Environmental Checklist Form (Initial Study)

County of Los Angeles, Department of Regional Planning

Project title: "24600 Thousand Peaks Road Residential Project" / Project No. R2014-03698-(3) / Case No(s): Coastal Development Permit No. 201400019, Environmental Assessment No. RPPL2020009798.

Lead agency name and address: County of Los Angeles, Department of Regional Planning, 320 West Temple Street, Los Angeles, CA 90012

Contact Person and phone number: Tyler Montgomery, 213-974-0051

Project sponsor's name and address: Raymond Tran, John Andrews Group Architects ("applicant"), 2109 Stoner Avenue, Los Angeles, CA, 90025

Project location: 24600 Thousand Peaks Road, in unincorporated County of Los Angeles area near the City of Calabasas (see **Figure 1, Project Location Map**).

APN: 4455-052-002 *USGS Quad*: Township 1 South, Range 17 West, Section 4 of the Malibu Beach USGS 7.5 Minute Series Quadrangle

Gross Acreage: 11.2 acres

General plan designation: Santa Monica Mountains Local Coastal Program

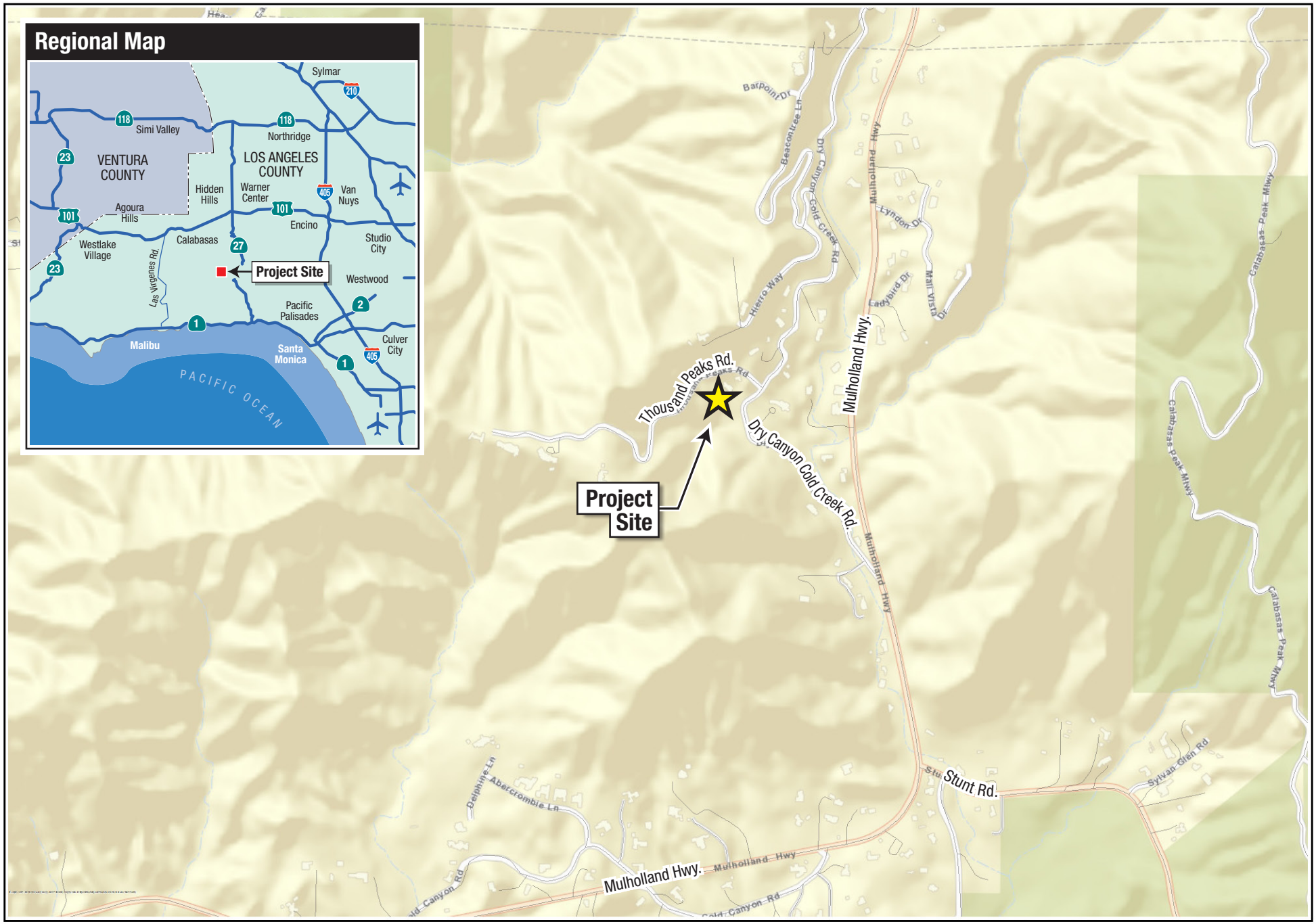
Community/Area wide Plan designation: RL20 - Rural Lands 20 (1 dwelling unit/ 20 acres)

Zoning: (R-C-20) Rural Coastal, 20-acre minimum required lot area

Description of project: The 24600 Thousand Peaks Road Residential Project ("project") consists of the construction, use, and maintenance of a two-story, single-family residence on a previously graded pad (circa 1988-1990), within a 486,266 square-foot (11.16 acre) lot ("project site" or "subject property") as shown on **Figure 2, Site Plan**. The project site is associated with Assessor Parcel Number (APN) 4455-052-002. The proposed floor area of the residence is 5,278 square feet (SF) for the first floor, 2,027 SF for the second floor, and 3,498 SF for the basement, for a total of 10,803 SF of built floor area. The Project would result in a total disturbed area of 29,208 SF (0.67 acre) ("limits of disturbance"). 16,523 SF (0.38 acre) of the proposed limits of disturbance are within the previously graded pad.

Project Components

The project proposes several components including landscaping, decking, balconies, and a driveway with a firelane to provide access to the proposed residence from Thousand Peaks Road. The total area of the driveway, without deducting for the firelane, is 9,872 SF. The alignment of the proposed driveway and firelane improvements approximate the extent of an existing dirt driveway between the proposed motor court and Thousand Peaks Road. The project includes a Santa Monica Backbone



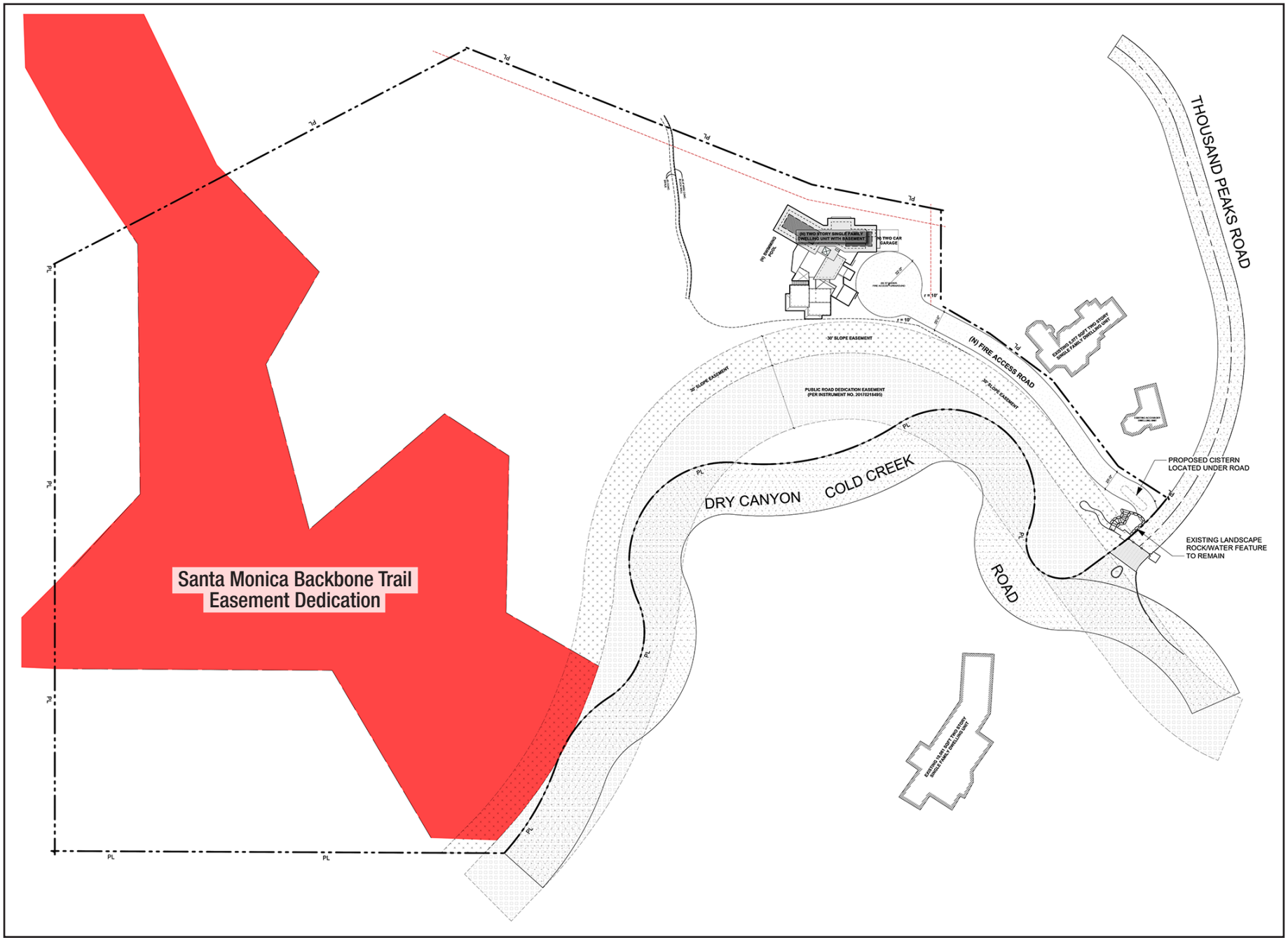
Sources: ESRI, World Street Map, 2016.

24600 THOUSAND PEAKS ROAD RESIDENTIAL PROJECT - MITIGATED NEGATIVE DECLARATION

Project Location Map

0 500 1,000 Feet

FIGURE 1



Source: John Andrews Group Architects Inc., December 2, 2020.

Site Plan

No Scale

FIGURE 2

Trail Easement Dedication in the southern portion of the subject property (shown in Figure 2, Site Plan). An existing Concrete Masonry Unit (CMU) wall runs along the southern margin of the existing building pad and a concrete drainage swale is present on the south side of the CMU wall. Additional on-site support features for the proposed single-family residence consist of a pool structure, attached garage, patio, driveway with turnaround for fire department apparatus, septic system, bio-swales/irrigation, and cistern near the intersection of the driveway and Thousand Peaks Road, as shown in the Focused Site Plan in the Architectural Plans prepared by John Andrews Group dated December 2, 2020, in **Appendix A**. Civil engineering plans prepared by Forma Engineering Inc. are provided in **Appendix B**.

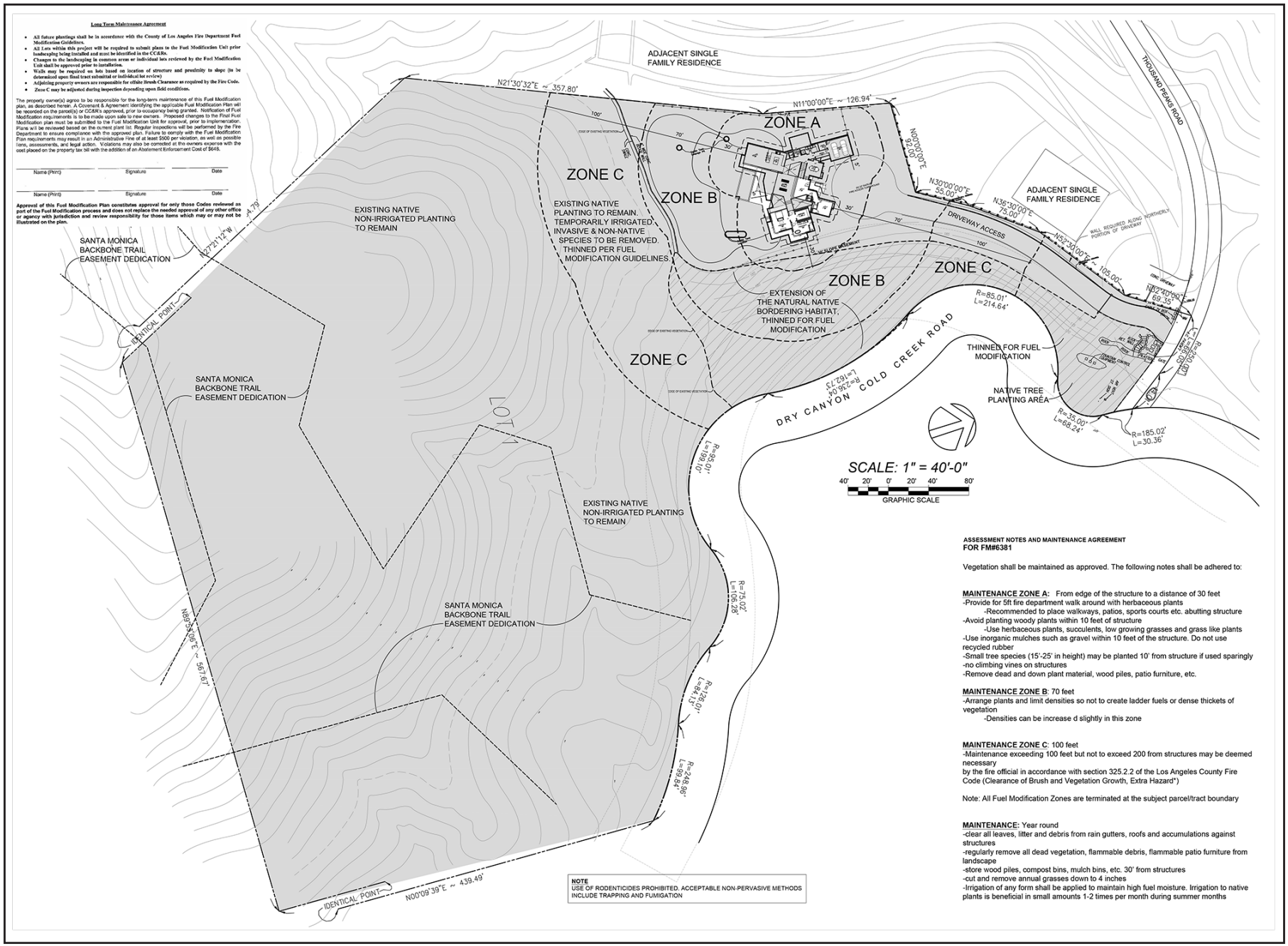
Landscape Plan

The project proposes a landscape plan ("landscape plan") dated September 7, 2021, prepared by Gaudet Design Group and provided in **Appendix C-1**. The landscape plan includes a fuel modification plan as shown in **Figure 3, Fuel Modification Plan**, and a Planting Plan, shown in **Figure 4, Landscape Plan**. The fuel modification area extends up to 200 feet beyond the edge of the proposed residence. The fuel modification area consists of Zones A, B, and C. Fuel modification zone A extends up to 30 feet from the proposed residence, zone B extends up to 70 feet from the limit of Zone A, and Zone C extends up to 100 feet from the limit of Zone B. The fuel modification plan for the project was originally approved in June 2020 (**Appendix C-2**) but the size of the garage was then reduced from three-car to two-car so all of the project plans were updated, including the fuel modification plan. This document assesses impacts from fuel modification activities according to the proposed fuel modification plan provided in Appendix C-1. As the only difference between the fuel management components of the two plans is the location of the Zone A boundary on the north side of the garage, and the Zone B and C boundaries are identical, there is no difference between the plans as far as impacts related to fuel modification is concerned. It is reasonably assumed, therefore, that the revised fuel modification plan will be approved as presented. The project's planting plan (Appendix C-1) establishes locations onsite where native trees would be planted as mitigation for removals, primarily on an east-facing slope to be replanted with native shrubs and trees. A manmade drainage feature traverses the eastern edge of the subject property predominately outside the property fence line adjacent to Dry Canyon/Cold Creek Road. In order to meet tree replacement requirements of the LUP that cannot be accomplished onsite due to physical constraints, the project has funded a Conceptual Native Tree Replacement Plan dated September 16, 2021 prepared by the TreePeople Land Trust ("TPLT") to establish 142 additional replacement trees offsite in the Cold Creek Valley Preserve. See Section 4. Biological Resources for further discussion of tree replacement plans.

Construction

Considering the lapse of time since the rough grading at the subject site, circa (1988-1990), which included grading of the aforementioned pad, further minor grading would be required within the graded pad, driveway and motor court. The preliminary construction schedule estimates construction, from initial site preparation expected to start in June 2021 to final building, would last an estimated 18 months. Site preparation and excavation would require 3,694 cubic yards (CY) of grading, 36 CY of which would be spread on site as fill and 3,658 CY as export to be hauled to the Calabasas Landfill. Because the Project is located on a previously graded, stabilized pad, no over-excavation into older alluvial material is proposed.

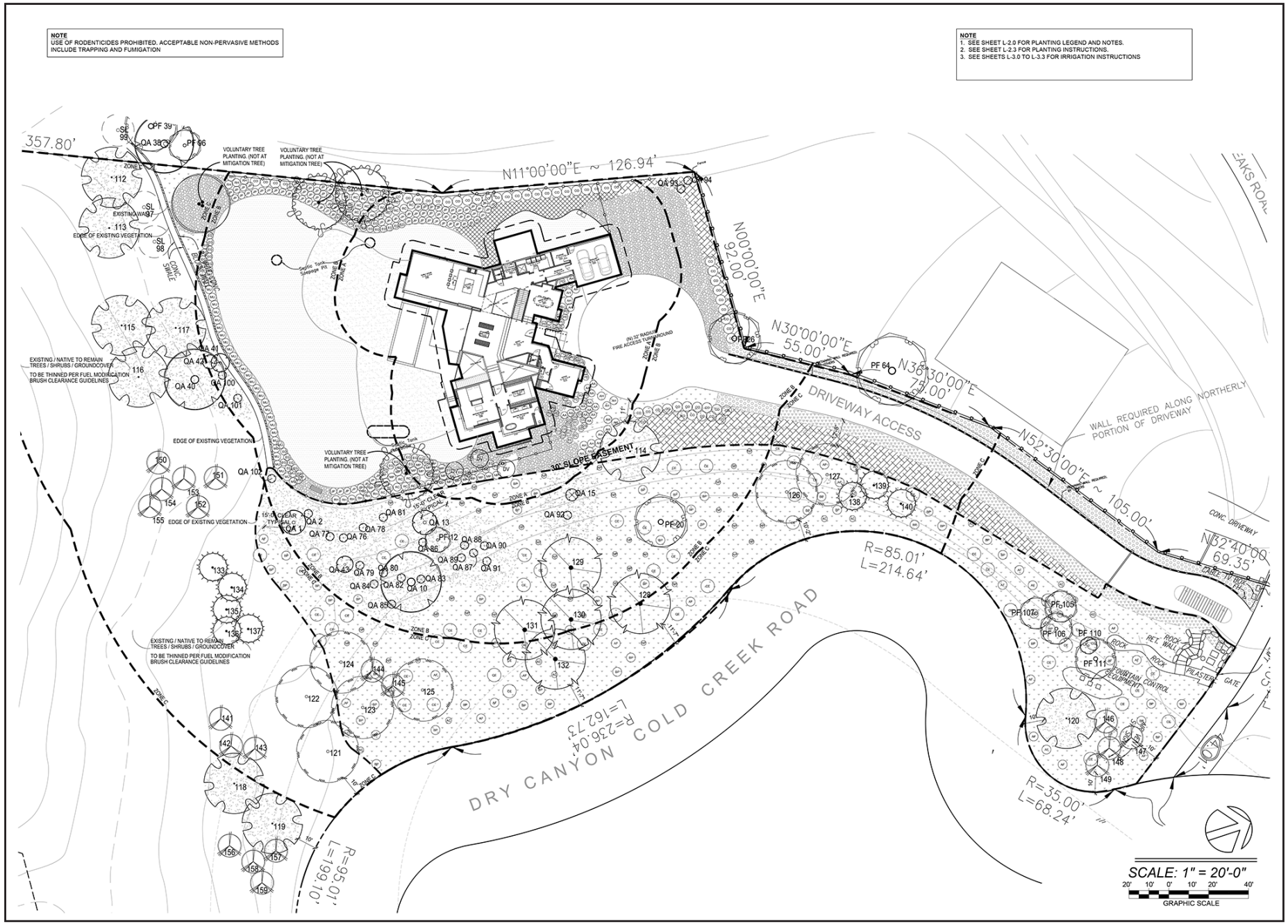
Surrounding land uses and setting: Existing single-family residences in the Santa Monica Mountains at approximately 1,200 feet above mean sea level. There is an unpaved access road connecting the property to Thousand Peaks Road and similar existing residences to the north. To the



Source: Gaudet Design Group, September 7, 2021.

Fuel Modification Plan

FIGURE 3



Source: Gaudet Design Group, September 7, 2021.

Landscape Plan

FIGURE 4

east, there is an ornamental creek between the previously-graded building pad and Dry Canyon Cold Creek Road and existing residences. There is a landscaped slope on the west of the property. On the south of the property, there is undisturbed open space. The property has Sensitive Environmental Resource Area (SERA) H2 and H3 habitat and has been reviewed by the Environmental Review Board (ERB.)

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Yes. The County notified all California Native American Tribes that previously requested formal notification. One California Native American tribe requested consultation on the project. The County completed confidential consultation with the tribe on November 30, 2017. The discussion on determination of significance of impacts to tribal cultural resources is further detailed in Cultural Resources and Tribal Cultural Resources.

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

Public Agency	*Approval Required*
X Los Angeles County	Minor CDP*, grading permit, building permit, tree permit * The County of Los Angeles (County) General Plan maps place the project within the Santa Monica Local Coastal Program (LCP) boundaries. The Santa Monica Mountains LCP consists of the Land Use Plan (LUP), which contains broad land use policies, and more specific implementing actions in the Local Implementation Program (LIP), a series of ordinance sections added to the County Zoning Ordinance, Title 22 of the Los Angeles County Code (LACC). With regard to the Santa Monica Mountains LCP, the site is located in the R-C-20 (Rural-Coastal-20 acre-minimum lot size) Coastal Zone. The Santa Monica Mountains LCP divides the Coastal Zone into three habitat categories: H1, H2, and H3. H1 habitat and H2 habitat are defined as Sensitive Environmental Resource Areas (SERAs). SERAs are areas in which plant and animal life, or their habitats, are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and development. H3 habitat consists of disturbed or isolated habitat areas that provide some important biological functions, but do not rise to a level of a SERA. The proposed construction footprint is located within H3 habitat and Fire Department required fuel modification encroached into H2 habitat. Because the required fuel modification encroaches into H2 Habitat, a County Environmental Review Board (ERB) area, the County has determined provisions of Los Angeles County Code (LACC) Section 22.44.940.A, regarding Administrative Coastal Development Permits, do not apply. LACC Section 22.44.860 addresses the application for various types of Coastal Development

Permits (CDPs) and the associated review procedures. Because the proposed grading is greater than 50 cubic yards, the County has determined that a Minor CDP, is required pursuant to LACC Section 22.44.1260.A.2 regarding grading. Required project approvals and permits are listed further below. Due to the proximity of the site to the Stokes Ridge Tail and Mulholland Highway, portions of which are designated scenic routes, the height of the proposed residence is limited to an 18-foot maximum as required by Santa Monica Mountains LCP (Policy CO-136).

Major projects in the area:

Project/Case No.	*Description and Status*
_____	_____
_____	_____

Reviewing Agencies: [*See* **CEQA Appendix B** *to help determine which agencies should review your project***]**

Responsible Agencies

- ☐ None
- Regional Water Quality Control Board:
  - ☒ Los Angeles Region
  - ☐ Lahontan Region
- ☐ Coastal Commission
- ☒ Army Corps of Engineers
- ☐ LAFCO

Special Reviewing Agencies

- ☐ None
- ☒ Santa Monica Mountains Conservancy
- ☒ National Parks
- ☐ National Forest
- ☐ Edwards Air Force Base
- ☒ Resource Conservation District of Santa Monica Mountains Area
- ☐

Regional Significance

- ☐ None
- ☐ SCAG Criteria
- ☐ Air Quality
- ☐ Water Resources
- ☒ Santa Monica Mtns. Area
- ☐

Trustee Agencies

- ☐ None
- ☒ State Dept. of Fish and Wildlife
- ☐ State Dept. of Parks and Recreation
- ☐ State Lands Commission
- ☐ University of California (Natural Land and Water Reserves System)

County Reviewing Agencies

- ☒ DPW
- ☒ Fire Department
  - Forestry, Environmental Division
  - Planning Division
  - Land Development Unit
  - Health Hazmat
- ☐ Sanitation District
- ☒ Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise)
- ☐ Sheriff Department
- ☐ Parks and Recreation
- ☐ Subdivision Committee

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially significant impacts affected by this project.

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

DETERMINATION: (To be completed by the Lead Department.)
On the basis of this initial evaluation:

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

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

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

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

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

_____ _____

Signature (Prepared by) Date

_____ _____

Signature (Approved by) Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significant. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.

1. AESTHETICS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

Impact Analysis

The following aesthetics impact analysis is based on the architectural plans prepared by John Andrews Group Architects Inc. dated December 2, 2020, provided in Appendix A.

Less Than Significant Impact. The project site is proximate to two scenic routes, the Stokes Ridge Trail and Mulholland Highway, a scenic route designated in the Santa Monica Mountains LCP. Highly vegetated surroundings, intervening topography, and landscaping, partially screen visibility of the proposed residence from surrounding vantage points. The project design is consistent with an 18-foot maximum height limit, consistent with the scale of existing development the surrounding area. Therefore, the project would not have a substantial adverse effect on a designated scenic vista. The project impact would be less than significant.

b) Be visible from or obstruct views from a regional riding, hiking, or multi-use trail?	☐	☐	☒	☐

Less Than Significant Impact. The project site is approximately 900 feet from the closest segment of the Stokes Ridge Trail, located on the ridge immediately south of the property. From the Stokes Ridge Trail, the project would be visible in the foreground looking northeast towards Mulholland Highway. Given the limited height, surrounding vegetation, and similarly sized neighboring properties with existing residences, the project would blend in with the existing rural residential character of the area. Therefore, the project would have a less than significant impact on views from a multi-use trail.

c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐

Less Than Significant Impact. Mulholland Highway is the nearest scenic route identified in the Santa Monica Mountains LCP, which is approximately 0.2 miles from the proposed home site. Additionally, the Santa Monica Mountains LCP Recreation Map shows a recreation trail (Stokes Ridge Trail) alignment in the vicinity of the project site. The proposed residence would be located on a portion of a previously graded building pad that contains no trees, rock outcroppings, or historic buildings. Construction of the proposed motor court and driveway; however, would result in the removal of existing trees as specified in the landscape plans in Appendix C-1 (see Existing Plant

Disposition Plan, Sheet L-1.2). Visual impacts for trees that would be removed would be offset by the planting of new trees on the subject property and off-site, pursuant to requirements of the LUP native tree protection policy as discussed in Section 4, Biological Resources. Any change in tree coverage on the site would not cause a substantial change in view from Mulholland Highway due to distance and intervening topography and vegetation that obstruct visibility of the project site, as well as the planting of new trees on the site. As mapped on the Santa Monica Mountains LCP Recreation Map, the Stokes Ridge Trail generally follows a fire road/fire break that extends from Mulholland Highway to a ridgetop that overlooks the project site. The proposed home would not be visible from the majority of the mapped route of the trail due to an intervening ridgeline, with the exception of the point where the mapped route along the fire road/fire break reaches the crest of the ridgeline at a peak located approximately 800 feet (0.15 miles) southwest of, and approximately 300 feet higher in elevation than the proposed residence, as examined using Google Earth. The mapped route of the trail continues along the ridge from this peak in a generally north-northwesterly direction approximately 0.18 mile towards Thousand Peaks Road, which is a gated private drive, and then westward and beyond any potential views of the project site. As discussed in the project description, the proposed home has been designed to not exceed 18 feet in height pursuant to Santa Monica Mountains LCP Policy CO-136 to minimize visual impacts and preserve the quality of the scenic area. Based on the distance of approximately 800 feet between the portion of the Stokes Ridge Trail alignment where the home could be visible as well as the approximately 300 feet difference in elevation, the proposed home would not represent a prominent portion of an observer's field of view, and would not appear substantially different than existing single-family homes and rural development located within the viewshed, including homes located adjacent to, and in the nearby vicinity of the proposed home. Additionally, the home would be constructed on an existing graded pad and would not require extensive grading or alteration of existing slopes or other topographic features, would be limited to 18 feet in height, and would be buffered by proposed tree plantings that would provide partial screening of the proposed house. As such, the project would not substantially alter existing views and would not dominate views from the Stokes Ridge Trail. Due to project design features including the limited height and landscaping with trees that provide screening, the linear distance of approximately 0.15 miles between the proposed home and points where potentially visible from the proposed house, and the difference of approximately 300 feet in elevation from potential viewpoints, as well as the lack of visibility due to intervening topography and vegetation for the vast majority of the mapped trail route, the project would have a less than significant impact to scenic resources, including, but not limited to, trees within a state scenic highway, or views from trails.

d) Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from publicly accessible vantage point)	☐	☐	☒	☐

Less Than Significant Impact. The project would be located in the visual context of a low-density residential area with existing residences of similar scale and visual character. Existing vegetation surrounding the project Site and the mountainous topography would restrict public visibility of the residence along the approximately 600-foot long segment of Dry Canyon Cold Creek Road that fronts

the subject property, the nearest public road, and portions of the Stokes Ridge Trail. Thousand Peaks Road is a gated, private road. The overall design would blend in with other similarly developed properties in the area and thus would not substantially degrade the existing visual character of the site and surroundings. The project design conforms to an 18-foot maximum height limitation to minimize the impact of the residence on the existing visual quality of the site and its surroundings and integrate with existing residences in the neighborhood.

As the subject property contains hillsides exceeding a 25 percent grade, the project is required to comply with the County Hillside Management Area (HMA) Ordinance (Los Angeles County Code Title 22, Section 22.56.217) to protect designated hillsides from incompatible development. The proposed residence would be located on a previously-graded pad and would comply with the HMA Ordinance to reduce the project visual impact, minimizing grading to hillside resources and protecting hillsides. Therefore, the project would have a less than significant impact with regard to degrading the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features.

e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Less Than Significant Impact. The rural environmental setting provides sufficient distance (at least 100 feet) between the project site and the nearest neighboring residence, such that there would be no significant shadow impact to neighboring uses. Substantial vegetation and steep hillsides between the project site and neighboring roads and residences create barriers to lessen any new source of light or glare. The proposed building exterior would consist of non-reflective surfaces in conformance with the scenic resource protections of the Santa Monica Mountains Local Coastal Program so the project would not create a new source of substantial glare. In terms of nighttime views, although the project is not located in a County-designated Rural Outdoor Lighting District (Final/Adopted District Map, 2014), the proposed exterior lighting is limited to that necessary for resident safety and security. This minimal residential lighting proposed would not create a new source of substantial light. Therefore, the project will have a less than significant impact to creating a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area.

Sources:

- County of Los Angeles, Department of Parks and Recreation, List of Trails, Accessed on October 10, 2017 at: https://trails.lacounty.gov/Trail/List.

2. AGRICULTURE / FOREST

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

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

No Impact. The project is located within the Santa Monica Mountains National Recreation Area in the rural coastal zone. The site is on a previously graded building pad, with similar private residences to the north and east, a landscaped slope to the west, and open space on the south. The site is zoned R-C-20 (Rural Coastal, 20-acre minimum required lot area). The project is not on or near Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Los Angeles County Important Farmlands Map 2016). Therefore, the project would not convert farmland land to non-agricultural use.

b) Conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?	☐	☐	☐	☒

No Impact. There are no agricultural uses on or surrounding the project area and it is not zoned for agricultural use. The site is not located in a General Plan-designated Agricultural Resource Area and is not in conflict with a Williamson Act contract. Therefore, the project will have no impact to lands with these designations.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?	☐	☐	☐	☒

No Impact. The project is in a rural neighborhood and has no forest land, timberland, or timberland zoned Timberland Production. The project site is not located in a National Forest area. Therefore, the project will have no impact to 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?	☐	☐	☐	☒

No Impact. The project site is not in a designated forest nor does it have forest land. Therefore, the project would not create an impact resulting in the loss or conversion of forest land.

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?	☐	☐	☐	☒

No Impact. Areas surrounding the project contain similar residences and landscaped areas but no farmland or forest land. Therefore, the project would not have an impact on farmland or forest land.

Sources:

- Los Angeles County, Department of Regional Planning, Agricultural Resource Areas Policy Map, Accessed on October 11, 2017 at: http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-5_agricultural_resource_policy.pdf.
- California Department of Conservation, California Important Farmland Finder, Accessed on October 11, 2017 at: https://maps.conservation.ca.gov/DLRP/CIFF/.
- Cal Fire, State of California, Land Cover, Accessed on October 11, 2017 at: http://frap.fire.ca.gov/data/frapgismaps/pdfs/fvegwhr13b_map.pdf.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

The following impact analysis relies upon the California Emissions Estimator Model (CalEEMod) outputs, dated December 7, 2020, and provided in **Appendix D**.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?	☐	☐	☒	☐

Less Than Significant Impact. The project falls within the SCAQMD's boundaries, where project may have a significant impact if it is not consistent with the applicable Air Quality Management Plan (AQMP) prepared by the SCAQMD, or if the project would substantially hinder employing the policies or obtaining the goals of that plan. The AQMP outlines the air pollution measures needed to meet the federal health-based standards for ozone and particulates. The governing board of the SCAQMD adopted the most recent version of the 2016 AQMP on March 3, 2017, which has been submitted to the California Air Resources Board for forwarding to the Environmental Protection Agency. The project is consistent with the County General Plan land use designation and is consistent with regional growth projections. However, the SCAQMD does not favor designating regional impacts as less than significant based only upon the proposed development's consistency with regional growth projections. Therefore, the impact of the proposed project on air quality was analyzed on a project-specific basis. The results are presented in the context of air quality standards in response to Checklist Question 3.b. According to Tables 3-2 and 3-3 found in response to Checklist Question 3.b, both construction and operational daily maximum emissions would fall under the thresholds set as standards of significance by the SCAQMD. Therefore, the proposed project would not conflict with or obstruct implementation of the AQMP.

Additionally, the project would be required to comply with SCAQMD Rule 403 during construction, for fugitive dust control. Compliance with SCAQMND Rule 403 requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust, including grading or excavation activities. As regulatory requirement of **RCM AQ-1**, the project would comply with Rule 403 by applying BACM, which includes watering the soil during construction to minimize air pollutants released during the movement of soil. Compliance with Rule 403 would also reduce risks associated with exposure to Coccidioidomycosis, or Valley Fever, a fungal disease transmitted through the inhalation of Coccidioides immitis spores. Given the residential land use type, the small scale of the project, the results of the emissions analysis, and BACM to prevent significant

fugitive dust levels, the project would have a less than significant impact on implementation of the applicable air quality plan.

Regulatory Compliance Measure

RCM AQ-1 **Fugitive Dust Control**. To reduce the project impact on air quality, and associated public health risks, the applicant shall comply with applicable South Coast Air Quality Management District regulations for fugitive dust control as required in Rule 403, including the application of Best Available Control Measures for watering and stabilizing soils during grading and excavation activities.

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?	☐	☐	☒	☐

Less Than Significant Impact. A project may have a significant impact if project emissions exceeds a thresholds of significance or substantially contribute to an existing or projected air quality violation. The SCAQMD has designated significant emissions levels for evaluating regional air quality impact significance under CEQA, shown in **Table 3-1, Daily Emissions Thresholds**.

Table 3-1
Daily Emissions Thresholds

Pollutant	Emissions (lbs./day)	
	Construction	Operations
Reactive Organic Gasses (ROG)	75	55
Nitrogen Oxides (NOx)	100	55
Carbon Monoxide (CO)	550	550
Respirable Particulate Matter (PM-10)	150	150
Fine Particulate Matter (PM-2.5)	55	55
Sulfur Oxides (SOx)	150	150
Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.		

As shown in Table 3-1, projects with daily emissions that exceed the thresholds for construction and operations are recommended by the SCAQMD to have a significant air quality impact. These standards are thresholds of significance to determine whether or not the project's maximum daily construction or maximum daily operational emissions create a significant impact.

Construction Air Quality Emissions

The SCAQMD developed CalEEMod to provide a model to calculate both construction emissions and operational emissions from a variety of land use projects. The model calculates both daily maximum and annual average emissions for criteria pollutants and total or annual greenhouse gas (GHG) emissions. Project construction would result in temporary emissions of air pollutants due to the use of construction equipment. Construction emissions modeling identified the maximum daily emissions for

each pollutant during construction based on equipment fleet, construction duration, and truck haul information. The results are provided in **Table 3-2, Maximum Daily Construction Emissions.**

Table 3-2
Maximum Daily Construction Emissions

	ROG	NO_x	CO	SO_2	PM-10	PM-2.5
Construction Emissions (lbs./day)	15.1	22.0	16.1	0.05	2.2	1.0
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: CalEEMod Outputs, Appendix D. Maximum daily emissions were determined based on Summer and Winter outputs, whichever value was higher, for a conservative analysis.						

As shown in Table 3-2 peak daily construction activity emissions are estimated to be well below regional SCAQMD CEQA thresholds. Therefore, potential project air quality impacts due to construction emissions would be less than significant.

Operational Air Quality Emissions

The main project-related air quality concern during operations of a single-family residence is mobile source emissions generated during travel to and from the site. Heating, Ventilation, and Air Conditioning (HVAC) equipment is another point source of possible emissions resulting from the operations of the project. Maximum daily operation emissions for criteria pollutants are shown in **Table 3-3, Maximum Daily Operations Emissions.**

Table 3-3
Maximum Daily Operations Emissions

	ROG	NO_x	CO	SO_2	PM-10	PM-2.5
Operations Emissions (lbs./day)	0.02	0.11	0.33	0	0.10	0.03
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: CalEEMod Outputs, Appendix D. Maximum daily emissions were determined based on Summer and Winter outputs for mobile source emissions, whichever value was higher, for a conservative analysis.						

As shown in Table 3-3, the maximum daily operational emissions are predicted to be far below the SCAQMD CEQA thresholds of significance. As a result, potential air quality impacts due to operational emissions would be less than significant.

Less Than Significant Impact. A project may have a significant impact if it adds a considerable cumulative contribution to federal or state non-attainment pollutants. As the South Coast Air Basin is currently in State non-attainment for ozone and PM-2.5, projects could exceed an air quality standard or contribute to an existing or projected air quality deterioration. The SCAQMD recommends assessing a project's potential contribution to cumulative impacts using the same significance criteria as used for project-specific impacts, shown in Table 3-1. Accordingly, if an individual project's construction or operational impacts would be less than significant, then the project would not generate a cumulatively considerable impact in emissions for those pollutants which the South Coast Air Basin is in the non-attainment.

As shown in Table 3-2, project construction related emissions would be less than significant because the peak daily construction activity emissions are estimated to be well below the regional SCAQMD thresholds. Similarly, as shown in Table 3-3, project operational emissions would also be less than significant because estimated maximum daily operation emissions would be well below the SCAQMD thresholds. Based on this analysis, the project's contribution to the basin-wide emissions of criteria air pollutants would not be cumulatively considerable for pollutants for which the South Coast Air Basin is in non-attainment, impacts would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations? ☐ ☐ ☒ ☐

Less Than Significant Impact. A project may have a significant impact if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than the population at large, such as residences, long-term care facilities, schools, playgrounds, parks, hospitals, and outdoor athletic facilities.

The Governing Board of the SCAQMD developed Localized Significance Thresholds (LSTs) in response to Environmental Justice Enhancement Initiative I-4. LSTs are only applicable for the following criteria pollutants: oxides of nitrogen (NOx), Carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5) and are applicable for sensitive receptor land uses where it is possible an individual could remain for 24 hours, such as residence, hospital, or convalescent facility. As stated by the SCAQMD, the use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency under CEQA. For the proposed project, the primary source of possible LST impacts would be construction activities.

The closest sensitive receptor potentially subject to localized air quality impacts from construction is a single-family residence adjacent to the property boundary. Therefore, LST impacts were evaluated based on a 50-meter source-receptor distance on a 1-acre site, although the proposed limits of disturbance are less than 1-acre. Results of this analysis are located in **Table 3-4, Localized Significance Thresholds and Project Emissions**.

Table 3-4
Localized Significance Thresholds and Project Emissions

LST 1.0 acre at 50 meters Northwest Coastal LA County	Project LST Emissions (pounds/day)			
	CO	**NOx**	**PM-10**	**PM-2.5**
Max On-Site Emissions	7.1	6.7	1.2	0.72
LST Thresholds for Construction	**833**	**104**	**12**	**4**
Exceeds Threshold?	No	No	No	No
Source: CalEEMod.2016.3.2 - Output provided in Appendix D.				

As shown in Table 3-4, construction emissions would not exceed the LST thresholds. Therefore, localized impacts would be less than significant.

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

Less Than Significant Impact. A project may have a significant impact if objectionable odors would be emitted affecting a substantial number of people. Objectionable odors are typically associated with industrial operations involving chemicals, solvents, petroleum products, and other strong-smelling material used in manufacturing processes, as well as sewage treatment facilities and landfills. The project proposes one single-family residence where activities would consist of grading, paving, and moving construction materials as opposed to heavy industrial manufacturing processes that may generate objectionable odors.

Construction activities associated with architectural coating, such as paints and finishes, may produce discernible odors typical of most construction sites. Such odors dissipate with distance and would be temporary. Given the distance to the nearest homes, construction odors are expected to be undetectable at adjacent properties. However, SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings. These odors would only occur during acceptable work hours and due to the low density of residences neighboring the project site, these low level and intermittent odors would be almost imperceptible. Based on compliance with SCAQMD rules, including Rule 1113, and due to the small-scale of the project and its distance from sensitive receptors, the resulting construction impacts associated with objectionable odors would be less than significant. Operational impacts from the proposed single-family residence would not include use of large quantities of objectionable odor-producing substances. Operational impacts would be less than significant.

4. BIOLOGICAL RESOURCES

The following impact analysis is based on a Biological Assessment for the 24600 Thousand Peaks Road Project (Biological Assessment) updated by Dudek in December 2016, the April 2023 addendum to the assessment: Corrections/Additions, Aquatic Resources Delineation Report, Mountain Lion Memo (Addendum), and the 24600 Thousand Peaks Road Calabasas, California R2014-03698 Mitigation And Encroached Tree Plan & Annual Report (September 2021). These reports are attached in **Appendix E**, Biological Reports, as **Appendix E-1 and E-2**, respectively, with the Addendum attached to the Biological Assessment. Also applied to this Initial Study are the Recommendations of the Environmental Review Board (ERB) in August 2017, Minutes of the ERB of August 2017, and requirements of the Santa Monica Mountains Local Implementation Program (SMM LIP). The Biological Assessment evaluated the potential for occurrence at the site of special-status plant and wildlife species known to occur in the region through a search of the California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants and the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) Rarefind 5 application for sensitive "elements" reported within the 6-United States Geological Survey 7.5-minute quadrangle maps surrounding the project site including the Malibu Beach, Thousand Oaks, Calabasas, Canoga Park, Point Dume, and Topanga as well as CDFW's Special Vascular Plants, Bryophytes, and Lichens List and Special Animals list. The Addendum clarifies data, adds additional information regarding onsite drainages and potential impacts to mountain lions, and prompts the revision of mitigation measures. The Addendum was produced in response to a letter received from the CDFW attached as part of **Appendix H** which includes another letter and response to the CDFW.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated. Various federal, state, and local laws and ordinances protect biological resources within the County. The federal Endangered Species Act and the California Endangered Species Act (CESA) state that animals and plants that are threatened with extinction or are in a significant decline will be protected and preserved. The CDFW created the California CNDDB to inventory the status and locations of rare plants and animals in California. Dudek performed field surveys as documented in the Biological Assessment in Appendix E-1. No special status wildlife or plant species were found at the project site during prior field surveys. Nevertheless, there are special-status plant and wildlife species known to occur in the

surrounding areas, which could potentially be impacted by construction and fuel modification within the proposed limits of disturbance as shown in the fuel modification plan provided in Appendix C-1, Landscape Plans.

Construction would take place on a previously graded pad that, at the time of the field assessment, was devoid of vegetation cover. Existing trees along the proposed driveway access would be trimmed or removed to facilitate construction of the proposed project. In accordance with County regulations, a fuel modification zone extending up to 200 feet from the building exterior of the proposed residence would be established and maintained as stipulated in County Fire Department Fuel Modification Guidelines (LACoFD 2011). Fuel modification in Zones A and B will take place in areas currently landscaped with a combination of native and ornamental species. Zones A and B, and a portion of Zone C to be revegetated, would be irrigated. The irrigated portion of Zone C would only receive temporary irrigation with the goal of establishing self- sustaining habitat. A portion of Zone C is located within a slope containing dense native chaparral vegetation and would not be irrigated.

The environmental setting of the project site is within upland habitat on generally flat terrain previously altered by grading located near a canyon bottom. Macro- topographic features in the immediate vicinity of the project site consist of steep north- and east- facing slopes rising approximately 300 vertical feet above the subject property. The primary source of surface water in the project site is rainfall runoff from the slopes to the south of the project site. The runoff flows in the canyon bottom to the southern edge of the previously graded building pad at which point flows enter an existing concrete v-ditch which extends to the east and flows into Dry Canyon-Cold Creek, a tributary to Cold Creek of the Malibu Creek Watershed.

Special-Status Plant Species

The Biological Assessment provided vegetation mapping of the proposed development footprint and the 200-foot fuel modification zone, which identified only one natural vegetation community: birchleaf mountain mahogany chaparral. No special-status plant species were found during the biological inventory and they are not anticipated to occur within the proposed limits of disturbance. As described in the Biological Assessment, 11 federal-listed, state-listed, or California Rare Plant Rank (CRPR) plant species have moderate potential to occur within the vicinity of the project as well as within the 200-foot Fuel Modification Zone. Plants with a CRPR of 4 are not rare, but rather are included on a "watch list" of species with limited distribution. However, while plants in this category cannot be called "rare" from a statewide perspective, and very few, if any, are eligible for state listing, many of them are significant locally. For this reason, CNPS strongly recommends that CRPR 4 plants be evaluated for consideration during preparation of environmental documents, which may be particularly appropriate for: the type locality of a CRPR 4 plant; populations at the periphery of a species' range; areas where the taxon is especially uncommon; areas where the taxon has sustained heavy losses; or, populations exhibiting unusual morphology or occurring on unusual substrates.

The federal and state listed species include western spleenwort (*Asplenium vespertinum*) [CRPR 4.2], Catalina mariposa lily (*Calochortus catalinae*) [CRPR 4.2], slender mariposa-lily (*Calochortus clavatus* var. *gracilis*) [CRPR 1B.2], Plummer's mariposa lily (*Calochortus plummerae*) [CRPR 4.2], island mountain mahogany *(Cercocarpus betuloides* var. *blancheae*) [CRPR 4.3], Santa Susana tarplant (*Deinandra minthornii*) [California Rare/CRPR 1B.2], Santa Monica dudleya (*Dudleya cymosa* ssp. *ovatifolia*) [Federally

Threatened/CRPR 1B.1], white-veined Monardella (*Monardella hypoleuca* ssp. *hypoleuca*) [CRPR 1B.3], Ojai navarretia (*Navarretia ojaiensis*) [CRPR 1B.1], chaparral nolina (*Nolina cismontana*) [CRPR 1B.2], and Hubby's phacelia (*Phacelia hubbyi*) [CRPR 4.2].

Individuals and seed banks of each of these species, if present, could be removed, damaged, or disturbed by the project. Furthermore, listed species could be susceptible to direct impacts during fuel modification, which results in disturbances such as trampling and mowing. Some of these species are more common locally than others (i.e., Catalina mariposa lily is fairly common within the Santa Monica Mountains) but impacts to these species would be considered significant. Although the potential for impacts to special-status plant species is low, implementation of **Mitigation Measures (MM) BIO-1** through **BIO-3,** which calls for the project-specific Best Management Practices (BMPs), periodic biological monitoring, and a pre-construction special-status plant survey, would ensure that special-status plants are protected to the greatest extent feasible by disturbance area delineation and pre-construction surveys.

Although the potential for impacts to habitat that supports special-status plant species is low, **MM BIO-4** requires removal of non-native plant species to minimize impacts to native vegetation communities and potentially occurring special-status plant species. Removal of non-natives from development area, which includes fuel modification areas, is a requirement of the Santa Monica Mountains Local Implementation Plan (SMM LIP, §22.44.1240.B.6). Cuttings of non-natives discarded into the native area of the project (Zone C fuel modification area south beyond the "V" ditch) have established substantially in near native habitat as well as non-natives planted and seeded into the main development area and Fuel Modification Zones A and B. Recommendations for part of the mitigation are to remove all non-natives from development areas of the project parcel and replace these with native vegetation. The plan for planting onsite mitigation trees is on the Landscape Plan sheet L-2.1B. Long-term, indirect impacts to potential special-status plants within the project site are not anticipated due to the relatively small building footprint, the contiguous condition of native habitat adjacent to the project site, and implementation of mitigation measures.

According to the project-specific Planting Program, the slope east of the previously-graded pad is vegetated with non-native ground cover in the understory and a mix of native and non-native trees in the overstory including invasive species Tree-of-Heaven (*Ailanthus altissima*), Brazilian pepper trees (*Schinus terebinthifolius*), Peruvian pepper trees (*Schinus molle*), Aleppo pines (*Pinus halepensis*), Pampas grass (*Cortaderia selloana*), *Tamarix* spp. and native species cottonwood trees (*Populus fremontii*), and coast live oaks (*Quercus agrifolia*). To comply with the Santa Monica Mountains LCP and LIP, the County has determined this landscaped area is to be revegetated by removal of non-natives, conservation of natives, and planting in voids with native species. **MM BIO-5** requires the revegetation of the non-native areas of fuel modification Zone C as part of the Planting Plan. MM BIO-5 would ensure impacts to native plant species, and their habitat, are protected to the greatest extent feasible. Implementation of MM BIO-1 though BIO-5 would reduce the impact of the project on special-status plant species to less than significant with mitigation incorporated.

Special-Status Wildlife Species

As described in the Biological Assessment (Appendix E-1), 13 special-status wildlife species have moderate potential to occur within the birchleaf mountain mahogany chaparral growing south of the proposed residence, even if in some cases only infrequently, in transit, or on a temporary basis.

Twelve of the 13 special-status wildlife species are highly mobile and are not anticipated to be permanently directly impacted by the proposed project (i.e., are capable of escaping harm during project development, including grading or fuel modification), while a few are vulnerable to direct impacts, including injury and mortality. In this case, only one (1) potentially occurring land dwelling animal, the San Diego desert woodrat (*Neotoma lepida intermedia*) [SSC] and seven (7) species of special-status bats, could be directly impacted by project-related activities if present.

Direct loss or injury to individual woodrats would be a significant, but mitigable impact. Given the surrounding level of development and the amount of remaining suitable habitat in the surrounding area, the habitat loss associated with the project would not significantly impact a population of any of these species. While the bats are capable of escaping harm, they could potentially roost in tree cavities or in tree foliage at the project site. Similarly, ground and vegetation disturbing activities, if conducted during the nesting bird season (February 1 to August 31), would have the potential to result in removal or disturbance to trees and shrubs that could contain active bird nests. In addition, these activities would also affect herbaceous vegetation that could support and conceal ground-nesting species. Project activities that result in the loss of bird nests, eggs, and young, would be in violation of one or more of California Fish and Game Code sections 3503 (any bird nest), 3503.5 (birds-of-prey), or 3511 (fully protected birds). Furthermore, removal or destruction of one or more active nests of any other birds listed by the federal Migratory Bird Treaty Act of 1918 (MBTA), whether nest damage was due to vegetation removal or to other construction activities, would be considered a violation of the MBTA and California Fish and Game Code Section 3511. Trees slated for removal may provide suitable habitat for sensitive roosting bats and nesting birds. Potential short-term, construction-related, or temporary direct impacts to these special-status wildlife species from clearing, trampling, or grading outside of the building footprint, as well as vehicle access during construction are addressed through MM BIO-1 and 2, and **MM BIO-6 through 8** which require pre-construction plant and wildlife surveys and construction site BMPs to protect wildlife and sensitive habitats during construction, reducing the potential for temporary impacts to less than significance.

Because vegetation within Fuel Modification Zone C would be selectively thinned and not completely removed, the potential impacts to special-status wildlife habitat would be minimal. Nevertheless, because special-status species have the potential to inhabit the chaparral vegetation community, project-related fuel modification activities have the potential to adversely affect species listed as sensitive, or special-status. However, MM BIO-3 requires a botanical survey prior to initial fuel modification, and MM BIO-4 requires that fuel modification in Zone C focus primarily on removal of invasive species, and any thinning in Zone B is limited to the minimum amount necessary as required by the LACoFD. Additionally, MM BIO-5 requires FMZ revegetation which would benefit special-status wildlife. Combined these mitigation measures would ensure impacts to special-status species as the result of fuel modification activities would be less than significant.

An increase in human presence could potentially result in permanent impacts to special-status species, including Mountain lions which would not be expected to be present within the development footprint or FMZ but have the potential to move through the site or hunt on or near the site. Impacts from an increased human presence include noise and lighting from the residence, and the use of chemicals on site, particularly rodenticides. Noise and human presence during construction will result only in temporary daytime impacts during the period of construction and wood rats, bats, and mountain lions are less active in the daytime. Occupation of the residence would result in a minimal permanent increase in noise over current conditions from vehicles

travelling in and out of the garage and motor court; heating, ventilation, and air-conditioning (HVAC) equipment; use of the swimming pool and yard areas; and landscape maintenance. Much of this activity, particularly landscape maintenance, would occur in the daytime when the target species are less active, and would mostly be confined to around, in, and near the house. Usual daytime activity would not extend outside of the driveway and the rear yard (area within the new fencing). Fuel modification activities would extend outside of this area but would only occur a handful of times a year, perhaps as little as one day a year. As such, daytime activity would have a less than significant impact on woodrats, bats, or mountain lions.

After dark, as the use is a single-family residence, activity would most often be confined to the house and the patio/pool area. No activity would be expected outside of the flat developed areas. Exterior lighting on the property will be required to confirm to Section 22.44.1270 of the LIP which stipulates that the minimum lighting necessary is used with fixtures that are fully shielded and use the best available dark skies technology. As shown in sheet L-4.0 of the Landscape Plans proposed lighting consists of shielded fixtures that direct light downward. Proposed lighting for the pool consists of two submerged LED lights. Such lights are required for safety purposes and will illuminate the water creating some amount of glow. The illuminated water will be visible from vantage points above the pool, but would not illuminate any foliage in Zone C, and there are no landscaping trees close enough to the pool to receive any significant amount of illumination from it. The controls on lighting and the nature of activity that would normally take place after dark on the property would ensure impacts from lighting and nighttime human presence remain less than significant.

As noted on page L-2.4 of the Landscape Plans, the "use of insecticides, herbicides, anti-coagulant rodenticides or any toxic chemical substance which has the potential to significantly degrade biological resources in the Santa Monica Mountains is strictly prohibited." This reflects conformance with Section 22.44.1240.B.13 of the LIP. In addition, per Assembly Bill 1788 passed in September 2020 second-generation anticoagulant rodenticides are currently banned for most uses and could not be utilized at the site. Therefore, threats to mountain lions or other predators from these substances would be less than significant.

Mitigation Measures

BIO-1 **Best Management Practices.** Prior to ground disturbing activities, appropriate construction Best Management Practices (BMPs) shall be developed in accordance with those measures identified by the County. BMPs shall mean any activities, prohibitions, practices, procedures, programs, or other measures designed to prevent or reduce the discharge of pollutants directly or indirectly into waters of the United States. The following measures shall be implemented during the construction phase to avoid impacts to native habitats and ephemeral drainages adjacent to or in the vicinity of the limits of disturbance, as well as special-status flora and fauna associated with these habitats.

1. The applicant shall demarcate the project limits of disturbance with exclusionary fencing to prevent encroachment of project activities into adjacent native habitats and to dissuade wildlife from entering the construction area. The fencing shall be marked with highly visible flagging and signed as a sensitive area. The temporary fencing shall be routinely inspected and maintained in functional condition for the duration of project construction. A biologist should locate and

remove any wildlife within the work site immediately after it has been fenced and one (1) day before construction activity begins.

2. If construction lighting is required, then lighting shall be pointed away from native habitats, directed toward the ground, and shielded.
3. All food-related trash shall be disposed of in closed animal-proof containers. The project applicant shall be required to provide sufficient containers on site during project construction.
4. All trenches shall be filled within the same day, or escape ramps will be constructed if trenches are to be left open overnight.
5. All project related equipment and vehicles shall be cleaned and decontaminated of weeds and soils prior to entering the project site to reduce the potential for the spread and introduction of invasive and noxious weeds.
6. Contractors shall supply drip pans and place drip pans under all parked construction equipment on the project site.
7. Potentially jurisdictional waterways shall be demarcated for avoidance during all construction and fuel modification activities. No impacts to the bed and bank or associated riparian vegetation shall occur. Non-natives in waterways of the project parcel and adjacent areas west of Dry Canyon-Cold Creek Road will be replaced by native plantings according to the Landscape Plan sheet L-2.1B.
8. Demarcation of the birchleaf mountain mahogany chaparral included in the fuel modification area shall remain in place during fuel modification activities and only trained landscape crews shall be allowed to enter this area.
9. Construction personnel shall be informed of these demarcations and the sensitive nature of the protected areas. These demarcations shall also be included on the project design and landscape plans.

BIO-2 **Biological Monitoring.** A biological monitor shall be retained during construction to periodically inspect construction BMPs and ensure compliance with Conditions of Approval, including but not limited to the equipment washing, drip pans, and ensure that impacts to special-status species do not occur and disturbance boundaries are respected.

BIO-3 **Special-Status Plant Species Survey.** No more than 7 days prior to initial fuel modification in the 200-foot FMZ, a botanical survey shall be completed to determine the presence/ absence of special-status plants in the proposed disturbance area. If special-status plants are identified, they shall be flagged for avoidance during fuel modification operations. The two patches of cattails (Typha sp.) identified in the Aquatic Resources Delineation Report in swale USW-HLM-02 shall be flagged for avoidance as well. No disturbance and no vehicles shall be permitted within 50 feet of any special-status plant detected during fuel modification. The buffer shall be demarcated with high-visibility flagging, pin flags, or fencing. The width and shape of the buffer may be adjusted, if determined appropriate by a qualified botanist, based on the life history of the species detected, the type of treatment being implemented (such as hand treatment or mechanical treatment), the potential for introducing non-native species through treatment, or the suitability of surrounding habitat.

BIO-4 **Removal of Non-Native Plant Species**. To minimize impacts to native vegetation communities and potentially occurring special-status plant species, fuel modification activities in Fuel Modification Zones B and C shall focus on non-native species removal. Thinning or removal of native species shall be limited to the minimum amount necessary to achieve Los Angeles County Fire Department standards for FMZs. Non-native species targeted for initial removal shall be mapped and included on the project landscape plans. Non-native species within the boundaries of the potentially jurisdictional waterways present within the property shall not be excavated and shall be controlled using such methods as hand pulling and use of hand tools without disturbance to the bed and bank of the feature. The location of the potentially jurisdictional waterways shall be included on the project landscape plans. Follow-up fuel modification activities will follow the LA County Fire Department standards and will also focus on the removal and control of nonnative species. All debris and slash generated from nonnative plant species removal activities shall be disposed of off-site in a legally acceptable manner. No plant debris from fuel modification activities shall be allowed to remain within the potentially jurisdictional waterways.

BIO-5 **Revegetation of FMZ Zones B and C.** Revegetation of Zone C south beyond the "V" ditch shall follow the Landscape Plan sheet L-2.1B. Temporary irrigation may be needed until the container plants establish. The revegetation of the currently cleared portion of FMZ Zone C shall be designed to mimic natural vegetation present adjacent to the project site. Species selected for the revegetation area shall include locally indigenous native species included in the Recommended List of Native Plants for Landscaping on the Santa Monica Mountains (California Native Plant Society 2007). Revegetation goals shall include the establishment of self-sustaining native habitat consistent with the adjacent natural areas. Irrigation shall be allowed within the revegetation area, however, following establishment, the irrigation system shall be removed and the revegetation area shall be maintained as non-irrigated FMZ Zone C. In addition to the revegetation of FMZ Zone C, native species installation may be necessary in FMZ Zone B to achieve LA County Fire Department cover requirements for FMZ's. Per the Santa Monica Mountains LCP/ LIP Section 22.44.1240.C.8.b, with the exception of turf, plant species used in Zone B shall be restricted to locally indigenous species. Recommended native plant species to be included in the revegetation of FMZ Zones B and C are included in **Table BIO-5-1, Fuel Modification Zone B and C Native Plant Species**.

Table BIO 5-1
Fuel Modification Zone B and C Native Plant Species

Container Plants	
Common Name	**Scientific Name**
Trees	
California bay	*Umbellularia californica*
California sycamore	*Platanus racemosa*
coast live oak	*Quercus agrifolia*
Shrubs	
birchleaf mountain mahogany	*Cercocarpus betuloides*
Toyon	*Heteromeles arbutifolia*

sugarbush	*Rhus ovata*
black sage	*Salvia mellifera*
Herbs	
golden yarrow	*Eriophyllum confertiflorum*
scarlet bugler	*Penstemon centranthifolius*
wild canterbury bells	*Phacelia minor*
hummingbird sage	*Salvia spathacea*
purple nightshade	*Solanum xantii*
Seed Mix	
elegant clarkia	*Clarkia unguiculata*
western wildrye	*Elymus glaucus*
succulent lupine	*Lupinus succulentus*
chaparral melic	*Melica imperfecta*
chia	*Salvia columbariae*

The primary goal of the revegetation shall be to achieve native cover percentages similar to natural vegetation in the project vicinity. Species cover data was collected during the October 2016 site visit via two continuous line transects in natural habitat south of the project site. The results of the transect data collected are provided below in **Table BIO-5-2, Natural Habitat Transect Data Collection Results**. The revegetation shall be determined to be successful once established and displaying cover consistent with the average coverage provided in Table BIO-5-2.

Table BIO-5-2
Natural Habitat Transect Data Collection Results

Cover Class	Transect 1 Percent Cover	Transect 2 Percent Cover	Average Percent Cover
Native Shrub	66.06%	71.78%	68.92%
Native Herb	3.72%	0.32%	2.02%
Non-Native Herb	0.56%	0.20%	0.38%
Bare Ground	0.20%	27.70%	13.95%

BIO-6 **Pre-Construction Biological Survey.** No more than 72 hours prior to the start of construction activities, a qualified biologist shall conduct a pre-construction biological survey for woodrat houses within the proposed development area including the proposed fuel modification zones. If woodrat houses are located within the development area, they should be dismantled and the sticks of each placed in a pile beyond the fuel modification zone. Woodrat houses in the fuel modification zone should simply be avoided and a surrounding buffer of 10-ft. of vegetation left if possible. If the 10-ft. buffer needs to be modified, then the woodrat house should be dismantled and sticks transferred as described.

BIO-7 **Pre-Construction Nesting Bird Survey.** No more than 7 days prior to initial ground-disturbing activities associated with construction, grading, or fuel modification that would occur during the nesting/breeding season of native bird species potentially nesting on the site (December 1 through September 30 in the project region, or as determined by a qualified biologist), the applicant shall have a single pre-construction

survey conducted by a qualified biologist to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the disturbance zone or within 300 feet (500 feet for raptors) of the disturbance zone. If nesting birds are found to be present, surveys will continue on a weekly basis until those within the disturbance zone or buffer area are finished nesting. If active nests are found, clearing and construction within 300 feet of the nest (500 feet for raptors) shall be postponed or halted, at the discretion of the biologist in written consultation with the California Department of Fish and Wildlife specialists with ornithological knowledge, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers, and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts to these nests occur.

BIO-8a **Pre-Construction Bat Survey and Tree Removal Procedure.** If trees and/or structures must be removed during the maternity season (March 1 to September 30), a qualified bat specialist shall conduct a pre-construction survey to identify those trees and/or structures proposed for disturbance that could provide hibernacula or nursery colony roosting habitat for bats. Each tree and/or structure identified as potentially supporting an active maternity roost shall be closely inspected by the bat specialist no greater than 7 days prior to disturbance to more precisely determine the presence or absence of roosting bats. Trees and/or structures determined to be maternity roosts shall be left in place until the end of the maternity season.

To the extent feasible, tree removal or relocation shall be scheduled between October 1 and November 30, in order to be outside bird nesting season and outside of the bat maternity roosting season (March 1 to September 30). CDFW should be consulted in all cases when bat roosts are to be removed or blocked. In the event of bat expulsion, bat habitat should be constructed appropriate to the species being expelled. Trees shall be removed in a manner that allows birds and bats to escape, pushed or pulled to the ground in 2-3 nudges, with a pause of approximately 30 seconds between each nudge to allow bats and birds to become active. The tree should then be pushed to the ground slowly and should remain in place for a period of 48 hours to allow any trapped animals to escape. Chain saws shall only be used after the tree has been on the ground for 48 hours.

BIO-8b The project proponent shall provide the LA County Department of Regional Planning (DRP) and CA Department of Fish and Wildlife (CDFW) the results of protective measures to document compliance with applicable State and Federal laws pertaining to the protection of native birds and other native wildlife. Discussions of reduction of standard protection zones (300- and 500-ft for bird nests) between the biologist and CDFW shall be documented in written form and be part of the project biologist's report on the project.

b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated. The guiding program and code for protection of sensitive biological resources in the Coastal Zone of the Santa Monica Mountains in Los Angeles County is the Los Angeles County Santa Monica Mountains Local Coastal Program (SMM LCP). The SMM LCP includes a Land Use Plan (SMM LUP) that maps the sensitive resource areas. The sensitive area maps are based primarily on extensive vegetation mapping done by the National Park Service (NPS) and local knowledge of the Park Service personnel. The mapping categorizes the sensitivity of resources to development using Habitat Categories H1, H2, H2 high scrutiny, and H3, with H1 being the most rare and sensitive to the effect of development, H2 less rare but also sensitive to development, and H3 as areas already impacted by development and more suitable for planning further development. The SMM LCP also includes code in the SMM Local Implementation Program (SMM LIP) applied in the SMM region that preserves the resources by defining the Habitat Categories, uses possible within the Habitat Categories, and mitigation required when impacting biological resources by development. Sensitive biological resources in the SMM LCP area are known as Sensitive Environmental Resource Areas (SERAs), which include terrestrial and marine resources that, because of their characteristics and/or vulnerability, require special protection. SERAs include resources in the H1 and H2 areas such as: Significant Woodlands and Savannahs; Significant Watersheds; the Malibu Cold Creek Resource Management Area; and Wildlife Migration Corridors.

The impact of project buildout, that is, the impact resulting from the construction of the proposed residence, is provided in **Table 4-1, Vegetation Community and Land Cover Impacts Associated with Project Build Out.**

Table 4-1
Vegetation Community and Land Cover Impacts Associated with Project Build Out

Vegetation Community / Land Cover	Acres Permanently Impacted
Ornamental Landscape	0.01
Disturbed land	0.21
Total	**0.22**

Source: Dudek, Biological Assessment Addendum, April 2023, Table 6. Figures are rounded.

As shown in Table 4-1, project build out would result in a total impact to 0.22 acres of disturbed land and a negligible amount of ornamental landscape, neither of which is a sensitive natural community under the SMM LCP. Tree planting is onsite in the landscape plan and in an off-site locations. Grouped oaks, such as those in the development space, are considered oak woodlands under the Los Angeles County Oak Woodlands Conservation and Management Plan and these are preserved in the project landscape plans.

Fuel modification would extend into H2 category habitat containing birchleaf mountain mahogany chaparral. Development also covers currently open and unpaved land of H3 category that provides habitat for wildlife and provides for percolation of rainwater among other benefits. For this project, acreages for impacts related to fuel modification activities are provided in **Table 4-2, Vegetation Community and Land Cover Impacts from Fuel Modification**.

Table 4-2
Vegetation Community and Land Cover Impacts from Fuel Modification

Vegetation Community/Land Cover		Acres Impacted by Fuel Modification
Birchleaf Mountain Mahogany Chaparral	Zone B	0.01
	Zone C	0.71
Ornamental Landscape*		2.43
Disturbed Land		0.39
Total		**3.54**

Developed Land is not included in the Fuel Management Zone impact calculations.
* Ornamental Landscape is irrigated and is not anticipated to be removed during fuel modification.
Source: Dudek, Biological Assessment Addendum, April 2023, Table 7. Figures are rounded.

As shown in Table 4-2, fuel modification would impact 0.72 acres of birchleaf mountain mahogany chaparral associated with H2 habitat under the SMM LCP. Unavoidable impacts to H1 or H2 Habitat must be mitigated according to the SMM LCP. **MM BIO-9** specifies mitigation can take the form of restoration or payment of an in-lieu fee to a qualified program, including the Resource Conservation Program (SMM LIP §22.44.1950.A.3.f) at the discretion of the LACDRP, provided the criteria in MM BIO-9 are met.

Indirect impacts to native vegetation communities and land covers may occur and could include recruitment of non-native species in newly cleared areas associated with fuel modification activities. Permanent direct impacts to native trees due to project build out are analyzed in response to Checklist Question 4.e. Disturbed land within the fuel modification zone would be part of the property landscape and subject to Los Angeles County landscaping standards. Long-term direct impacts to vegetation communities through fuel modification would be minimized with implementation of MM BIO-4 and MM BIO-5 because non-native and invasive plant species would be removed from the H2 habitat and the currently cleared portion of fuel modification Zone C would be designed to mimic natural vegetation (i.e., revegetation with native species). Therefore, compliance with the above mitigation measures and MM BIO-9 would reduce the effect of the project on sensitive natural communities to less than significant with mitigation incorporated.

Mitigation Measures

BIO-9 **Restoration of Birchleaf Mountain Mahogany Chaparral** Fuel modification impacts to birchleaf mountain mahogany chaparral shall be compensated through restoration of in-kind habitat at a 1:1 ratio. Restoration shall be accomplished according to the following procedures and performance criteria:

A Mitigation and Monitoring Plan shall be developed by a qualified biologist, restoration ecologist, or resource specialist, and approved by the LACDRP prior to

issuance of the grading permit for the project. In broad terms, the plan shall at a minimum include:

- Description of the project/impact and mitigation sites
- Specific objectives
- Success criteria
- Plant palettes
- Implementation plan
- Maintenance activities
- Monitoring plan
- Contingency measures

The plant palettes shall include the dominant species birchleaf mountain mahogany as well as a diversity of appropriate native species that occur within this plant community at the site.

Success criteria shall at a minimum be evaluated based on percent cover of planted native species, as well as control of invasive plant species within the restoration area.

The performance standards for the Mitigation and Monitoring Plan shall be at a minimum the following:

- Within five years after introducing the native plants to the mitigation site, the acreage of restored birchleaf mountain mahogany chapparal shall be no less than the acreage lost to fuel modification activities.

- Within five years after introducing the native plants to the mitigation site, the absolute cover of native species shall be no less than 80% within the restoration area.

- Non-native species in the treated area shall be less than 15% relative cover by the end of the third year of treatment and less than 5% relative cover by the end of the fifth year of treatment; and,

- Restoration will be considered successful after the success criteria have been met for a period of at least 2 years without any maintenance or remediation activities other than invasive species control.

The restoration project shall be initiated prior to development of the project and shall be implemented over a five-year period. The restoration project shall incorporate an iterative process of annual monitoring and evaluation of progress, and allow for adjustments to the restoration plan, as necessary, to achieve desired outcomes and meet success criteria. Annual reports discussing the implementation, monitoring, and management of the restoration project shall be submitted to LACDRP. Five years after Project start, a final report shall be submitted to the LACDRP, which shall at a minimum discuss the implementation, monitoring, and management of the restoration

project over the five-year period and indicate whether the restoration project has been successful based on established success criteria. The annual reports and the final report shall include as-built plans submitted as an appendix to the report. The project shall be extended if success criteria have not been met at the end of the five-year period to the satisfaction of the LACDRP.

The above can be accomplished either by:

1. Restoration of in-kind habitat on-site;
2. restoration of in-kind habitat off-site within the Santa Monica Mountains;
3. The payment of an in-lieu fee to an approved conservation organization to conduct the restoration according to the parameters of the mitigation, or;
4. Payment of an in-lieu fee to the "Habitat Impact Fund" of the SMM LIP Resource Conservation Program provided the program and fund are operating and have been determined by the County to sufficiently mitigate the impact. According to Section 22.44.1950 of the LIP "The proceeds of the "Habitat Impact Fund" shall be used by the County to purchase and permanently preserve properties that contain substantial areas of H1 and/or H2 habitat in the coastal zone of the Santa Monica Mountains."

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated. Information in this section is taken from the Aquatic Resources Delineation Report (Delineation Report) prepared by Dudek, attached to the Addendum. The delineation was conducted on October 5, 2022. Potential aquatic resources in project parcel include three swales and two one-parameter wetlands. The first swale (USW-HLM-01 in the Delineation Report) occurs in the northwestern corner of the parcel where it enters from a culvert under Thousand Peaks Road and flows generally southeast. Approximately 110 feet of this feature occurs within the parcel boundaries. The feature is ephemeral, and it was dry during field investigations. The entire feature is a concrete v-ditch that in the uppermost portion is poorly defined due to accumulated sediment. Ordinary High Water Mark (OHWM) data recorded near the lower (southern) end of the feature included no evidence of an OHWM and no standing water. The feature was recorded as approximately 10 feet wide, but of variable width, and approximately 6 inches deep. No riparian vegetation occurs adjacent to or within the swale, which occurs entirely within areas supporting ornamental land cover. The surface within the swale was 99% bare and 1% herbaceous vegetation.

The second swale (USW-HLM-02 in the Delineation Report) occurs south of the proposed residence location, along the existing impact wall and at the tow of the slope to the south. This feature flows west to east for its entire length of approximately 314 feet within the parcel, and it

exits the site at a culvert under Dry Canyon Cold Creek Road. The feature is ephemeral, and it was dry during field investigations. The entire feature is a small concrete trapezoidal ditch that supports minimal vegetation in areas supporting sediment deposits. OHWM data recorded near the mid-point of the feature onsite included no evidence of an OHWM and no standing water. The feature was recorded as approximately 4.5 feet wide and 2 feet deep, with sloping sides, and a flat bottom one foot wide. The swale occurs in an area supporting ornamental land cover and bordering areas supporting disturbed land to the north (which is separated from the swale by the impact wall) and the birchleaf mountain mahogany chaparral to the south. Near the upstream end of the swale, two patches of cattails (*Typha sp.*) were present. These small patches occur within the banks of the swale. No other riparian or wetland vegetation occurs within or adjacent to the swale. Within the OHWM transect, the swale was 100% unvegetated.

The third swale (USW-HLM-03 in the Delineation Report) occurs along the eastern edge of the parcel, east of the proposed residence location, near Dry Canyon Cold Creek Road (Figure 5). It originates northeast of the proposed residence and joins the second swale southeast of the proposed residence, approximately 20 from where the second swale exits the review area under Dry Canyon Cold Creek Road. The feature is approximately 238 feet in length. It is ephemeral, and it was dry during field investigations. The entire feature is a small concrete v-ditch that is lined with sediment and is 85% unvegetated. OHWM data recorded near the mid-point of the feature onsite included no evidence of an OHWM and no standing water. The shallow feature was recorded as approximately 4 feet wide and 6 inches deep. No riparian vegetation occurs adjacent to or within the swale, which occurs entirely within areas supporting ornamental land cover. The surface within the swale is 85% bare where OHWM data were recorded, although sediment deposits over the concrete supported some shrubs (such as mulefat (*Baccharis pilularis*) and *Pyracantha spp.*) and 2% cover from herbaceous species.

Two small potential wetlands within the second swale were investigated (Wetland 1 and Wetland 2). They total approximately 31 square feet combined and are approximately 50 feet apart. Features in the review area were lacking hydrophytic plant species (except for the two patches of cattails mentioned previously); aquatic invertebrates; Ephemeroptera, Plecoptera, or Trichoptera invertebrate taxa; algae; and fish and are thus considered ephemeral per the Beta Streamflow Duration Assessment Method (SDAM). Given the presence of the cattails it is likely these two areas maintain water for a longer duration than the rest of the swale, however, this is likely due to the accumulation of sediment from upslope areas in the concrete bottom of the v-ditch. Within Wetland 1 Wetland Determination Forms were taken at a sample point with cattails (WSP-1) and a paired sample point in more upland habitat (WSP-2). It was determined that at WSP-1 hydrophytic vegetation was present; however, neither hydric soils nor wetland hydrology was present. The cattails accounted for 90% of the herb stratum, and several upland species in the shrub layer, including redberry buckthorn (*Rhamnus crocea*), birchleaf mountain mahogany (*Cercocarpus betuloides var. betuloides*), toyon (*Heteromeles arbutifolia*), sugarbush (*Rhus ovata*), and California sagebrush (*Artemisia californica*). With a dominance score of 25% and a prevalence score of 2.78, WSP-1 passes the prevalence test, but not the dominance test. The cattails were rooted in only three inches of sediment deposited on the concrete v-ditch. All shrub species occurred in the area immediately surrounding the v-ditch at Wetland 1. Soils were a sandy loam that occurred only down to 3 inches in depth, below which was concrete. No hydric soil indicators were present. No standing water was observed, and no other primary or secondary indicators of hydrology were present. Sample point WSP-2 supported the same five species in the shrub layer as occurred at WSP-1. The only dominant species recorded in the herb stratum was smilograss (*Stipa miliacea* var. *miliacea*). Conditions within

Weland 2 were assumed to be the same as in Wetland 1. Therefore, because the two patches of cattails are not wetlands, but clearly are associated with hydrology within the swale, they are considered riparian habitat.

The features described above constitute a total of approximately 0.092 acre (3,987 square feet, within 692 linear feet) of swale potentially regulated by CDFW as streambed (see Figure 5 in the Delineation Report). As discussed above the features are all considered ephemeral. Vegetation that may be considered riparian is limited to the two small patches of cattails within the second swale. No other riparian vegetation was observed within the swales or adjacent to swales. The features occur in three land covers within the review area: disturbed, mahogany chaparral, and ornamental landscape.

Potential impacts could result from construction activities or fuel modification activities. Construction activities will not result in any direct impacts as methods for removal of Peruvian pepper trees, Brazilian pepper trees, and salt cedar will not result in soil disturbance, and therefore will not result in direct impacts to any potential aquatic resource. Removal of other tree species, and of non-native species, will likely result in some soil disturbance. However, within the swales, any soil disturbance will be limited to the several inches of sedimentary deposits over the concrete v-ditches, where such sediments are sufficient to support vegetation. No trees are rooted anywhere within the swales, and therefore no direct impacts would occur from tree removal. The two patches of cattails will not be removed during construction and therefore will not be impacted. Additionally, a Stormwater Pollution Prevention Plan (SWPPP) will be required prior to ground disturbing activities that will demonstrate construction BMPs to keep sediment on site and out of waterways. Also, MM BIO-1 requires that the swales shall be demarcated for avoidance during construction activities. Planting of landscaping and native species should not result in impacts to the swales as those activities will not require disturbance of the swales or the two patches of riparian vegetation. Construction impacts to the potential jurisdictional features should not be significant with implementation of MM-BIO 1 and adherence to stormwater regulations, however, as features may be jurisdictional **MM BIO-10** is added to ensure proper notification and review by the CDFW occurs.

Fuel modification activities should not result in significant direct impacts to the swales as MM-BIO 3 requires a botanical survey of the FMZ prior to initial fuel modification activities wherein special-status plans, and the two patches of cattails in the second swale, will be flagged for avoidance. During subsequent fuel modification activities MM-BIO 4 requires that no plant debris is left in the swales, and any removal of non-native plants within the swales is accomplished without excavating whatever soil is present. With implementation of MM-BIO 3 and MM-BIO 4 and the addition of MM-BIO 10 post-construction impacts to the potential jurisdictional features will be less than significant.

Mitigation Measures

BIO-10 Prior to the issuance of a grading permit, the project applicant shall submit a Lake or Streambed Alteration (LSA) Notification to CDFW pursuant to Fish and Game Code section 1602. If an LSA Agreement is needed, the applicant shall obtain an LSA Agreement and provide compensatory mitigation for impacts to the stream(s) and impacted acreage of associated natural communities at a ratio of no less than 1:1, or at a ratio acceptable to CDFW. The applicant shall provide the County with either a copy

of the LSA Agreement, or concurrence from CDFW that an LSA Agreement is not required.

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?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated. The habitat adjacent to the project site is contiguous to the south and southwest; however, to the north, east, and west, privately owned parcels along Thousand Peaks Road, Dry Canyon Cold Creek Road, and Mulholland Highway fragment native habitat. Although habitat is fragmented by developed parcels, the relatively small area and low density of these properties does not appear to comprise a significant barrier to wildlife movement between large areas of contiguous habitat within the Santa Monica Mountains. The roads noted above experience relatively low amounts of vehicular traffic and constitute a minor wildlife crossing. Existing culverts immediately east of the subject parcel and project site are approximately 24- to 36-inches in diameter. Based on the Biological Assessment, the culvert inlets appeared to be suitable for small wildlife to utilize, though larger wildlife species would not be expected to use these structures during movement or migration between habitat patches. The culvert outlets are off-site on private property and were not assessed. Within the project site boundaries, the project will result in direct disturbance to 0.22 acres from project build-out, including 0.01 acre of ornamental vegetation and 0.21 acre of disturbed land, as shown in Table 6 of the Biological Assessment Addendum.

Although no candidate, sensitive or special status wildlife species are known to exist within the project site, there is a potential for migratory birds to nest within the on-site and adjacent trees, including those slated for removal, and the potential for mountain lions to move through the site or utilize habitat on or near the site. Destroying active bird nests, eggs, and young is illegal under California Fish and Game Code. Implementation of MM BIO-7 would reduce impacts to less than significant by requiring a pre-construction nesting bird survey if project activities are conducted during the nesting bird season (typically February 1 to August 31). If project activities are conducted outside the nesting bird season, the potential impact and pre-construction nesting bird survey requirement can be avoided.

Habitat Loss and Fragmentation

The 0.22 acres of direct disturbance from the project would not result in removal of naturally occurring vegetation communities and will only disturb areas of what is very poor habitat for mountain lion. Similarly, areas within fuel modification zones will affect mostly the same land covers (2.44 acres of ornamental and 0.39 acre of disturbed land), although this activity will also alter 0.72 acre of birchleaf mountain mahogany chaparral, as shown in Table 4-2 above. Except for a small sliver totaling approximately .01 acre (600+ square-feet), the entirety of the birchleaf mountain mahogany occurs in Zone C where little or no native vegetation would be removed, as specified in the Landscape Plans (Appendix C-1 of the IS/MND). The remaining 0.01 acre would occur in Zone B, where native vegetation is subject to thinning. In accordance with MM BIO-4 of the IS/MND, all vegetation removal will focus on non-native species to the extent possible while

meeting County fuel modification standards. The potential thinning of 0.01 acre of the native vegetation community may present a minimal loss of habitat, and the remaining 0.71 acre within Zone C would be minimally disturbed and present little to no loss of habitat. The FMZ disturbances would therefore not create a significant impact to mountain lion movement within in the area as little existing vegetation suitable for movement will be lost. The project would also not result in significant fragmentation of habitat that could impact movement. The proposed residence would be located in the northern part of the project site, near Dry Canyon Cold Creek Road and Thousand Peaks Road, near existing residential development and within an area of previous development. The 0.71 acre area of chaparral in Zone C will remain suitable for wildlife movement through the area, as will the roughly 5.9 acres of chaparral on the parcel that is outside of the FMZ. This southern section of the project parcel is immediately adjacent to extensive areas of undeveloped lands which are available to mountain lions for hunting and movement.

Other Constraints to Movement

Fencing currently surrounding the project site consists of a vertical steel bar design approximately 6-feet in height and some concrete masonry wall. The fencing is located entirely within H3-habitat; but the fence does not meet the definition of "wildlife permeable" in the Santa Monica Mountains SMM LIP. The ERB recommended that fencing be changed to comply with SMM LIP code to enable wildlife transit across natural areas remaining in the subdivision of the project.

To comply with the standards included in the Santa Monica Mountains LCP/ LIP, the existing fencing will be removed and will not be replaced in the same location. There will be no fencing on either side of the driveway on the subject property (fencing on the west adjacent property will remain), and the majority of new fencing will be within Zone A. New fencing will be four-foot high animal permeable fencing. It will extend from either side of the house, on the west side following the west property line to the edge of Zone C, and on the east side extending back to end eight feet from the existing six-foot tall block wall. There will be another eight-foot wide gap in the northeast corner of the fence. This new fencing will reduce the total fenced area on the property and only surround the flat area that will be developed. The only physical impediment to movement through the site will be the existing six-foot tall block wall at the southern edge of the flat area to be developed. The majority of the property will have no physical barriers to wildlife movement present, and the fencing built around the house primarily in Zone A will be permeable should wildlife come in contact with it. Therefore, construction of the new fencing will not result in impacts to wildlife corridors, movement, or habitat connectivity. Mitigation Measure **BIO-10** is applied to require the fencing modification to be implemented to ensure impacts would be less than significant with mitigation.

Noise, lighting, and human presence could potentially impact mountain lion movement as well. This has been discussed in 4a. above. Mountains lions are not as active during the day when most human activity would take place. As noted above there will be no activity within Zone C for most of the year and the roughly 5.9 acres of chapparal, and all of the connected vacant lands to it, will be subject to no human activity at all. Daytime noise generated by the proposed residence will be very similar to the daytime noise generated by the other adjacent single family residences, and if mountain lions are present in the native habitat during the daytime, the presence of the new residence would be unlikely to significantly alter that behavior. Noise, lighting, and other aspects of a new human presence on the site will be minimal after dark and similar to the existing residences. During twilight and nighttime hours, when mountains lions are most active, Zone C and the connected acres of

native habitat will remain suitable for mountain lion movement. If mountain lions currently travel through the area the presence of the new residence would be unlikely to change any behavior occurring in the native habitat as sound and light from the residence would be negligible in those areas. If mountain lions routinely use the engineered slopes to travel above the existing adjacent residence to the north the presence of the new residence should not impact that behavior as there is less distance between the slopes and the adjacent residence than with the proposed residence. If mountain lions currently use the slopes just above the project site for travel the new residence could potentially alter that behavior as there is less coverage on the slopes than in the native habitat. However, this scenario would not result in significant impacts as there is ample room to travel north without coming within 300 feet of the residence. New traffic generated by the project will be minimal and the speed of vehicles traveling to or from the project site should not be excessive as it is necessary to pass through a gate before entering Thousand Peaks Road. Most traffic will be during the day and the additional nighttime traffic associated with a single family residence will be minimal. Potential impacts related to an increase in traffic would therefore be less than significant. Because most human activity will occur during the day when mountain lions are not active, after dark activity will normally be minimal, lighting must conform to Section 22.44.1270 of the LIP, noise, human presence, and lighting would not create a significant physical barrier to mountain lion movement and would not result in significant impacts to mountain lion movement in the surrounding area.

Mitigation Measures

BIO-11 Perimeter fencing of the project shall be modified near the southwest corner and along the south of the development area by installing wildlife-permeable fencing for animals such as deer or mountain lion to transit from Zone C of the west neighbor's property and into the birchleaf mahogany chaparral of Zone C on the project's property. Wildlife shall additionally be able to transit across open, landscaped parts of the project to use the drainage along the east side of the project property. Gaps shall also be created in fencing along the east drainage feature to accommodate this. A plan for wildlife-permeable fencing is shown in Appendix C-1 on Landscape sheet L-1.3.

e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.)?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated. The building footprint avoids impacts to existing native habitat; however, according to the project's Mitigation And Encroached Tree Plan & Annual Report (September 2021), the project site contains 109 trees comprised of 33 protected trees and 76 non-protected trees that meet the minimum size criteria identified by the LUP. The 33 protected trees are comprised of 7 coast live oaks and 26 western cottonwood. The remaining 76 trees do not meet the minimum size criteria identified by the LUP. Overall, 62 trees will be retained on site, 31 will require removal (including 3 dead trees), and 16 trees will be encroached upon to accommodate project construction. Of the 31 tree removals; 17 are regulated

and will require a 10:1 mitigation rate. Of the 16 encroached trees, 5 are regulated, which require mitigation. Two of the regulated encroached trees have greater than 30 percent encroachment and will require a 10:1 mitigation rate. Three of the regulated encroached trees have less than 10 percent encroachment and will require a 5:1 mitigation rate. Based on the LUP native tree protection policy, 205 native trees are required as mitigation for the anticipated protected tree impacts. Individual tree impacts can be seen in Appendix E-2.

A total of 28 native tree seedlings that were identified and inventoried outside of the project disturbance limits would be retained in place which would reduce the required number of new plantings to 177 trees for mitigation. Due to site constraints, such as fuel modification zone requirements, the total number of mitigation trees that can be accommodated on site is 48 trees. The locations and species for these onsite mitigation trees are shown in Figure 4 and also the Landscape Plan provided in Appendix C-1. To meet the total mitigation requirements, the Mitigation And Encroached Tree Plan & Annual Report determined that the project would need to provide an additional 129 mitigation trees at off-site mitigation planting locations as the total mitigation requirements cannot be met onsite. As discussed in the Project Description, a Conceptual Native Tree Replacement Plan has been prepared by the TreePeople Land Trust ("TPLT") to establish 168 native trees in the Cold Creek Valley Preserve, to be funded by the project. The 168 offsite tree plantings funded by the project would include 39 more trees (30 percent more) than the 129 additional mitigation replacement trees required by the LUP, as a buffer in the event of replacement tree mortality. The Conceptual Native Tree Replacement Plan, dated September 16, 2021, is provided in **Appendix E-3**, and describes the location and number of native trees that would be established offsite as mitigation for project impacts.

Implementation of **MM BIO-11** requires mitigation for removals of native trees through a combination of on- and off-site planting as approved by the County, and **MM BIO-12** requires protection of encroached trees. Implementation of MM BIO-11 and BIO-12 would ensure impacts to native trees would be less than significant with mitigation.

Mitigation Measure

BIO-12 **Native Tree Replacement Planting Program.** Prior to the issuance of a grading permit, the County Department of Regional Planning shall receive and approve a Native Tree Replacement Planting Program that meets the requirements of the Santa Monica Mountains Local Coastal Program and Local Implementation Program (LCP and LIP) Section 22.44.1940.K.1. The project shall provide on-site native tree replacement, off-site native tree planting at a County approved location, or off-site native tree planting through a conservation organization to satisfy relevant mitigation ratios established in the Santa Monica Mountains LCP and LIP for native tree removal or encroachment associated with the project. Native tree impact and replacement requirements shall be included in the project design plans, once finalized. Additional mitigation trees shall be provided offsite in the Malibu Creek Watershed on conserved land managed by an agency with previous experience managing natural lands for conservation purposes. Recommended native replacement tree species and locations are included in the landscape plans prepared by Gaudet Design Group dated September 7, 2021, and the Conceptual Native Tree Replacement Plan prepared by the TreePeople Land Trust ("TPLT") dated September 16, 2021, for onsite and offsite plantings, respectively.

BIO-13 **Native Tree Encroachment Protection and Monitoring.** Prior to grading disturbance or tree removals, native trees on or immediately adjacent to the project site development area to be encroached and/or preserved shall be protected in compliance with the LUP native tree protection policy CO-100 as described in the 24600 Thousand Peaks Road Calabasas, California R2014-03698 Mitigation And Encroached Tree Plan & Annual Report (September 2021). Native tree protections include but are not limited to provision of protective fencing and signage, and instructing workers on the necessity of preventing damage to protected trees during construction, as well as post-construction monitoring and reporting on the condition of all trees impacted during construction for 2 years following completion of construction by an arborist meeting applicable certification requirements of the County.

f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3)?

☐ ☒ ☐ ☐

Less Than Significant Impact with Mitigation Incorporated. According to the County General Plan SEA and Coastal Resource Policy Area Map, the site is located in the Santa Monica Mountains Coastal Resource Area. In the Coastal Zone segment of the Santa Monica Mountains, sensitive biological resources are designated as SERAs by the SMM LCP. As discussed in response to Checklist Question 4.b, direct impacts associated with implementation of a 200-foot fuel modification zone would result in impacts to 2.71-acres of ornamental landscape in fuel modification zone Zones A, B, and C, and 0.33-acre of birchleaf mountain mahogany chaparral in fuel modification Zone C. Birchleaf mountain mahogany chaparral within the project site is designated as SERA H2 by the Santa Monica Mountains LCP and LUP. Implementation of MM BIO-1 through BIO-4, which require demarcation of work areas, non-native plant species removal, revegetation of fuel modifications zones B and C, and special-status plant species surveys, would reduce impacts related to local biological resource protection policies to less than significant with mitigation incorporated.

g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan?

☐ ☒ ☐ ☐

Less Than Significant Impact with Mitigation Incorporated. Within Los Angeles County, local habitat conservation plans are included as part of Local Coastal Programs as well as the SEA program. The Santa Monica Mountains LCP/ LUP details goals specific to natural resource management and protection. Specifically, the Conservation and Open Space Element outlines the goals included in the Santa Monica Mountains LCP/ LUP as well as the policies to be implemented by LA County in support of each goal. Santa Monica Mountains LCP/ LUP goals pertaining to the proposed project are included below.

> Goal CO-1: Maintain and restore biological productivity and coastal water quality appropriate to maintain optimum populations of marine and freshwater organisms and to protect human health.
>
> Goal CO-2: Sensitive Environmental Resource Areas shall be protected against any significant disruption of habitat values. Development in areas adjacent to Sensitive Environmental Resource Areas shall be sited and designed to prevent impacts which would significantly degrade these areas and shall be compatible with the continuance of the habitat.
>
> Goal CO-3: Retain the natural topographic character and vegetation of hillsides to the maximum extent possible and ensure that all development in such areas is sited and designed to provide maximum protection to public health and safety, coastal waters, public scenic views, and sensitive habitats.
>
> Goal CO-4: An integrated open space system that preserves valuable natural resources and provides a variety of recreational opportunities, within a program coordinated among federal, State, local, and non-profit agencies.
>
> Goal CO-5: Retain the scenic beauty of the plan area by considering and protecting its scenic and visual qualities as a resource of public importance.
>
> Goal CO-6: Provide maximum public access and recreational opportunities for all people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resources from overuse.

Implementation of mitigation measures BIO-1 through BIO-10 would reduce impacts related to conflicts with applicable habitat conservation plans to less than significant by requiring non-native plant species removal, revegetation of fuel modification zones B and C, clear habitat delineations, and special-status plant and wildlife species surveys prior to construction.

5. CULTURAL RESOURCES

The following impact analysis is based on a Phase I(a) Cultural Resource Assessment for the 24600 Thousand Peaks Road Project (Cultural Report) prepared by Envicom Corporation dated January 12, 2017. This report is attached in **Appendix F**.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?	☐	☐	☐	☒

No Impact. The project footprint is a previously graded building pad with no historical resources. There are no national, state, or locally-designated historic resources on the project site or in the immediate vicinity of the neighborhood setting. As concluded in the Phase I Cultural Resource Assessment (Cultural Report) in **Appendix F**, the examination of historic maps was also negative for older historic cultural resources. Therefore, the project would have no impact to causing a substantial adverse change in the significance of a historical resource as defined in the CEQA Guidelines Section 15064.5.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	☐	☐	☒	☐

Less Than Significant Impact. The Cultural Report included a cultural resource record search by the South Central Coastal Information Center (SCCIC) and a Native American record search conducted by the California Native American Heritage Commission (NAHC). Additional databases examined during the Phase I Assessment included historic regional maps, historic USGS maps, and historic Google Earth images. The results of the SCCIC and the NAHC record searches were negative for cultural resources within, adjacent, or near to the subject property, nor was the surrounding area found to be sensitive for cultural resources. Envicom archaeologists surveyed the property area on December 20, 2017, and the surface survey was negative for prehistoric or older cultural resources within the subject property. Therefore, the project would have less than significant impact on potentially present archaeological resources.

Given these conclusions, the Cultural Report did not recommend monitoring by an archaeological or Native American monitor due to the lack of sensitivity for cultural resources and the extensive previously impacted and graded state of the landscape. However, given that the inadvertent discovery of archaeological resources is always a possibility during ground disturbances; regulatory compliance with California Penal Code Section 622.5 would address these findings as detailed in the project-specific Cultural Report in Appendix F.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ☐ ☐ ☒ ☐

Less Than Significant Impact. The Cultural Report included a paleontological assessment for paleontological resources. This assessment involved examination of the Malibu Beach geological map for the project area and found that the entire project area is within the Conejo Valley volcanic rock unit (tcvb). This type of volcanic rock unit is known for basalt and breccias, which are weak in resisting erosion. Due to this weakness, much of the surface consists of weathered volcanic material. The project property is, therefore, located within an area that should be considered not sensitive for paleontological fossil resources. The project would also be constructed on a previously graded pad consisting of artificial fill soil unlikely to contain paleontological resources. Therefore, the project would have a less than significant impact on known paleontological resources or unique geologic features.

Due to the primary volcanic nature of the underlying bedrock, the Cultural Report did not recommend paleontological monitoring. However, the inadvertent discovery of paleontological resources (fossils) is always a possibility during ground disturbances. If buried materials of potential paleontological significance are inadvertently discovered within an undisturbed context during any earth-moving operation associated with the proposed project, then the following recommended guidance would address these findings as detailed in the project-specific Cultural Report in Appendix F.

d) Disturb any human remains, including those interred outside of dedicated cemeteries? ☐ ☐ ☒ ☐

Less Than Significant Impact. The site is not located on, or in the vicinity of, a dedicated cemetery. The site has previously been graded for a building pad; therefore, any human remains would have likely been encountered during the initial grading. As noted in response to Checklist Question 5.b, the results of the SCCIC and the NAHC record searches were negative for cultural resources within, adjacent, or near to the project property, nor was the surrounding area found to be sensitive for cultural resources. Therefore, the project would have a less than significant impact on known human remains.

However, the project would involve grading and excavation for construction of the basement so there is a very low potential that unknown human remains could be encountered. Given that the inadvertent discovery of human remains is always a possibility during ground disturbances; regulatory compliance with California Health and Safety Code Section 7050.5 and Public Resources Code (PRC) Section 5097.98 would address these findings as detailed in the project-specific Cultural Report in Appendix F.

6. ENERGY

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

Less Than Significant Impact.

Construction

During construction, the project would use heavy-duty equipment associated with grading, paving, architectural coating and building construction. Construction equipment used on the site may include excavators, graders, dozers, scrapers, air compressors, cranes, forklifts, generators, welders, rollers, pavers, and tractors equipped with front end loaders and backhoes, the majority of which would be diesel-fueled. Construction also involves off-site vehicle use for delivery of construction materials, as well as for construction worker transportation.

The California Code of Regulations (CCR), requires drivers of diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pounds not to idle the vehicle's primary diesel engine longer than five minutes at any location.[1] Compliance with this regulation would reduce the potential for inefficient use of, or unnecessary consumption of energy from diesel fuel.

According to carbon dioxide (CO_2) emission factors for transportation fuels published by the U.S. Energy Information Administration,[2] burning one gallon of diesel fuel generates approximately 22.4 pounds of CO_2 and burning one gallon of petroleum-based gasoline produces approximately 19.6 pounds of CO_2. Based on these emissions factors and the Project's total construction-related CO2 emissions, Project consumption of diesel and petroleum-based gasoline during construction was calculated and shown in **Table 6-1, Total Fuel Consumption During Project Construction**. The calculations are shown in the Construction Fuel Consumption Worksheet provided in **Appendix D.**

Table 6-1
Total Fuel Consumption During Project Construction

Energy Type	Total MT CO2	Total CO2 pounds [a]	CO2 emission factors	Total Gallons Consumed
Total Diesel	158.74	349,962	22.4	**15,623**
Total Gasoline	1.3	2,866	19.6	**146**

Source: CalEEMod Outputs, 24600 Thousand Peaks Road Project. Fuel Consumption by Construction Phase Worksheet, Appendix D.
[a] 1 MT = 2,204.62 lbs. (approx.)

[1] California Code of Regulations, Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.
[2] U.S. Energy Information Administration, Carbon Dioxide Emissions Coefficients, Accessed on December 8, 2020 at: https://www.eia.gov/environment/emissions/co2_vol_mass.php.

As shown in Table 6-1, based on the U.S. Energy Information Administration fuel consumption factors, and the project's estimated total CO_2 emissions presented in the CalEEMod output sheets, it is estimated that the project's construction activities would consume a total of approximately 15,623 gallons of diesel fuel and approximately 146 gallons of gasoline. In 2015, 15.1 billion gallons of gasoline were sold in California,[3] and in 2015, 4.2 billion gallons of diesel, including off-road diesel, was sold in California.[4] As such, the use of construction equipment, transportation of materials, and workers necessary for project construction would not represent a substantial proportion of annual gasoline or diesel fuel use in California.

Adherence to CCR Section 2485 and California Air Resources Board anti-idling regulations for off-road diesel-fueled fleets would reduce the potential for wasteful use of energy by construction equipment. Due to the temporary duration of construction, and the necessity of fuel consumption inherent in construction projects, fuel consumption would not be excessive or substantial with respect to fuel supplies. The energy demands associated with fuel consumption during construction would be typical of projects of this size and would not necessitate additional energy facilities or distribution infrastructure or cause wasteful, inefficient or unnecessary consumption of energy. Therefore, project construction would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, impacts would be less than significant.

Operations

The proposed project would be provided electricity by Southern California Edison (SCE). As estimated by CalEEMod, the proposed project's total electricity demand would be approximately 8,018.5 kWh/year. SCE provides electricity service to more than 15 million people in a 50,000 square-mile area of central, coastal and Southern California.[5] In 2019, SCE provided approximately 80,913 millions of kWh of electricity throughout the service area.[6] The Project's total electricity demand would represent approximately 0.000009 percent of the electricity supplied by SCE in 2019, which would be a negligible portion of overall supplies provided by SCE.

The proposed Project would be provided natural gas by the Southern California Gas Company (SoCalGas). As estimated by CalEEMod, the proposed Project's total gas demand would be approximately 25,804 kBTU/year. In 2019, SoCalGas provided approximately 5,424.7 therms or 542,341 million kBTU throughout the service area.[7] The Project's total natural gas demand would represent approximately 0.00005 percent of the natural gas supplied by SoCalGas in 2019, which would be a negligible portion of overall supplies provided by SoCalGas.

As a matter of regulatory compliance, the project would be required to comply with California Green building codes and Los Angeles County Green Building Standards in effect at the time of permit issuance. Energy-efficient design features shown on the project Architectural Plans include sealing building openings, Energy Star rated bathroom fans, and all hot water pipes insulated with proper insulation

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3 California Energy Commission, California Gasoline Data, Facts, and Statistics, Accessed on December 8, 2020 at: https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics.

4 California Energy Commission, Diesel Data, Facts and Statistics, Accessed on December 8, 2020 at: https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/diesel-fuel-data-facts-and-statistics.

5 Southern California Edison, Our Service Territory, Accessed on December 8, 2020 at: https://www.sce.com/about-us/who-we-are/leadership/our-service-territory.

6 California Energy Commission, Electricity Consumption By Entity, Accessed on December 8, 2020 at: http://www.ecdms.energy.ca.gov/elecbyutil.aspx.

7 California Energy Commission, Gas Consumption By Entity, Accessed on December 8, 2020 at http://www.ecdms.energy.ca.gov/gasbyutil.aspx.

densities. Therefore, as project construction would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Less Than Significant Impact. The proposed project design, one single-family home, represents a minimal amount of the County's energy demand. As a matter of regulatory compliance, the project would be required to comply with the County Green Building Standards Code, Green Building Standards Code (CALGreen Code or CGBSC) of Title 24 of the California Code of Regulations, and the State of California Green Code, in effect at the time of project approval. These standards require applicable projects to comply with energy saving building standards. CALGreen's mandatory measures establish a minimum for green construction practices. Project specific CGBSC compliance measures are noted on page A1.3 of the project architectural plans provided in Appendix A, including Energy Star rated exhaust fans. Given the project incorporates the efficient energy consumption measures required of by the County Green Building Standards Code and CALGreen, the project would not involve the inefficient use of energy resources and would result in a less than significant impact on energy efficiency.

7. GEOLOGY AND SOILS

The following impact analysis is based on the Geotechnical Engineering Report (Geotechnical Report) prepared by CalWest Geotechnical Consulting Engineers dated May 14, 2014, and the Report of Update Engineering Geologic Study (Geologic Study) prepared by Land Phases Inc. dated February 29, 2016, both provided in **Appendix G**. As noted in the Geologic Study, the geologic units (i.e. earth materials) underlying the project area of the subject property consist of certified compacted fill over bedrock.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Directly or indirectly cause 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 active fault trace? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

Less Than Significant Impact. The project is not located within an Earthquake Fault Zone and is not underlain by active fault traces as shown on the most recent Revised Official Map of the Malibu Beach Quadrangle released August 16, 2007. As concluded in the Geotechnical Report, the site is not within an Alquist-Priolo Earthquake Fault Zone. As noted in the Geologic Study regional geologic mapping by Dibblee (1993) and Yerkes (1980) indicate that a northwest/southeast-trending fault traverses the subject property to the south of the previously graded building pad. Based on the findings of the Geologic Study, faults are common in this area of the Santa Monica Mountains and this fault is not interpreted to be a potentially active or active tectonic feature. Therefore, the project would have a less than significant impact with regard to exposing people or structures to potential substantial adverse effects from a 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.

ii) Strong seismic ground shaking?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated - The site is not on an Alquist-Priolo Earthquake Fault Zone as shown on the Malibu Beach Quadrangle Map of Earthquake Zones of Required Investigation. As noted in the Geotechnical Report, although the subject site is not located within any California Earthquake Fault Zone, the site, as all of the Southern California area,

is located in a seismically active region and would be subject to moderate to strong ground shaking should any of the many active Southern California faults produce an earthquake. Should a major earthquake occur with an epicenter location close to the subject site, ground shaking at the site would undoubtedly be severe, as it would for other properties in the general vicinity. Lateral forces due to earthquake loading may be calculated utilizing the formulas presented in the 2013 edition of the California Building Code (CBC). As a regulatory requirement, the project would have to obtain a building permit from the County Department of Public Works to ensure the project meets current building standards to withstand seismic ground shaking. Implementation of mitigation measure GEO-1 ensures the project structural engineer adheres to the seismic parameters identified in the Geotechnical Report and would reduce the impact related to strong seismic ground shaking to less than significant.

Mitigation Measure

GEO-1 To reduce potential seismic ground shaking impacts at the project site, the project structural engineer shall ratify to the seismic design parameters identified in the project-specific Geotechnical Report prepared by CalWest Geotechnical Consulting Engineers dated May 14, 2014. If a more recent Geotechnical Report is prepared, the recommendations of the most recent geotechnical report shall supersede to the satisfaction of the Director of Public Works.

Through regulatory compliance with the latest edition of the CBC and implementation of mitigation measure GEO-1, the project would have a less than significant impact with mitigation incorporated with regard to exposing people or structures to potential substantial adverse effects from strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction and lateral spreading? ☐ ☐ ☒ ☐

Less Than Significant Impact. According to the State of California Division of Mines and Geology (CDMG), the subject site is not in an area subject to liquefaction. In addition, the project is not located within a Liquefaction Zone as shown on the most recent California Geological Survey Revised Official Map of the Malibu Beach Quadrangle released August 16, 2007. As concluded in the Geotechnical Report, under the influence of severe ground shaking, the materials underlying the site in the areas of the proposed development, based upon the known consistency of the earth materials and depth to groundwater, are not considered prone to liquefaction. In addition, the Geotechnical Report does not identify other ground failure or lateral spreading concerns for the site, and the project would be reviewed by the County for compliance with the CBC. Therefore, the project would have a less than significant impact regarding seismic-related ground failure, including liquefaction and lateral spreading.

iv) Landslides? ☐ ☒ ☐ ☐

Less Than Significant Impact with Mitigation Incorporated. The Santa Monica Mountains Local Coastal Program identifies the southern, upward sloping portion of the subject property immediately south of the previously graded building pad and existing cinder block wall as a Landslide Hazard area. The proposed residence and related project features would be located north of this existing wall on

the flat, previously graded building pad. Prior to construction, the project would be required to comply with the building standards and receive a grading permit from the County Department of Public Works Division of Building and Safety. According to the Geotechnical Report and Geologic Study, the proposed development would be safe against hazard from landslide and that the proposed development would not have an adverse influence on the stability of the subject site or immediate vicinity, provided the geotechnical and geologic recommendations are made part of the plans and are implemented during construction. Therefore, mitigation measure GEO-2 requires the project to follow the recommendations of the geotechnical engineer, which would reduce this impact to less than significant.

Mitigation Measure

GEO-2 To reduce potential geologic hazard impacts at the project site, the project proponent and contractors shall incorporate the recommendations provided in the Geotechnical Report by CalWest Geotechnical, including those pertaining to the structure and grading, and the Geology Report into the plans and shall implement these recommendations during construction. If a more recent Geotechnical Engineering Report or Engineering Geologic Study is prepared, the recommendations of the most recent report shall supersede to the satisfaction of the Director of Public Works.

b) Result in substantial soil erosion or the loss of topsoil? ☐ ☐ ☒ ☐

Less Than Significant Impact. The proposed residence would be built on a previously graded pad involving limited re-grading. Soil movement inherently causes erosion potential and requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) as a regulatory requirement. The SWPPP would include BMPs to reduce soil erosion, such as the placement of straw wattles near storm drains and silt fencing. Given the project site was previously graded, there would not be substantial erosion due to the limited re-grading. The project will also follow standard grading and construction practices as a grading permit will be needed. The Santa Monica Mountains LIP prohibits grading during the rainy season, defined as October 15 of any year through April 15 of the subsequent year, unless otherwise permitted pursuant to other provisions of the LIP (Section 22.44.1260.F). During occupancy, the project would not contribute to a substantial increase in soil erosion as the project site would be vegetated, securing soil and prevent substantial soil erosion. Therefore, the project would result in a less than significant amount of 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? ☐ ☒ ☐ ☐

Less Than Significant Impact with Mitigation Incorporated. CalWest Geotechnical concluded the project would be safe against hazard from landslide, settlement or slippage, and would not have an adverse influence on the stability of the subject site or immediate vicinity, provided the geotechnical recommendations are made part of the plans and are implemented during construction. These recommendations include soil stability safety features such as the placement of sub-drains below all

canyon fills, in all fill slope keyways, and behind all retaining walls. As the subject property contains a landslide hazard area to the south of the previously graded building pad, the project will incorporate recommendations provided in the geotechnical report by CalWest Geotechnical, as required by MM GEO-1 through GEO-2. With implementation of the recommendations in the Geotechnical Report, as required by mitigation measures GEO-1 and GEO-2, the project will have a less than significant impact with mitigation incorporated.

Mitigation Measures

The project shall comply with mitigation measures GEO-1 through GEO-2 above.

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

Less Than Significant Impact with Mitigation Incorporated. The project site is located mainly on the Sumiwawa-Hipuk-Rock outcrop complex. Sumiwawa consists mainly of loamy sand that drains well and has a low shrink-swell potential (United States Department of Agriculture Natural Resources Conservation Service). Hipuk consists of sandy loam and some clay that has a moderate shrink-swell potential. The Geotechnical Report concluded that, based on the anticipated foundation loading and corresponding foundation design, differential settlement is not expected to exceed a ¼ inch, in 20 feet, the maximum settlement is not expected to exceed 1/2 inch. The majority of the settlement, if any, should occur during the construction phase, with post construction settlement being within acceptable ranges for the proposed type of structure. The Geotechnical Report contains building foundation setback requirements with which the project would comply as required by GEO-1 through GEO-2. The project would have a less than significant impact with mitigation incorporated.

Mitigation Measure

The project shall comply with Mitigation Measures GEO-1 through GEO-2 above.

e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐

Less Than Significant Impact. The project is expected to have an onsite wastewater treatment system (OWTS). The Percolation Testing Report dated February 20, 1989 performed tests and concluded that the soils on site would be able to accommodate an OWTS. The project would be designed in accordance with requirements from the County of Los Angeles Department of Public Health and the Uniform Plumbing Code. Therefore, the project will have a less than significant impact to having soils incapable of adequately supporting OWTS.

f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)?	☐	☐	☒	☐

Less Than Significant Impact. As the subject property contains natural slopes exceeding 25% grade, the project is subject to the County HMA Ordinance. By locating the proposed residence on a level, previously graded building pad north of the sloped hillside to the south, the project design is consistent with the objective of the HMA Ordinance which seeks to preserve significant natural features in hillside areas. The project design must comply with the Hillside Management Area Ordinance. Therefore, this project would have a less than significant impact.

Sources:

- California Geological Survey, Earthquake Zones of Required Investigation Malibu Beach Quadrangle, Accessed on October 11, 2017 at: http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/MALIBU_BEACH_EZRIM.pdf.
- Los Angeles County, Department of Regional Planning, Hillside Management Area Ordinance, November 5, 2015.
- United States Department of Agriculture, Natural Resources Conservation Service, Soil Data Explorer, Soil Properties and Qualities, Accessed on October 11, 2017 at: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx.
- United States Department of Agriculture, Natural Resources Conservation Service, Soil Survey for Santa Monica Mountains National Recreation Area, California, Accessed on October 11, 2017 at: https://www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/california/CA692/0/Santa_Monica_NRA.pdf.

8. GREENHOUSE GAS EMISSIONS

The following impact analysis is based on the annual CalEEMod outputs prepared by Envicom Corporation dated December 7, 2020, provided in Appendix D.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

Less Than Significant Impact. Greenhouse gas (GHG) emissions from human activity play a role in global climate change, including global warming. Several gasses qualify as GHG. Each differs in its mass and ability to trap heat in the atmosphere. Such differences are based on the ability of each gas to directly absorb radiation, the length of time it remains in the atmosphere, chemical transformations that produce other GHGs, or by affecting atmospheric processes. Therefore, each has its own global warming potential (GWP) factor. Of the GHGs, CO2 is the most common. To provide a single unit of measurement, GHG emissions are commonly expressed in terms of carbon dioxide equivalents (CO2e), where CO2e is calculated by the quantity of each GHG multiplied by its associated global warming potential (GWP) factor.

On December 5, 2008, the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO2 equivalent/year. In September 2010, the Working Group released revisions recommending a threshold of 3,000 MT CO2e for all land use type projects. This 3,000 MT/year recommendation has been used as a guideline for this analysis. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of this recommended threshold are presumed to trigger a requirement for enhanced GHG reduction.

Construction GHG Emissions

During construction, equipment and vehicles would generate GHGs during ground disturbance, paving, and building. Due to the temporary nature of construction and the relatively small construction site size of approximately 0.81-acre, construction would not be anticipated to generate GHG emissions that would have a significant impact on the environment or a cumulatively considerable contribution to global climate change. The project GHG analysis calculated the amount of GHG emissions construction activity would generate using the CalEEMod computer model developed by the California Air Districts. Construction would generate the annual CO2e emissions provided in **Table 8-1, Construction GHG Emissions**. SCAQMD GHG emissions policy for construction activities is to amortize emissions over a 30-year lifetime. Therefore, the amortized level is also provided.

Table 8-1
Construction GHG Emissions

Year	CO_2e (Metric Tons/year)
2021 and 2022 Total	167.20
Amortized	5.57
Source: Annual CalEEMod outputs dated December 7, 2020, Appendix D.	

As shown in Table 8-1, amortized construction GHG emissions would be 5.57 MT/year, far below the 3,000 MT/year threshold of significance. Therefore, GHG impacts from construction would be less-than-significant.

Operational GHG Emissions

Operations of the proposed residence would generate GHG emissions from sources such as vehicle use and heating, ventilation, and air conditioning equipment associated with residential development. Total operational emissions plus the annualized construction emissions for the project are identified in **Table 8-2, Operational GHG Emissions**.

Table 8-2
Operational GHG Emissions

Source	CO_2e (Metric Tons/year)
Area Sources	0.26
Energy Utilization	3.95
Mobile Source	19.18
Solid Waste Generation	0.62
Water Consumption	0.51
Construction	5.57
Total	**30.1**
Guideline Threshold	3,000
Exceeds Threshold?	**No**
Source: Annual CalEEMod outputs provided in Appendix B, dated September 29, 2020.	

As shown in Table 8-2, total project GHG emissions of 30.1 MT/year would be substantially below the proposed significance threshold of 3,000 MT suggested by the SCAQMD. Hence, project operations would not result in generation of a significant level of greenhouse gases. Therefore, the project generated GHG emissions for both construction and operations would have a less than significant impact.

b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? ☐ ☐ ☒ ☐

Less Than Significant Impact. The Unincorporated Los Angeles County Community Climate Action Plan 2020 (CCAP), adopted in August 2015, aims to reduce the County's GHG emissions by at least 11 percent below 2010 levels by 2020 through implementation of five main strategy areas including green building and energy, land use and transportation, water conservation and wastewater, waste reduction,

reuse and recycling, and land conservation and tree planting. The activities involved with the construction and operation of this project do not conflict with the plans, policies, or regulations in place to reduce greenhouse gases as described in the CCAP. Furthermore, the proposed project, as one single-family residence, represents a very small portion of County development, and would not significantly contribute to regional GHG emissions. The project would have a less than significant impact in regard to a conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?	☐	☐	☒	☐

Less Than Significant Impact. The construction of a single-family home would not involve the routine transport, storage, production, use, or disposal of large quantities of hazardous materials. The project would properly store small quantities of hazardous materials that are involved in the construction of a home, such as paints and solvents but would properly store such materials and only use them in quantities that would not create a public hazard. During operations, modest amounts of typical solvents and chemicals used for housekeeping, maintenance, or landscaping purposes would be transported to the site but would not create a significant hazard to the public or the environment. Therefore, the project will have a less than significant impact in regard to creating a significant hazard to the public or the environment through the routine transport, storage, production, 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 or waste into the environment?	☐	☐	☒	☐

Less Than Significant Impact. The project will not be handling or transporting significant amounts of hazardous materials during construction or occupancy. The project will properly store hazardous materials that are necessary to build a house, such as paint, but will properly store them in sufficiently small quantities to prevent a significant hazard to the public if they were released. Therefore, the project will have a less than significant impact in creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involved the release of hazardous materials or waste into the environment.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	☐	☐	☒	☐

Less Than Significant Impact. The project involves construction of a single-family home that will not involve emission or handling of a significant amount of hazardous waste. Nearby sensitive uses would be other single-family homes. All wastes that the project would use will be stored in small enough

amounts to not create a hazard to nearby sensitive land uses. Therefore, the project will have a less than significant impact in regard to emitting hazardous wastes within one-quarter mile of sensitive land uses.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

No Impact. The project site has not been subject to the previous use of hazardous materials and is not on the list of hazardous materials sites compiled pursuant to Government Code § 65962.5 (the California Department of Toxic Substances Control Hazardous Waste and Substances Site List on EnviroStor). Therefore, the project would have no impact with regard to being located on a site included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, 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?	☐	☐	☐	☒

No Impact. The project is not within two miles of a public use airport and is not located within an airport land use plan. Therefore, the project would not result in a safety hazard associated with a public use airport or airport land use plan. The project would have no impact with regard to this issue.

f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

No Impact. The project is not located along an emergency response plan route as designated in the County General Plan's Safety Element Disaster Routes Map and would not displace any emergency response infrastructure. Further, the project consists of only one single-family house, producing no significant impacts on local roads. Therefore, the project would have no impact to impairing implementation of an adopted emergency response plan or emergency evacuation plan.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, because the project is located:

i) within a high fire hazard area with inadequate access?	☐	☐	☒	☐

Less Than Significant Impact. The project is located within a Very High Fire Hazard Severity Zone and would need to provide fuel modification and site access improvements to reduce the risk of loss, injury, or death involving fires. The project has a fuel modification plan which was approved by the LACoFD in June 2020, attached as Appendix C-2. As explained in the Project Description the size of the garage was changed subsequent to the approval and project plans have since been updated. It can be reasonably assumed that the revised fuel modification plan (Appendix C-1) will be approved by the LACoFD, if required. As approved, the fuel modification plan indicates the LACoFD reviewed and approved fire access to the site and structures, including the driveway fire lane, and the landscape maintenance terms outlined in the document. With approval of the provided fire access and fuel modification requirements, the project will have a less than significant impact in regard to exposing people or structures to a significant risk of loss, injury, or death involving fires within a Very High Fire Hazard Severity Zone.

ii) within an area with inadequate water and pressure to meet fire flow standards?	☐	☐	☒	☐

Less Than Significant Impact. As part of the County plan review process, the project will be required to complete an Information on Fire Flow Availability report prior to issuance of a Building Permit. The report is subject to review by the Los Angeles County Fire Department to ensure that there will be adequate water and pressure to meet fire flow standards. Therefore, the plan review process would verify the adequacy of water pressure to meet fire flow standards and the project would have a less than significant impact.

iii) within proximity to land uses that have the potential for dangerous fire hazard?	☐	☐	☒	☐

Less Than Significant Impact. As part of the County plan review process, the project will be required to complete an Information on Fire Flow Availability report for prior to the issuance of a Building Permit. The report is subject to review by the Los Angeles County Fire Department to ensure that there will be adequate water and pressure to meet fire flow standards. Therefore, the plan review process would verify the adequacy of water pressure to meet fire flow standards and the project would have a less than significant impact.

h) Does the proposed use constitute a potentially dangerous fire hazard?	☐	☐	☒	☐

Less Than Significant Impact. Construction activity could cause a fire hazard and would need to employ control mechanisms to protect against accidental ignition to reduce the likelihood of a potential fire hazard. During occupancy, the project would not involve the storage, use, or transportation of highly flammable chemicals and other combustible materials. As noted on the Cover Sheet of the project architectural plans, an automatic residential fire sprinkler system in accordance with National Fire Protection Association Standard 13D or Section R313.3 would be installed. Project design features and regulatory compliance, as noted in response to Checklist Question operations 9.h.i and 9.h.ii, above, would assure a less than significant fire hazard impact during operations. Therefore, the project would have a less than significant impact to constituting a potentially dangerous fire hazard.

10. HYDROLOGY AND WATER QUALITY

The following impact analysis is based on the Civil Plans prepared by Forma Engineering Inc., dated June 19, 2020, provided in Appendix B.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐

Less Than Significant Impact. The project proposes an on-site wastewater treatment system (OWTS) in the southeastern portion of the graded pad to treat wastewater generated during operations. The septic system would be subject to permitting under California's Waste Discharge Requirements in effect in Region 4, the Los Angeles Regional Water Quality Control Board (RWQCB). Through the RWQCB permit process as well as County Department of Public Works review, the project's OWTS compliance with water quality standards would be assured.

To address runoff water quality during construction, the State Water Resources Control Board regulations require that new project developments having 1.0 acre or more of grading disturbance file for a Construction General Permit for Storm Water Discharge associated with construction and land disturbance. The project footprint would disturb less than an acre (approx. 0.81 acre), and therefore the project would not require such permit. The project applicant must develop and implement a Storm Water Pollution Prevention Plan (SWPPP), which will describe construction phase erosion and sediment control and pollution prevention BMPs specific to the project and site and consistent with the LACDPW Storm Water Pollution Prevention Plan (SWPPP) Preparation Manual.

To address runoff water quality during operations, the proposed project would submit to the County a Standard Urban Storm Water Mitigation Plan (SUSMP)/LID Plan to manage and treat stormwater runoff from the project. The SUSMP/LID plan will incorporate BMPs to ensure that potential water quality impacts during operations would be reduced to less than significant levels. The proposed project would also be required to comply with the requirements of the Low-Impact Development Ordinance to control and minimize potentially polluted runoff to obtain construction permits and certificates of occupancy. Compliance with these regulatory requirements would reduce the project impact to water quality standards or waste discharge requirements to less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? ☐ ☐ ☒ ☐

Less Than Significant Impact. The project is located in the service area of the Las Virgenes Municipal Water District; therefore, the project would not rely on groundwater supplies. Groundwater recharge could potentially be reduced through the addition of impervious surfaces comprised of the residence and the garage (which will make up approximately 2% of the total site area), and driveway areas. Stormwater runoff would flow along a curb located along the southern edge of the proposed driveway access and connect to a new 10,000-gallon underground cistern and the stormwater collected in the cistern would be utilized for irrigation purposes onsite. The County Low Impact Development (LID) standards require design strategies that use naturalistic, on-site Best Management Practices to lessen the impacts of development on stormwater quality and quantity. The goal of LID is to mimic the undeveloped runoff conditions of the development site with the post-development conditions. Therefore, the project will have a less than significant impact to the depletion of groundwater supplies and would not substantially interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the groundwater table level.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of a Federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would: ☐ ☐ ☒ ☐

(i) Result in substantial erosion or siltation on- or off-site? ☐ ☐ ☒ ☐

Less Than Significant Impact. The project site currently has a graded pad where the residence and garage would be constructed. The primary source of surface water in the project site is rainfall runoff from the slopes to the south of the project site. The runoff flows in the canyon bottom to the southern edge of the previously graded building pad at which point flows enter an existing concrete v- ditch which extends to the east of the property and enter an ornamental drainage feature that eventually flows into Cold Creek within the Malibu Creek watershed.

During construction, the project would implement Best Management Practices (BMP) as required by the County Department of Public Works Construction Site BMP Manual (August 2010). Operational runoff would be required to comply with the Municipal Separate Storm Sewer System National Pollutant Discharge Elimination System (NPDES) Permit, often referred to as the "MS4 Permit" to capture erosion or siltation that could occurs on- or off-site. Stormwater runoff would flow along a curb located along the southern edge of the proposed driveway access and connect to a curb located along the southern edge of existing area drains according to the Runoff Management Plan prepared by Forma Engineering dated June 19, 2020. The stormwater collected in the cistern

would be utilized for irrigation purposes onsite. Therefore, the project would not substantially alter the existing drainage pattern in a manner which would result in substantial erosion or siltation on- or off-site.

(ii) Substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☒	☐

Less Than Significant Impact. As evaluated in response to Checklist Question 10.c, the proposed project would not substantially alter drainage pattern of the site or area. As drainage patterns and flows would not be substantially altered, a substantially increase the rate or amount of surface runoff would not occur in a manner which would result in flooding on- or off-site. Compliance with County LID standards would require design strategies to mimic the undeveloped runoff conditions of the development site with the post-development conditions to ensure the project would not increase the rate of surface runoff. In compliance with County LID standards, the Civil Plans in Appendix B provide a Runoff Management Plan including a Peak Flow Hydrologic Analysis (sheet C6); therefore, the impact would be less than significant.

(iii) 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?	☐	☐	☒	☐

Less Than Significant Impact. During occupancy, the project would not create or contribute a new significant amount of runoff water and will not provide substantial additional sources of polluted runoff. As noted in response to Checklist Question 10.d, compliance with County LID standards would require design strategies to mimic the undeveloped runoff conditions of the development site with the post-development conditions to ensure the project would not increase the rate of surface runoff. During construction, the project would implement BMPs to reduce any impact to creating or contributing runoff water. Stormwater runoff would flow along a curb located along the southern edge of the proposed driveway access and connect to a new 10,000-gallon underground cistern and the stormwater collected in the cistern would be utilized for irrigation purposes onsite. The Civil Plans in Appendix B provide a Runoff Management Plan including a Peak Flow Hydrologic Analysis (sheet C6). Therefore, project design features and compliance with County LID standards and grading and building permit requirements would reduce the impact of site runoff on the existing stormwater drainage system to less than significant.

(iv) Impede or redirect flood flows which would expose existing housing or other insurable structures in a Federal 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding?	☐	☐	☐	☒

No Impact. According to County General Plan Figure 12.2, Flood Hazard Zones Policy Map, the project is not within a 100-year flood hazard area. According to the Santa Monica Mountains Local Coastal Program-NET, the project is not located in a Federal Emergency Management Agency flood zone. According to the County Department of Public Works Flood Zone Determination Website, the project site is not located in a County Floodplain. Therefore, the project would result in no impact regarding the exposure of housing in a Federal 100-year flood hazard area or County-designated floodplain.

d) Otherwise place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements?	☐	☐	☐	☒

No Impact. According to County General Plan Figure 12.2, Flood Hazard Zones Policy Map, the project is not within a 100-year flood hazard area. According to the Santa Monica Mountains Local Coastal Program-NET, the project is not located in a Federal Emergency Management Agency flood zone. Therefore, there is no impact to placing housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or within a floodway or floodplain.

e) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?	☐	☐	☐	☒

No Impact. The project will be required to comply with the Los Angeles County Low Impact Development Ordinance which is intended to promote sustainability and improve the County's watersheds by preserving drainage paths and natural water supplies in order to "…retain, detain, store, change the timing of, or filter stormwater or runoff." According to the Existing Site Drainage Plan prepared by JAG Architects dated February 10, 2017 (Appendix A), operational runoff would flow along an above-ground drainage down the proposed driveway access and connect to an underground 10,000-gallon cistern to be collected and used for irrigation purposes onsite. Therefore, the project will have no impact to conflict with the Los Angeles County Low Impact Development Ordinance.

f) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?	☐	☐	☒	☐

Less Than Significant Impact. The project would feature an OWTS, but is not in an area with known geological limitations or in close proximity to surface water. As noted in the Geologic Study provided in Appendix G, the underlying groundwater level was not encountered during the study of the subject property to the maximum depth exported (i.e. 41 feet below existing grade) and evidence of a historically high groundwater level was not observed. The results of percolation testing presented in the Percolation Testing Report dated February 20, 1989 indicate the proposed installation of a private sewage disposal system on the subject site is feasible from a geotechnical point of view. The Percolation Testing Report

is Appendix D of the project Geotechnical Report provided in Appendix G. The septic system would be installed with consultation of a geotechnical engineer and would follow requirements set by the Department of Public Health and Waste Discharge Requirements set by the Regional Water Quality Control Board. Furthermore, based on the results of percolation testing provided in the Geology Report, the bedrock underlying borings (#3, 5, 6, and 7) provides adequate absorption of effluent for the design and use of a seepage pit-type OWTS. Therefore, the project will have a less than significant impact in regard to wastewater treatment systems in areas with known geological limitations or in close proximity to surface water.

g) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated. The project is not near a large body of water to be susceptible to inundation by a seiche, as indicated on the General Plan, Figure 12.3, Tsunami Hazard Areas Map. A mudflow consists of earthen materials or soil and water. The project location is not near a source of water and thus would be unlikely to be inundated by a mudflow. However, the Santa Monica Mountains LCP NET identifies the north-facing slope immediately south of the previously graded pad as a landslide area with potential for permanent ground displacement. If water were to rapidly saturate in the ground and result in a surge of water-saturated rock, earth, and debris, the proposed residence could be subject to inundation by mudflow. Based on the Geology Study provided in Appendix G, the subject property is free from any recent rain-related damage such as landslides or mudflows. Project-related impacts to the slope south of the graded pad and CMU wall would be limited to fuel modification. Review and approval by the County Department of Public Works to assure slope stability, and implementation of the geotechnical recommendations provided in the Geology and Geotechnical Reports, as required by mitigation measures GEO-1 and GEO-2, would reduce the impact of potential mudflow to less than significant with mitigation incorporated.

h) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Less Than Significant Impact. The project is located in the existing service area of, and would be served by, the Las Virgenes Municipal Water District; therefore, the project would not rely on groundwater supplies. Groundwater recharge could be reduced through the addition of impervious surfaces. Through compliance with the County Low Impact Development (LID) standards, which require design strategies that use natural features, the project would provide features, such as the new 10,000-gallon underground cistern to collect and store stormwater for irrigation purposes onsite. Therefore, the project would not substantially interfere with groundwater recharge or groundwater management.

11. LAND USE AND PLANNING

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Physically divide an established community?	☐	☐	☐	☒

No Impact. The project would be built on an existing residential parcel in a residential neighborhood in the Santa Monica Mountains near other single-family homes with a similar appearance. Therefore, the project would not physically divide an established community and would have no impact.

b) Cause a significant environmental impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

No Impact. The General Plan Land Use designation is Rural Lands 20 (RL20 - 1 dwelling unit/20 acres) and is zoned in R-C-20, Rural Coastal, 20-acre minimum required lot area, within the Santa Monica Mountains Local Coastal Program. Although the size of the subject property, at 11.2 acres, is below the minimum required lot area, development of one single –family residence is allowed as a legal non-conforming use. Therefore, the project will have no impact regarding consistency with the applicable County Plans for the subject property including, but no limited to, the General Plan, specific plans, local coastal plans, area plans, and community/neighborhood plans.

c) Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated. The project is located in a Hillside Management Area and is subject to the requirements contained in Section 22.44.1350 of the Santa Monica Mountains Local Coastal Program- Local Implementation Program (LIP). The LIP prohibits development on slopes greater than 50% and requires the inclusion of design measures and best management practices for development in hillsides with a slope greater than 15%. The proposed site grading – 3, 730 CY, consisting of 36 cubic yards of fill and 3,658 cubic yards of cut and export – does not exceed 15,000 cubic yards of total cut plus total fill material The project is consistent with the objective of Hillside Management goals and policies for the protection of hillside resources by siting the residence on a previously graded pad, thus not substantially changing the elevation of any structures or proposing structures on the hillside to the south of the graded building pad.

According to the General Plan Figure 9.3, Significant Ecological Areas and Coastal Resource Areas Policy Map, the project is located in a Santa Monica Mountains Coastal Resource Area. Therefore, the

project is subject to the Santa Monica Mountains Local Coastal Program and review by the County Environmental Review Board. As the County Fire Department required fuel modification would encroach into H2 Habitat, mitigation measures would (see Biological Resources subsection) reduce impacts to less than significant. Incorporation of mitigation measures BIO-1 through BIO-10 would reduce impacts regarding the goals and policies of the Santa Monica Mountains LCP to less than significant with mitigation incorporated

12. MINERAL RESOURCES

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

No Impact. According to General Plan Figure 9.6, Mineral Resources, there are no known mineral resources in the region of the project. Therefore, there would be no impact resulting in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

No Impact. According to General Plan Figure 9.6, Mineral Resources, there are no important mineral resources in the area of the project site. Therefore, the project would have no impact resulting 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.

13. NOISE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated. The proposed construction and operation of a single-family residence could result in the exposure of persons to, or generation of, noise levels in excess of standards established in the County General Plan or noise ordinance.

Construction

Preparation of the previously graded pad and construction of the proposed residence and components would include heavy equipment use, trucks, and hand-held power tools, generating temporary noise increases in the vicinity that could exceed standards established in the County General Plan or County Noise Control Ordinance. Construction activities would be required to comply with noise levels designated as acceptable according to the County Noise Control Ordinance. Compliance may involve performing construction activities during certain times of day, turning off idling machinery, and using noise barriers.

The Noise Element of the General Plan sets goals and policies for the management of noise. The noise metrics in the Noise Element are either Community Noise Equivalent Level (CNEL) or Day-Night Average Level (Ldn). CNEL and Ldn describe annoyance due to noise and establish criteria for land use planning. CNEL is the average equivalent A-weighted sound level during a 24-hour day obtained after the addition of five decibels to sound levels in the evening, from 7:00 p.m. to 10:00 p.m., and after the addition of 10 decibels to sound levels in at night, from 10:00 p.m. to 7:00 a.m.

The noise standards established in the County General Plan limit noise in residential zones to not exceed 65 dBA between the hours of 10:00 p.m. to 7:00 a.m. and 70 dBA between the hours of 7:00 a.m. to 10:00 p.m. (Los Angeles County General Plan, Noise Element, Table 11.2). For construction noise in particular, the County Noise Ordinance (Los Angeles County Code, Title 12, Chapter 12.08) specifies noise restrictions that apply to construction. These restrictions apply to the use of mobile equipment for nonscheduled, intermittent, short-term operation (less than 10 days) and are provided in **Table 13-1, Noise Restrictions at Affected Structures**.

Table 13-1
Noise Restrictions at Affected Structures

	Single-Family Residential	Multi-Family Residential	Semi-residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	75 dBA	80 dBA	85 dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	60 dBA	64 dBA	70 dBA
Source: Los Angeles County Code of Ordinances Title 12 - Environmental Protection - Chapter 12.08 – Noise Control – Section 440 – Construction Noise.			

Project construction is reasonably expected to take place between the hours of 7:00 a.m. and 8:00 p.m. Given the single-family residential setting of the surroundings and the use of mobile equipment for construction, the 75-dBA noise restriction (Los Angeles County Code, Title 12, Chapter 12.08.440.B.1.a.) is the applicable standard regulating constriction noise affecting structures. The equipment would be mobile in the sense the equipment would actively move around various portions of the site. In applying the construction noise restrictions specified in the County Code, one notes that the restrictions shown in Table 13-1 restrict the noise level *at affected structures*, meaning the County Code restricts contractors from conducting construction activities in such a manner that the maximum noise *levels at affected buildings* exceed those listed in Table 13-1. Noise levels from the types of equipment reasonably expected for use in the construction of a single-family residence are provided in **Table 13-2, Construction Equipment Noise Levels**.

Table 13-2
Construction Equipment Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from source	Expected Noise Level (dBA) at 125 feet from source
Air Compressor	81	73
Backhoe	80	72
Compactor	82	74
Concrete Mixer	85	77
Dozer	85	77
Generator	81	73
Grader	85	77
Jack Hammer	88	80
Loader	85	77
Paver	89	81
Pump	76	68
Roller	74	66
Saw	76	68
Scarifier	83	75
Scraper	89	81
Shovel	82	74
Truck	88	80
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006, Table 12-1, Construction Equipment Noise Emission Levels.		

The distance between the edge of the previously-graded building pad and the nearest existing residence is approximately 125 feet. As shown in Table 13-2, at this distance, temporary construction noise levels at the nearest affected structure could range from up to 81 dBA from a paver or scraper to 66 dBA from a roller. Also, construction of the access driveway could pass within approximately 15 feet of the southeast-facing wall of the existing two-story residence north of the site. Finishing the driveway is estimated to take 10 days or less along a previously-graded dirt road. However, construction activity could generate noise levels at nearby single-family residences that could temporarily exceed the 75-dBA threshold from Table 13-1 that applies to affected structures. For example, temporary construction noise levels at the nearest affected buildings could range from up to 80 dBA from the use of a paver (i.e., a piece of mobile construction equipment that is used for paving) or levels as high as 92 dBA during installation of the driveway between the motor court and Thousand Peaks Road; however, these are "worst-case" assumptions based on the use of the noisiest equipment types running in the closest proximity to existing structures. Modern materials and building methods attenuate exterior noise levels by approximately 30 dBA with windows closed, reducing these worst-case noise levels to between 50 dBA and 62 dBA. With attenuation from the existing building walls and windows, construction noise, at the northern portion of the graded pad and the driveway access in particular, could exceed the allowable daytime interior noise level of 45 dB specified in the Chapter 12.08.400 - Interior noise standards of the County Noise Control Ordinance.

The project would be required to comply with the County Noise Control Ordinance (Chapter 12.08 – Noise Control), which prohibits excessive noise and vibration within the County. The County Noise Ordinance provides acceptable exterior and interior noise standards for particular noise zones and specific noise restrictions during construction and operations, such as that all mobile or stationary internal-combustion-engine powered equipment or machinery must be equipped with suitable exhaust and air-intake silencers in proper working order. As regulatory requirement of **RCM NOI-1,** the project would comply with the County Noise Control Ordinance and all applicable noise control measures.

In addition, the County Code Chapter 12.12 – Building Construction Noise – prohibits construction noise on any Sunday, or at any other time between the hours of 8:00 p.m. and 6:30 a.m. the following day. Compliance with these regulatory requirements and implementation of mitigation measures **NOI-1** and **NOI-2**, which require the contractor to stage and operate heavy equipment as far as practicable from the northern extent of the building pad and use smaller equipment or a sound barrier during construction of the access driveway, would reduce impacts from temporary exceedances of the County noise ordinance to less than significant.

Operations

During operations, the project would generate a minimal permanent increase in noise resulting from vehicles traveling in and out of the garage and motor court, Heating, Ventilation, and Air Conditioning (HVAC) systems, use of the swimming pool, and regular landscape maintenance. These operational noises are consistent with the general land use of the area and would not cause a substantial permanent increase in ambient noise levels in the project vicinity. The project does not propose the use of amplified outdoor sound systems. Furthermore, the low density of the rural residential setting provides approximately 150 linear feet of separation between the motor court where vehicles would park and the nearest residence. The County General Plan limits noise in residential zones to not exceed 65 dBA between 10:00 pm to 7:00 am and 70 dBA between 7:00 am to 10:00 pm (Los Angeles County General Plan, Noise Element, Table 11.2). Therefore, through compliance with County General Plan and Noise Control Ordinance standards, the project would result in a less than significant impact in regard to a

substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas.

Mitigation Measures

NOI-1 To reduce the impact of construction equipment noise on the neighboring residence to the north of the previously graded building pad, grading and building contractors shall stage and operate heavy equipment as far as feasible from the northern extent of the building pad.

NOI-2 During construction of the driveway between the motor court and Thousand Peaks Road, contractors shall use smaller equipment, sound blankets, or a combination thereof, to reduce the impact of construction noise on the adjacent residence to the maximum extent feasible.

Regulatory Compliance Measure

RCM NOI-1 Noise Control Ordinance. To reduce noise impacts, the project applicant shall abide by applicable requirements contained in the Noise Control Ordinance for the County of Los Angeles, Title 12, Section 12.08 during construction and operations.

b) Generation of excessive groundborne vibration or groundborne noise levels? ☐ ☐ ☒ ☐

Less Than Significant Impact. Project construction would involve grading and the movement of heavy equipment and materials. This project is located in a rural residential area with large lots that provide wide spacing between individual residences. However, some degree of groundborne vibration or groundborne noise may be experienced during construction to the project's immediate surroundings.

Construction activities typically generate ground-borne vibration when heavy equipment travels over unpaved surfaces or moves soil. Ground borne vibration attenuates quickly with distance. The "soft" sedimentary surfaces in much of southern California quickly dampen out ground vibration. Because vibration is typically not an issue, the County has not adopted a quantitative groundborne vibration significance threshold, however, the County Code states that the perception threshold is "presumed to be a motion velocity of 0.01 in/sec over the range of 1 to 100 Hertz" (County Code Section 12.08.350 – Vibration). For additional context on various human responses to various vibration, **Table 13-3, Human Response to Transient Vibration**, provides responses at various transient vibration levels.

Table 13-3
Human Response to Transient Vibration

PPV (in/sec)	Human Response
2.0	Severe
0.9	Strongly perceptible
0.24	Distinctly perceptible
0.035	Barely perceptible

Source: Caltrans, Transportation and Construction Vibration Guidance Manual, page 22.

The responses shown in Table 13-3 relate to human perception, and are not adopted thresholds above which groundborne vibration would be considered excessive. For purposes of this analysis however, vibration above 0.9 PPV, those which are strongly perceptible, could be considered excessive. Excessive levels of groundborne vibration also have the potential to cause structural damage, regulatory guidance from the California Department of Transportation (CalTrans) and Federal Transit Administration (FTA), provided in **Table 13-4, Vibration Damage Potential Threshold Criteria**, may be relied upon as a structural damage threshold of significance for the purpose of this analysis.

Table 13-4
Vibration Damage Potential Threshold Criteria

Building Type	PPV (in/sec)
FTA Criteria	
Reinforced concrete, steel or timber (no plaster)	0.5
Engineered concrete and masonry (no plaster)	0.3
Non-engineered timber and masonry buildings	0.2
Buildings extremely susceptible to vibration damage	0.12
Caltrans Criteria	
Modern industrial/commercial buildings	0.5
New residential structures	0.5
Older residential structures	0.3
Historic old buildings	0.25
Fragile Buildings	0.1
Extremely fragile ruins, ancient monuments	0.08
Source: FTA 2006, Caltrans 2013.	

As shown in Table 13-4, the Caltrans and FTA threshold criterion for structural vibration damage to modern structures is 0.5 in/sec for intermittent sources, which includes impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. Older residential structures have a 0.3 in/sec threshold. Below this level, there is virtually no risk of building damage. This analysis estimated vibration levels project construction equipment could generate. These estimates are provided for equipment types in **Table 13-5, Estimated Vibration Levels During Project Construction**.

Table 13-5
Estimated Vibration Levels During Project Construction

Equipment	Peak Particle Velocity (PPV)					
	at 15 ft	at 25 ft	at 40 ft	at 50 ft	at 60 ft	at 75 ft
Large Bulldozer	0.191	0.089	0.044	0.031	0.024	0.017
Loaded trucks	0.152	0.076	0.037	0.027	0.020	0.015
Jackhammer	0.070	0.035	0.017	0.012	0.009	0.007
Small Bulldozer	0.006	0.003	0.001	<0.001	<0.001	<0.001
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.						

To be conservative, this analysis used a structural damage threshold of 0.3 in/sec for older residential structures even though the residences in the vicinity are modern. Given the scale of the site, the

construction equipment that could create the maximum potential vibration is a large bulldozer. Given that the project would be constructed on a previously-graded building pad, minimal grading would occur adjacent to the property line, thus reducing vibration potential.

For construction of the driveway, equipment would be temporarily operated as close as 15 feet from the closest adjacent structure. However, even at 15 feet, the predicted vibration levels generated by the largest equipment type – a large bulldozer – would be 0.191 PPV, well below levels that could create structural damage in older buildings (i.e., 0.3 in/sec). Therefore, this analysis concludes that construction vibration levels would be below the distinctly perceptible range for human response (PPV of 0.24 in/sec), even during construction of the driveway. Construction vibration on the previously graded pad would also be well below the structural damage threshold of 0.3 in/sec. Based on this analysis, groundborne vibration would not exceed significance thresholds for human perception or structural damage.

Following installation of the driveway, construction-related groundborne vibration impacts would be less impactful due to ground attenuation, falling below the barely perceptible range of less than 0.035 in/sec. Therefore, the project would have a less than significant impact with regard to the generation of excessive groundborne vibration or groundborne noise levels.

c) For a project located 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?	☐	☐	☐	☒

No Impact. According to the Los Angeles County Department of Regional Planning Airports and Airport Influence Areas Map (General Plan Figure 6.5), this project is not located within an airport land use influence area. The project is also not located near a public airport. The nearest public airport is the Van Nuys airport, over 15 driving miles from the project site. There are no airports or airstrips within two miles of the project site. The closest heliport to the project site is at Los Angeles Fire Department Camp 8, which is seven driving miles away. Therefore, the project will not have an impact to exposing people residing or working in the project area to excessive noise levels.

14. POPULATION AND HOUSING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Induce substantial unplanned 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)?	☐	☐	☒	☐

Less Than Significant Impact. The project consists of the construction and operation of a new single-family residence in an existing rural residential neighborhood. As the project will build one single-family home, the project would result in a minor increase in population but would not induce substantial population growth. The proposed driveway would be reached by the existing Thousand Peaks Road, a private road. The extension of public roads or urban infrastructure is not proposed. Project improvements would serve only the proposed project and would therefore not indirectly induce substantial population growth. Therefore, the project would have a less than significant impact regarding directly or indirectly inducing population growth.

b) Displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

No Impact. The site is currently an undeveloped building pad and is not displacing any existing people or housing. Therefore, there will be no impact resulting from displacing substantial numbers of existing housing necessitating the construction of replacement housing elsewhere.

15. PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of 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?	☐	☐	☒	☐

Less Than Significant Impact. The project site is located in a very high fire hazard severity zone; the closest fire station to the site is County Fire Department Station #67 (25801 Piuma Road), which is 3.5 miles away and a 7-minute drive. The current County standards for fire response times are: 5 minutes or less for urban areas; 8 minutes or less for suburban areas; and 12 minutes or less for rural areas. Therefore, a 7-minute drive would be within the current standard response times for fire service in a rural area. In addition, the next closest station is Los Angeles County Fire Station #68, which is 6.3 miles away and 13 minutes from the project site.

As shown on the architectural plans in Appendix A, the project must install an automatic residential fire sprinkler system in accordance with the National Fire Protection Association Standard 13D, Section R313.3, to protect against fire risk. Because the fuel modification plan in Appendix C-2 has been approved it is reasonably assumed the revised plan in Appendix C-1 will be approved as the only technical difference between the two is the location of the Zone A boundary adjacent to the garage. Therefore, it is reasonably assumed that the project meets Fire Department regulations for fire access and fuel modification. Given the scale of the project and compliance with Fire Code regulatory requirements, the project would not create capacity or service level problems and would not result in the need for a new of physically altered fire station. Therefore, the project would have a less than significant impact regarding fire protection.

Sheriff protection?	☐	☐	☒	☐

Less Than Significant Impact. The project is located within the jurisdiction of the Los Angeles County Sheriff Department. This area is in Patrol Division 22, Malibu/Lost Hills, and is approximately 7.3 miles and 12 minutes from the Sheriff station. The Sheriff's service ratio will marginally change as the population increase would only be from one family. Overall, the area does not have a high amount of crime. In the reporting period between April 19, 2017 to October 16, 2017, there were 6 reported crimes, all of which were vehicle burglaries, within 0.5 miles of the project site (crimereports.com). Therefore,

the project would not generate a substantial increase in demand such that a new or physically altered sheriff's facility or additional staff would be required. Therefore, the project will have a less than significant impact in regard to sheriff protection.

Schools? ☐ ☐ ☒ ☐

Less Than Significant Impact. The is located within the Las Virgenes Unified School District jurisdiction. The schools that would serve the project are Chaparral Elementary School, Alice C. Stelle Middle School, and Calabasas High School. The school age population increase that the project would generate, estimated at one to three students based on the architectural plans of the residence, would not result in the need for new or physically altered school facilities. Furthermore, pursuant to Government Code Section 65995, the project would be required to pay impact fees to reduce the impact of any students generated by the project. Therefore, the project would have a less than significant impact on the capacity of schools.

Parks? ☐ ☐ ☒ ☐

Less Than Significant Impact. The project consists of the construction of one single-family residence, which would marginally increase the service population of existing parks. According to the County Department of Parks and Recreation Countywide Comprehensive Parks and Recreation Needs Assessment, the existing park need for the unincorporated Santa Monica Mountains, Triunfo Canyon (Study Area #38), area is very low. Therefore, the population increase resulting from one single-family residence would not reduce the existing park space-to-resident ratio such that new or physically altered parks would be needed. Nearby parks include Malibu Creek State Park and Topanga State Park. The project includes a swimming pool which would offset the demand on existing County park and recreational facilities. Therefore, the project would have a less than significant impact on creating capacity or service level problems for parks.

Libraries? ☐ ☐ ☒ ☐

Less Than Significant Impact. The project consists of one single-family residence that would marginally increase the population of the existing library service area. This population increase would not be sufficient to result in the need for a new or physically altered library facility. The proposed residence would feature a private library, which would minimize the increase in demand on existing County libraries. The nearest Los Angeles County library is the Malibu Library, which is 9.4 miles away. As the project is located in the Santa Monica Mountains Service Planning Area, the project would be required to pay the Library Facilities Mitigation Fee in effect at the time of development pursuant to County Code Section 22.72.030. Therefore, the project would have a less than significant impact regarding libraries.

Other public facilities? ☐ ☐ ☐ ☒

No Impact. There are no other public facilities that would be impacted by the project.

Sources:

- California Legislative Information, California Law, Code Section, Government Code – GOV, Title 7. Planning and Land Use Division 1. Planning and Zoning, Accessed on October 16, 2017 at: http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65995.
- County of Los Angeles Public Library, County Libraries by City, Accessed on October 16, 2017 at: http://www.colapublib.org/libs/cities.php#l.
- Decision Incite, My School Locator, Las Virgenes Unified School District, Accessed: October 16, 2017 at: http://locator.decisioninsite.com/?StudyID=85023#.
- Los Angeles County Sheriff, LASD Patrol Divisions, Revised May 7, 2013.

16. RECREATION

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*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?	☐	☐	☒	☐

Less Than Significant Impact. The project is located within the Santa Monica Mountains National Recreation Area, which contains federal, state, and regional park and open space lands. Nearby state parks include Malibu Creek State Park, Topanga State Park, and Malibu Lagoon State Beach. There are other parks and open space areas within proximity to the project site, including Stunt Ranch, Red Rock Canyon Park, and Cold Creek Preserve. As one single-family residence, the project would not result in a substantial increase in the use of existing regional parks and would have a minimal overall impact to the surrounding parks and recreational facilities. The scale of the project and availability of parks and recreational areas would not allow for substantial physical deterioration to any surrounding parks or open space. Therefore, the project would have a less than significant impact.

b) Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Less Than Significant Impact. The project does not include any neighborhood or regional parks but does include a private swimming pool which would offset the demand on existing County recreational facilities. The physical effects resulting from the proposed swimming pool are considered within the project site plan analyzed in this Initial Study. The southern portion of the project property also features a Santa Monica Backbone Trail Easement Dedication, but this dedication would not result in the construction or expansion of facilities that might have an adverse physical effect on the environment. Therefore, impact of the proposed recreational features and trail dedication would be less than significant. As discussed in response to section 15. Public Services, Parks, the expected population increase from one single-family residence would not require the construction or expansion of existing parks and recreation facilities. Furthermore, according to the Los Angeles County Department of Parks and Recreation Countywide Comprehensive Parks and Recreation Needs Assessment, the existing park need for the unincorporated Santa Monica Mountains – Triunfo Canyon (Study Area #38) area is very low. Therefore, the impact of the project on existing parks and recreation facilities would be less than significant.

c) Would the project interfere with regional trail connectivity?	☐	☐	☐	☒

No Impact. The project would be located on a previously subdivided lot and previously graded building pad. The proposed residence and associated features would affect only a small part of the property that has a been previously disturbed (0.81 acres) and would not interfere with access to any surrounding public open space areas. The project site plan includes a Santa Monica Mountains Backbone Trail Easement Dedication to effectively improve open space connectivity. Therefore, the project would have no impact in regard to interfering with regional open space connectivity.

Sources:

- California Department of Parks and Recreation, Find a California State Park, Accessed on October 16, 2017 at: https://www.parks.ca.gov/parkindex/.
- National Park Service, Santa Monica Mountains, National Recreation Area, California, Maps, Accessed on October 17, 2017 at: https://www.nps.gov/samo/planyourvisit/maps.htm.

17. TRANSPORTATION

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

Less Than Significant Impact. The project would construct one single-family home with a driveway access road connecting to Thousand Peaks Road, an existing private road. This project would not conflict with any mass transit plans because this rural area is not served by mass transit; the nearest bus station is the Parkway Calabasas stop (Metro Stop ID #4314) at the intersection of Parkway Calabasas and Calabasas Road, a driving distance of 6.2 miles north of the project site. The project would not conflict with pedestrian paths as there are no pedestrian paths alongside the private road –Thousand Peaks Road – to which the proposed driveway would connect. There are also no pedestrian paths along the portion of Dry Canyon Cold Creek Road fronting the subject property. The scale of the project would not substantially increase traffic Mulholland Highway, the closest major road to the site. According to the County Bicycle Master Plan Figure 3-28, a Class III – Bike Route, is proposed for Mulholland Highway. However, the limited size of the project would not substantially increase bike traffic or conflict with this plan.

Construction crew members would commute to and from the site, equipment and material deliveries, and soil export. Temporary construction traffic would be required to comply with County Code ordinances such as the assignment of flagmen to construction and maintenance areas (Section 15.76.170). Compliance with County Code requirements would reduce the impact of temporary construction traffic on local roadways serving the project site and vicinity to less than significant. Due to the remote environmental setting and minimal increase in population resulting from one single-family residence, the project would have a less than significant impact with regard to conflicting with an applicable plan, ordinance, or policy addressing the circulation system.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐

Less Than Significant Impact. As explained in the Transportation Impact Analysis Guidelines from the Los Angeles County Public Works (Public Works), for development projects, the intent of this question is to assess whether a proposed project adequately reduces total Vehicle Miles Traveled (VMT). Public Works provides the following guidance regarding screening and impact criteria to address this question. The following screening criteria and impact criteria serve as guidance for projects to determine whether a Transportation Impact Analysis should be performed and the criteria to determine if a project generates a significant transportation impact.

The Transportation Impact Analysis Guidelines state a project's daily vehicle trip generation should be estimated using the most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. Based on the 10th edition of the ITE Trip Generation Manual, one single-family detached housing unit produces 9.44 daily vehicle trips. Therefore, the 9.44 daily vehicle trips us below the screening criteria of 110 or more daily vehicle trips for non-retail development projects. As explained in the Transportation Impact Analysis Guidelines, Screening Criteria Section 3.1.2.1., if a development project generates less than 110 or more daily vehicle trips, further analysis is not required, and a less than significant determination can be made. Therefore, the project would result in a less than significant impact with regard to VMT.

c) Substantially increase hazards due to a road design feature (e.g., sharp curves) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

Less Than Significant Impact. The project would improve an existing driveway road connecting to Thousand Peaks Road. Thousand Peaks Road is a private road, with a gate where it intersects with Dry Canyon Cold Creek Road. This configuration minimizes access and discourages high speeds. There would also be a limited number of cars using Thousand Peaks Road as there are only five houses further up from the project site's access road on Thousand Peaks Road.

During construction, contractors would deliver heavy equipment, make material deliveries, and export soil on trucks. Construction would be temporary and required to comply with County Code ordinances such as the assignment of flagmen to construction and maintenance areas (Section 15.76.170). Compliance with County Code and Transportation Plan requirements would reduce the impact of temporary construction traffic on local roadways serving the project site and vicinity. Therefore, the project will have a less than significant impact to substantially increasing hazards due to a design feature or incompatible uses.

d) Result in inadequate emergency access?	☐	☐	☒	☐

Less Than Significant Impact. According to General Plan Figure 12.6, Disaster Routes Map, the proposed project is not along a disaster route. Prior to construction, the project would be reviewed for consistency with building and fire codes to ensure adequate emergency access. The project involves construction of a driveway with a firelane for emergency vehicle access, which will allow access to the project site in an emergency. During occupancy, the project will be accessed through the driveway shown on the project site plan. This project will not impair accessibility to any other residence. Therefore, the project will have a less than significant impact to result in inadequate emergency access.

18. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*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 §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or	☐	☐	☒	

Less Than Significant Impact. As concluded in response to Checklist Question 5.a, the project footprint is a previously graded building pad with no historical resources. There are no national, state, or locally-designated historic resources on the project site or in the immediate vicinity of the neighborhood setting. The examination of numerous historic maps was also negative for older historic cultural resources. Therefore, the project would have a less than significant impact.

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

Less Than Significant Impact. As concluded in the Cultural Report and described in response to Checklist Questions 5.a.-d, the results of the SCCIC and the NAHC record searches were negative for cultural resources within, adjacent, or near to the project property, nor was the surrounding area found to be sensitive for cultural resources. The County notified all California Native American Tribes that previously requested formal notification. One California Native American tribe

requested consultation on the project. The County completed confidential consultation with the tribe on November 30, 2017. No specific information or details of resources on or in the vicinity of the project site was provided to the County to evidence any known resources or likelihood of resources. Following the County's additional request for supporting information, no substantial evidence, nexus, or supporting documentation related to resources on, adjacent to, or resulting in a likelihood be discovered within, the project site was provided the County. Therefore, the lead agency has determined in its discretion that less than significant impacts to resources to a California Native American tribe.

19. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

Less Than Significant Impact. In terms of water, the project site is in the existing service area of the Las Virgenes Municipal Water District, therefore the project would not require the construction of new or expanded water facilities. In terms of wastewater treatment, the project proposes an on-site septic system, therefore the construction of new or expanded public wastewater treatment facilities. In terms of storm water, the project proposes storm water drainage components described in the civil plans in Appendix B, therefore, the project would not require new or expanded public wastewater treatment facilities. In terms of electric power and natural gas, the project would be serviced by Southern California Gas Company for natural gas and Southern California Edison Company for its electricity. The site is located in a rural residential area within an existing utility service area and would not require construction of new telecommunications facilities. Therefore, the project will have a less than significant impact in terms of the construction or expansion of new utility facilities, the construction of which could cause significant environmental effects.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

Less Than Significant Impact The project is located within the Las Virgenes Municipal Water District's jurisdiction. The Urban Water Management Plan for the Las Virgenes Municipal Water District projects 2,746 new dwelling units in its service district in unincorporated Los Angeles County between 2014 and 2040. This Urban Water Management Plan takes into consideration expected growth and expects to be able to meet demands, during average, single-dry, and multiple-dry years through the year 2040. The project is accounted for in the service population projections of the Urban Water Management Plan calculations. Therefore, the project would have a less than significant impact with regard to having sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses.

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? ☐ ☐ ☐ ☒

No Impact. The project proposes an on-site septic system to process the wastewater generated by the project. Therefore, the proposed project would not create wastewater system capacity problems at existing wastewater treatment facilities, and would have no impact on the capacities of the public wastewater treatment provider.

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? ☐ ☐ ☒ ☐

Less Than Significant Impact. The project consists of the construction and operation of single-family residence. According to General Plan Figure 13.1, Landfills, the nearest Class III landfill in Los Angeles County is the Calabasas Landfill. The Calabasas Landfill has a maximum permitted throughput capacity of 3,500 tons per day, and an estimated remaining life of 20 years. In 2016, the average waste quantities disposed (including import quantities) of at the Calabasas Landfill were 951 tons. Therefore, the Calabasas Landfill has a remaining intake capacity of 2,549 tons. Project solid waste estimates are provided in **Table 19-1, Project Solid Waste Generation.**

Table 19-1
Project Solid Waste Generation

Component	Size (SF)	Generation Rate [(a)]	Solid Waste Generation (Total construction period)	
			lbs	tons
Construction				
Residence	10,339	4.39 (lb/SF)	45,388	22.7
Attached garage	644	4.39 (lb/SF)	2,827	1.4
Construction Total			**48,215**	**24.1**
Operation				
One residence		12.23 lbs/day [(b)]	12.23 lbs/day	

(a) U.S. Environmental Protection Agency, Estimating 2003 Building-Related Construction and Demolition Materials Amounts, pg. 9.
(b) CalRecycle, Estimated Solid Waste Generation Rates, available at: https://www2.calrecycle.ca.gov/wastecharacterization/general/rates

As shown in Table 19-1, project construction would generate an estimated 24.1 tons of construction solid waste prior to diversion, and project operations would generate an estimated 12.23 pounds of solid waste per day prior to diversion. To promote the recycling of construction waste materials, the CALGreen Code requires that most new construction and some additions and alterations divert at least 50 percent of their construction waste. State law (Assembly Bill 939) requires jurisdictions to

implement programs to achieve 50 percent diversion of all solid waste from landfill disposal.[8] With 50 percent diversion, the project would generate an estimated 12.05 tons of total construction waste and operations would generate an estimated 6.1 pounds per day of solid waste. Given that the Calabasas landfill has a remaining intake capacity of 2,549 tons, the total solid waste generated by project construction would constitute 0.5 percent of remaining daily disposal capacity and project operations would constitute 0.0001 percent of remaining daily disposal capacity. Therefore, the project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste, impacts would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Less Than Significant Impact. The project would comply with applicable solid waste regulations and the County of Los Angeles Countywide Integrated Waste Management Plan. Therefore, the project would have a less than significant regarding complying with federal, state, and local solid waste statutes and regulations.

Sources:

- Las Virgenes Municipal Water District, 2015 Urban Water Management Plan Final, August 17, 2016.
- Los Angeles County, Department of Regional Planning, Figure 13.1, Landfills, May 2014.
- CalRecycle, Facility/Site Summary Details: Calabasas Landfill, Accessed on October 17, 2017 at: http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-0056/Detail/.

[8] California Department of Resources Recycling and Recovery, State of Recycling in California, Updated 2016, Pgs. 3 and 68.

20. WILDFIRE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*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?	☐	☐	☒	☐

Less Than Significant Impact. As shown on California Department of Forestry and Fire Protection map, the project site is located within a High Fire Hazard Severity Zone in a State Responsibility Area (Fire and Resource Assessment Program, accessed September 21, 2020). As shown in General Plan Figure 12.5, Fire Hazard Severity Zones Policy Map, the project site is located within a Very High Fire Hazard Severity Zone. According to General Plan Figure 12.6, Disaster Routes Map, the project is not along a disaster route. During occupancy, the project would be accessed through the driveway with a firelane as shown on the architectural plans dated December 2, 2020, in Appendix A. The vicinity includes existing single-family residences served by the County Fire Department and would be accessible from existing local roadways, namely, Las Virgenes Road and the U.S. 101 Freeway, which the Safety Element of the County General Plan shows as disaster routes. The project would not permanently alter vehicular emergency access or evacuation routes or impair public access on public rights-of-way, including access to and from Las Virgenes Road and the U.S. 101 Freeway. Therefore, neither project construction or operations would substantially impair an adopted emergency response plan or emergency evacuation plan, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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?	☐	☐	☒	☐

Less Than Significant Impact. As previously discussed a fuel modification plan for the project was approved by the LACoFD as shown in Appendix C-2. It is reasonably assumed the proposed revised fuel modification plan in appendix C-1 will be approved as well as the plans are nearly identical. The fuel modification plans show that there is adequate emergency access to the project and fuel modification requirements will reduce the potential for wildfire to impact proposed structures. To protect future occupants from wildfire risks, the project would also incorporate an automatic residential fire sprinkler system in accordance with National Fire Protection Association Standard 13D or Section R313.3, as discussed in the responses to Checklist Questions 9.a and 15.a. The closest fire station is County Fire Department Station #67, which is 3.5 miles from the project site. Through approval of the fuel modification plan and ongoing maintenance pursuant to the terms specified therein, installation of

an automatic residential sprinkler system, and proximity to an existing LACoFD station, the project would have a less than significant impact.

Mitigation Measures: No mitigation measures are required.

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?	☐	☐	☒	☐

Less Than Significant Impact. The project would improve an existing unpaved driveway to reach Thousand Peaks Road, an existing, improved surface street that allows emergency access to the project site from Dry Canyon Cold Creek Road. The installation of emergency water sources, power lines, fuel breaks, or other utilities that may exacerbate fire risk are not proposed. As the project would not require the installation of infrastructure that may exacerbate fire risk impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated. In terms of post-fire slope stability, the Santa Monica Mountains Local Coastal Program identifies the southern, upward sloping portion of the subject property immediately south of the previously graded building pad as a Landslide Hazard area. According to the Geotechnical Report and Geologic Study in Appendix G, the proposed development would be safe against hazards from landslide and the project would not have an adverse influence on the stability of the project site or immediate vicinity, provided the geotechnical and geologic recommendations are made part of the plans and are implemented during construction. Mitigation measure GEO-2 requires the project to follow the recommendations of the geotechnical engineer, which would reduce post-fire slope stability impacts. With the project fire-protective project measures, noted in response to Checklist Question 20.b, and compliance with GEO-2, the project would avoid a significant exacerbation of a downslope landslide or downstream flooding impact, and impacts would be less than significant after mitigation.

Mitigation Measures: Mitigation measure GEO-2 shall apply.

e) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Less Than Significant Impact. Being located within a VHFSZ requires the proposed structure to be fire hardened, conforming to Chapters 7, 7A, and 9 of the California Building Code (CBC). Chapter 7 regulates materials, systems and assemblies used for structural fire resistance and fire-resistance-rated construction separation of adjacent spaces to safeguard against the spread of fire and smoke within a building and the spread of fire to or from buildings. Chapter 7 applies to all permitted structures. Chapter 7A establishes minimum standards for the protection of life and property by increasing the ability of a building located in any Fire Hazard Severity Zone to resist the intrusion of flames or burning embers projected by a vegetation fire and contributes to a systematic reduction in conflagration losses. These requirements include fire sprinklers inside the residence. In addition the required fuel modification plan ensures adequate emergency access to the site and a reduction of fire fuels near the building. These requirements are designed to adequately protect people and structures from risk of loss, injury or death involving wildland fires and their implementation would result in less than significant impacts.

Mitigation Measures: No mitigation measures are required.

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Does the project have the potential to substantially 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, substantially 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?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated. As discussed in response to subsection 3, Biological Resources, the impact of the project on biological resources would be less than significant with mitigation incorporated. As evaluated in response to subsection 5, Cultural Resources, the impact of the project on known cultural, historical, and prehistoric resources would be no impact. Although these impacts are localized and small in scale, such that they are unlikely to rise to the level of impact described in the Checklist Question a. (e.g., "drop below self-sustaining levels" or "threaten to eliminate a plant or animal community," this impact is conservatively determined to be less than significant with mitigation incorporated.

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)?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated. As evaluated in response to subsections 1. through 20., the impact of the proposed project is either "no impact," "less than significant," or "less than significant with mitigation incorporated." No significant impacts would remain after mitigation specified in subsections 4., Biological Resources, 13., Noise, and 20., Wildfire. Therefore, after mitigation, the project's contribution to cumulatively considerable impacts would be less than significant.

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

Less Than Significant Impact with Mitigation Incorporated. Environmental effects which could cause substantial adverse effects on human beings were previously evaluated in subsections 3. Air Quality, 7. Geology and Soils, 8. Greenhouse Gas Emissions, 9. Hazards and Hazardous Materials, 10. Hydrology and Water Quality, 13. Noise, 17. Transportation, and 20. Wildfire. Impact conclusions were either "no impact," "less than significant," or "less than significant with mitigation incorporated." No significant impacts would remain after mitigation specified in subsections 4., Biological Resources, 13., Noise, and 20., Wildfire. Therefore, with mitigation, the proposed project would not have environmental effects that cause substantial adverse effects on human beings, either directly or indirectly.