DRAFT
MITIGATED NEGATIVE DECLARATION

MULHOLLAND HIGHWAY SAFETY IMPROVEMENTS PROJECT

Lead Agency:

CITY of CALABASAS
CALIFORNIA

100 Civic Center Way
Calabasas, California 91302
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February 2024

Project No. 2102-4071

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DRAFT MITIGATED NEGATIVE DECLARATION FOR THE MULHOLLAND HIGHWAY IMPROVEMENTS PHASE 2 PROJECT

PROJECT DESCRIPTION

The Project consists of improvements to approximately 2.4 miles of Mullholland Highway, including widening the road shoulder, realigning the roadway centerline as needed to provide wider shoulders, slope grading to prevent erosion, slope stabilization improvements, a retaining wall and intersection improvements. All improvements would be located within the public right-of-way along Mulholland Highway or within existing slope easements, except new or expanded slope easements would be required on five parcels to accommodate penetration of soil nails to be used for slope stabilization.

Shoulders would be widened in various locations along the west and east sides of the traffic lanes, using asphalt concrete. Four vehicle turnouts along the roadway would be provided. A northbound right turn lane into the Viewpoint School would be provided. Guard rails would be provided at select locations along the margins of the road shoulder. Driveways would be improved at locations where shoulder widening would occur. Roadway striping, pavement marking and signage would be replaced or modified as needed to be consistent with roadway improvements.

The existing eroding slope along the roadway at two locations would be laid-back (graded) to form a 2:1 (horizontal:vertical) slope. The graded slope would be provided with a three-foot-wide concrete v-ditch at the top of the slope to prevent storm run-off flowing down the slope. An erosion control fabric would be installed on the slope and a dry seed mix applied over the fabric.

An approximately 500-foot-long concrete retaining wall (up to 14.5 feet high) supported by caissons would be constructed just north of the Dry Canyon Cold Creek Road intersection between the eastern roadway shoulder and Viewpoint School. The retaining wall would not be visible from Mulholland Highway, with only a curb and safety railing visible from the roadway.

Three slope stabilization methods would be implemented, including turf reinforcement mat with soil nails, pinned shotcrete and steel mesh netting. Turf reinforcement mat with soil nails would be installed at two locations, both east of the roadway shoulder. A Pyramat (or equivalent) turf reinforcement mat would be installed and fixed in place with drilled soil nails. Pinned shotcrete would be installed at two locations along the roadway shoulder and consist of a concrete slurry applied by a pressurized hose and reinforced with drilled soil nails. High-tensile steel mesh netting (Tecco or equivalent) would be placed over existing eroding slopes at seven locations along the roadway shoulder and secured with drilled soil nails.

Existing vertical to near vertical rock walls would be excavated at two locations to provide space for shoulder widening and minimize the potential for rockfall onto the roadway.

A small unnamed drainage crosses under Mulholland Highway approximately 700 feet north of the Old Topanga Canyon Road West intersection. The existing 48-inch diameter corrugated metal pipe culvert would be extended on both sides of Mulholland Highway, including a new concrete inlet and outlet. The temporary wooden footbridge constructed as part of Phase 1 improvements would be removed and replaced with a paved shoulder over the upstream culvert extension.

Roadway drainage improvements would be provided at several locations, including drainage inlet structures along the shoulder, hillside inlets where the slope improvement concrete v-ditches would empty into, and manholes on existing storm drain pipes when needed.

Construction is anticipated to start in 2024 and require about 12 months to complete. However, funding constraints may require the Project to be constructed in phases, which would extend the construction period. Temporary lane closures would be required along much of the affected segment of Mulholland Highway. Equipment used to construct proposed improvements may include dozers, wheeled loaders, backhoes, excavators, graders, paving machine, pavement roller, truck-mounted drill rig (caisson installation), generators, air compressors, and heavy-duty trucks.

PROJECT LOCATION

The Project site is considered the public right-of-way and adjacent areas along Mulholland Highway from the southern City limit generally northward to a point approximately 700 feet northeast of the Old Topanga Canyon Road West intersection (see Figures 1, 2 and 3). Photographs of the Project site are provided as Figures 4 and 5 of the Initial Study.

PROJECT PROPONENT AND LEAD AGENCY

City of Calabasas
Public Works Department
100 Civic Center Way
Calabasas, California 91302

Contact: Tatiana Holden (818-224-1674); tholden@cityofcalabasas.com

PROPOSED FINDINGS

The City has prepared this Mitigated Negative Declaration (MND) pursuant to Sections 15070-15075 of the State Guidelines for the Implementation of the California Environmental Quality Act. This Mitigated Negative Declaration documents the City's finding that there are no significantly adverse unavoidable impacts associated with the proposed project, and the project does not require the preparation of an Environmental Impact Report (EIR). The attached Initial Study identifies and discusses potential impacts, mitigation measures and residual impacts for identified subject areas.

PUBLIC COMMENTS

In compliance with Section 15073 of the State Guidelines for the Implementation of the California Environmental Quality Act, the City will accept written comments on the adequacy of the information contained in the Draft MND. **Please make sure that written comments are submitted to Tatiana Holden by 5:00 p.m. on March 24, 2024, the close of the public review period**. As a result of this project, potentially significant, but mitigable effects on aesthetics, air quality and cultural resources may occur. After the close of the public comment period, the City will make appropriate changes to the document pursuant to the comments received and will release a Final MND.

Due to the non-complex nature of this project, a separate environmental hearing will not be held. However, public testimony will be accepted at the MND approval hearing before the City Council or Planning Commission. For information regarding scheduling of this hearing, please contact Tatiana Holden (818/224-1674).

MITIGATION MEASURES

The following mitigation measures have been integrated into the proposed project and would reduce impacts to a level of less than significant.

Aesthetics

MM AES-1. The following mitigation measures shall be implemented to reduce aesthetic impacts.

- Turf reinforcement mats shall be planted with non-invasive species to fully obscure the mat from the view of motorists.
- Shotcrete shall be colored and textured to the extent feasible to mimic natural rock features in the area.
- Trees (including oaks) shall be planted between the proposed retaining wall and the existing right-of-way along the Viewpoint School property to provide visual screening and restore visual quality of public views from Mulholland Highway. Additional trees shall be planted (subject to approval by Viewpoint School) outside the right-of-way on the Viewpoint School property adjacent to the proposed retaining wall. Oak tree mitigation (see Section 3.4) would include oak tree planting in public open space areas and may improve visual quality in these areas.

Implementation of the above measures would reduce impacts to aesthetics to a level of less than significant.

Air Quality

MM AQ-1. SCAQMD Rule 403 best available control measures (listed below) will be incorporated into the Project to minimize construction-related fugitive dust generation and adverse effects on the public.

- Stabilize backfill material when not actively handling.
- Stabilize backfill material during handling.
- Stabilize soil at completion of backfilling.
- Maintain stability of soil through pre-watering of site prior to clearing and grubbing
- Stabilize soil during clearing and grubbing activities.
- Stabilize soil immediately after clearing and grubbing activities.
- Use water spray to clear forms.
- Use sweeping and water spray to clear forms.
- Use a vacuum system to clear forms.
- Stabilize surface soils prior to operation of crushing equipment.

- Stabilize material after crushing activities.
- Pre-water soils prior to cut and fill activities.
- Stabilize soil during and after cut and fill activities.
- Stabilize wind erodible surfaces during demolition to reduce dust.
- Stabilize surface soil where demolition equipment and vehicles will operate.
- Stabilize loose soil and demolition debris.
- Comply with AQMD Rule 1403.
- Stabilize disturbed soil throughout the construction site.
- Stabilize disturbed soil between structures.
- Pre-apply water to the depth of proposed cuts and re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction.
- Stabilize soil once earth-moving activities are complete.
- Stabilize material while loading to reduce fugitive dust emissions.
- Maintain at least six inches of freeboard on haul vehicles.
- Stabilize material while transporting to reduce fugitive dust emissions.
- Stabilize material while unloading to reduce fugitive dust emissions.
- Comply with CVC Section 23114.
- Stabilize soils, materials, slopes during landscaping installation.
- Apply water to unpaved shoulders prior to clearing.
- Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.
- Pre-water material prior to earth material screening.
- Limit fugitive dust emissions generated by earth material screening to opacity and plume length standards.
- Stabilize material immediately after screening.
- Stabilize soils at staging areas during use, and at project completion.
- Stabilize stockpiled materials.
- Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.
- Stabilize all off-road traffic and parking areas.
- Stabilize all haul routes, and direct construction traffic over established haul routes.
- Stabilize surface soils where trencher or excavator and support equipment will operate; and stabilize soils at the completion of trenching activities.

- Pre-water material prior to loading; and ensure that freeboard exceeds six inches (CVC 23114).
- Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and cover haul vehicles prior to exiting the site.
- Stabilize soils on unpaved roads and parking lots to meet the applicable performance standards; and limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.
- In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.

Implementation of these measures would reduce air quality impacts to a level of less than significant.

Biological Resources

MM BIO-1. The following measures shall be fully implemented to replace oak trees removed to accommodate proposed roadway improvements and to minimize adverse impacts to adjacent oak trees:

- A certified arborist shall conduct a tree valuation of the oak trees to be removed according to the current mitigation fee schedule.
- Oak tree removal shall be mitigated by planting new oak trees within the Project area.
- Oak trees to be preserved that are located immediately adjacent to Project construction areas shall be fenced to avoid inadvertent damage or removal.
- Oak trees to be preserved that are located immediately adjacent to Project construction areas shall be pruned as needed under the direction of a certified arborist to avoid inadvertent damage to limbs.
- Vehicle parking or materials storage shall not occur within the protected zone of oak trees to be preserved.

Implementation of the above measures would reduce impacts to biological resources to a level of less than significant.

Archaeological Resources

MM CR-1. The following mitigation measures are consistent with the guidelines of the State Office of Historic Preservation and shall be incorporated into the Project to prevent significant impacts, should resources be found during excavation.

- A worker cultural resources sensitivity program shall be implemented prior to construction at the Project site. Prior to any ground-disturbing activity, a qualified archeologist shall provide an initial sensitivity training session to all affected contractors, subcontractors, and other workers, with subsequent training sessions to accommodate new personnel becoming involved in Project construction. The sensitivity program shall address the cultural sensitivity of the area and how to identify these cultural resources, specific procedures to be followed in the event of an inadvertent discovery, and consequences in the event of non-compliance.
- Should any buried archaeological materials be uncovered during Project activities, such activities shall cease within 100 feet of the find. Prehistoric archaeological indicators include obsidian and chert flakes, chipped stone tools, bedrock outcrops and boulders with mortar cups, ground stone implements, locally darkened midden soils containing previously listed items plus fragments of bone and fire affected stones. Historic period site indicators may include fragments of glass, ceramic and metal objects, milled and split timber, building foundations, privy pits, wells and dumps, and old trails. All earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until the City has been notified and an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume.
- If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and deposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission.

Implementation of the above measures would reduce impacts to archaeological resources to a level of less than significant.

Hydrology and Water Quality

MM H-1. The Project would require coverage under the Construction Stormwater General Permit Order 2022-0057-DWQ. As required by the conditions of the General Permit, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared, which would include best management practices to be implemented and a monitoring program. The intent of the SWPPP would be to prevent Project-related pollutants from contacting surface water and prevent products of erosion from moving off-site into receiving waters. The following best management practices shall be incorporated into the SWPPP to minimize potential water quality impacts.

- All ground disturbance shall be limited to the dry season or periods when rainfall is not predicted, to minimize erosion and sediment transport to surface waters.
- Disturbed areas shall be stabilized or re-vegetated prior to the start of the rainy season.
- Impacts to vegetation within and adjacent to creeks and storm drains shall be minimized. The work area shall be flagged to identify its limits. Vegetation shall not be removed or intentionally damaged beyond these limits.
- Construction materials and soil piles shall be placed in designated areas where they could not enter creeks or storm drains due to spillage or erosion.
- Waste and debris generated during construction shall be stored in designated waste collection areas and containers away from watercourses and shall be disposed of regularly.
- All fueling of heavy equipment shall occur in a designated area removed from drainages and storm drain inlets, such that any spillage would not enter surface waters. The designated area shall include a drain pan or drop cloth and absorbent materials to clean up spills.
- Vehicles and equipment shall be maintained properly to prevent leakage of hydrocarbons and coolant and shall be examined for leaks on a daily basis. All maintenance shall occur in a designated offsite area. The designated area shall include a drain pan or drop cloth and absorbent materials to clean up spills.
- Any accidental spill of hydrocarbons or coolant that may occur on the construction site shall be cleaned immediately. Absorbent materials shall be maintained on the construction site for this purpose. The Regional Board shall be notified immediately in the event of an accidental spill to ensure proper clean up and disposal of waste.

Implementation of the above measures would reduce impacts to water resources to a level of less than significant.

Wildfire

MM W-1. The following mitigation measure shall be implemented to facilitate wildfire evacuation during the construction period.

- Any project-related temporary lane closures shall be opened, and the construction area made passable to vehicles in the event of a wildfire in the region.

Implementation of the above measure would reduce impacts related to wildfire to a level of less than significant.

MITIGATION MONITORING AND REPORTING

Section 15074(d) of the State Guidelines for the Implementation of the California Environmental Quality Act and Section 21081.6 of the Public Resources Code, requires the lead agency (City) to adopt a monitoring program to ensure mitigation measures are complied with during implementation of the project. In compliance with these requirements, a Mitigation Monitoring Program Implementation Table is provided below. This Table identifies the timing, monitoring methods, responsibility and compliance verification method for all mitigation measures identified in this MND. Monitoring would be conducted by the City's project manager and qualified specialists under contract to the City.

MULHOLLAND HIGHWAY IMPROVEMENTS PHASE 2 PROJECT
MITIGATION MONITORING PROGRAM – IMPLEMENTATION TABLE

Mitigation Measure	Implementation Timing	Monitoring Methods	Monitoring Frequency	Party Responsible for Monitoring	Method of Compliance Verification	Verification of Compliance		
						Signature	Date	Remarks
AESTHETICS								
• Turf reinforcement mats shall be planted with non-invasive species to fully obscure the mat from the view of motorists. • Shotcrete shall be colored and textured to the extent feasible to mimic natural rock features in the area. • Trees (including oaks) shall be planted between the proposed retaining wall and the existing right-of-way along the Viewpoint School property to provide visual screening and restore visual quality of public views from Mulholland Highway. Additional trees shall be planted (subject to approval by Viewpoint School) outside the right-of-way on the Viewpoint School property adjacent to the proposed retaining wall. Oak tree mitigation (see Section 3.4) would include oak tree planting in public open space areas and may improve visual quality in these areas.	During turf reinforcement mat and shotcrete installation, and following retaining wall construction	The City project manager will ensure the measures are implemented	Weekly, as needed	City of Calabasas	City staff will document compliance in construction progress reports			

MULHOLLAND HIGHWAY IMPROVEMENTS PHASE 2 PROJECT
MITIGATION MONITORING PROGRAM – IMPLEMENTATION TABLE

Mitigation Measure	Implementation Timing	Monitoring Methods	Monitoring Frequency	Party Responsible for Monitoring	Method of Compliance Verification	Verification of Compliance		
						Signature	Date	Remarks
AIR QUALITY								
• Stabilize backfill material when not actively handling. • Stabilize backfill material during handling. • Stabilize soil at completion of backfilling. • Maintain stability of soil through pre-watering of site prior to clearing and grubbing • Stabilize soil during clearing and grubbing activities. • Stabilize soil immediately after clearing and grubbing activities.	Throughout the construction period	The City project manager will ensure the measures are implemented	Initially and weekly thereafter	City of Calabasas	City staff will document compliance in construction progress reports			
• Use water spray to clear forms. • Use sweeping and water spray to clear forms. • Use a vacuum system to clear forms. • Stabilize surface soils prior to operation of crushing equipment. • Stabilize material after crushing activities. • Pre-water soils prior to cut and fill activities. • Stabilize soil during and after cut and fill activities. • Stabilize wind erodible surfaces during demolition to reduce dust. • Stabilize surface soil where demolition equipment and vehicles will operate. • Stabilize loose soil and demolition debris. • Comply with AQMD Rule 1403. • Stabilize disturbed soil throughout the construction site.	Throughout the construction period	The City project manager will ensure the measures are implemented	Initially and weekly thereafter	City of Calabasas	City staff will document compliance in construction progress reports			

MULHOLLAND HIGHWAY IMPROVEMENTS PHASE 2 PROJECT
MITIGATION MONITORING PROGRAM – IMPLEMENTATION TABLE

Mitigation Measure	Implementation Timing	Monitoring Methods	Monitoring Frequency	Party Responsible for Monitoring	Method of Compliance Verification	Verification of Compliance		
						Signature	Date	Remarks
• Stabilize disturbed soil between structures. • Pre-apply water to the depth of proposed cuts and re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction. • Stabilize soil once earth-moving activities are complete. • Stabilize material while loading to reduce fugitive dust emissions. • Maintain at least six inches of freeboard on haul vehicles. • Stabilize material while transporting to reduce fugitive dust emissions. • Stabilize material while unloading to reduce fugitive dust emissions. • Comply with CVC Section 23114. • Stabilize soils, materials, slopes during landscaping installation. • Apply water to unpaved shoulders prior to clearing. • Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance. • Pre-water material prior to earth material screening. • Limit fugitive dust emissions generated by earth material screening to opacity and plume length standards.	Throughout the construction period	The City project manager will ensure the measures are implemented	Initially and weekly thereafter	City of Calabasas	City staff will document compliance in construction progress reports			

Mitigation Measure	Implementation Timing	Monitoring Methods	Monitoring Frequency	Party Responsible for Monitoring	Method of Compliance Verification	Verification of Compliance		
						Signature	Date	Remarks
• Stabilize material immediately after screening. • Stabilize soils at staging areas during use, and at project completion. • Stabilize stockpiled materials. • Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage. • Stabilize all off-road traffic and parking areas. • Stabilize all haul routes, and direct construction traffic over established haul routes. • Stabilize surface soils where trencher or excavator and support equipment will operate; and stabilize soils at the completion of trenching activities. • Pre-water material prior to loading; and ensure that freeboard exceeds six inches (CVC 23114). • Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and cover haul vehicles prior to exiting the site. • Stabilize soils on unpaved roads and parking lots to meet the applicable performance standards; and limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.	Throughout the construction period	The City project manager will ensure the measures are implemented	Initially and weekly thereafter	City of Calabasas	City staff will document compliance in construction progress reports			

MULHOLLAND HIGHWAY IMPROVEMENTS PHASE 2 PROJECT
MITIGATION MONITORING PROGRAM – IMPLEMENTATION TABLE

Mitigation Measure	Implementation Timing	Monitoring Methods	Monitoring Frequency	Party Responsible for Monitoring	Method of Compliance Verification	Verification of Compliance		
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• In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.	Throughout the construction period	The City project manager will ensure the measures are implemented	Initially and weekly thereafter	City of Calabasas	City staff will document compliance in construction progress reports			
BIOLOGICAL RESOURCES								
• A certified arborist shall conduct a tree valuation of the oak trees to be removed according to the current mitigation fee schedule. • Oak tree removal shall be mitigated by planting new oak trees within the Project area. • Oak trees to be preserved that are located immediately adjacent to Project construction areas shall be fenced to avoid inadvertent damage or removal. • Oak trees to be preserved that are located immediately adjacent to Project construction areas shall be pruned as needed under the direction of a certified arborist to avoid inadvertent damage to limbs. • Vehicle parking or materials storage shall not occur within the protected zone of oak trees to be preserved.	Oak tree fencing and pruning shall occur prior to the initiation of construction. Tree replacement shall occur within 90 days of the completion of construction	The City project manager will ensure the measures are implemented	Prior to the initiation of construction and following the completion of construction	City of Calabasas	City staff will document compliance in construction progress reports			

MULHOLLAND HIGHWAY IMPROVEMENTS PHASE 2 PROJECT
MITIGATION MONITORING PROGRAM – IMPLEMENTATION TABLE

Mitigation Measure	Implementation Timing	Monitoring Methods	Monitoring Frequency	Party Responsible for Monitoring	Method of Compliance Verification	Verification of Compliance		
						Signature	Date	Remarks
CULTURAL RESOURCES								
A worker cultural resources sensitivity program shall be implemented prior to construction at the Project site. Prior to any ground-disturbing activity, a qualified archeologist shall provide an initial sensitivity training session to all affected contractors, subcontractors, and other workers, with subsequent training sessions to accommodate new personnel becoming involved in Project construction. The sensitivity program shall address the cultural sensitivity of the area and how to identify these cultural resources, specific procedures to be followed in the event of an inadvertent discovery, and consequences in the event of non-compliance.	Throughout the construction period	The City project manager will ensure the sensitivity training program is fully implemented	Initially prior to ground disturbance, and as new workers are assigned to construction tasks	City of Calabasas	City staff will document compliance in construction progress reports			
Should any buried archaeological materials be uncovered during Project activities, such activities shall cease within 100 feet of the find. Prehistoric archaeological indicators include obsidian and chert flakes, chipped stone tools, bedrock outcrops and boulders with mortar cups, ground stone implements, locally darkened midden soils containing previously listed items plus fragments of bone and fire affected stones. Historic period site indicators may include fragments of glass, ceramic and metal objects, milled and split timber, building foundations, privy pits, wells and dumps, and old trails. All earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until the City has been notified and an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume.	Throughout the construction period	The construction inspector will observe work in progress and ensure work is suspended as appropriate, the City project manager will ensure evaluation of the find is completed	Initially and weekly thereafter	City of Calabasas	City staff will prepare an incident report to be included in construction progress reports			

MULHOLLAND HIGHWAY IMPROVEMENTS PHASE 2 PROJECT
MITIGATION MONITORING PROGRAM – IMPLEMENTATION TABLE

Mitigation Measure	Implementation Timing	Monitoring Methods	Monitoring Frequency	Party Responsible for Monitoring	Method of Compliance Verification	Verification of Compliance		
						Signature	Date	Remarks
If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and deposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission.	Throughout the construction period	The construction inspector will observe work in progress and ensure work is suspended as appropriate, the City project manager will notify the coroner	Initially and weekly thereafter	City of Calabasas	City staff will prepare an incident report to be included in construction progress reports			

MULHOLLAND HIGHWAY IMPROVEMENTS PHASE 2 PROJECT
MITIGATION MONITORING PROGRAM – IMPLEMENTATION TABLE

Mitigation Measure	Implementation Timing	Monitoring Methods	Monitoring Frequency	Party Responsible for Monitoring	Method of Compliance Verification	Verification of Compliance		
						Signature	Date	Remarks
HYDROLOGY AND WATER QUALITY								
The following best management practices shall be incorporated into the SWPPP to minimize potential water quality impacts. • All ground disturbance shall be limited to the dry season or periods when rainfall is not predicted, to minimize erosion and sediment transport to surface waters. • Disturbed areas shall be stabilized or re-vegetated prior to the start of the rainy season. • Impacts to vegetation within and adjacent to creeks and storm drains shall be minimized. The work area shall be flagged to identify its limits. Vegetation shall not be removed or intentionally damaged beyond these limits. • Construction materials and soil piles shall be placed in designated areas where they could not enter creeks or storm drains due to spillage or erosion. • Waste and debris generated during construction shall be stored in designated waste collection areas and containers away from watercourses and shall be disposed of regularly. • All fueling of heavy equipment shall occur in a designated area removed from drainages and storm drain inlets, such that any spillage would not enter surface waters. The designated area shall include a drain pan or drop cloth and absorbent materials to clean up spills.	Throughout the construction period	The City project manager will review the SWPPP and ensure the measures are implemented	Initially and weekly thereafter	City of Calabasas	City staff will document compliance in construction progress reports			

Mitigation Measure	Implementation Timing	Monitoring Methods	Monitoring Frequency	Party Responsible for Monitoring	Method of Compliance Verification	Verification of Compliance		
						Signature	Date	Remarks
• Vehicles and equipment shall be maintained properly to prevent leakage of hydrocarbons and coolant and shall be examined for leaks on a daily basis. All maintenance shall occur in a designated offsite area. The designated area shall include a drain pan or drop cloth and absorbent materials to clean up spills. • Any accidental spill of hydrocarbons or coolant that may occur on the construction site shall be cleaned immediately. Absorbent materials shall be maintained on the construction site for this purpose. The Regional Board shall be notified immediately in the event of an accidental spill to ensure proper clean up and disposal of waste.	Throughout the construction period	The City project manager will review the SWPPP and ensure the measures are implemented	Initially and weekly thereafter	City of Calabasas	City staff will document compliance in construction progress reports			
WILDFIRE								
Any project-related temporary lane closures shall be opened, and the construction area made passable to vehicles in the event of a wildfire in the region.	When a wildfire is reported	The City project manager will monitor the County Fire Department website and ensure lane closures are opened	Initially and weekly thereafter	City of Calabasas	City staff will document compliance in construction progress reports			

1.0 INTRODUCTION

1.1 PURPOSE AND LEGAL AUTHORITY

This Initial Study has been prepared for the Mulholland Highway Safety Improvements Project (Project), which is intended to improve traffic operations and bicyclist/pedestrian safety along Mulholland Highway. Section 2.0 of this document provides a description of the Project. The City of Calabasas (City) is the "lead agency" for the Project. As defined by Section 15367 of the CEQA Guidelines, the lead agency is "the public agency which has the principal responsibility for carrying out or approving a project that may have a significant impact on the environment." Based on the findings of the Impact Analysis (Section 3.0 of this Initial Study), it has been determined that the Project (with mitigation) would not have a significant impact on the environment. As such, a Mitigated Negative Declaration has been prepared for the Project in accordance with CEQA.

1.2 PROJECT PROPONENT AND LEAD AGENCY

City of Calabasas
Public Works Department
100 Civic Center Way
Calabasas, California 91302

Contact: Tatiana Holden (818/224-1674)

1.3 PROJECT LOCATION

The California Road System classifies Mulholland Highway as a Major Collector and the City's 2030 General Plan (October 2021) classifies the road as an Arterial. Regionally, Mulholland Highway extends from Mulholland Drive in the City of Calabasas to an intersection with Pacific Coast Highway near Leo Carrillo State Beach just west of the Malibu city limits. The roadway within the Project limits consists of two 12-foot-wide lanes with one travel lane in each direction. At some intersections, the road widens to accommodate left turn lanes. The shoulder varies in width from a few inches to nine feet. The posted speed limit is 45 mph with 35 mph warning signs posted near sharp bends in the road.

The Project site is considered the public right-of-way and adjacent areas along Mulholland Highway from the southern City limit generally northward to a point approximately 700 feet northeast of the Old Topanga Canyon Road West intersection (see Figures 1, 2 and 3). Photographs of the Project site are provided as Figures 4 and 5.

1.4 RELATIONSHIP TO RECENT IMPROVEMENTS

1.4.1 Mulholland Highway Gap Closure Project

The purpose of the Gap Closure Project was to close the bicycle and pedestrian gaps along Mulholland Highway and Old Topanga Canyon Road adjacent to the Calabasas High School in the City of Calabasas. The project extended the sidewalk with concrete curb on the north side of Mulholland Highway between a point 1,000 feet east of Old Topanga Canyon Road to the Mulholland Highway intersection. The sidewalk extension and improvements continue on the east side of Old Topanga Canyon Road from Mulholland Highway to the Calabasas High School parking lot driveway. The project also included extending an existing 5-foot-wide Class II bike lane on the north side of Mulholland Highway and the east side of Old Topanga Canyon Road. Construction of this project was completed in April 2022.

1.4.2 Old Topanga Canyon Road/Mulholland Highway Improvements Project

The Mulholland Highway Feasibility Study was completed in 2020 which identified improvements to Mulholland Highway from the Old Topanga Canyon Road intersection to the southern City limit. The proposed improvements in the Feasibility Study were divided in two Phases: Old Topanga Canyon Road East to Condell Drive and Condell Drive to the City Limit line near Lyndon Drive. Subsequently, the City revised the improvements identified in the Feasibility Study into two separate projects due to funding limitations. The first project, Old Topanga Canyon Road/Mulholland Highway Improvements Project, was limited to the segment of Mulholland Highway from the Old Topanga Canyon Road East intersection south approximately 1,590 feet to about 290 feet beyond the Old Topanga Canyon Road West intersection. These improvements are anticipated to be completed by June 2023. The proposed Project consists of improvements identified within the Feasibility Study but not constructed as part of Old Topanga Canyon Road/ Mulholland Highway Improvements Project.

1.5 PURPOSE AND NEED

The purpose of the Project as identified in the Feasibility Study is to improve traffic operations and bicyclist/pedestrian safety along Mulholland Highway from the southern City limit to a point approximately 290 feet south of the Old Topanga Canyon Road West intersection.

The Project is designed to address the following safety and operational issues:

- The subject segment of Mulholland Highway has inconsistent and narrow shoulder widths that pose highway safety concerns.
- Relatively high traffic volumes during a.m. peak hour and poor motorist sight distance pose a safety concern for students at Viewpoint School and vehicles dropping off students.
- The subject segment of Mulholland Highway has steep hillsides susceptible to rockfall and erosion, which exacerbate traffic safety concerns.

1.6 PROJECT APPROVALS

Proposed construction activities and operation of improvements would require the following permits and/or agency consultation:

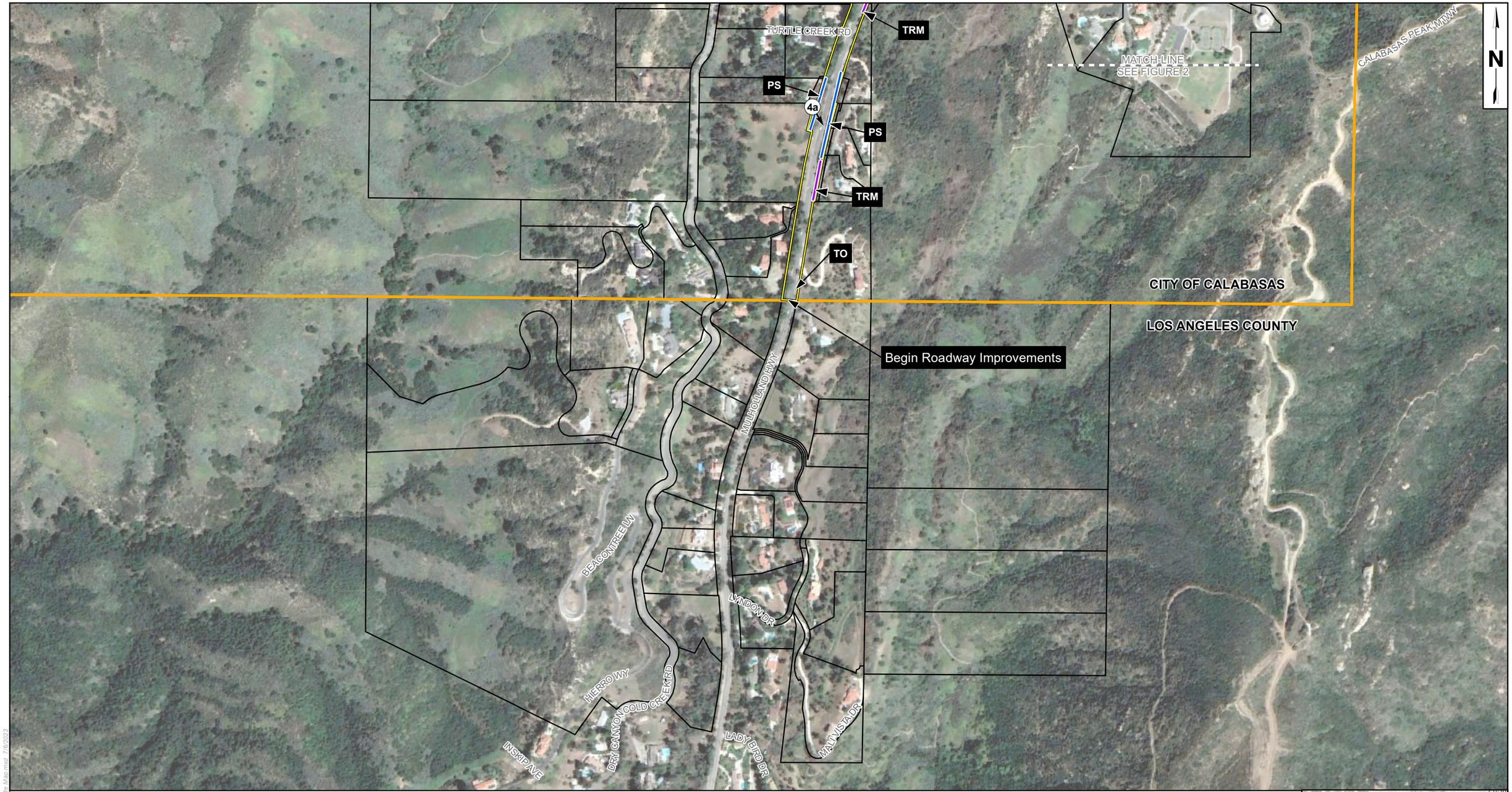
- Construction activities would require coverage under the General Permit for Discharges of Storm Water Associated with Construction and Land Disturbance Activities from the California Regional Water Quality Control Board, Los Angeles Region. However, this is not a discretionary action, and the Regional Board would not be considered a responsible agency under CEQA.
- Project-related construction activities would be subject to best management practices for the Development and Construction Program of the Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County (Order No. R4-2012-0175 as amended by State Water Board Order WQ 2015-0075). However, this is not a discretionary action, and the Regional Board would not be considered a responsible agency under CEQA.
- The proposed culvert improvements northeast of the Old Topanga Canyon Road West intersection would occur within a drainage with a defined bed and bank and require a streambed alteration agreement with the California Department of Fish and Wildlife (CDFW). This is a discretionary action, and the CDFW would be considered a responsible agency under CEQA.
- The proposed culvert improvements northeast of the Old Topanga Canyon Road West intersection would occur within waters of the U.S. and require a water quality certification from the Regional Board under the Clean Water Act. This is a discretionary action, and the Regional Board would be considered a responsible agency under CEQA.
- The proposed culvert improvements northeast of the Old Topanga Canyon Road West intersection would occur within waters of the U.S. and require a nationwide permit verification from the U.S. Army Corps of Engineers under the Clean Water Act.

1.7 MITIGATION MONITORING PLAN

Pursuant to California Resources Code Section 21081.6, a Mitigation Monitoring Plan will be developed to ensure the implementation of mitigation measures necessary to reduce or eliminate identified significant impacts. The Plan will be reviewed and adopted by the City in conjunction with the findings required under CEQA.

1.8 ADOPTION OF THE FINAL MITIGATED NEGATIVE DECLARATION

The Draft MND will be circulated for review by responsible agencies and interested members of the public for a minimum 30-day period. Following the public review period, the City will prepare responses to all comments received during the review period. Following the end of the review period, a Final MND will be prepared, and will be comprised of the Draft MND and any changes made in response to comments received during circulation of the Draft MND and responses to comments. At the time the Project is approved, the mandated CEQA Findings and a Mitigation Monitoring Plan will be adopted. The City is the lead agency and has the responsibility of determining the adequacy of the MND pursuant to CEQA.



LEGEND:

Photo Station

Project Site | Parcel Boundary | City Limit | PS-Pinned shot-crete | SL-Slope improvement | TO-Turnout

RW-Retaining wall | SN-Steel netting | TRM-Turf reinforcement mat

MAP EXTENT:

0 250 500

1 INCH = 500 FEET

Source: Google Earth Imagery 4/8/2022, County of Los Angeles
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only.

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

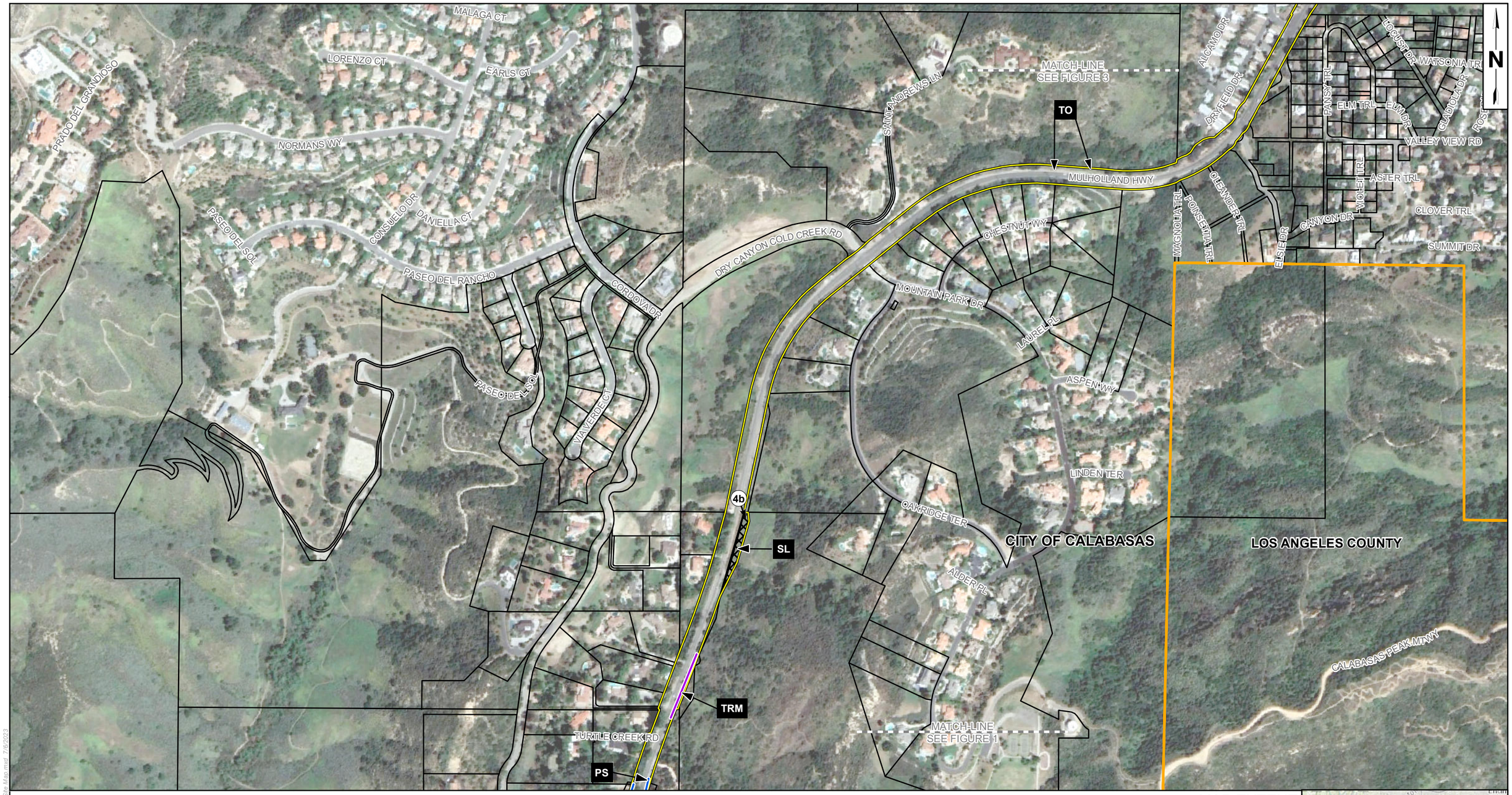
PROJECT NAME: MULHOLLAND HIGHWAY IMPROVEMENTS
LOS ANGELES COUNTY, CA

PROJECT NUMBER: 2102-4071

DATE: July 2023

PROJECT SITE MAP
1 OF 3

FIGURE 1



LEGEND:

Photo Station

Project Site | Parcel Boundary | City Limit | PS-Pinned shot-crete | SL-Slope improvement | TO-Turnout

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PROJECT NAME: MULHOLLAND HIGHWAY IMPROVEMENTS
LOS ANGELES COUNTY, CA

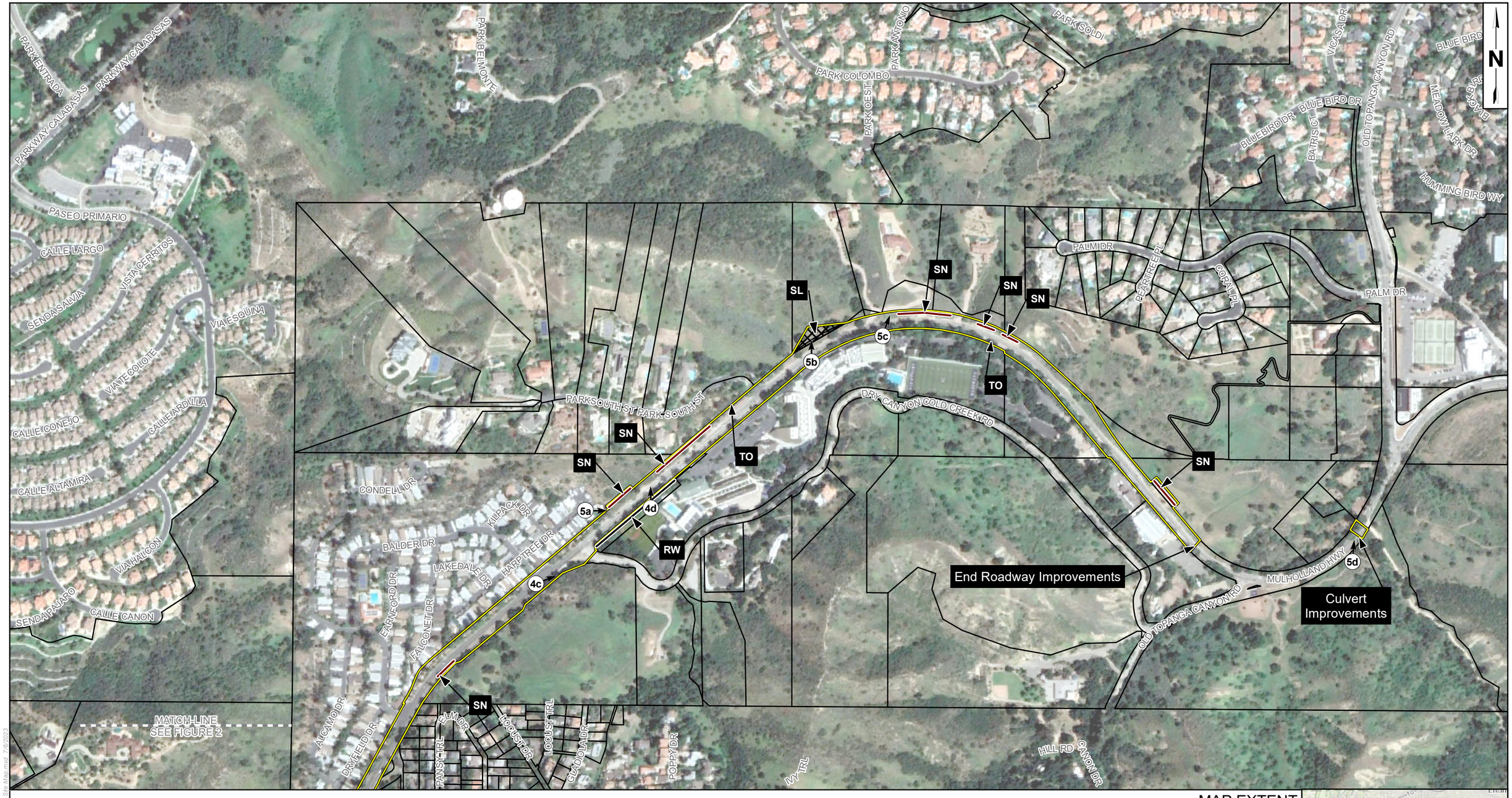
PROJECT NUMBER: 2102-4071

DATE: July 2023

PROJECT SITE MAP
2 OF 3

FIGURE 2

ojects\Mulholland Highway Improvements\Project Site Map.mxd 7/6/2023



LEGEND:

Photo Station

Project Site | Parcel Boundary | City Limit

PS-Pinned shot-crete | SL-Slope improvement | TO-Turnout

RW-Retaining wall | SN-Steel netting | TRM-Turf reinforcement mat

MAP EXTENT:

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LOS ANGELES COUNTY, CA

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PROJECT SITE MAP
3 OF 3

FIGURE 3

a. Slope to be stabilized with pinned shotcrete near Turtle Creek Road

b. Slope improvement site north of Turtle Creek Road (STA 296)

c. Rock excavation site near Balder Drive (STA 350)

d. Slope to be stabilized with steel netting, near Viewpoint School

SITE PHOTOGRAPHS (1 of 2)
FIGURE 4

a. Caisson retaining wall site at Viewpoint School

b. Slope improvement site north of Parksouth Street (STA 370)

c. Slope to be stabilized with steel netting, north of Parksouth Street

d. Culvert improvement site, east (upstream) of Mulholland Highway

SITE PHOTOGRAPHS (2 of 2)
FIGURE 5

2.0 PROJECT DESCRIPTION

2.1 PROJECT COMPONENTS

The Project consists of improvements to approximately 2.4 miles of Mullholland Highway, including widening the road shoulder, realigning the roadway centerline as needed to provide wider shoulders, slope grading to prevent erosion, slope stabilization improvements, a retaining wall and intersection improvements.

All improvements would be located within the public right-of-way along Mulholland Highway or within existing slope easements, except new or expanded slope easements would be required for the following parcels to accommodate penetration of soil nails to be used for slope stabilization:

- APN 4455-004-046
- APN 4455-049-004
- APN 4455-006-008
- APN 2069-013-016
- APN 2069-016-038

2.1.1 Roadway Improvements

Shoulders would be widened in various locations along the west and east sides of the traffic lanes, using asphalt concrete. Four vehicle turnouts along the roadway would be provided. A northbound right turn lane into the Viewpoint School would be provided. Guard rails would be provided at select locations along the margins of the road shoulder. Driveways would be improved at locations where shoulder widening would occur, including Turtle Creek Road, Dry Canyon Old Creek Road (eastern and western intersections), Canyon Drive and Viewpoint School entrance roads (three). Roadway striping, pavement marking and signage would be replaced or modified as needed to be consistent with roadway improvements.

2.1.2 Slope Improvements

The existing eroding slope along the roadway at two locations would be laid-back (graded) to form a 2:1 (horizontal:vertical) slope:

1. East side of the roadway, approximately 1,600 feet south of the Mountain Park Drive intersection (see Figure 4.b).
2. West side of the roadway, approximately 300 feet north of Parksouth Street (see Figure 5.b).

The graded slope would be provided with a three-foot-wide concrete v-ditch at the top of the slope to prevent storm run-off flowing down the slope. An erosion control fabric would be installed on the slope and a dry seed mix applied over the fabric.

2.1.3 Retaining Wall

An approximately 500-foot-long concrete retaining wall supported by caissons would be constructed just north of the Dry Canyon Cold Creek Road intersection between the eastern roadway shoulder and Viewpoint School (see Figure 5.a). Approximately 65 caissons varying in diameter from 1.5 to 2.5 feet in diameter would be installed in drilled holes. When viewed from Viewpoint School, the wall height would vary from approximately 4.5 to 14.5 feet. The retaining wall would not be visible from Mulholland Highway, with only a curb and guard railing visible from the roadway (similar to existing conditions).

2.1.4 Slope Stabilization

Three slope stabilization methods would be implemented, including turf reinforcement mat with soil nails, pinned shotcrete and steel mesh netting. Turf reinforcement mat with soil nails would be installed at two locations, both east of the roadway shoulder. A Pyramat (or equivalent) turf reinforcement mat would be installed and fixed in place with drilled soil nails.

Pinned shotcrete would be installed at two locations along the roadway shoulder and consist of a concrete slurry applied by a pressurized hose and reinforced with drilled soil nails. A photograph of one of the two pinned shotcrete sites (near Turtle Creek Road) is provided as Figure 4.a.

High-tensile steel mesh netting (Tecco or equivalent) would be placed over existing eroding slopes at seven locations along the roadway shoulder and secured with drilled soil nails. Photographs of two of seven steel netting slope stabilization sites are provided as Figures 4.d and 5.c.

2.1.5 Rock Excavation

Existing vertical to near vertical rock walls would be excavated at two locations to provide space for shoulder widening and minimize the potential for rockfall onto the roadway:

1. East of the Balder Drive/Mulholland Highway intersection (Calabasas Village, see Figure 4.c) where rock would be excavated to produce a 0.5:1 (horizontal/vertical) slope.
2. North of the Viewpoint School entrance driveway along the east shoulder where rock would be excavated to produce a 1:1 (horizontal/vertical) slope.

2.1.6 Drainage Improvements

A small unnamed drainage crosses under Mulholland Highway approximately 700 feet northeast of the Old Topanga Canyon Road West intersection. The existing 48-inch diameter corrugated metal pipe culvert would be extended on both sides of Mulholland Highway, including a new concrete inlet and outlet. The temporary wooden footbridge constructed as part of Phase 1 improvements (see Section 1.4.2) would be removed and replaced with a paved shoulder over the upstream culvert extension.

Roadway drainage improvements would be provided at several locations, including drainage inlet structures along the shoulder, hillside inlets where the slope improvement concrete v-ditches would empty into, and manholes on existing storm drain pipes when needed.

2.2 CONSTRUCTION

Construction is anticipated to start in 2024 and require about 12 months to complete. However, funding constraints may require the Project to be constructed in phases, which would extend the construction period. Temporary lane closures would be required along much of the affected segment of Mulholland Highway. Equipment used to construct proposed improvements may include dozers, wheeled loaders, backhoes, excavators, graders, paving machine, pavement roller, truck-mounted drill rig (caisson installation), generators, air compressors, and heavy-duty trucks. Construction equipment and material staging areas would be located within the Mulholland Highway right-of-way or an off-site contractor yard.

3.0 ENVIRONMENTAL IMPACT ANALYSIS

This section provides an assessment of the potential environmental impacts associated with the Project. The analysis is organized by environmental issue area (e.g., aesthetics, agricultural resources, air quality). Each issue area begins with a checklist, which identifies criteria that have been used to assess the significance or insignificance of each potential impact. The checklists used in this Initial Study were taken from the 2022 update to the State CEQA Guidelines prepared by the Association of Environmental Professionals. The checklists also indicate the conclusions made regarding the potential significance of each impact. Brief explanations of each conclusion are provided after the checklists.

Impact classifications used in the checklists are the following:

- **Potentially Significant Impact.** An impact that could be significant, and requires further study in an Environmental Impact Report (EIR).
- **Less than Significant Impact with Mitigation.** An impact that is potentially significant, but can feasibly be mitigated to a less than significant level with measures identified in the Initial Study.
- **Less than Significant Impact.** An impact that would not be significantly adverse.
- **No Impact.** Applied when the Project would not result in any impact to a specific issue area.

3.1 AESTHETICS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
c. In non-urban areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☒	☐	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

3.1.1 Setting

The subject segment of Mulholland Highway traverses the City's South Mulholland neighborhood which includes land uses along Mulholland Highway, the Calabasas Highlands and Old Topanga Canyon. The entire length of Mulholland Highway within City limits has been designated a scenic corridor in the City's 2030 General Plan. The City has established a Scenic Corridor Overlay Zone along Mulholland Highway that includes all properties located within 500 feet of the roadway right-of-way. The Mulholland Highway scenic corridor contains diverse topography, including sandstone hills and ridges, immense granite outcrops, stream and riparian habitat, and open areas of rolling meadow and oak woodlands (Calabasas, 2021). Views along the subject segment of Mulholland Highway mostly have a rural visual character as most development (such as Park South, Calabasas Highlands, Mountain Park) is obscured by steep slopes along the roadway. However, the Viewpoint School and residences of Calabasas Village are visible and lend more of suburban visual character. Overall, the visual quality of public views along the subject segment of Mulholland Highway may be considered moderate. Photographs of the Project site are provided as Figure 4 and 5.

3.1.2 Impact Analysis

a. There are no designated scenic vistas in the Project area. Impacts to City-designated scenic corridors are addressed under checklist item c.

b. The nearest State-designated scenic highway is a segment of Topanga Canyon Boulevard (State Route 27) approximately 4.5 miles southeast of the Project site. The portion of Old Topanga Canyon Road from Mulholland Highway (about 300 feet from the Project site) to the southern City limit is a designated Historic Landmark. The proposed Project would have no effect on this scenic and historic highway.

c. The proposed Project involves grading of two slope improvement areas (about 510 linear feet in total), installation of turf reinforcement mat (about 540 linear feet in total), installation pinned shotcrete (about 700 linear feet in total), installation of steel mesh netting (about 1,250 linear feet in total) and a 500-foot-long concrete retaining wall. These improvements would be scattered along the 2.4-mile improvement area. The graded slope improvement areas would be seeded, but would introduce a uniform unnatural surface, that may degrade visual quality. Shotcrete would introduce an artificial concrete surface along the roadway that would degrade visual quality. Steel mesh netting would introduce an industrial-appearing surface to the slopes along the roadway. However, natural rock slopes would be visible behind the netting, such that this project component would not significantly degrade visual quality along Mulholland Highway.

The proposed retaining wall would not be visible to motorists on Mulholland Highway, such that impacts to public views would not occur. However, construction of the retaining wall, a new right turn lane into Viewpoint School, rock excavation and shoulder widening would require removal of 49 trees. The loss of trees and other vegetation would reduce visual quality and degrade public views at this location. Post-Project public views from the roadway at the retaining wall location would consist of a thin vegetation screen (remaining trees and vegetation) with views of the roofs of school buildings with natural brush-covered slopes beyond. Although proposed improvements would only affect a small proportion of the 2.4-mile-long Project site, public views from this City-designated scenic corridor would be significantly impacted.

d. The proposed Project does not include any additional lighting or glare-producing surfaces. Therefore, impacts are not anticipated.

3.1.3 Mitigation Measures and Residual Impacts

MM AES-1. The following mitigation measures shall be implemented to reduce aesthetic impacts.

- Turf reinforcement mats shall be planted with non-invasive species to fully obscure the mat from the view of motorists.
- Shotcrete shall be colored and textured to the extent feasible to mimic natural rock features in the area.
- Trees (including oaks) shall be planted between the proposed retaining wall and the existing right-of-way along the Viewpoint School property to provide visual screening and restore visual quality of public views from Mulholland Highway. Additional trees shall be planted (subject to approval by Viewpoint School) outside the right-of-way on the Viewpoint School property adjacent to the proposed retaining wall. Oak tree mitigation (see Section 3.4) would include oak tree planting in public open space areas and may improve visual quality in these areas.

Implementation of the above measures would reduce impacts to aesthetics to a level of less than significant.

3.2 AGRICULTURAL AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
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, timberland or timberland zoned Timberland Production?	☐	☐	☐	☒
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?	☐	☐	☐	☒

3.2.1 Setting

Based on review of the California Important Farmland Finder provided by the California Department of Conservation, areas along Mulholland Highway support Urban and Built-Up Land and Other Land. The closest designated important farmlands are Prime farmland and Unique farmland located approximately 1.0 miles north of the Old Topanga Canyon Road intersection. There are no agricultural zoned parcels near the Project site.

The nearest forestland is located in the Angeles National Forest, approximately 24.9 miles to the north.

3.2.2 Impact Analysis

a. The proposed Project would not result in the conversion of farmland to non-agricultural use and no loss of farmland soils would occur.

b. The proposed Project would not conflict with any agriculturally zoned areas or any Williamson Act contracts.

c. The proposed Project would not conflict with any areas zoned for forestry and would not cause any forest land or timberlands to be rezoned.

d. The proposed Project would not result in the loss or conversion of forest land to non-forest uses.

e. Projects that involve public infrastructure (e.g., roads, power, water, sewer) in a previously undeveloped area may lead to inducement of population growth and associated conversion of agricultural lands or forest lands. The proposed Project is limited to improving an existing roadway with no increase in capacity and could not foster new development or population growth.

3.2.3 Mitigation Measures and Residual Impacts

None required.

3.3 AIR QUALITY

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
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 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) affecting a substantial number of people?	☐	☐	☐	☒

3.3.1 Setting

Climatological Setting. The Project area is characterized by cool winters and moderate summers typically tempered by cooling sea breezes. Summer, spring and fall weather is generally a result of the movement and intensity of the semi-permanent high-pressure area located several hundred miles to the west. Winter weather is generally a result of the size and location of low-pressure weather systems originating in the North Pacific Ocean.

The nearest climate data station to the Project site is located at Pierce College (Canoga Park), where the maximum average monthly temperature is 95.4 degrees Fahrenheit (°F) in August, and the minimum average monthly temperature is 38.8 °F in September. The average monthly precipitation ranges from 3.95 inches in February to 0.01 inches in July, with an average annual precipitation of 16.86 inches. Air quality in the region is directly related to air pollutant emissions and regional topographic and meteorological factors.

Criteria Pollutants. Criteria air pollutants are those contaminants for which State and Federal ambient air quality standards have been established for the protection of public health and welfare. Criteria pollutants include ozone (O_3) carbon monoxide (CO), oxides of nitrogen (NO_X), sulfur dioxide (SO_2), particulate matter with a diameter of 10 microns or less (PM_{10}) and particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$).

Regulatory Overview. Air pollution control is administered on three governmental levels. The U.S. Environmental Protection Agency (USEPA) has jurisdiction under the Clean Air Act, the California Air Resources Board (CARB) has jurisdiction under the California Health and Safety Code and the California Clean Air Act, and local districts (South Coast Air Quality Management District [SCAQMD]) share responsibility with the CARB for ensuring that all State and Federal ambient air quality standards are attained.

CARB has divided the State into 15 air basins to better manage air pollution. Air basin boundaries were determined by grouping together areas with similar geographical and meteorological features. Political boundaries were also considered in determining the air basin boundaries. The proposed Project is located in the Los Angeles County portion of the South Coast Air Basin (SCAB), which encompasses Orange County and coastal portions of Los Angeles, San Bernardino, and Riverside counties.

The U.S. Environmental Protection Agency (USEPA) and CARB classify an area as attainment, unclassified, or nonattainment depending on whether the monitored ambient air quality data shows compliance, insufficient data available, or non-compliance with the ambient air quality standards, respectively.

Air Quality Planning. Federal. The Federal government first adopted the Clean Air Act (CAA) in 1963 to improve air quality and protect citizens' health and welfare, which required implementation of the National Ambient Air Quality Standards (NAAQS). The NAAQS are revised and changed when scientific evidence indicates a need. The CAA also requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The CAA Amendments of 1990 added requirements for states with non-attainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies.

The USEPA has been charged with implementing Federal air quality programs, which includes the review and approval of all SIPs to determine if they conform to the mandates of the CAA and its amendments, and to determine whether implementation of the SIPs will achieve air quality goals. If the USEPA determines that a SIP is inadequate, a Federal Implementation Plan that imposes additional control measures may be prepared for the non-attainment area. Failure to submit an approvable SIP or to implement the SIP within the mandated time frame may result in application of sanctions to transportation funding and stationary air pollution sources within the air basin.

Pursuant to the CAA, State and local agencies are responsible for planning for attainment and maintenance of the NAAQS. The USEPA classifies air basins (i.e., distinct geographic regions) as either "attainment" or "non-attainment" for each criteria pollutant, based on whether the NAAQS have been achieved. Some air basins have not received sufficient analysis for certain criteria air pollutants and are designated as "unclassified" for those pollutants. The SCAQMD and CARB are the responsible agencies for providing attainment plans and for demonstrating attainment of these standards within the Project area.

State. The California Clean Air Act (CCAA), signed into law in 1988, requires all areas to achieve and maintain attainment with the California Ambient Air Quality Standards (CAAQS) by the earliest possible date. The CCAA, enforced by CARB, requires that each area exceeding the CAAQS develop a plan aimed at achieving those standards. The California Health and Safety Code, Section 40914, requires air districts to design a plan that achieves an annual reduction in district-wide emissions of 5 percent or more, averaged every consecutive 3-year period. To satisfy this requirement, the local air districts are required to develop and implement air pollution reduction measures, which are described in their clean air plans and incorporated into the SIP, and outline strategies for achieving the CAAQS for criteria pollutants for which the region is classified as non-attainment.

The SCAQMD completed its Final 2016 AQMP in March 2017, which indicates continued implementation of already adopted regulatory actions would reduce the 2012 baseline NO_x emissions from 522 tons per day to 255 tons per day by 2023. This NO_x emissions reduction appears sufficient to attain the 1-hour ozone standard by 2023, but not the 8-hour ozone standard. Therefore, additional control strategies and regulatory measures are proposed to meet the mandated attainment dates for the Federal 8-hour ozone standard. In addition, these NO_x emissions reductions are anticipated to result in attainment of $PM_{2.5}$ standards.

Attainment Status. The proposed Project is located in Los Angeles County within the SCAB. The Los Angeles County portion of the SCAB has been designated by CARB and USEPA as unclassified or in attainment of all criteria ambient air pollutant standards with the exception of:

- Federal 2015 8-hour ozone standard: non-attainment, classified as “extreme”.
- Federal 1-hour ozone standard: non-attainment, classified as “extreme”.
- Federal particulate matter less than 2.5 microns ($PM_{2.5}$) 24-hour standard: non-attainment, classified as “serious”.
- Federal 2012 $PM_{2.5}$ annual standard: non-attainment, classified as “serious”.
- California 8-hour ozone standard: non-attainment.
- California 1-hour ozone standard: non-attainment.
- California PM_{10} 24-hour and annual standards: non-attainment.
- California $PM_{2.5}$ annual standard: non-attainment.

The SCAQMD 2016 Air Quality Management Plan indicates mobile sources contributed about 88 percent of the total regional NO_x emissions in 2012.

Applicable Regulatory Requirements. The Portable Equipment Registration Program (PERP) establishes a uniform State-wide program to regulate portable engines and portable engine-driven equipment units. The term “portable” is defined as not residing at a location for more than 12 consecutive months. Once registered in the PERP, engines and equipment units may operate throughout California without the need to obtain individual permits from local air districts. To be eligible for the PERP, an engine must be certified to the current emission tier (non-road, on-highway or marine). The PERP does not apply to self-propelled equipment but would apply to engines used in stationary construction equipment.

Applicable SCAQMD rules and regulations are limited to:

- Rule 402 (Nuisance): This Rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury, or damage to business or property. This Rule would apply to fugitive dust generated during Project-related construction.
- Rule 403 (Fugitive Dust): This Rule prohibits the emissions of fugitive dust associated with construction activities (and other operations) such that the dust remains visible beyond the property boundary or the dust emissions exceed 20 percent opacity (if the dust is the result of vehicle movement). Rule 403 also limits track-out of earth material onto adjacent streets and requires implementation of best available control measures.

Air Quality Monitoring. The air quality of the SCAB is monitored by a network of 43 stations operated by the SCAQMD. The Reseda monitoring station is the nearest station, located approximately 7.1 miles northeast of the Project site (Old Topanga Canyon Road intersection). Table 1 lists the monitored maximum concentrations and number of exceedances of air quality standards for the years 2020 through 2022. As shown in Table 1, ozone concentrations monitored at the Reseda station periodically exceed the State 1-hour standard (average of 15 days per year) and the State 8-hour ozone standard (average of 41 days per year) from 2020 through 2022. $PM_{2.5}$ concentrations exceeded the Federal 24-hour standard at the Reseda monitoring station on six days from 2020 through 2022.

Table 1. Summary of Data Collected at the Reseda Ambient Air Quality Monitoring Station

Parameter	Standard	Year		
		2020	2021	2022
Ozone – parts per million (ppm)				
Maximum 1-hr concentration monitored		0.142	0.110	0.110
Number of days exceeding CAAQS	0.095	33	4	7
Maximum 8-hr concentration monitored		0.116	0.083	0.097
Number of days exceeding 8-hour ozone CAAQS	0.070	65	33	24
$PM_{2.5}$ – micrograms per cubic meter ($\mu g/m^3$)				
Maximum 24-hour sample (National)		73.8	55.5	20.5
Number of samples exceeding NAAQS	35	3	3	0

Sensitive Receptors. Some land uses are considered more sensitive to air pollution than others due to population groups and/or activities involved. Sensitive population groups include children, the elderly, the acutely ill and the chronically ill, especially those with cardio-respiratory diseases. Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present.

Recreational land uses may be considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, as the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public.

Residential land uses occur along most of the subject segment of Mulholland Highway; however, many are located on terraces above the roadway. Viewpoint School is located adjacent to proposed improvements along Mulholland Highway. Wild Walnut Park is located approximately 150 feet east of the northern limit of the Project site (culvert improvements).

3.3.2 Impact Analysis

The SCAQMD has adopted the following air pollutant significance thresholds to be used in CEQA documents:

Pollutant	Construction (pounds/day)	Operation (pounds/day)
NO_x	100	55
ROC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_x	150	150
CO	550	550

As part of the SCAQMD's environmental justice program, its staff has developed localized significance threshold (LST) methodology and mass rate look-up tables by source receptor area (SRA) that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area. The Project site is located within SRA 6 (West San Fernando Valley).

a. Projects that cause local populations to exceed population forecasts in the 2016 AQMP may be inconsistent, as exceeding population forecasts can result in the generation of air pollutant emissions beyond those which have been projected in the 2016 AQMP. The proposed Project would not increase access to undeveloped areas, extend infrastructure or otherwise induce land development or population growth. Overall, the proposed Project would have no effect on implementation of the 2016 AQMP and progress towards attainment of air quality standards.

b. For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the Project's incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD adopted significance thresholds. The proposed Project does not include any new land uses that may generate air pollutant emissions. In addition, the proposed Project would not increase roadway capacity or result in any associated changes in travel speed or circulation patterns. Construction of the proposed Project would generate temporary air pollutant emissions, primarily exhaust emissions from heavy-duty trucks, worker vehicles and heavy equipment. Daily heavy equipment emissions were estimated using the CARB OFFROAD 2021 model. Emissions of on-road vehicles were estimated using CARB's EMFAC 2021 model (year 2023, Los Angeles County inputs). Peak day (earthwork for shoulder widening and retaining wall installation) construction emissions have been estimated for comparison to the SCAQMD construction emissions thresholds (see Table 2).

Table 2. Peak Day Construction Air Pollutant Emissions

Source	Pollutant, Pounds per Peak Day			
	ROC	NO_x	CO	PM_{10}
Equipment exhaust	2.9	26.4	32.3	1.3
On-road vehicles	<0.1	0.9	0.8	0.1
Fugitive dust	0.0	0.0	0.0	61.3
Total	**2.9**	**27.3**	**33.1**	**62.7**
SCAQMD Significance Threshold	75	100	550	150
Localized Significance Threshold*	--	103	426	4.0

*SRA 6, one-acre work area, 25 meter receptor distance

Peak day construction PM_{10} emissions would exceed the applicable LST and are considered significant. The Project is subject to SCAQMD Rule 403 and best available control measures to minimize fugitive dust have been provided below as mitigation measures.

c. Residences located along the subject segment of Mulholland Highway and students at Viewpoint School may be considered sensitive receptors. Construction activities would generate fugitive dust and exhaust emissions. Project-related exposure of these sensitive receptors to air pollutants would be minimal due to the following factors:

- Emissions would be mostly short-term (a few weeks at any one location along Mulholland Highway).
- Emissions would be minimized through implementation of best available control measures required by SCAQMD Rule 403 to minimize fugitive dust (see Section 3.3.3).
- Intervening topography and/or vegetation along Mulholland Highway would reduce emissions at sensitive receptors.
- The ambient air quality in the local area (Santa Monica Mountains) is generally very good.

d. The proposed Project would not result in the generation of any new or modified odors.

3.3.3 Mitigation Measures and Residual Impacts

MM AQ-1. SCAQMD Rule 403 best available control measures (listed below) will be incorporated into the Project to minimize construction-related fugitive dust generation and adverse effects on the public.

- Stabilize backfill material when not actively handling.
- Stabilize backfill material during handling.
- Stabilize soil at completion of backfilling.
- Maintain stability of soil through pre-watering of site prior to clearing and grubbing
- Stabilize soil during clearing and grubbing activities.
- Stabilize soil immediately after clearing and grubbing activities.
- Use water spray to clear forms.
- Use sweeping and water spray to clear forms.
- Use a vacuum system to clear forms.
- Stabilize surface soils prior to operation of crushing equipment.
- Stabilize material after crushing activities.
- Pre-water soils prior to cut and fill activities.
- Stabilize soil during and after cut and fill activities.
- Stabilize wind erodible surfaces during demolition to reduce dust.
- Stabilize surface soil where demolition equipment and vehicles will operate.
- Stabilize loose soil and demolition debris.
- Comply with AQMD Rule 1403.
- Stabilize disturbed soil throughout the construction site.

- Stabilize disturbed soil between structures.
- Pre-apply water to the depth of proposed cuts and re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction.
- Stabilize soil once earth-moving activities are complete.
- Stabilize material while loading to reduce fugitive dust emissions.
- Maintain at least six inches of freeboard on haul vehicles.
- Stabilize material while transporting to reduce fugitive dust emissions.
- Stabilize material while unloading to reduce fugitive dust emissions.
- Comply with CVC Section 23114.
- Stabilize soils, materials, slopes during landscaping installation.
- Apply water to unpaved shoulders prior to clearing.
- Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.
- Pre-water material prior to earth material screening.
- Limit fugitive dust emissions generated by earth material screening to opacity and plume length standards.
- Stabilize material immediately after screening.
- Stabilize soils at staging areas during use, and at project completion.
- Stabilize stockpiled materials.
- Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.
- Stabilize all off-road traffic and parking areas.
- Stabilize all haul routes, and direct construction traffic over established haul routes.
- Stabilize surface soils where trencher or excavator and support equipment will operate; and stabilize soils at the completion of trenching activities.
- Pre-water material prior to loading; and ensure that freeboard exceeds six inches (CVC 23114).
- Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and cover haul vehicles prior to exiting the site.
- Stabilize soils on unpaved roads and parking lots to meet the applicable performance standards; and limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.

- In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.

Implementation of these measures would reduce air quality impacts to a level of less than significant.

3.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

3.4.1 Setting

Significant Ecological Areas (SEA) and Open Space Areas. Los Angeles County has designated much of the Santa Monica Mountains within their jurisdiction as a significant ecological area. The Santa Monica Mountains SEA is located adjacent to the Project site (Mulholland Highway) near Wild Walnut Park, between Viewpoint School and Condell Drive, and between Mountain Park Drive and the southern City limit.

Open space areas supporting substantial native vegetation and wildlife habitat occur within the Santa Monica Mountains SEA near the Project site including Dry Creek Canyon Park and Secret Canyon Open Space managed by the Santa Monica Mountains Conservancy. The Oak Ridge trailhead into the Secret Canyon Open Space is located on Mulholland Highway near the Project site.

Botanical Resources. Botanical surveys of the Project site were conducted by Padre biologist Matt Ingamells on January 6 and 12, 2023. A total of 80 plant species were observed, including 48 native species (60 percent). Twenty-one plant species listed as invasive by the California Invasive Plant Council were observed, including three species rated as highly invasive (red brome, freeway ice plant and salt cedar), ten species rated as moderately invasive, and eight species considered to have limited invasiveness.

Protected Oak Trees. Three species of oak trees (coast live oak, scrub oak and valley oak) occur on the Project site and are protected under the City's oak tree ordinance (Section 17.32.010 of the Municipal Code). None of the affected trees meet the definition of "heritage tree" in the oak tree ordinance. Table 3 provides a summary of Project-related tree removal.

Table 3. Tree Removal Summary

Species	Native (yes/no)	Number to be Removed	Improvement Requiring Tree Removal	Notes
Scrub oak	Yes	8	Slope stabilization (turf reinforcement mat), rock excavation	
Coast live oak	Yes	35	Rock excavation, retaining wall, slope improvement, shoulder widening	Most trees to be removed are small
Valley oak	Yes	1	Culvert improvements	
Western sycamore	Yes	1	Shoulder widening	Planted at Viewpoint School
Aleppo pine	No	10	Retaining wall, rock excavation, shoulder widening	
Peruvian pepper	No	10	Retaining wall, rock excavation	
Monterey cypress	No	1	Retaining wall	Planted at Viewpoint School
Total		**66**		

Vegetation. Much of the Project site is composed of weedy roadside areas (periodically maintained) typically dominated by annual brome grasses (*Bromus* spp.), Russian thistle (*Salsola tragus*), red-stem filaree (*Erodium cicutarium*), telegraph weed (*Heterotheca grandiflora*), smilo grass (*Stipa miliacea*) and cheese-weed (*Malva parviflora*). Table 4 lists dominant plant species found within proposed improvement areas.

Table 4. Vegetation of the Improvement Areas

Improvement Area	Location (Project Station)	Dominant Plant Species	Approximate Percent Native Plant Cover (%)
Turn-out 1	270+00	Annual brome grasses	0
Turf replacement mat 1	275+00	Laurel sumac (*Malosma laurina*), purple sage (*Salvia leucophylla*), California sagebrush (*Artemisia californica*), chaparral honeysuckle (*Lonicera subspicata*), annual brome grasses, summer mustard (*Hirschfeldia incana*), tree tobacco (*Nicotiana glauca*)	40
Pinned shotcrete (west)	279+00	Laurel sumac, California brickell-bush (*Brickellia californica*)	<5 (mostly unvegetated)
Pinned shotcrete (east)	279+00	Laurel sumac, tree tobacco, black sage (*Salvia mellifera*), California buckwheat (*Eriogonum fasciculatum*), cliff aster (*Malacothrix saxatilis*), yucca (*Hesperoyucca whipplei*), California brickell-bush	5 (mostly unvegetated)
Turf replacement mat 2	286+00	Scrub oak (*Quercus berberidifolia*), California sagebrush, purple sage, lemonade-berry (*Rhus integrifolia*), brome grasses	10 (mostly unvegetated)
Slope improvement 1	295+00	Brome grasses, California buckwheat, purple sage, sawtooth goldenbush (*Hazardia squarrosa*)	20
Turn-out 2	325+00	Annual brome grasses (about 50% cover)	0
Steel netting 1	343+00	Coast live oak (*Quercus agrifolia*), purple sage	30
Rock excavation 1	351+00	Scrub oak, coast live oak, chamise (*Adenostoma fasciculatum*), cliff aster, lance-leaf dudleya (*Dudleya lanceolata*)	40
Caisson retaining wall	355+00	Coast live oak, Aleppo pine (*Pinus halepensis*), pepper tree (*Schinus molle*)	60
Steel netting 2	357+00	Black sage, California sagebrush, California bush sunflower (*Encelia californica*), cliff aster, yucca, laurel sumac	20
Rock excavation 2	362+00	Pepper tree, coast live oak, brome grasses	5
Steel netting 3	360+00	Black sage, laurel sumac, coyote brush (*Baccharis pilularis*)	30
Turn-out 3	364+00	Annual brome grasses (about 50% cover)	0
Slope improvement 2	370+00	Brome grasses, black mustard (*Brassica nigra*), coast live oak, lemonade-berry	30

Improvement Area	Location (Project Station)	Dominant Plant Species	Approximate Percent Native Plant Cover (%)
Steel netting 4	376+00	Tree tobacco, California bush sunflower, California buckwheat, laurel sumac	20
Steel netting 5	379+00	Brome grasses, annual weeds	<5
Turn-out 4	380+00	Brome grasses (about 60% cover)	0
Steel netting 6	381+00	Unvegetated	0
Steel netting 7	392+00	Purple sage, California sagebrush, laurel sumac	20
Culvert improvement	406+00	Coast live oak, valley oak (*Quercus lobata*)	100 (downstream side canopy cover)

Wildlife Resources. A wildlife survey was conducted along the affected segment of Mulholland Highway on January 6, 2023 and included all areas to be directly affected by the proposed Project. Wildlife observed were California quail, red-tailed hawk, northern flicker, northern mockingbird, white-crowned sparrow, acorn woodpecker, Anna's hummingbird, Audubon's warbler, song sparrow, California towhee, western scrub jay, oak titmouse, common raven, Cassin's kingbird, turkey vulture, mourning dove and coyote (tracks and scat).

Wildlife observed during biological surveys conducted in 2012, 2014 and 2015 for the Viewpoint School Tennis Courts and Parking Lot Project include Baja California treefrog, western fence lizard, mallard, turkey vulture, red-shouldered hawk, red-tailed hawk, rock pigeon, band-tailed pigeon, mourning dove, black-chinned hummingbird, Anna's hummingbird, Allen's hummingbird, acorn woodpecker, Nuttall's woodpecker, downy woodpecker, pacific-slope flycatcher, black phoebe, western scrub jay, American crow, oak titmouse, bushtit, Bewick's wren, house wren, ruby-crowned kinglet, wrentit, hermit thrush, American robin, northern mockingbird, European starling, cedar waxwing, orange-crowned warbler, yellow-rumped warbler, Townsend's warbler, spotted towhee, California towhee, song sparrow, white-crowned sparrow, golden-crowned sparrow, dark-eyed junco, house finch, lesser gold finch, house sparrow, Audubon's cottontail, eastern fox squirrel and Botta' pocket gopher (EORM, 2015).

Special-Status Species. Table 5 provides a summary of special-status plant and wildlife species reported within three miles of the affected segment of Mulholland Highway, based on review of the California Natural Diversity Data Base (CNDDB), California Native Plant Society (CNPS) on-line inventory, on-line search of the Consortium of California Herbaria (CCH) collections and review of the Biological Resources Study prepared for the Viewpoint School Tennis Courts and Parking Lots Project by EORM dated April 29, 2015. Table 5 also includes the results of biological surveys conducted at Project site.

Table 5. Special-status Species Reported within Three miles of the Project Site

Common Name (*Scientific Name*)	Status	Nearest Report Location to the Project Site
Plants		
Malibu baccharis (*Baccharis malibuensis*)	List 1B	Stokes Canyon, 1.3 miles to the southwest (CCH, 2022)
Brewer's calandrinia (*Calandrinia breweri*)	List 4	Monte Nido, 3.0 miles to the southwest (CCH, 2022)
Catalina mariposa lily (*Calochortus catalinae*)	List 4	General vicinity of Viewpoint School (historic, 1983) (CCH, 2022). Not found at Viewpoint School during numerous botanical surveys conducted by EORM (2015)
Plummer's mariposa lily (*Calochortus plummerae*)	List 4	Old Topanga Canyon Road, 1.0 miles to the south (CNDDB, 2022)
Slender mariposa lily (*Calochortus clavatus var. gracilis*)	List 1B	Stokes Canyon, 1.6 miles to the west-southwest (CNDDB, 2022)
Santa Susana tarplant (*Deinandra minthornii*)	SR, List 1B	Calabasas Peak, 0.9 miles to the southeast (CNDDB, 2022)
Mesa horkelia (*Horkelia cuneata var. puberula*)	List 1B	About 2.5 miles to the northwest (historic, 1935) (CNDDB, 2022)
Southern California black walnut (*Juglans californica*)	List 4	Observed within the Mulholland Highway right-of-way, mostly north of Parksouth Street near Dry Canyon Creek
Fragrant pitcher sage (*Lepechinia fragrans*)	List 4	Near Topanga Canyon Boulevard, 2.5 miles to the east-southeast (CCH, 2022)
Ocellated Humboldt lily (*Lilium humboldtii ssp. ocellatum*)	List 4	Stunt Road, 1.2 miles to the southeast (CCH, 2022)
White-veined monardella (*Monardella hypoleuca ssp. hypoleuca*)	List 1B	Topanga Canyon (historic,1907) (CNDDB, 2022)
Lyon's pentachaeta (*Pentachaeta lyonii*)	FE, SE, List 1B	Stunt Ranch, 1.6 miles to the south (CNDDB, 2022)
Fish's milkwort (*Polygala cornuta var. fishiae*)	List 4	Near Stunt Road, 1.8 miles to the south (CCH, 2022)
Coast live oak (*Quercus agrifolia*)	CTO	Observed along Mulholland Highway within the Project site
Scrub oak (*Quercus berberidifolia*)	CTO	Observed along Mulholland Highway within the Project site, mostly south of Viewpoint School
Valley oak (*Quercus lobata*)	CTO	Observed at the culvert improvement site
Coulter's matilija poppy (*Romneya coulteri*)	List 4	Near Mulholand Highway, 0.4 miles to the south (CCH, 2022)
Insects, Fish and Wildlife		
Gertsch's socalchemmis spider (*Socalchemmis gertschi*)	SA	Topanga Canyon, 0.5 miles to the south (CNDDB, 2022)

Common Name (*Scientific Name*)	Status	Nearest Report Location to the Project Site
Southern California steelhead (*Oncorhynchus mykiss*)	FE, SC	Topanga Creek, three miles to the southeast (Becker and Reining, 2008)
Western pond turtle (*Emys marmorata*)	CSC	Tributary of Old Topanga Creek, 1.3 miles to the east (CNDDB, 2022)
Coast horned lizard (*Phrynosoma blainvillii*)	CSC	Topanga Canyon, 0.5 miles to the south (CNDDB, 2022)
Coastal whiptail (*Aspidoscelis tigris stejnegeri*)	CSC	Greenleaf Canyon, 3.0 miles to the east-southeast (CNDDB, 2022)
Cooper's hawk (*Accipiter cooperi*)	WL	Cold Creek Valley Preserve, 1.2 miles to the south (September 2022, eBird.org)
Nuttall's woodpecker (*Dryobates nuttallii*)	BCC	Reported from Viewpoint School (EORM, 2015)
Allen's hummingbird (*Selasphorus sasin*)	BCC	Reported from Viewpoint School (EORM, 2015)
Oak titmouse (*Baeolophus inornatus*)	BCC	Observed at Viewpoint School during biological surveys conducted for the Project
Yellow warbler (*Setophaga petechia*)	CSC	Cold Creek Valley Preserve, 1.2 miles to the south (April 2021, eBird.org)
Lawrence's goldfinch (*Spinus lawrencei*)	BCC	Cold Creek Valley Preserve, 1.2 miles to the south (April 2021, eBird.org)
Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*)	WL	Calabasas, 2.0 miles to the northwest (CNDDB, 2022); Cold Creek Valley Preserve, 1.2 miles to the south (September 2022, eBird.org)
Western red bat (*Lasiurus frantzii*)	CSC, WBWG-H	Stunt Ranch, 1.6 miles to the south (CNDDB, 2022)

BCC	2021 Birds of Conservation Concern (USFWS)
CCH	Consortium of California Herbaria
CSC	California Species of Special Concern (CDFW)
CTO	Protected under the City of Calabasas Oak Tree Ordinance (MC 17.32.010)
FE	Federal Endangered (USFWS)
List 1B	Plants rare, threatened, or endangered in California and elsewhere (CNPS)
List 4	Plants of limited distribution (CNPS)
SA	Special Animal (CDFW)
SC	State Candidate for listing (CDFW)
SE	State Endangered (CDFW)
SR	State Rare (CDFW)
WBWG-H	Western Bat Working Group-High Priority
WL	Watch List (CDFW)

3.4.2 Impact Analysis

a. Plants. Based on literature review and botanical surveys of the Project site, special-status plant species occurring in proximity to the Project site are limited to southern California black walnut (*Juglans californica*) and oaks. Impacts to oaks are addressed below under item e. Southern California black walnut occurs within the Mulholland Highway right-of-way, but not within areas to be affected by the proposed Project.

Vegetation. Proposed improvements would be mostly located in areas supporting weedy vegetation. However, some areas support native plant species (see Table 4). Most of these areas are either eroded roadside slope areas or rock walls, both supporting only sparse vegetation. The Project involves removal of 66 trees and large native shrubs (scrub oaks), including 37 native trees and eight scrub oaks. Affected native trees are either widely scattered or included in landscape plantings with non-native species (retaining wall site). Therefore, loss of native plant communities (such as coast live oak woodland) would be avoided.

Special-Status Bird Species. Special-status bird species reported from the Project site and vicinity are limited to Nuttall's woodpecker, Allen's hummingbird and oak titmouse. Nuttall's woodpecker and Allen's hummingbird were reported from Viewpoint School in 2015. Oak titmouse was observed foraging in oak trees at Viewpoint School during biological surveys conducted for the proposed Project. These three species are considered bird species of conservation concern on a regional basis (most of coastal California) by the U.S. Fish and Wildlife Service but are not assigned any special status by the California Department of Fish and Wildlife.

Nuttall's woodpecker and oak titmouse are considered abundant, and Allen's hummingbird is considered common in the Santa Monica Mountains (Southwest Parks and Monuments Association, 1993). Twenty-nine coast live oak trees would be removed adjacent to Viewpoint School which represent a loss of habitat for these species. However, many hundreds of oak trees and other suitable habitat would remain for these species within and adjacent to Viewpoint School. Given the abundance of Nuttall's woodpecker, oak titmouse and Allen's hummingbird and the large amount of unaffected habitat in the area, substantial adverse effects to the local population of these species is not anticipated and impacts are considered less than significant.

b. Patchy willow riparian habitat is located within Dry Canyon Creek adjacent to the Project site, mostly north of Parksouth Street. Mulefat scrub (often found in riparian areas) occurs in the unnamed tributary of Dry Canyon Creek immediately upstream of the proposed culvert improvement site. The proposed Project would have no direct effect (habitat loss) or indirect effect (modified hydrology or stormwater run-off) on this riparian habitat or other sensitive natural communities.

c. Review of the U.S. Fish & Wildlife Service National Wetlands Inventory indicates wetlands (palustrine-forested-temporary flooded and riverine-intermittent streambed-seasonally flooded) occur in Dry Canyon Creek near Mulholland Highway. Riverine-intermittent streambed-seasonally flooded and palustrine-forested-scrub/shrub-temporary flooded wetlands occurs in Cold Creek near Mulholland Highway. Riverine-intermittent streambed-seasonally flooded wetlands occur in the unnamed tributary to Dry Canyon Creek at the culvert improvement site. Proposed culvert extension within the unnamed tributary to Dry Canyon Creek would not result in the loss of any wetland vegetation as the affected area does not support vegetation. In addition, the proposed Project would not affect water quality or hydrology of these wetlands. Therefore, impacts to these highly intermittent and unvegetated wetlands is considered less than significant.

d. Large open space areas are located on both sides of Mulholland Highway and some wildlife movement across this roadway is anticipated to occur. The affected segment of Mulholland Highway is unlikely to represent a major barrier to wildlife movement. The proposed Project is limited to safety improvements and would not result in an increase in traffic volumes or travel speed on Mulholland Highway. Therefore, the proposed Project would not exacerbate any existing barrier effects on wildlife, and impacts to wildlife movement are not anticipated.

e. The proposed Project would result in the removal of 35 coast live oak trees (384 aggregate trunk inches), one valley oak (10 aggregate trunk inches) and eight scrub oaks (64 aggregate trunk inches). Although the proposed Project is exempt from the City's oak tree ordinance, removed oak trees would be replaced as mitigation.

f. The Project site is not subject to a habitat conservation plan or other conservation plan. Therefore, no adverse impacts related to compliance with habitat conservation plans are anticipated.

3.4.3 Mitigation Measures and Residual Impacts

MM BIO-1. The following measures shall be fully implemented to replace oak trees removed to accommodate proposed roadway improvements and to minimize adverse impacts to adjacent oak trees:

- A certified arborist shall conduct a tree valuation of the oak trees to be removed according to the current mitigation fee schedule.
- Oak tree removal shall be mitigated by planting new oak trees within the Project area.
- Oak trees to be preserved that are located immediately adjacent to Project construction areas shall be fenced to avoid inadvertent damage or removal.
- Oak trees to be preserved that are located immediately adjacent to Project construction areas shall be pruned as needed under the direction of a certified arborist to avoid inadvertent damage to limbs.
- Vehicle parking or materials storage shall not occur within the protected zone of oak trees to be preserved.

Implementation of the above measures would reduce impacts to biological resources to a level of less than significant.

3.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

3.5.1 Setting

Archaeological Context. Proposed improvements are located within the former Chumash territory that extended well inland from the coast and Channel Islands to include all of Santa Barbara, most of Ventura, and parts of San Luis Obispo, Kern, and Los Angeles counties. Locally, sites related to Late Prehistoric period occupation dating from approximately A.D. 500 to historic contact, yield abundant evidence regarding the lifeways of these indigenous native people before the arrival of foreign explorers.

Early Period (about 8,000 to 3,350 years ago). Reliable evidence of Holocene (post-10,000 years ago) settlement in the region begins about 8,000 years ago. The earliest sites were located on terraces and mesas; however, settlement gradually shifted to the coast (Wlodarski, 1988). Site assemblages dating to this period often contained substantial amounts of milling stones and manos, crude choppers, and core tools (W&S, 1997). Prehistoric peoples used these tools to harvest terrestrial and sea mammals, shellfish, and fish. Mortars and pestles appear toward the end of the period, suggesting a shift towards a greater reliance on acorns.

Middle Period (about 3,350 to 800 years ago). Archaeological material dating to the Middle Period represents a significant evolution in hunter-gatherer technology. The presence of chipped stone tools increases and diversifies, projectile points became more common, and fishhooks and plank canoes (*tomol*) appear (Wlodarski, 1988; W&S, 1997). Burials dating to this period provide evidence of wealth and social stratification indicating a transition to ranked society. Excavation data from the Santa Monica Mountains demonstrate expansion to the inland region allowing trade and ceremonial exchange patterns to develop.

Late Period (about 800 to 150 years ago). The cultural complexity initiated during the Middle Period intensified in the Late Period. This period is also referred to as the Chumash Era as Chumash social and religious development peaked during this time. Villages became the main population centers with satellite camps geared toward the seasonal harvest of plants, seeds, game, and material resources (Wlodarski, 1988). The Chumash became expert craftsman of baskets, stone vessels, shell beads, *tomol*, and fishing technology. It is also likely that communication and trade with non-Chumash tribes and villages accelerated during this period.

Ethnographic Context. The Chumash have been divided into several geographic groups, each associated with a distinct language dialect (Hoover, 1986). The Chumash living in the Project region formed the *Ventureño* dialect group of the Chumash language family (Golla, 2007). This group was named for their association with the Spanish Mission San Buenaventura, founded in 1782.

The Chumash political organization comprised a named village and the surrounding resource areas governed by a chief, known as the *Wot* (Sampson, 2013). Some higher status chiefs controlled large chiefdoms containing several villages. It is likely the Project area was included in the chiefdom *Lulapin,* whose limits extended from Malibu to just beyond modern Santa Barbara. The village *Muwu*, at modern Point Mugu approximately 23 miles west of the Project site, was the main headquarters for this chiefdom (Whitley and Clewlow, 1979; Whitley and Beaudry, 1991). Other villages included *Shimiyi* (from which Simi is derived), *Hu'wam* located at the base of Escorpión Peak, and *Ta'apu* located approximately 13 miles north of the project site. According to ethnographic studies, inhabitants from different villages bonded through trade, joint ceremonies, and intermarriage (Sampson, 2013).

The chiefly offices were normally inherited through the male line with a primogeniture rule, i.e., the custom of the firstborn inheriting the office, in effect (Hoover, 1986). Chiefs had several bureaucratic assistants to help in political affairs and serve as messengers, orators, and ceremonial assistants. Several status positions were associated with specialized knowledge and rituals, such as weather prophet, ritual poisoner, and herbalist (Bean, 1974).

The Chumash were a non-agrarian culture and relied on hunting and gathering for their sustenance. Archaeological evidence indicates that the Chumash exploited marine food resources from the earliest occupation of the coast at least 9,000 years ago (Greenwood, 1978). Much of their subsistence was derived from pelagic fish, particularly during the late summer and early fall (Hoover, 1986). Shellfish were also exploited, including mussel and abalone from rocky shores and cockle and clams from sandy beaches. Acorns were a food staple; they were ground into flour using stone mortars and pestles and then leached to remove tannic acid. In addition, a wide variety of seeds, including *chia* from various species of sage, was utilized. The Chumash harvested several plants for their roots, tubers, or greens (Hoover, 1986).

In this area, as elsewhere in California, basketry served many of the functions that pottery did in other places. The Chumash used baskets for cooking, serving, storage, and transporting burdens. Some basket makers wove baskets so tightly that they could hold water while others waterproofed their baskets by lining them with pitch or asphaltum (Chartkoff and Chartkoff, 1984).

The coastal Chumash practiced a regular seasonal round of population dispersal and aggregation in response to the location and seasonal availability of different food resources (Landberg, 1965). In this way, large coastal villages would have been fully populated only in the late summer when pelagic fishing was at its peak. Through winter, the Chumash depended largely on stored food resources. During the spring and summer, the population dispersed through inland valleys to harvest wild plant resources (Landberg, 1965).

The Chumash lived in large, hemispherical houses constructed by planting willows or other poles in a circle and bending and tying them together at the top. These structures were then covered with tule mats or thatch. Structures such as this housed 40 to 50 individuals, or three-to-four-member family groups. Dance houses and sweathouses are also reported for the Chumash (Kroeber, 1925). Archaeological evidence supports observations that twin or split villages existed on opposite sides of streams or other natural features, possibly reflecting the moiety system of native California (Greenwood, 1978).

Spanish colonization and the establishment of Mission San Buenaventura ended Chumash culture in Ventura County. Chartkoff and Chartkoff (1984) note that Spanish settlement barred many Native Americans from traditionally important resources including clamshell beads, abalone shells, Catalina steatite, shellfish, and asphaltum. The introduction of European customs and diseases transformed the hunter-gatherers into agricultural laborers and decimated the native population.

Spanish Period. The Spanish period of history in California begins with the exploration of the coast in the 16th century. Spanish explorer Juan Rodríquez Cabrillo was the first to chart and name the coastal harbors and islands of California. Spanish occupation of California began in 1769 with the establishment of Mission San Diego. The Franciscans subsequently established a chain of twenty-one missions that were linked by El Camino Real. Calabasas was located along this important transportation route, as well as the Anza Trail. To encourage the settlement of Alta California, the Spanish government also granted large tracts of land called ranchos. During the Spanish period of history, Calabasas was positioned between Rancho Las Virgenes and Mission San Fernando (C.A. Joseph & Associates, 2009).

Early Exploration. Juan Rodríguez Cabrillo led the first European expedition to explore what is now the west coast of the United States. Cabrillo departed from the port of Navidad, Mexico, on June 27, 1542. 103 days into the journey, Cabrillo's ships entered San Diego Bay. He probably landed at Ballast Point where he claimed the land for Spain. Cabrillo described the bay as "a closed and very good harbor," which he called San Miguel. The name San Miguel was changed to San Diego sixty years later by another explorer, Sebastián Vizcaíno.

The expedition continued north to Monterey Bay and may have reached as far north as Point Reyes before storms forced the ships to turn back. Discouraged by foul weather, Cabrillo decided to winter in the Channel Islands. There, after a fall incurred during a brief skirmish with Indians, Cabrillo shattered a limb and died of complications on January 3, 1543. Following Cabrillo's death, the disheartened crew again sailed north -- this time under the leadership Bartolomé Ferrer. The expedition may have reached a latitude as far north as the Rogue River in Oregon but thrashing winter winds and spoiled supplies forced them to return to Mexico.

By the mid-18th century, the eastward push of Russian forts and the presence of traders at the mouth of the Columbia River insured that the settlement of Alta California was an important part of the massive reorganization of the northern frontier of New Spain launched in 1765. Under the direction of Visitador General José de Gálvez, the plans for a new chain of California missions were formulated. Don Gaspar de Portola, who had recently been appointed governor of Baja California, was put in charge of the expedition, while Father Junípero Serra was put in charge of the missionaries. Based in Baja California, four expeditions, two by land and two by sea, set off in 1769 to colonize Alta California. As the expedition traveled north, they discovered the San Fernando Valley and named it Valle de los Encinos, Valley of the Oaks. They continued north and eventually found San Francisco Bay. On their return trip, they again entered the San Fernando Valley and possibly camped in the Calabasas area (C.A. Joseph & Associates, 2009).

Between 1774 and 1776, Juan Bautista de Anza led two overland expeditions from Sonora to Alta California. In October 1775, Anza, by then a lieutenant colonel, guided a group of 240 people from his staging area in Tubac to California. The primary motive for the expedition was to establish a presidio and mission near San Francisco Bay. In June 1776, the colonists, led by Anza's second in command Lieutenant José Joaquín Moraga, continued their journey to San Francisco Bay.

Both expeditions entered Los Angeles County from the east past San Dimas and went on to Mission San Gabriel. During the 1775-76 journey, the colonists stayed at the mission for about six weeks while Anza and some soldiers went to San Diego to quell an Indian rebellion. Later, the colonists traveled west from the mission. From an account recorded by Father Pedro Front, scholars think the expedition followed the Los Angeles River through Griffith Park to the San Fernando Valley and to the Calabasas Creek vicinity.

On February 22, 1776 the colonists made camp in the Las Virgenes area. The exact location of the campsite is unknown, but is referred to in historical documents as "Agua Escondida" or Hidden Water. This could possibly be a destroyed spring in the Deer Springs tract off of Lost Hills Road in Calabasas. The park at 3701 Lost Hills Road is named Juan Bautista de Anza Park (C.A. Joseph & Associates, 2009).

Spanish Land Grants. To further encourage the settlement of California, the Spanish government granted large tracts of land called ranchos. Rancho Las Virgenes, or El Rancho de Nuestra Senora La Reina de Las Virgenes as it was first called, was originally granted to Miguel Ortega in 1801 or 1802. Ortega was married to Maria Rosa, a Chumash Indian and was appointed a council member of Los Angeles in January 1797 by Mayor Manuel Ramirez Arrellano. The grant included the area from Liberty Canyon on the east to the edge of present-day Westlake Village on the west, north to the Simi grant, and south to the Malibu Tapia grant. The Rancho Las Virgenes grant passed to Doña María and Antonia Machado Del Reyes. They built an adobe, now referred to as the Reyes Adobe in the city of Agoura Hills (C.A. Joseph & Associates, 2009).

Mission San Fernando. Father Lasuén, who succeeded Serra as Father Presidente of the Alta California missions, founded Mission San Fernando Rey de España on September 8, 1797. It was the seventeenth mission in the chain. Situated directly on the highway leading to the fast-growing community of Los Angeles, it soon became the most popular stopping off place for travelers on El Camino Real. The number of overnight visits at the prosperous mission increased so steadily that the padres kept adding to the convento, or "hotel" facilities.

Spanish colonization led to modification in Indian cultural practices and religious beliefs but did not result in the complete acculturation and conversion process the Franciscans had hoped for. Indians selectively adopted elements of Spanish culture and Catholic beliefs and ignored others. The demise of cultural practices and religion is unfortunately related to the high mortality rate among mission neophytes. At the beginning of the mission period, Franciscans were able to recruit new Indians to replace the acculturated ones who died. By 1810, recruitment began to decline.

The decline in the neophyte population at Mission San Fernando coincided with the decreasing productivity of the mission. Soon there were frequent times when the padres were barely able to supply the produce demanded by the military headquarters in Los Angeles. Further misfortune occurred during the earthquake of 1812 when a considerable amount of rebuilding was necessary to ensure the safety of the buildings. From that time forward the padres at Mission San Fernando fought a losing fight against the encroachment of new settlers (C.A. Joseph & Associates, 2009).

American Period. After California was admitted to the Union as the thirty-first state, increasing numbers of European settlers made their homes in the Calabasas area. Basque is a geographical region on the border of France and Spain with its own language and culture. While Basques, such as Juan Bautista de Anza, were involved in early Spanish exploration, their discernible presence in the region dates from the California Gold Rush in 1849.

Miguel Leonis was one of many Basque settlers in the Calabasas area. Leonis arrived in Los Angeles in 1858 and went to work as a sheepherder for Joaquín Romero, who owned half of Rancho El Escorpión. Under Leonis' ownership, the rancho prospered, and his livestock increased in number. Leonis had over 100 employees, most of whom were Mexican and Indian. He ruled like a feudal lord and was known throughout California as the "King of Calabasas" (C.A. Joseph & Associates, 2009).

Homesteading Days. The Homestead Act of 1862 granted a free farm of 160 acres from un-appropriated public lands to any person who would occupy and improve it for five years. Some of the first American settlement in Calabasas was through people taking advantage of this policy. Ventura Road, formerly part of El Camino Real and now called Calabasas Road, was the main path of travel between Los Angeles and Ventura Counties in the late 19th century. Although Calabasas remained thinly populated, it became a stop for stagecoach lines that generally followed the former route of El Camino Real through Los Angeles County. In 1862 Charles McLaughlin and John Butterfield founded the Coast Line Stage Company. From Los Angeles, the southern terminal of the line, the stagecoach traveled to Rancho Encino, Calabasas, Newbury Park, and points beyond until it reached San Juan Bautista (C.A. Joseph & Associates, 2009).

Present-day Old Topanga Road also became an important link between the San Fernando Valley and Santa Monica. After the Long Wharf was built in Santa Monica in 1893, its development began to blossom. Old Topanga Road provided a vital route across the Santa Monica Mountains. Many of the early homesteaders built houses along Calabasas and Old Topanga Roads. The Mulholland Highway opened in 1924. The original section ended in Calabasas. Although it was unpaved, it was a popular scenic byway along the ridgeline of the Santa Monica Mountains for motorists.

Post-War Community Development. While most of the San Fernando Valley was annexed to the City of Los Angeles in 1915, the communities in the Las Virgenes area such as Calabasas remained independent. The completion of the Los Angeles Aqueduct in 1913 brought a reliable source of water to the San Fernando Valley for the first time. Water allowed for the intense agricultural development of the area, sparked the annexation to the City of Los Angeles, and contributed to the extinction of many independent smaller towns. When the population of Los Angeles began to explode in the middle of the 20th century, the vineyards and orchards were replaced with housing tracts.

Isaac C. Ijams, a homesteader, started the first school in Calabasas in 1884. Six years later, Los Angeles County took over and built the Calabasas School, a one-room, Victorian schoolhouse with a bell tower. By the mid-1940s, the population of the area had increased. More and more children were being enrolled in schools. The four existing districts combined into the Las Virgenes Union Elementary District in 1946. By 1957, 400 students were enrolled in the district. Seventh and eighth grade students could either attend Las Virgenes Elementary School for the last two years (C.A. Joseph & Associates, 2009).

Local Historic Landmarks. Two Calabasas Historic Landmarks are located near the Project site; The William C. Masson Residence (Landmark No. 1) and Old Topanga Canyon Road (Landmark No. 4).

Masson Residence. The Masson Residence is located approximately 60 feet southwest of proposed culvert improvements and was built during the “Homesteading Days” in the early 1900s. At this time, settlers rushed to file claims to acquire 160 acres of land by way of the Homestead Acts. William C. Masson received a land patent in 1904 for his 160 acres. The Masson Residence, originally located on Old Topanga Canyon Road (presently located on Mulholland Highway) was strategically placed on the only route to Santa Monica, where the 1910’s Port of Los Angeles Long Wharf was built. Therefore, this location was beneficial to settlers because goods were accessible to them and transported through this road. The Masson Residence is an excellent example of a homestead home built during this time period and represents the early settlement of Calabasas. It is also the only remaining homestead in the City and one of the few remaining in Southern California.

Old Topanga Canyon Road. The portion of Old Topanga Canyon Road from Mulholland Highway (about 300 feet from the Project site) to the southern City limit is a designated Historic Landmark. Old Topanga Canyon Road began as a stagecoach trail linking Calabasas to the Pacific Ocean around 1865. It became an important link between the San Fernando Valley and Santa Monica in 1893, when the Long Wharf, part of the original Port of Los Angeles, was built. Old Topanga Canyon Road provided a vital route across the Santa Monica Mountains from the wharf to Calabasas. The Port of Los Angeles was relocated in San Pedro only a few years later, but the wharf continued to operate until 1903.

Old Topanga Canyon Road evolved into a paved road sometime after 1932. Prior to being paved, it was oiled to suppress dust. It was known as El Canyon Road at some point, according to a Los Angeles Times article, but the exact date of this name in unknown. The southern portion of the original trail and road, which is not within Calabasas city limits, is now part of State Route (SR) 27, Topanga Canyon Boulevard. Despite its narrow, winding design, it remains a significant route between Calabasas and the ocean.

Cultural Records Search. On behalf of Padre Associates, Mary Maki of Conejo Archaeological Consultants completed an in-person records search at the South Central Coast Information Center of the California Historical Resources Information System at the California State University, Fullerton on November 21, 2022.

Padre Associates emailed a request for a Sacred Lands File search to the Native American Heritage Commission (NAHC) on December 7, 2022, to request information about sacred or traditional cultural properties that may be located within the Project site. The NAHC responded on January 3, 2023 stating that the Sacred Lands File search was negative, indicating none occur in the Project vicinity.

The records search included a review of all recorded historic-era and prehistoric archaeological sites within a 0.25-mile radius of the Project site as well as a review of known cultural resource surveys and technical reports. The State Historic Property Data Files, National Register of Historic Places, National Register of Determined Eligible Properties, California Points of Historic Interest, and the California Office of Historic Preservation Archaeological Determinations of Eligibility also were analyzed.

The records search identified no previously recorded cultural resources within the Project site and three previously recorded cultural resources within the 0.25-mile search radius. Table 6 lists and describes these resources.

Tribal Consultation. See Section 3.18.

Table 6. Previously Recorded Cultural Resources

Primary No.	Trinomial No.	Description
P-19-000868	CA-LAN-868	Isolated prehistoric flaked stone tool and groundstone artifacts, possibly associated with sage gathering and/or processing
P-19-001133	CA-LAN-1133	Prehistoric lithic scatter with worked animal bone, situated on a small, vegetated knoll
P-19-001135	CA-LAN-1135	Prehistoric site spread across multiple loci and consisting of moderately dense lithic scatter with flaked stone tools and groundstone artifacts.

Source: South Central Coast Information Center, 2022

3.5.2 Impact Analysis

Section 15064.5 of the State CEQA Guidelines states that a substantial adverse change in the significance of a historical resource may have a significant effect on the environment. Adverse changes may include demolition, destruction, relocation or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. For the purposes of this document, a substantial adverse change to a historically significant resource is considered a significant impact. Material impairment occurs when a project:

- Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources;
- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

A cultural resource shall be considered to be "historically significant" if the resource meets the criteria for listing on the California Register of Historic Resources (Public Resources Code Section 5024.1) including the following:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

a. Two City-designated historical landmarks occur near the Project site; The William C. Masson Residence (Landmark No. 1) and Old Topanga Canyon Road (Landmark No. 4). Culvert improvements would occur within 60 feet of the Masson Residence; however, work would be limited to the public right-of-way and have no effect on the property or any structures. No storage or staging of construction equipment or materials or vehicle parking would occur on the Masson Residence property. The proposed Project does not include any improvements to Old Topanga Canyon Road and would not adversely affect this historic roadway.

b. The cultural resources record search did not identify any archaeological resources within or immediately adjacent to the Project site. The Sacred Lands File search did not identify any tribal cultural resources near the Project site. Ground disturbance associated with the proposed Project would be mostly limited to areas previously disturbed by past roadway construction and ongoing maintenance. However, proposed slope improvements (see Section 2.1.2) would involve excavation of undisturbed areas, such that disturbance of intact cultural deposits (burials, middens, Native American occupied sites) may occur.

c. Although highly unlikely, disturbance of human remains could occur during Project-related excavation.

3.5.3 Mitigation Measures and Residual Impacts

MM CR-1. The following mitigation measures are consistent with the guidelines of the State Office of Historic Preservation and shall be incorporated into the Project to prevent significant impacts, should resources be found during excavation.

- A worker cultural resources sensitivity program shall be implemented prior to construction at the Project site. Prior to any ground-disturbing activity, a qualified archeologist shall provide an initial sensitivity training session to all affected contractors, subcontractors, and other workers, with subsequent training sessions to accommodate new personnel becoming involved in Project construction. The sensitivity program shall address the cultural sensitivity of the area and how to identify these cultural resources, specific procedures to be followed in the event of an inadvertent discovery, and consequences in the event of non-compliance.

- Should any buried archaeological materials be uncovered during Project activities, such activities shall cease within 100 feet of the find. Prehistoric archaeological indicators include obsidian and chert flakes, chipped stone tools, bedrock outcrops and boulders with mortar cups, ground stone implements, locally darkened midden soils containing previously listed items plus fragments of bone and fire affected stones. Historic period site indicators may include fragments of glass, ceramic and metal objects, milled and split timber, building foundations, privy pits, wells and dumps, and old trails. All earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until the City has been notified and an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume.
- If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and deposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission.

Implementation of the above measures would reduce impacts to archaeological resources to a level of less than significant.

3.6 ENERGY

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☐	☒
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

3.6.1 Setting

Energy is provided to the Project area in the form of electricity from Southern California Edison and natural gas from the Southern California Gas Company.

3.6.2 Impact Analysis

a. Project-related construction activities would consume non-renewable energy in the form of fuels and lubricants for vehicles and equipment. This energy use would not be wasteful, inefficient or unnecessary.

b. The proposed Project would not conflict with any State or local plan for renewable energy or energy efficiency.

3.6.3 Mitigation Measures and Residual Impacts

None required.

3.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (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?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☐	☒

3.7.1 Setting

The Project region is encompassed within the Transverse Ranges geomorphic province of southern California. The Transverse Ranges province is oriented generally east-west, which is oblique to the general north-northwest structural trend of California mountain ranges. The Transverse Ranges province extends from the Los Angeles Basin westward to Point Arguello and is composed of Cenozoic-to Mesozoic-age sedimentary, igneous, and metamorphic rocks.

Soils. The soils mapped along the subject segment of Mulholland Highway include:

- Southern City limit to near Turtle Creek Road: Cumulic Haploxerolls (0 to 9 percent slopes)
- Near Turtle Creek Road to near Chestnut Way: Cotharin clay loam (30-75 percent slopes)
- Near Chestnut Way to near Canyon Drive: Talepop-Rock outcrop complex (30 to 75 percent slopes)
- Near Canyon Drive to near Parksouth Street: Xerothents-Urban land-Balcom complex (0 to 30 percent slopes)
- Near Parksouth Street to near Old Topanga Canyon Road: Cumulic Haploxerolls (0 to 9 percent slopes)

Local Geology. The following description of geologic formations in the Project area is taken from the Geotechnical Site Evaluation conducted for the Project by Gorian & Associates. The roadway and adjacent slopes from Old Topanga Canyon Road West extending south on Mulholland Highway to the southern City limit are underlain by Miocene-age bedrock of Modelo Formation, Calabasas Formation, and Conejo Volcanics mantled locally with Alluvium, Colluvium/Topsoil (undifferentiated), and artificial fill deposits.

Modelo Formation. Miocene-age bedrock of the Modelo Formation (after Yerkes and Campbell, 1979; Weber 1984) is readily exposed on cut slopes and bedrock outcrops in the northern portion of the Project site. As observed in the surficial exposures and exploratory excavations, the sedimentary bedrock generally consists of yellowish brown to light yellowish brown clayey diatomaceous siltstone interbedded locally with siliceous shale, limy siltstone and silty fine-grained sandstone in a moist and hard to indurated condition. The bedrock is typically thinly bedded to fissile and fractured yet tight.

Calabasas Formation. Miocene-age bedrock of the Calabasas Formation is readily exposed on cut slopes and outcrops in the central portion of the Project site. As observed, the sedimentary bedrock generally consists of pale yellow to light yellowish brown silty fine to fine to coarse-grained sandstone. Typically, this sandstone is massive however locally it exhibits some ½ inch thick siltstone partings. The sandstone outcrops are typically indurated yet slightly weathered and fractured with some iron oxide staining noted.

Conejo Volcanics. Miocene-age bedrock of the Conejo Volcanics is readily exposed on cut slopes and outcrops in the southern portion of the Project site. As observed, this volcanic bedrock generally consists of dark gray to yellowish brown fine-grained basalt. Typically, the basalt is massive, indurated yet slightly weathered and fractured with some manganese oxide and iron oxide staining noted. Locally white quartz mineralization is incorporated into the basalt.

Older Alluvium. Quaternary-age Older Alluvium is readily exposed on cut slopes and outcrops in the Project area. As observed, the Older Alluvium generally consists of yellowish brown to reddish brown sandy silty clay to clayey silt with angular siltstone, sandstone, and basalt fragments in a damp and stiff condition. Locally the base (lag deposit) of the Older Alluvium is exposed mantling of the underlying Modelo Formation. The lag deposit consists of yellowish-brown silty sand with subangular to subrounded coarse gravel to boulder sized clasts of granite, sandstone, quartzite, and meta-volcanics.

Artificial Fill. Artificial fill deposits (manmade soil deposits) are common along the Mulholland Highway right of way. An artificial fill slope occurs on the east side of Mulholland Highway, ascending from the Viewpoint School property. This fill slope was investigated by excavating three test pits and hand augering in the test pits. Artificial fill soils were encountered to the maximum depth explored, nine feet below the existing ground surface. As encountered, the artificial fill generally consists of light yellowish-brown silty fine sand in a damp to moist and loose condition interlayered with yellowish-brown to brown sandy clay in a moist and stiff to very stiff condition. These artificial fill soils are typically mottled and locally contain some fine to coarse gravels to cobbles of sandstone.

Geologic Hazards. Earthquake Faults. The entire Southern California region, including the Project area, is located within a seismically active area. The nearest fault is the Malibu Coast Fault, located approximately 5.6 miles to the south of the Project site. This fault is considered active as evidence of movement in the late Quaternary period has been reported (Treiman, 1994).

Seismic Ground Shaking. Ground shaking is the cause of most damage during earthquakes. The Project area has a 10 percent chance of exceeding a peak ground acceleration of 0.44 g (alluvium conditions) in 50 years (California Department of Conservation, 2001).

Liquefaction. Liquefaction occurs when strong, cyclic motions during an earthquake cause water-saturated soils to lose their cohesion and take on a liquid state. Liquefied soils are unstable and can subject overlying structures to substantial damage. The occurrence of liquefaction is highly dependent on local soil properties, depth to groundwater, and the strength and duration of a given ground-shaking event. Areas north of the Dry Canyon Cold Creek Road intersection and east of Mulholland Highway are located within a liquefaction hazard zone as designated by the California Department of Conservation (2001).

Seiche and Tsunami Hazards. Tsunamis are seismically induced sea waves that can be of sufficient size to cause substantial damage to coastal areas. The last major tsunami in Southern California was in 1812, generated by an earthquake in the Santa Barbara Channel. The largest tsunami wave amplitude recorded by modern instrumentation in in the region was 8.8 feet, associated with the Chilean earthquake of 1960. In 2010, an earthquake in Chile generated a tsunami which caused minor damage to structures and vessels in the Ventura Harbor. A tsunami generated by a volcanic eruption in Tonga in January 2022 caused minor damage to a few boats in the Ventura Harbor. The nearest tsunami inundation hazard area is located approximately 5.5 miles south of the Project site (California Office of Emergency Services, 2021, maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation).

Seiches are oscillating waves that occur in enclosed or semi-enclosed bodies of water such as lakes and bays. Seiches are commonly caused by earthquakes. There is no record of a seiche occurring in the region. The nearest body of water that may be subject to seiches is Malibou Lake, located approximately 5.3 miles west of the Project site.

Landslides/Mudflow Hazard. Areas of high landslide or mudflow potential are typically hillside areas with slopes of greater than 10 percent. Slopes on both sides of Mulholland Highway within the Project site have been designated a seismically-induced landslide hazard area (California Department of Conservation, 2001).

Expansive Soils Hazards. Expansive soils are primarily clay-rich soils subject to changes in volume with changes in moisture content. The Geotechnical Site Evaluation conducted for the Project indicates soils within the Project site vary from low expansion to highly expansive (Gorian, 2022).

3.7.2 Impact Analysis

a. Proposed improvements have been designed to accommodate the local geologic environment and would be constructed according to recommendations provided in the Geotechnical Site Evaluation, addressing site preparation and grading, slope construction, retaining wall caisson installation, soil nail installation and pavement design. Therefore, any Project-related increase in the risk of loss, injury or death would be negligible and considered a less than significant impact.

b. Proposed slope improvements would result in a reduction in the slope gradient and include an erosion control fabric and drainage ditches to avoid storm run-off flowing over these manufactured slopes. Proposed slope stabilization (turf reinforcement mat with soil nails, pinned shotcrete and steel mesh netting) would reduce erosion in affected areas. Overall, these improvements are anticipated to reduce erosion within the Project site.

c. Proposed improvements (including the caisson-supported retaining wall, slope improvements, slope stabilization and new pavement) have been designed to withstand and avoid increasing the potential for landslides, lateral spreading, liquefaction or collapse.

d. Expansive soils may be encountered during Project construction activities; however, proposed improvements would be designed and constructed to withstand anticipated effects of expansive soils. Overall, the proposed Project would not expose the public or other structures to substantial adverse effects related to expansive soils.

e. Septic waste disposal systems are not proposed as part of the Project; therefore, no impacts would result.

f. The online collections database of the University of California Museum of Paleontology indicates three fossil fish and one fossil bird species from the Miocene era have been collected in the Calabasas area. Most areas affected by proposed improvements have been previously disturbed by roadway construction and maintenance. Since intact geologic formations that may contain fossils would not be affected by Project-related earthwork, impacts to paleontological resources are not anticipated. No unique geologic features have been identified in the Project area, and none would be adversely affected by Project implementation.

3.7.3 Mitigation Measures and Residual Impacts

None required.

3.8 GREENHOUSE GAS EMISSIONS

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

3.8.1 Setting

Climate change, often referred to as “global warming” is a global environmental issue that refers to any significant change in measures of climate, including temperature, precipitation, or wind. Climate change refers to variations from baseline conditions that extend for a period (decades or longer) of time and is a result of both natural factors, such as volcanic eruptions, and anthropogenic, or man-made, factors including changes in land-use and burning of fossil fuels. Anthropogenic activities such as deforestation and fossil fuel combustion emit heat-trapping GHGs, defined as any gas that absorbs infrared radiation within the atmosphere.

In 2021, the average contiguous U.S. temperature was 54.5°F, 2.5°F above the 20th-century average and ranked as the fourth-warmest year in the 127-year period of record. The six warmest years on record have all occurred since 2012. The December 2021 contiguous U.S. temperature was 39.3°F, 6.7°F above average and exceeded the previous record set in December 2015.

GHG emissions are a global issue, as climate change is not a localized phenomenon. Eight recognized GHGs are described below. The first six are commonly analyzed for projects, while the last two are often excluded for reasons described below.

- Carbon Dioxide (CO_2): natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic degassing; anthropogenic sources of CO_2 include burning fuels such as coal, oil, natural gas, and wood.

- Methane (CH_4): natural sources include wetlands, permafrost, oceans and wildfires; anthropogenic sources include fossil fuel production, rice cultivation, biomass burning, animal husbandry (fermentation during manure management), and landfills.
- Nitrous Oxide (N_2O): natural sources include microbial processes in soil and water, including those reactions which occur in nitrogen-rich fertilizers; anthropogenic sources include industrial processes, fuel combustion, aerosol spray propellant, and use of racing fuels.
- Chlorofluorocarbons (CFCs): no natural sources, synthesized for use as refrigerants, aerosol propellants, and cleaning solvents.
- Hydrofluorocarbons (HFCs): no natural sources, synthesized for use in refrigeration, air conditioning, foam blowing, aerosols, and fire extinguishing.
- Sulfur Hexafluoride (SF_6): no natural sources, synthesized for use as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF6 has a long lifespan and high global warming potential.
- Ozone: unlike the other GHGs, ozone in the troposphere is relatively short-lived and, therefore, is not global in nature. Due to the nature of ozone, and because this Project is not anticipated to contribute a significant level of ozone, it is excluded from consideration in this analysis.
- Water Vapor: the most abundant and variable GHG in the atmosphere. It is not considered a pollutant and maintains a climate necessary for life. Because this Project is not anticipated to contribute significant levels of water vapor to the environment, it is excluded from consideration in this analysis.

The primary GHGs that would be emitted during construction and operation of the proposed Project are CO_2, CH_4 and N_2O. The Project is not expected to have any associated use or release of HFCs, CFCs or SF_6.

CO_2 is also used as a reference gas for climate change. To account for different GHG global warming potentials, emissions are often quantified and reported as CO_2 equivalents (CO_2E). Currently, the CO_2 global warming potential is set at a reference value of 1, CH_4 has a global warming potential of 27.9 (i.e., 1 ton of methane has the same global warming potential as 27.9 tons of CO_2), while nitrous oxide has a global warming potential of 273.

Climate change is having and will continue to have widespread impacts on California's environment, water supply, energy consumption, public health and economy. Many impacts already occur, including increased fires, floods, severe storms, and heat waves. Documented effects of climate change in California include increased average, maximum, and minimum temperatures; decreased spring runoff to the Sacramento River; shrinking glaciers in the Sierra Nevada; sea-level rise at the Golden Gate Bridge and San Francisco Bay; warmer temperatures in Lake Tahoe, Mono Lake, and other major lakes; and plant and animal species found at changed elevations (Governor's Office of Planning and Research, 2018).

The primary legislation affecting GHG emissions in California is the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32). AB 32 (Nuñez; Chapter 488, Statutes of 2006) focuses on reducing GHG emissions in California and required the State to reduce GHG emissions to 1990 levels by 2020. CARB prepared a Draft Scoping Plan for Climate Change in 2008 pursuant to AB 32. The Climate Change Scoping Plan was updated in May 2014 and November 2017.

In 2016, the State met the AB 32 target, 4 years early. The State Legislature passed Senate Bill (SB) 32 (Pavley; Chapter 249, Statutes of 2016), which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation AB 197, which provides additional direction for developing the Scoping Plan. The 2017 update to the Scoping Plan focuses on strategies to achieve the 2030 target set by Executive Order B-30-15 and codified by SB 32.

Executive Order B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions should be offset by equivalent net removals of GHGs from the atmosphere, including through sequestration in forests, soils, and other natural landscapes. CARB finalized the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) on November 16, 2022 which lays out a path to achieve targets for carbon neutrality and reduce anthropogenic greenhouse gas emissions by 85 percent below 1990 levels no later than 2045.

3.8.2 Impact Analysis

The City has not adopted any GHG emissions significance thresholds. To date, GHG thresholds of significance have not been adopted by Los Angeles County or SCAQMD. On December 5, 2008, the SCAQMD governing board adopted an interim GHG significance threshold of 10,000 metric tons per year CO_2 equivalent (including amortized construction emissions) for industrial projects and a screening threshold of 3,000 metric tons per year CO_2 equivalent for commercial and residential projects. The proposed Project is limited to safety-related roadway improvements and would not result in any long-term GHG emissions. Due to the lack of any other applicable threshold, the industrial project threshold is used in this analysis to determine the significance of the contribution of the Project to global climate change.

a. The proposed Project would not result in long-term GHG emissions. However, Project construction would generate GHG emissions, primarily in the form of CO_2 exhaust emissions from the use of off-road construction equipment and on-road vehicles. Table 7 provides a summary of total construction GHG emissions and a comparison to the annual significance threshold. Project GHG emissions would be substantially less than the adopted significance threshold (see Table 7). Therefore, construction-related GHG emissions are considered a less than significant impact on global climate change.

Table 7. Construction GHG Emissions Summary (metric tons)

Source	CO_2	CH_4	N_2O	CO_2E
Heavy equipment	262.2	0.014	0.006	264.2
Motor vehicles	15.2	<0.001	0.001	15.5
Total Construction	**277.4**	**0.014**	**0.007**	**279.7**
Construction GHG Emissions Amortized over 30 Years				**9.3**
Annual Significance Threshold				*10,000*

b. The proposed Project would not involve any sources of greenhouse gases that are regulated under the State cap and trade program, or other plans or policies regulating these emissions.

3.8.3 Mitigation Measures and Residual Impacts

None required.

3.9 HAZARDS AND HAZARDOUS MATERIALS/RISK OF UPSET

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
g. Expose people or structures to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

3.9.1 Setting

The Project site has not supported any past land uses that may involve in the use, transportation, disposal or spillage of hazardous materials. Based on a review of the State Water Resources Control Board's Geotracker data base, a leaking underground gasoline storage tank at Viewpoint School was reported leaking on August 7, 2001. The tank and contaminated soil was removed and the case was closed by the State Water Resources Control Board on April 8, 2002.

3.9.2 Impact Analysis

a. The proposed Project would not use, transport or dispose of hazardous materials; however, diesel fuel may be brought to the Project site using a maintenance truck to fuel construction equipment. No storage of diesel fuel would occur on-site. Therefore, significant hazards to the public or environment related to hazardous materials would not occur.

b. There are no sites with contaminated soil or groundwater that may be disturbed by Project construction and result in an environmental hazard.

c. The nearest schools are Viewpoint School (located immediately adjacent to the Project site) and Calabasas High School (located 0.2 miles north-northeast of the culvert improvement site). The proposed Project would not involve the use of hazardous materials, hazardous waste or result in hazardous emissions.

d. No hazardous materials sites compiled pursuant to Government Code Section 65962.5 are located in the Project area. The proposed Project would not affect any such sites or result in a related hazard to the public or the environment.

e. The nearest airport is the Santa Monica Airport, located approximately 13.9 miles to the southeast. The proposed Project does involve any change in land use or other features that could increase safety or noise hazards resulting from airport proximity.

f. The proposed Project would not involve any change in land use or impair the use of the affected roadways for emergency response or evacuation.

g. The proposed Project improvements would be composed of non-flammable materials (steel, concrete, asphalt, gravel) and would not involve any habitable structures or increase the risk of loss, injury or death from wildland fires.

3.9.3 Mitigation Measures and Residual Impacts

None required.

3.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality?	☐	☒	☐	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
1. Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
2. Substantially increase the rate or amount of surface run-off in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
3. 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?	☐	☐	☒	☐
4. Impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

3.10.1 Setting

Description of Surface Waters. The northern portion of the Project site is located within the watershed of Dry Canyon Creek, which flows north to Arroyo Calabasas, then northeast to join with the Browns Canyon Wash and then east to the Los Angeles River. Two unnamed tributaries of Dry Canyon Creek are located within the Project site, one just west of the Old Topanga Canyon Road West intersection and one at the northern Project terminus (culvert crossing improvements).

The southern portion of the Project site is located within the watershed of Cold Creek, which flows south to empty into Malibu Creek near Monte Nido, which flows south to the Pacific Ocean.

Groundwater Environment. The Project site is not located within a designated groundwater basin. The Russell Valley Groundwater Basin is located approximately 3.2 miles to the northwest and the San Fernando Valley Groundwater Basin is located approximately 0.5 miles to the northeast. Potable water consumed by the City is composed of imported water (State Water Project) supplied by the Las Virgenes Municipal Water District.

Clean Water Act. In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States from any point source unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. Consistent with the requirements of Clean Water Act Section 303(d) (approved 2020-2022 Integrated Report), the State Water Resources Control Board has identified Dry Canyon Creek as impaired waters because identified beneficial uses are not consistently supported. Impairments for Dry Canyon Creek are associated with indicator bacteria and selenium. No water quality impairments have been identified for Cold Creek.

Total Maximum Daily Loads (TMDLs) have been developed (as required by the Clean Water Act) for many of the impairments in the watershed. The TMDL is a number that represents the assimilative capacity of a receiving water to absorb a pollutant and is the sum of the individual wasteload allocations for point sources, load allocations for nonpoint sources plus an allotment for natural background loading, and a margin of safety. TMDLs can be expressed in terms of mass per time (the traditional approach) or in other ways such as toxicity or a percentage reduction or other appropriate measure relating to a water quality objective. A TMDL is implemented by reallocating the total allowable pollution among the different pollutant sources (through the permitting process or other regulatory means) to ensure that the water quality objectives are achieved. TMDLs in effect in all or parts of the Los Angeles River watershed include those for nitrogen, trash, metals and selenium. TMDLs in effect in all or parts of Malibu Creek include those for nutrients, and nutrients and sediment for benthic community impairment (primarily the lagoon).

Water Quality Control Plan, Los Angeles Region. The California Porter-Cologne Act assigns the State Water Resources Control Board and Regional Water Quality Control Boards with the responsibility of protecting surface water and ground water quality in California. The Project component sites is within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). Per the requirements of the Clean Water Act and the California Porter-Cologne Act, LARWQCB has prepared a Water Quality Control Plan for the watersheds under its jurisdiction, last updated in 2014. The Water Quality Control Plan has been designed to support the intentions of the Clean Water Act and the Porter-Cologne Act by (1) characterizing watersheds within the Los Angeles Region; (2) identifying beneficial uses that exist or have the potential to exist in each water body; (3) establishing water quality objectives for each water body to protect beneficial uses or allow their restoration, and; (4) providing an implementation program that achieves water quality objectives. Implementation program measures include monitoring, permitting and enforcement activities.

The Water Quality Control Plan establishes regional qualitative and/or quantitative water objectives that apply to all inland surface waters, estuaries and enclosed bays in the Los Angeles Region. The regional objectives pertain to the following water quality parameters: ammonia, bacteria (coliform), bioaccumulation, bio-chemical oxygen demand, bio-stimulatory substances (e.g., nutrients), chemical constituents, chlorine, color, exotic vegetation, floating material, methylene blue activated substances, mineral quality, nitrogen, oil and grease, dissolved oxygen, pesticides, pH, polychlorinated biphenyls, priority pollutants, radioactive substances, soli, suspended or settleable materials, taste and odor, temperature, toxicity and turbidity.

The Water Quality Control Plan also provides water quality objectives for specific beneficial uses such as municipal water supply, agricultural supply, water contact recreation, non-water contact recreation, cold freshwater aquatic life habitat, fish spawning habitat and shellfish harvesting. Beneficial uses established for Dry Canyon Creek are groundwater recharge (intermittent), warm freshwater habitat (intermittent), wildlife habitat, water contact recreation and non-water contact recreation. Beneficial uses established for Cold Creek are municipal water supply (potential), cold freshwater habitat (potential), wildlife habitat, rare, threatened or endangered species habitat, spawning habitat (potential), wetland habitat, water contact recreation and non-water contact recreation.

Water quality parameters of concern and numeric objectives vary considerably depending on the nature of the beneficial use. For example, objectives for municipal water supply and fish spawning habitat are much more stringent and apply to a greater number of parameters than those for agricultural or industrial water supply. Depending on the type of beneficial use, objectives can apply to parameters such as specific organic chemicals, heavy metals, inorganic ions, nutrients, pH, bacteria levels, temperature, dissolved oxygen, etc. In cases where multiple beneficial uses are designated for a given water body (as is the case for local water bodies), a combination of objectives apply, some of which are for the same parameters. In these cases, the most stringent objective for each water quality parameter applies to the water body.

Municipal Storm Water Management. Storm water (wet weather) and non-storm water (dry weather) discharges from municipal separate storm sewer systems (MS4), or storm drain systems within the coastal watersheds of Los Angeles County are regulated under Order No. R4-2012-0175 issued by the LARWQCB (as amended by State Water Resources Control Board Order WQ 2015-0075). The City of Calabasas storm water systems are included in this MS4 permit. The permit effectively prohibits non-storm discharges into the MS4 and receiving waters with certain exceptions. It also requires that treatment controls to be designed to meet certain performance criteria, that each Permittee implement programs and measures to comply with the TMDLs' waste load allocations for the MS4 specified in the permit, and that regular inspections of various types of commercial facilities be undertaken. A monitoring program must also be implemented.

Construction Storm Water Management. The federal Clean Water Act requires discharges of construction stormwater to waters of the United States to be regulated by a NPDES permit. The State Water Resources Control Board adopted the existing statewide NPDES Construction Stormwater General Permit in 2009 to regulate stormwater discharges associated with construction activities disturbing one or more acres of land or less than one acre but are part of a larger common plan of development or sale that totals one or more acres of land disturbance. The statewide General Permit expired on September 2, 2014 and was replaced by Construction Stormwater General Permit Order 2022-0057-DWQ (adopted September 8, 2022). The new General Permit Order includes:

- New requirements to implement existing total maximum daily loads adopted by Regional Water Quality Control Boards into applicable basin plans.
- New requirements to address discharges from passive treatment technology uses and dewatering activities.
- New eligibility criteria for permit enrollment through a Notice of Non-Applicability.
- Updates to the existing Notice of Termination process.
- Requirements to implement the California Ocean Plan and amendments to the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries, including the statewide Trash Provisions.
- Updated requirements for demolition activities.
- Updated water quality sampling requirements per the federal Sufficiently Sensitive Test Methods Rule.
- Updated monitoring and reporting requirements.
- Antidegradation findings that comply with federal and state antidegradation policies.
- New programmatic permit enrollment options for linear utility construction projects.

Flood Hazard. The Project site is not located within a flood hazard area. The reach of Cold Creek downstream of the Dry Canyon Cold Creek Road/Mountain Park Drive intersection has been designated a 1% annual chance flood hazard area (Flood Insurance Rate Map panel 06037C1268F, effective 9/26/08).

3.10.2 Impact Assessment

a. The proposed Project would not result in direct discharges that may affect surface water or groundwater quality. Storm water run-off from the Project site during construction may degrade surface water quality, and is considered a potentially significant impact.

b. The proposed Project would not result in any increase in groundwater usage or otherwise affect groundwater management of any groundwater basin. The Project would not interfere with groundwater recharge of the downstream San Fernando Valley Groundwater Basin since Dry Canyon Creek would not be adversely affected. Proposed improvements to the existing roadway culvert on an unnamed tributary would be limited to minor culvert lengthening and would not affect groundwater recharge.

c. The Project would not alter existing drainage patterns or alter the course of a stream or river. The proposed slope improvements and slope stabilization improvements would reduce erosion of these slopes along Mulholland Highway which would reduce the amount of sediment transported to Dry Canyon Creek and Cold Creek. The proposed shoulder widening, turn lane and shotcrete slope stabilization would result in a net increase of less than one acre of impervious surfaces. This area would be distributed over about 2.4 miles of Mulholland Highway, such that any increase in stormwater run-off at any one location would be minimal and not exceed the capacity of existing drainage systems.

The Project includes drainage improvements to accommodate proposed roadway improvements such that storm water run-off from the Project site would not exceed the capacity of proposed or existing drainage systems along the affected segment of Mulholland Highway.

The proposed Project does not include any components within or immediately adjacent to Dry Canyon Creek or Cold Creek that could impede or redirect flood flows. The proposed culvert improvement on an unnamed tributary of Dry Canyon Creek would merely extend the existing culvert by a few feet and would not affect the capacity of this culvert to pass flood flows under Mulholland Highway.

d. The Project site is not located within a flood hazard area, tsunami inundation hazard zone or seiche hazard area. Therefore, no Project-related increase in public exposure to flood, tsunami, seiche or water pollutant hazards would occur.

e. See the discussion under parts a. and b. above.

3.10.3 Mitigation Measures and Residual Impacts

MM H-1. The Project would require coverage under the Construction Stormwater General Permit Order 2022-0057-DWQ. As required by the conditions of the General Permit, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared, which would include best management practices to be implemented and a monitoring program. The intent of the SWPPP would be to prevent Project-related pollutants from contacting surface water and prevent products of erosion from moving off-site into receiving waters. The following best management practices shall be incorporated into the SWPPP to minimize potential water quality impacts.

- All ground disturbance shall be limited to the dry season or periods when rainfall is not predicted, to minimize erosion and sediment transport to surface waters.

- Disturbed areas shall be stabilized or re-vegetated prior to the start of the rainy season.
- Impacts to vegetation within and adjacent to creeks and storm drains shall be minimized. The work area shall be flagged to identify its limits. Vegetation shall not be removed or intentionally damaged beyond these limits.
- Construction materials and soil piles shall be placed in designated areas where they could not enter creeks or storm drains due to spillage or erosion.
- Waste and debris generated during construction shall be stored in designated waste collection areas and containers away from watercourses and shall be disposed of regularly.
- All fueling of heavy equipment shall occur in a designated area removed from drainages and storm drain inlets, such that any spillage would not enter surface waters. The designated area shall include a drain pan or drop cloth and absorbent materials to clean up spills.
- Vehicles and equipment shall be maintained properly to prevent leakage of hydrocarbons and coolant and shall be examined for leaks on a daily basis. All maintenance shall occur in a designated offsite area. The designated area shall include a drain pan or drop cloth and absorbent materials to clean up spills.
- Any accidental spill of hydrocarbons or coolant that may occur on the construction site shall be cleaned immediately. Absorbent materials shall be maintained on the construction site for this purpose. The Regional Board shall be notified immediately in the event of an accidental spill to ensure proper clean up and disposal of waste.

Implementation of the above measures would reduce impacts to water resources to a level of less than significant.

3.11 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

3.11.1 Setting

Zoning along the affected right-of-way of Mulholland Highway (from north to south) includes Public Facility, Open Space, Recreation (Wild Walnut Park), Rural Residential, Open Space, Residential-Single-Family, Residential-Mobile Home, Open Space, Residential-Single-Family, Hillside/Mountainous, Open Space and Rural Residential.

Land use designations the affected right-of-way of Mulholland Highway (from north to south) includes Public Facilities-Institutional, Open Space-Resource Protected, Public Facilities-Recreational, Rural Residential, Residential-Single Family, Residential-Mobile Home, Rural Community, Open Space-Resource Protected, Residential-Single Family, Hillside/Mountainous and Rural Residential.

3.11.2 Impact Analysis

a. The proposed Project would not result in any change in land use or otherwise divide an established community.

b. The proposed Project would be consistent with applicable City policies and regulations protecting environmental resources. The proposed Project would involve the removal of protected oak trees but includes mitigation consistent with the City's Oak Tree Ordinance.

c. The Project site is not subject to a habitat conservation plan or natural community conservation plan and would not conflict with any such plan.

3.11.3 Mitigation Measures and Residual Impacts

None required.

3.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Result in the loss or 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?	☐	☐	☐	☒

3.12.1 Setting

Petroleum. One idle oil/gas well (dry hole) drilled in 1931 is located on the Viewpoint School property just outside the Mulholland Highway right-of-way. The nearest active oil well is located in the Sawtelle Oil Field, approximately 11.4 miles southeast of the Project site (California Department of Conservation Well Finder GIS application, accessed on January 4, 2023).

Aggregate. Non-petroleum mineral resources in the Project region are limited to construction-grade sand and gravel. The Project site has been assigned a Mineral Land Classification of MRZ-3 by the California Division of Mines and Geology (1994), meaning the significance of mineral resources cannot be evaluated from available data. The nearest aggregate production site is Tapo Rock and Sand, located approximately 14.0 miles north of the Project site.

3.12.2 Impact Analysis

a. The proposed Project would not hamper the extraction of aggregate resources in the region. Therefore, no impacts to such resources would occur as result of Project implementation.

b. The proposed Project would not adversely affect petroleum production or other mineral resource production sites, or the availability of these resources.

3.12.3 Mitigation Measures and Residual Impacts

None required.

3.13 NOISE

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐
c. For a project within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

3.13.1 Setting

Sound, Noise and Acoustics Background. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected or annoying sound. In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. The field of acoustics deals primarily with the propagation and control of sound.

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (mPa). One mPa is approximately one hundred billionth (0.00000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 mPa. Because of this huge range of values, sound is rarely expressed in terms of mPa. Instead, a logarithmic scale is used to describe sound pressure level in terms of decibels (dB). The threshold of hearing for young people is about 0 dB, which corresponds to 20 mPa.

Because decibels are logarithmic units, sound pressure level cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one automobile produces a sound pressure level of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dB louder than one source.

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear. Human hearing is limited in the range of audible frequencies as well as in the way it perceives the sound pressure level in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an “A-weighted” sound level (expressed in units of dBA) can be computed based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or other special problems (e.g., B-, C-, and D-scales), but these scales are rarely used in noise impact assessments. Noise levels for impact assessments are typically reported in terms of A-weighted decibels or dBA.

As discussed above, doubling sound energy results in a three dB increase in sound. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different than what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern one dB changes in sound levels, when exposed to steady, single-frequency ("pure-tone") signals in the midfrequency (1,000 Hz–8,000 Hz) range. In typical noisy environments, changes in noise of one to two dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of three dB in typical noisy environments. Further, a five dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a three dB increase in sound, would generally be perceived as barely detectable.

Noise Descriptors. Noise in our daily environment fluctuates over time. Some fluctuations are minor, but some are substantial. Some noise levels occur in regular patterns, but others are random. Some noise levels fluctuate rapidly, but others slowly. Some noise levels vary widely, but others are relatively constant. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors most commonly used in community noise analysis.

- Equivalent Sound Level (Leq) represents an average of the sound energy occurring over a specified period. The one-hour A-weighted equivalent sound level (Leq[h]) is the energy average of A-weighted sound levels occurring during a one-hour period.
- Percentile-Exceeded Sound Level represents the sound level exceeded for a given percentage of a specified period (e.g., L10 is the sound level exceeded 10% of the time, and L90 is the sound level exceeded 90% of the time).
- Maximum Sound Level is the highest instantaneous sound level measured during a specified period.
- Day-Night Level is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10 dB penalty applied to A-weighted sound levels occurring during nighttime hours between 10:00 p.m. and 7:00 a.m.
- Community Noise Equivalent Level (CNEL) is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10 dB penalty applied to A-weighted sound levels occurring during the nighttime hours between 10:00 p.m. and 7:00 a.m., and a five dB penalty applied to the A-weighted sound levels occurring during evening hours between 7:00 p.m. and 10:00 p.m.

Sensitive Receptors. Consistent with the Noise Element of the City's 2030 General Plan, noise sensitive land uses include residences, schools, parks, hospitals, libraries, hotels/motels, places of worship and auditoriums.

Characteristics of Ground-borne Vibration and Noise. In contrast to airborne noise, ground-borne vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of ground-borne vibration are trains, buses on rough roads, and construction activities such as blasting, pile-driving and operating heavy earth-moving equipment.

The effects of ground-borne vibration include detectable movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls and rumbling sounds. In extreme cases, the vibration can cause damage to buildings. Building damage is not a factor for most projects, with the occasional exception of blasting and pile-driving during construction. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by only a small margin. A vibration level that causes annoyance would be well below the damage threshold for normal buildings.

Vibration is an oscillatory motion which can be described in terms of the displacement, velocity or acceleration. Because the motion is oscillatory, there is no net movement of the vibration element and the average of any of the motion descriptors is zero. Displacement is the easiest descriptor to understand. For a vibrating floor, the displacement is simply the distance that a point on the floor moves away from its static position. The velocity represents the instantaneous speed of the floor movement and acceleration is the rate of change of the speed. The peak particle velocity (PPV) is defined as the maximum instantaneous positive or negative peak of the vibration signal. PPV is often used in monitoring of blasting vibration since it is related to the stresses that are experienced by buildings.

Project Area Noise Environment. The noise environment of areas potentially affected by the proposed Project is dominated by traffic noise generated by Mulholland Highway. Noise measurements were conducted in 2007 along Mulholland Highway as part of preparation of the City's 2030 General Plan, which yielded 66.2 dBA Leq near Calabasas High School and 67.4 dBA Leq near Viewpoint School.

Existing Traffic Noise. Noise contour maps prepared as part of the City's 2030 General Plan indicate the 60 dBA CNEL contour extends about 175 feet from the Mulholland Highway centerline at the Project site.

Project-Specific Noise Measurements. Baseline ambient noise levels were measured on January 12, 2023, at two locations where Project construction activities would occur near noise sensitive land uses. Ambient noise data collected is summarized in Table 8.

Table 8. Summary of Ambient Noise Data Collected on January 12, 2023 (dBA Leq)

Location	Dominant Noise Sources	Measurement Period	Noise Level (dBA Leq)
Calabasas Village, near the Mulholland Highway/Condell Drive intersection (about 40 feet from the roadway center-line)	Traffic on Mulholland Highway	7:31 to 7:52 a.m.	62.9
Mulholland Highway/Dry Canyon Cold Creek Road intersection near Viewpoint School (about 30 feet from the roadway center-line)	Traffic on Mulholland Highway	8:02 to 8:23 a.m.	69.3

Noise Restrictions. Operation. The Noise Element of the City's 2030 General Plan provides community noise exposure guidelines, and Policy VIII-2 which limits development-generated noise to that within "normally acceptable" values at noise sensitive land uses. Section 17.20.160 of the City's Municipal Code provides exterior noise level standards for various residential, commercial and special purpose zones (see Table 9).

Construction. Noise generated by construction activities is exempt from the City's exterior noise level standards under Section 17.20.160.C.4 of the City's Municipal Code, provided construction activities are conducted between 7 a.m. and 6 p.m. on weekdays, and between 8 a.m. and 5 p.m. on Saturdays and with no work on Sundays or federal holidays.

Table 9. Exterior Noise Level Standards

Zones	Time Interval	Hourly Equivalent Sound Level (Leq, dBA)
Residential		
RS, RM, RMH, RR, RC, HM, OS	Monday-Friday 10 p.m. to 7 a.m.	50
RS, RM, RMH	Monday-Friday 7 a.m. to 10 p.m.	65
RR, RC, HM, OS	Monday-Friday 7 a.m. to 10 p.m.	60
RS, RM, RMH, RR, RC, HM, OS	Saturday-Sunday 10 p.m. to 8 a.m.	50
	Saturday-Sunday 8 a.m. to 10 p.m.	60
Commercial and Special Purpose Zones		
PD, CL, CR, CO, CMU, CB, CT, PF, REC	All days of the week 10 p.m. to 7 a.m.	60
PD, CL, CR, CO, CMU, CB, CT, PF	All days of the week 7 a.m. to 10 p.m.	65
REC with active recreation areas	All days of the week 7 a.m. to 10 p.m.	70

Vibration Concerns. Caltrans has published a Transportation and Construction Vibration Guidance Manual, which provides criteria for allowable vibration in terms of potential annoyance to people, as well as potential damage to buildings. The following thresholds for continuous/frequent intermittent sources such as construction equipment are provided by Caltrans (2020), expressed as the peak particle velocity (PPV, inch/seconds):

- Human effects: barely perceptible – 0.01; distinctly perceptible – 0.04; strongly perceptible – 0.10
- Damage to structures: fragile buildings - 0.1; historic and other old buildings – 0.25; older residential – 0.3; new residential and commercial – 0.5

3.13.2 Impact Analysis

a. Noise. The proposed Project would not result in any increase in roadway capacity, traffic volumes or travel speed on Mulholland Highway. Therefore, no long-term noise impacts would occur. Two construction scenarios were analyzed using the Roadway Construction Nosie Model developed by the Federal Highway Administration to identify peak noise levels at the nearest noise sensitive land uses; retaining wall construction immediately adjacent to Viewpoint School and shoulder widening adjacent to the closest residence.

A school building is located as close as 36 feet to the proposed retaining wall. Construction of this wall would include clearing and grubbing, initial excavation, boring holes for the caissons, insertion of rebar cages into the bored holes, pouring concrete into the bored holes, installation of rebar to form the retaining wall structure and application of concrete using pressurized hoses (shotcrete). Equipment assumed to be operating during a peak hour (initial excavation and caisson boring) included an auger drill rig, backhoe, front end loader and heavy-duty truck. The modeled construction noise level for this scenario is 80.9 dBA at the nearest school building.

Shoulder widening would occur as close as 50 feet from a residence in Calabasas Village (nearest residence). Equipment assumed to be operating during a peak hour (pavement demolition) included a dozer, backhoe, front end loader and heavy-duty truck. The modeled construction noise level for this scenario is 78.9 dBA at the nearest residence.

Consistent with the City's Municipal Code, construction work would be conducted between 7 a.m. and 5 p.m. with no work on weekends or federal holidays. Therefore, Project-related construction activities would be exempt from the City's exterior noise level standards and noise impacts are considered less than significant.

b. Vibration. Pavement demolition using a dozer and caisson drilling would generate the highest ground-borne noise and vibration levels of Project construction activities. The peak day vibration level (PPV) was estimated for pavement demolition using California Department of Transportation's Transportation and Construction Vibration Guidance Manual. The estimated vibration level is 0.036 inches/second at the nearest residence, which would be distinctly perceptible but would not result in any structural damage. The peak day vibration level was estimated for caisson drilling using the Transportation and Construction Vibration Guidance Manual. The estimated vibration level is 0.055 inches/second at the nearest school building, which would be distinctly perceptible but would not result in any structural damage. The estimated construction -related vibration at the Masson Residence (about 120 years old) is 0.024 inches per second which would be barely perceptible and not result in any structural damage to this historic structure. Overall, Project-related ground-borne noise and vibration would be short-term, not result in any damage to structures and considered less than significant.

c. The Project component sites is not located in proximity to a public or private airport and would not increase the exposure of the public to aviation noise.

3.13.3 Mitigation Measures and Residual Impacts

None required.

3.14 POPULATION AND HOUSING

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

3.14.1 Setting

Based on estimates provided by the California Department of Finance, the January 2022 population of Los Angeles County and the City of Calabasas is 9,861,224 and 22,926, respectively. Based on estimates provided by the California Department of Finance, the number of housing units present in January 2022 are 3,635,136 and 9,382 for Los Angeles County and the City of Calabasas, respectively.

3.14.2 Impact Analysis

a. The proposed Project does not involve any new land uses or extension of infrastructure. No increase in the capacity of Mulholland Highway would occur as a result of the Project. Therefore, the Project would not induce development or population growth.

b. No people or housing would be displaced by proposed Project components and construction of replacement housing would not be necessary.

3.14.3 Mitigation Measures and Residual Impacts

None required.

3.15 PUBLIC SERVICES

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

3.15.1 Setting

The Los Angeles County Fire Department provides fire protection services to the Project site. The nearest fire station is Station no. 68, located at 24130 Calabasas Road, in Calabasas.

The Los Angeles County Sheriff's Department provides police protection service in Calabasas and to the Project site. The nearest Sheriff station is the Malibu/Lost Hills Sheriff's Station located at 27050 Agoura Road in the City of Agoura Hills.

The nearest schools are Viewpoint School (located immediately adjacent to the Project site) and Calabasas High School (located 0.2 miles north-northeast of the culvert improvement site). The nearest park is Wild Walnut Park located near the proposed culvert improvement site.

3.15.2 Impact Analysis

a. The proposed Project would not provide or increase the demand for public services or facilities. Therefore, no impacts to schools, parks and other public facilities or increased demand for such facilities would occur.

3.15.3 Mitigation Measures and Residual Impacts

None required.

3.16 RECREATION

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
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 that might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.16.1 Setting

Recreational areas in proximity to the Project site include Wild Walnut Park (hiking, dog park), Dry Creek Canyon Park (hiking) and Secret Canyon Open Space (hiking). The Oak Ridge trailhead into the Secret Canyon Open Space is located along the affected segment of Mulholland Highway. The Acres West Equestrian Center (horse and rider training) is located adjacent to the Project site. The affected segment of Mulholland Highway is regularly used by bicyclists.

3.16.2 Impact Analysis

a. The proposed Project would not result in population growth and would not increase the use of existing neighborhood or regional parks, or any other recreational facilities. As such, the proposed Project would not result in the accelerated physical deterioration of any recreational facilities.

b. The proposed Project would not involve the construction or expansion of any recreational facilities. Thus, the Project would not have any impacts on the physical environment associated with the construction or use of recreational facilities.

3.16.3 Mitigation Measures and Residual Impacts

None required.

3.17 TRANSPORTATION

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	☐	☐	☐	☒
b. Would the project conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☐	☒

3.17.1 Setting

The Project site is composed of Mulholland Highway right-of-way. A Traffic Study Report prepared as part of the Mulholland Highway Feasibility Study indicates the existing (2019) traffic volume on the affected segment of Mulholland Highway is 8,800 average daily trips. The Traffic Study Report also identified congestion (level of service F) at the Old Topanga Canyon Road West intersection during peak hour.

3.17.2 Impact Analysis

a. The proposed Project does not include any new land uses and would not create demand for transportation facilities and would not conflict with local or regional transportation planning.

b. The proposed Project would generate temporary construction-related vehicle trips, vehicle miles traveled and associated climate change and air quality impacts. The proposed Project would generate up to 22 one-way vehicle trips per day associated with worker and equipment transportation and transportation of construction materials. No new long-term vehicle trips would be generated. Projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact (Governor's Office of Planning and Research, 2018). Therefore, the Project is consistent with Section 15064.3 of the State CEQA Guidelines.

c. The proposed Project would be designed according to State and City roadway standards, and not involve any hazardous geometric design features or result in any incompatible uses. Therefore, no Project-related increases in traffic hazards would occur.

d. The proposed Project would not require emergency services or create conditions that would impede emergency access for adjacent land uses.

3.17.3 Mitigation Measures and Residual Impacts

None required.

3.18 TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. 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, scared place, or object with cultural value to a California Native American tribe that is:				
1. Listed or eligible for listing in the California Register of Historic Resources, or in the local register of historic resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☐	☒
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to 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.	☐	☐	☐	☒

3.18.1 Setting

The City mailed formal notification of the decision to undertake the proposed Project to traditionally and culturally affiliated tribes as required by Public Resources Code Section 21080.3.1(b) on February 7, 2023. The Santa Ynez Band of Chumash Indians responded by a letter dated March 1, 2023 and requested consultation. A virtual meeting (via Teams) was held on March 14, 2023 with the tribes' representative (Dr. Wendy Teeter). Following the meeting, Padre Associates provided the results of the cultural resources record search to Dr. Teeter. Dr. Teeter responded by an email dated March 16, 2023 noting that the tribe had no further concerns with the Project.

The Fernandeno Tataviam Band of Mission Indians responded by an email dated February 28, 2023 and requested submission of a project intake form and application fee of $75. The City paid the application fee and the tribe subsequently requested a consultation fee. The City declined to pay the consultation fee but provided an opportunity for consultation which was ignored by the tribe.

3.18.2 Impact Analysis

a. No tribal resources were identified by the cultural resources record search and Sacred Lands File search, or by any traditionally and culturally affiliated tribes.

3.18.3 Mitigation Measures and Residual Impacts

None required.

3.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Require or result in the construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b. Have sufficient water supplies available to serve the project and reasonably foreseeable development during normal, dry and multiple dry years?	☐	☐	☐	☒
c. 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?	☐	☐	☐	☒
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

3.19.1 Setting

Utility providers serving the Project area include:

- Water supply: Las Virgenes Municipal Water District
- Municipal wastewater collection and treatment: Las Virgenes Municipal Water District
- Solid waste collection: Waste Management, Inc.
- Solid waste disposal: Calabasas Landfill

3.19.2 Impact Analysis

a. The proposed Project would not involve any new land uses that may require the construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas or telecommunications facilities. The Project includes drainage improvements needed to serve the proposed roadway improvements.

b. Small amounts of potable water would be used during construction of the proposed Project for soil compaction, concrete mixing and dust control. However, this temporary consumption would not affect the Las Virgenes Municipal Water District's ability to meet the demand for existing and reasonably foreseeable development.

c. The proposed Project would not generate municipal wastewater and would not affect the capacity of any wastewater treatment provider.

d. A small amount of solid waste would be generated by Project construction, including roadway demolition-related materials and construction materials packaging. These materials would be recycled to the extent feasible and would not affect the capacity of local landfills or impair attainment of State-mandated municipal solid waste reduction goals. Any excess earth material generated by construction activities would be offered to contractors for use at other construction sites.

e. The City complies with all federal, state and local statutes relating to solid waste, and would continue to do so during the construction of the proposed Project. As such, no impacts of this type are expected to result.

3.19.3 Mitigation Measures and Residual Impacts

None required.

3.20 WILDFIRE

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project?				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
b. Due to slope, prevailing winds, and other factors exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

3.20.1 Setting

The Project site is located within a Very High Fire Hazard Severity Zone as designed by the California Department of Forestry and Fire Protection.

3.20.2 Impact Analysis

a. Mulholland Highway is a vital transportation corridor in the region to allow evacuation during wildfires. Project-related temporary lane closures may impair emergency response or evacuation.

b. The proposed Project would not involve any new habitable structures or have any occupants and would not exacerbate existing wildfire risks.

c. The proposed Project would not require any supporting infrastructure or increased maintenance of existing infrastructure supporting wildfire response.

d. The proposed Project would not increase the risk of people or structures to wildfire-related flooding and landslides.

3.20.3 Mitigation Measures and Residual Impacts

MM W-1. The following mitigation measure shall be implemented to facilitate wildfire evacuation during the construction period.

- Any project-related temporary lane closures shall be opened, and the construction area made passable to vehicles in the event of a wildfire in the region.

Implementation of the above measure would reduce impacts related to wildfire to a level of less than significant.

4.0 CUMULATIVE IMPACTS

Cumulative impacts are defined as two or more individual effects which, when considered together are considerable, or which compound or increase other environmental impacts. Under Section 15064 of the State CEQA Guidelines, the lead agency (City) must identify cumulative impacts, determine their significance and determine if the effects of a project are cumulatively considerable.

4.1 DESCRIPTION OF CUMULATIVE PROJECTS

The City's most recent (dated January 3, 2023) monthly new project report was reviewed to identify other projects that may result in substantial impacts that may additive to the impacts of the proposed Project. Excluding a proposed auto dealership under pre-application review, each of these projects are very small including oak tree permits, accessory dwelling units and additions or remodeling of single-family residences such as pools and solar panels.

Two projects were proposed in 2022 near the affected segment of Mulholland Highway; residential subdivision of 18 lots (APN 2072-001-003) and Mulholland Garden (28 acre residential subdivision on APN 4455-004-046). These two projects were not carried forward following pre-application review by the City.

4.2 DISCUSSION OF CUMULATIVE IMPACTS

4.2.1 Aesthetics

The proposed Project would not incrementally contribute to aesthetics impacts of the cumulative projects because none of the other cumulative projects would be visible from the same public viewing areas.

4.2.2 Air Quality

Construction-related air pollutant emissions associated with the Project would incrementally contribute to air pollutant emissions of the cumulative projects. However, the Project's incremental contribution to cumulative air quality impacts would not be considerable.

4.2.3 Biological Resources

The proposed Project would incrementally contribute to removal of oak trees that would occur with implementation of the cumulative projects. However, with proposed mitigation, the Project's incremental contribution to cumulative impacts would not be considerable.

4.2.4 Cultural Resources

The proposed Project may incrementally contribute to cultural resources impacts of the cumulative projects. However, mitigation is provided to avoid significant impacts and the Project's incremental contribution to cumulative cultural resources impacts would not be considerable.

4.2.5 Geology and Soils

Impacts of the proposed Project related to geology and soils would be site specific and not incrementally contribute to impacts of the cumulative projects.

4.2.6 Greenhouse Gas Emissions

By their nature and potential global effects, greenhouse gas emissions are a cumulative issue. The Project would generate greenhouse gas emissions during construction, which would incrementally contribute to cumulative impacts. However, Project emissions would be much less than any adopted threshold and are considered less than significant on a cumulative basis.

4.2.7 Water Resources

Potential construction-related surface water quality degradation associated with the Project may incrementally contribute to water quality impacts of cumulative projects that drain to Dry Canyon Creek or Cold Creek. Implementation of a stormwater pollution prevention plan required under the NPDES General Permit would minimize water quality impacts such that the incremental contribution to cumulative water quality impacts would not be considerable.

4.2.8 Noise

Construction-related noise associated with the cumulative projects would not be additive, because it would not affect the same noise receptors. In any case, Project noise impacts at nearby sensitive receptors would be less than significant.

4.2.9 Transportation

Temporary construction-related vehicle trips and miles travelled would be minor and consistent with local transportation planning. No long-term vehicle trips or vehicle miles travelled would result from Project implementation. Therefore, the Project's incremental contribution to transportation impacts would not be cumulatively considerable.

5.0 MANDATORY FINDINGS OF SIGNIFICANCE

MANDATORY FINDINGS OF SIGNIFICANCE --	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
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 that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a. Project impacts on wildlife habitat, rare or endangered plants and animals would be less than significant. The Project may adversely affect cultural resources, but mitigation is provided to avoid significant impacts.

b. The incremental cumulative impacts of the Project would not be cumulatively considerable.

c. The Project would not result in substantial adverse effects to humans such as excessive noise or vibration, and construction-related degradation of air quality and water quality would be mitigated to a level of less than significant.

6.0 DETERMINATION OF ENVIRONMENTAL DOCUMENT

On the basis of this evaluation:

[ ] I find the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION should be prepared.

[X] I find that although the Project could have a significant impact on the environment, there will not be a significant effect with the implementation of mitigation measures described in this Initial Study. A MITIGATED NEGATIVE DECLARATION should be prepared.

[ ] I find the Project, individually and/or cumulatively, MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.

Signature of Person Responsible for Administering the Project — Date: 2/16/24

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