be associated with temporary construction and truck trips on Long Valley Road. As mentioned above, all construction activities would be carried out in accordance with all City, LACSD, and LACFD emergency access requirements and access would be maintained during construction activities. However, as noted in Response XIV(a-b) (Public Services) above, Mitigation Measures PS-1 and PS-2 would require that one traffic lane in the westbound direction be open throughout construction and that flaggers be used to direct truck ingress/egress during temporary lane closures as needed and that all affected property and business owners be notified of proposed construction activities prior to each phase of construction. As such, implementation of Mitigation Measures PS-1 and PS -2 would reduce impacts to emergency access to less than significant levels.

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

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The proposed project would not conflict with adopted policies supporting alternative transportation as there are no transit facilities located within the project. Also, a component of the project would install new sidewalk on the north side of Long Valley Road to encourage pedestrian access to destinations outside of the City. Although construction activities would restrict current pedestrian access along Long Valley Road, its impact would be temporary in nature and would result in the construction of a new ADA accessible sidewalk upon completion of the project. As a result, no significant impacts would result from the proposed project and no mitigation is required.

XVII. TRIBAL CULTURAL RESOURCES

Would the project:

a. Listed or eligible for listing in the California Register Of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☒	☐	☐

a) Less Than Significant Impact With Mitigation Incorporated. PRC Chapter 2.5, Section 21074, defines tribal cultural resources as sites, features, places, cultural landscapes, sacred places, and items with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in Section 5020.1. Assembly Bill (AB) 52 mandates early tribal circulation prior to and during CEQA review with a requirement to formally conclude consultation. AB 52 established a new category of tribal cultural resources for which only tribes are experts. The mandate requires CEQA documents to incorporate findings, not just in terms of mitigation measures, but also in terms of which type of CEQA document is appropriate.

Tribal consultation was conducted in accordance with AB 52. Notification letters were distributed in May of 2019, to tribal parties on the list provided by the City. The tribal parties were the Gabrieleno Band of Mission Indians – Kizh Nation, the Fernandeño Tataviam Band of Mission Indians, and the Gabrielino/Tongva Nation. The tribes' response informs the mitigation measure below, which would ensure that impacts would be less than significant.

Mitigation Measure

TCR-1: A Native American monitor shall be contacted by the applicant in the event that suspect resources with any potential cultural value to a California Native American Tribe are found during ground-disturbing activities into native soils. During excavation, the Native American monitor shall have the authority to halt any activities adversely impacting tribal resources. If human remains are uncovered, the Los Angeles County Coroner, Native American Heritage Commission, local Native American representatives, and archaeological monitor shall determine the nature of further studies, as warranted in accordance with Public Resource Code 5097.98 and the County's standard conditions of approval.

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☒	☐	☐

Less Than Significant With Mitigation Incorporated. Ground-disturbing activities would occur on previously disturbed land, although there is the potential to uncover tribal cultural resources. However, adherence to mitigation measure TCR-1 would ensure that Native American monitors are present if suspected tribal cultural resources are unearthed. If a potential tribal cultural resource is discovered, work would halt, and the tribal monitor and archaeological monitor would determine the appropriate course of action. Compliance with this Mitigation Measure would reduce impacts to a less than significant level.

XVIII. UTILITIES AND SERVICE SYSTEMS

Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

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

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The proposed project involves roadway, sidewalk, and parking lot improvements. It will not generate wastewater, and does not require any wastewater treatment facility expansion. Therefore, the proposed project would not have the potential to exceed wastewater treatment requirements, and no impact to wastewater treatment requirements of the applicable Regional Water Quality Control Board would occur.

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. As stated above, the project is intended to improve vehicle and pedestrian access at the Long Valley entrance and does not include the construction of any new habitable developments that would create impervious surfaces, generating increased stormwater runoff, generate wastewater, solid waste, or increase the demand for water supplies or wastewater treatment. Although the project would expand existing surface parking and install new sidewalk and roadway modifications, it will not require expansion of existing stormwater drainage capacity since a net increase in pervious surfaces will result. Additionally, any new landscaping included as part of project implementation is required to be water-efficient, and would not by itself demand irrigation water in quantities sufficient to require new allocations or water entitlements. Finally, the project itself would not generate wastewater. Accordingly, no impacts to these utilities and service systems are anticipated.

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

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. The completed project will generate excess concrete and asphalt material during the demolition of portions of the existing roadway and parkway prior to construction of the roadway and parkway improvements. Thus, development of the project would produce inert fill. Excavation and construction debris would be recycled or transported to Calabasas Landfill and disposed of appropriately. However, the volume of debris generated during project construction is not expected to significantly impact landfill capacities. Therefore, there would be a less than significant impact to solid waste disposal.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. Disposal of waste materials generated during construction will comply with all local, state, and federal requirements for integrated waste management (e.g., recycling, green waste) and solid waste disposal. As stated above, construction of the project will not exceed the standards or capacity of local disposal facilities. Therefore, no significant impacts related to compliance with solid waste statutes and regulations will occur.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

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?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporation. There are no sensitive fish or wildlife habitat areas in the vicinity of the proposed project. However, the project is located within and among several mature oak trees which are protected under the City of Hidden Hills' and City of Los Angeles' tree ordinance. The implementation of the mitigation measures detailed above under Biological Resources will ensure that impacts are less than significant.

The Cultural Resources Assessment prepared for the project notes that the project study area is sensitive for paleontological, archeological, and cultural (including Native American) resources. As such, mitigation measures have been incorporated into the study to address the potential to uncover such resources during the excavation/construction phase of the project. This includes the provision of full-time monitoring during excavation/construction for paleontological, archeological, and cultural resources. A Native American Monitor will be contacted should excavation/construction activities unearth suspect resources.

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)?

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. Project impacts are limited to construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.) for this project, and would be minimized by avoiding simultaneous construction of both phases of this project. Coordination within each phase of construction and with other current and future infrastructure projects within proximity of each other will be necessary to avoid undue inconvenience to nearby residents and the general public. Since the project is intended to enhance vehicle and pedestrian access at the Long Valley entrance and reduce traffic congestion during peak periods, it will not contribute to an existing capacity demand and no cumulative impacts will occur.

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

Potentially Significant Impacts	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporation. The project may result in potentially adverse effects on human beings associated with the project construction and operation, but mitigation measures contained within this document would reduce such effects to less than significant levels. Short-term exposure to potential noise, air and water pollution associated with construction equipment and vehicles may be expected. Due to new activities associated with parking lot improvements adjacent to noise-sensitive single-family residences, long-term noise impacts associated with such uses may occur. Implementing mitigation measures during the construction phase will minimize the potential adverse impacts associated with project construction to less than significant levels. Appropriate measures and management practices such as limiting construction periods to those permitted by the municipal code and coordinating construction activities among contractors and service agencies will be employed during construction, as necessary. Otherwise, the project will not have any long-term adverse impacts on human beings. Based on the analysis in this Initial Study, and with application of the incorporated mitigation measures, the project will not result in substantial adverse effects on human beings.