

PROPOSED ENVIRONMENTAL DETERMINATION

DETERMINATION DATE:	December 4, 2024
PROJECT NUMBER:	PRJ2023-0033407
PERMIT NUMBERS:	Vesting Tentative Parcel Map No. 073305 (RPPL2023004981) Environmental Assessment No. RPPL2024004451
SUPERVISORIAL DISTRICT:	3
PROJECT LOCATION:	23823 Ventura Boulevard, Calabasas
OWNER:	Tony Principe, Calabasas Auto Park LLC
APPLICANT:	Done Waite, Westland Civil, Inc
CASE PLANNER:	Alejandrina Baldwin, Principal Planner abaldwin@planning.lacounty.gov

Los Angeles County (“County”) completed an analysis of Vesting Tentative Parcel Map No. 073305 (RPPL2023004981) (“PM073305”) in comparison with Project No. R2015-02355-(3) (“Calabasas Auto Storage Project”) and concluded that an Addendum to the Calabasas Auto Storage Project’s Mitigated Negative Declaration (“MND”) is the appropriate environmental document. On August 20, 2019, the Los Angeles County Hearing Officer approved Conditional Use Permit No. 2015000096, referred to as the Calabasas Auto Storage Project for the establishment of an auto warehouse storage facility that is two-stories in height with 19 attached auto storage units, 46-parking lot with one loading area, grading and retaining walls.

The Calabasas Auto Storage Project included an Initial Study, a certified Mitigated Negative Declaration (“MND”), and an adopted Mitigation Monitoring and Reporting Program (“MMRP”). After analyzing the PM073305 project with the Calabasas Auto Storage project, Staff determined that there is no need for a subsequent document to be prepared for PM073305 pursuant to CEQA Guidelines Section 15164. The attached MND Addendum analyzes whether there are substantial changes by PM073305 or presents new circumstances under which the project was undertaken, or new information of substantial importance. Areas analyzed include air quality, biological resources, land use planning, transportation, and fire protection/wildfire.

PM073305 proposes to convert the auto warehouse storage facility with 19 auto storage units, that is currently under construction, from rental to individual condominium units. The project site has been graded and retaining walls installed. The use, project site design, parking layout and uses are not revised. PM073305 does not propose substantial changes in respect to the circumstances under which the project was undertaken, there is no new information of substantial importance, it will not have significant effects

not previously discussed and will continue to implement the mitigation measures adopted along with the approval of the Calabasas Auto Storage Project.

Attached: MND Addendum, Initial Study and MMRP

**MND ADDENDUM
CALABASAS AUTO STORAGE PROJECT
PROJECT NO. 2023-003407-(3)
VESTING TENTATIVE PARCEL MAP NO. 073305
ENVIRONMENTAL PLAN NO. 2024004451**

Submitted to:

LOS ANGELES COUNTY PLANNING
Subdivisions Section
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Prepared by:

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Reference: Envicom Project #2024-017-01

August 2024

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ATTACHMENT

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1.0 INTRODUCTION

The purpose of this document is to analyze changes proposed under Vesting Tentative Parcel Map 077305 (RPPL2023004981) (“PM073305”) (“modified project”) for the Calabasas Auto Storage use and building located at 23823 Ventura Boulevard, in the unincorporated area of Calabasas. The Calabasas Auto Storage Project (“approved project”) was approved by the Los Angeles County Hearing Officer on August 20, 2019, under Project No. R2015-02355-(3), Conditional Use Permit No. 201500096 and Environmental Assessment No. 201500162 (“approved project”). PM073305 proposes to modify the approved project by converting the 19 rental storage units into 19 for sale condominium units. No new development or alterations to the approved project are proposed within PM073305.

The approved project was previously evaluated in an Initial Study (“IS”) that analyzed potentially significant environmental impacts pursuant to the California Environmental Quality Act (“CEQA”) and CEQA Guidelines, and in conclusion, it determined that a Mitigated Negative Declaration (“MND”), including a Mitigation Monitoring and Report Program (“MMRP”) was the appropriate environmental document. The approved project, was approved, and the MND with MMRP was certified and adopted as Environmental Assessment No. 201500162.

This document analyzes whether the modified project qualifies for an Addendum to the adopted MND and MMRP pursuant to CEQA. As shown in this analysis, the modified project would not result in additional impacts or a substantial increase in the severity of a significant impact, and therefore an Addendum to the MND is the appropriate environmental document for the modified project referred to as PM073305, and no further CEQA analysis is warranted. Further, this document finds that no changes to the MMRP are warranted.

2.0 CEQA BACKGROUND

CEQA Guidelines Sections 15164 identifies that an Addendum to a prior MND may be prepared: “if only *minor technical changes* or additions are necessary or *none of the conditions described in Section 15162* calling for the preparation of a subsequent...negative declaration have occurred” (*emphasis added*).

Pursuant to CEQA Guidelines Section 15162, when an Environmental Impact Report (“EIR”), Negative Declaration (“ND”) or MND¹ has been adopted for a project, no subsequent document need be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR or ND was adopted, shows any of the following:

¹ Note: “ND” in the Guidelines here is understood to include MNDs.

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- (A) The project will have one or more significant effects not discussed in the previous EIR or ND;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.²

This CEQA Section 15164 Addendum is intended to document the minor modification to the project and to support any updates to the Calabasas Auto Storage IS and MND and associated documents.

3.0 ADDENDUM ANALYSIS

PROJECT BACKGROUND

The County of Los Angeles (“County”) previously approved the project, proposed by Calabasas Auto Park LLC, (Applicant), and adopted the MND, pursuant to the CEQA. The approved project would construct a new 31,683 square-foot auto storage warehouse facility on a 4.6-acre flag lot. The approved project would maintain nineteen individually rented storage units, each with between six and 12 cars, as well as common space and utility areas included in the two-story building with a maximum height of 35 feet above grade. A total of 46 parking spaces for visitors and employees would be provided in a surrounding parking lot with a permeable pavement surface. Access to the site would be provided by way of a 230 foot-long, 26 foot-wide paved and gated driveway, which provides access to the private street portion of Ventura Boulevard to the south. This street dead-ends immediately to the east and becomes public approximately 630 feet to the west. A total of 22,000 cubic yards of grading would be required (20,000 cubic yards cut, 2,000 cubic yards fill, 18,000 cubic yards export), as a portion of the project footprint has a slope of more than 25 percent grade. Approximately 3.3 acres of the northern portion of the subject property, which contains a steep hill, would be deed restricted as open space. The project required a hillside management Conditional Use Permit (“CUP”) since the project is located within a hillside management area (“HMA”) and due to the proposal to grade more than 5,000 cubic yards in the Santa Monica Mountains North Area Community Standards District.

The modified project would not change the project location or any aspect of the site plans from the approved project. The extent of the project site, limits of disturbance, and project design characteristics would remain unchanged. The only change would be that the modified project would now establish an individual condominium ownership structure for the storage units, rather than the approved rental structure for the storage units. To achieve this ownership change, the modified project requires preparation and approval of PM073305 for “Individual Condominium” use. As the modified project would have no physical changes compared to the approved project, the change is considered a minor technical change, pursuant to CEQA Guidelines Section 15164, as discussed throughout this analysis. The approved project is currently under construction with rough grading and retaining walls already completed.

² CEQA Guidelines, Sections 15162, Subdivision (a), and 15164; see also Public Resources Code, Section 21166.

APPROVED PROJECT IMPACTS AND MITIGATION MEASURES

The IS, MND and MMRP prepared for the approved project determined that the approved project would have a less than significant effect on the environment with implementation of mitigation measures to address potential Air Quality and Biological Resources impacts, as follows (see **Attachment 1, – Approved Mitigation Monitoring and Reporting Program**, for full text, required action and timing, and responsible parties for actions and monitoring):

- MM 3.1 Fugitive Dust & Diesel Equipment Best Management Practices
- MM 4.1 Biological Monitoring
- MM 4.2 Habitat Restoration Plan
- MM 4.3 Open Space Easement Dedication

As specified in the MMRP, “the applicant and subsequent owner(s) are responsible for submitting compliance report [sic] to the Department of Regional Planning for review, and for replenishing the mitigation monitoring account, if necessary, until such mitigation measures have been implemented and completed.” The modified project would not modify mitigation requirements findings from the approved project. The County has determined that MM 3.1 through MM 4.2 have been cleared.

MODIFIED PROJECT ANALYSIS

Modified Project Changes to the Environment

The CEQA question at hand is whether the requested modifications to the approved plans change the potential environmental impacts of the project, i.e., whether the modified project is substantially the same as the approved project with regard to its lack of environmental impacts. As stated earlier, the project location, extent of the project site, limits of disturbance, and project design and all other characteristics of the project would remain unchanged, except for the ownership type, which would change from rental of storage units to condominium ownership of storage units.

Thus, the status of the parcel itself and the proposed structures remain unchanged, and the modified project will be subject to the same conditions, mitigation measures, and building code requirements as the approved project. Further, the project location, extent of the project site and limits of disturbance, and project design characteristics would remain unchanged.

Modified Project Issues Analysis

Issue Areas Not Requiring Further Discussion

The modified project is in the same location and includes same type of use and physical design as the approved project. Thus, there would be no change to the physical location-related impacts, grading or depth of excavation, construction or operational characteristics, or to the visual appearance of the project. Thus, there would be no additional impacts or substantially more severe impacts to: Aesthetics, Agricultural and Forestry Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Noise, or Sheriff Protection. Neither the proposed or modified project would have a residential population, and both would have a similar number of employees. Thus, there would be no additional or substantially more severe impacts regarding Population and Housing, Parks and Recreational Facilities, Libraries or Schools. As the modified project would have the same gross building area as the approved project, as well as for the reasons stated earlier in this paragraph, there would be no additional or substantially more severe impacts related to Energy, Greenhouse Gas, and Utilities and Service Systems.

Although analysis of the remaining issues for the modified and approved project would be similarly unchanged for the above reasons, the following provides a more detailed discussion of the key project issues.

Air Quality

The approved project had an approximate export of 18,000 cubic yards for the 31,683 square-foot auto storage warehouse facility. While the haul route would exclusively pass commercial or industrial uses, the generation of fugitive dust and diesel emissions from haul trips were determined to have a potential significant impact to those living and working with 1,000 feet. MM 3.1 for best management practices of fugitive dust and diesel equipment were required by the IS and MND. The project is already under construction, and rough grading and construction of project retaining walls have already been completed, adhering to the required MM 3.1. The modified project would not change grading plans and the project has already complied with approved mitigation, so there would be no additional impact by the modified project.

Biological Resources

In April 2019, a County biologist visited the project site and observed native grassland and wildflowers, as well as sandstone rock outcrops and non-native tree clusters. Approximately three acres of sloped hillside was reported to be densely covered in native annual wildflowers with dominance as follows: distant phacelia (*Phacelia distans*) (~2.7 acres), Arroyo Lupine (*Lupinus succulentus*) (~0.3 acres), and common fiddleneck (*Amsinckia intermedia*) (~0.2 acres). Approximately 0.8 acres of invasive grasses, chiefly shortpod mustard (*Hirschfeldia incana*), was found established at the top of the ridgeline. Native grassland and wildflower habitat, especially in the density observed, was found to be relatively rare, as invasive grasses have largely colonized the Santa Monica Mountains area. As a result, the IS and MND required mitigation measures (shown in Attachment 1) to preserve and restore a larger area of similar habitat in this corridor, which would reduce the level of impact for the approved project to less than significant. The modified project would not result in additional impacts beyond those previously identified.

The project is already under construction and has completed rough grading and construction of the project retaining walls. While the modified project does not create additional impacts, considering the current stage of project development, the following mitigation measure is still to be completed:

- The applicant must complete the County-approved Open Space Easement Dedication, compliant with MM 4.3. Implementation of this measure is currently underway. The applicant is currently waiting to receive the signed Certificate of Acceptance for the dedication. Once received, the applicant will provide evidence to County Planning of the recorded easement which would satisfy MM 4.3.

Since the modified project would not create additional or more severe impacts, no additional mitigation would be required and the modified project would remain less than significant after mitigation.

Land Use and Planning

The modified project would change the project from an auto storage warehouse rental facility to an auto storage warehouse under an industrial condominium structure. Only the ownership type would change. The project site is zoned as Light Manufacturing (M-1) which permits use of self-storage and warehouse facilities. However, due to establishing an industrial condominium ownership structure for the modified project, the project requires preparation and approval of PM073305 for “Industrial Condominium use.” Since there are no physical changes proposed by the modified project, and the existing zoning designation

would remain, the project would maintain a less than significant impact and no additional mitigation would be required.

Transportation

The approved project is an auto storage warehouse available for rent. The transportation/traffic impacts of the approved project were reviewed and cleared by the Los Angeles County Department of Public Works (DPW) and was determined to not significantly affect any intersections or routes monitored by the County's Congestion Management Program. The modified project would still construct and operate an auto storage warehouse that would establish an industrial condominium ownership structure. The County DPW determined a trip generation study is not required for the modified project.³ As such, no additional impacts would occur for the modified project.

Fire Protection / Wildfire and other Issues

Although Wildfire was not a separate topic in the Initial Study Checklist at the time of the prior MND, the issue was well known at the time, and the MND addressed fire concerns under Public Services – Fire Protection as well as under Hazards and Hazardous Materials, finding no significant project impacts. Pursuant to case law,⁴ wildfire thus would not require further analysis, since the issue was known and addressed at the time. The MND stated that the project was located in a Very High Fire Hazard Severity Zone, which is no longer the case based on current CalFire mapping.⁵ As stated in the IS and MND, given the proximity to Los Angeles Fire Station #68 and the project's compliance with Los Angeles County Fire Department requirements for access, fire flow, fuel modification, and construction standards, the project would result in a less than significant impact with regard to fire and wildfire concerns. Further, the modified project's only change from the prior project is the method of ownership; all other construction and building requirements would be the same. No additional impacts would occur.

CONCLUSION

It is the finding that the previous environmental documents, the IS, MND, and MMRP for Calabasas Auto Storage Project No. R2015-02355-(3), Conditional Use Permit No. 201500096 and Environmental Assessment No. 201500162, amended by this CEQA Section 15164 Addendum, may be used to fulfill the environmental review requirements of the modified project. None of the impacts previously found to be insignificant would be found significant, and none of the significant impacts of the project would be more severe. Taken together, the original IS, MND, MMRP and this Addendum fulfill the environmental review requirements of the modified project. As the modified project meets the conditions for the application of the CEQA Guidelines Section 15164, preparation of a new EIR or MND is not necessary.

Attachment:

- Attachment 1 – Approved Mitigation Monitoring and Reporting Program

³ Gima, Nathan, Senior Civil Engineering Assistant, Los Angeles County Public Works, Email Correspondence with Westland Civil, Inc., March 27, 2024.

⁴ *Citizens Against Airport Pollution v. City of San Jose* (July 2, 2014) 227 Cal. App. 4th 788.

⁵ CalFire, Fire Hazard Severity Zone Mapping, Accessed July 29, 2024 at: <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones>.

ATTACHMENT 1

Approved Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. R2015-02355-(3) / PERMIT NO. RCUP 201500096 / ENV NO. RENV 201500162

#	Environmental Factor	Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
3.1	Air Quality	<p>FUGITIVE DUST & DIESEL EQUIPMENT BEST MANAGEMENT PRACTICES--During and following any grading and construction operations, the permittee shall ensure compliance with the following standards:</p> <p>a. Soil stabilizers shall be applied to inactive areas until such time as landscaping and irrigation are installed.</p> <p>b. A high-wind dust control plan shall be prepared and implemented, which shall include termination of soil disturbance when winds exceed 25 miles per hour. This plan shall be approved by the Department of Public Works--Grading and Drainage Division prior to the commencement of grading.</p> <p>c. All stock piles shall be covered with tarps.</p> <p>d. Vehicle speeds over unpaved areas shall be reduced to less than 15 miles per hour.</p> <p>e. All equipment shall have diesel particulate filters ("DPF") installed.</p> <p>f. Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for an extended period of time (five minutes or longer), in accordance with the California Air Resources Board ("CARB") Toxic Control Measure.</p> <p>g. Heavy-duty diesel-powered equipment operating at the Project site shall be equipped with diesel oxidation catalysts to the extent that is readily available and cost effective in the South Coast Air Basin. The term "readily available and cost effective" means that equipment is not required to be imported to another air basin, that the procurement of equipment would not cause a delay in construction activities of more than two weeks, and that the cost of equipment use is not more than 20 percent greater than the cost of standard equipment. This condition does not apply to diesel-powered trucks traveling to and from the Project site.</p> <p>h. Off-road diesel-powered construction equipment greater than 50 horsepower shall meet or exceed CARB and United States Environmental Protection Agency ("USEPA") Tier 3 off-road emissions standards for heavy-duty equipment.</p> <p>i. All heavy-duty diesel-powered equipment in use and/or refueled at the Project site shall use the most current grade of ultra-low sulfur diesel ("USLD") fuel approved by CARB and available in the South Coast Air Basin.</p> <p>j. The permittee shall utilize construction equipment having the lowest appropriate horsepower rating for the intended job.</p> <p>k. All construction equipment shall be properly maintained (including engine tuning) at all times in accordance with manufacturers' specifications and schedules.</p>	Implementation of BMPs for fugitive dust & diesel equipment	During grading and construction activities	Applicant	DRP
4.1	Biological Resources	<p>BIOLOGICAL MONITOR--Prior to the issuance of a grading permit, a qualified biologist shall be retained by the Applicant as the lead biological monitor subject to the approval of DRP. That person shall ensure that impacts to all biological resources are minimized or avoided, and shall conduct (or supervise) pre-grading field surveys for species that may be avoided, affected, or eliminated as a result of grading or any other site preparation activities. The lead biological monitor shall ensure that all surveys are conducted by qualified personnel and that they possess all necessary permits and memoranda of understanding with the appropriate agencies for the handling of potentially-occurring special-status species. The lead biological monitor shall also ensure that the approved habitat restoration plan is implemented as required, and shall make monitoring reports available to DRP and CDFW at their request</p>	Retain qualified biological monitor and maintain daily monitoring reports	Prior to issuance of grading permit and during construction & fuel modification	Applicant	DRP
4.2	Biological Resources	<p>HABITAT RESTORATION PLAN--The applicant shall prepare a habitat restoration plan on a separate landscape sheet, approved by DRP prior to hearing, for removal of non-native plant species, which are located primarily on 0.8 acres near the highest point of the subject property. Restoration will entail physical removal of non-natives (chiefly <i>Hirschfeldia incana</i>) and the sowing of seeds of plant species and wildflowers locally native to the site, including legumes such as <i>Lupinus</i> spp., <i>Acmispon glaber</i>, and <i>Acmispon strigosus</i>. Plant species should also include appropriate fodder for the black-tailed jackrabbit, and chosen plant species within fuel modification Zone "C" shall require minimal mowing to achieve Fire Department approval. Soil within the restoration area shall be treated to remove allelopathic compounds released by <i>H. incana</i> to inhibit the growth of other plants. Treatment shall not include herbicide, and discing shall not be used unless specifically recommended by the biological monitor. The restoration plan shall include provisions for delaying fuel modification and/or mowing activities until most seeds of native plants have matured, or the last day permitted by the Los Angeles County Fire Department--whichever comes first.</p>	Submittal, approval, and implementation of Habitat Restoration Plan	Prior to issuance of grading permit and during construction & fuel modification	Applicant	DRP
4.3	Biological Resources	<p>OPEN SPACE EASEMENT DEDICATION--All portions of the project site outside of the Fire Department required irrigated fuel modification area (Zones A and B) shall be designated as an Open Space Conservation Easement Area to be held by the County on behalf of the people of the State of California or another public entity acceptable to the Director of the Department of Regional Planning ("Director"). The easement shall indicate that no development, grazing, or agricultural activities shall occur within the Open Space Conservation Easement Area, with the exception of fuel modification required by the County Fire Department and drainage and polluted runoff control activities required and approved by the County for the permitted development. If approved by the County as an amendment to the CUP or a new CUP, additional allowed uses may include the planting of native vegetation and other restoration activities, construction and maintenance of public hiking trails, construction and maintenance of roads, trails, and utilities consistent with easements in existence prior to the approval of the permit, and confined animal facilities. Prior to final approval, the applicant shall provide evidence of the recordation of a valid dedication to the County (and acceptance by the County) or to another public entity acceptable to the Director, and acceptance by said public entity, of a permanent, irrevocable open space conservation easement in favor of the people of the State of California over the Open Space Conservation Easement Area for the purpose of habitat protection, the text of which has been approved by the Director. The recorded easement document shall include a formal legal description of the entire property and a metes and bounds legal description and graphic depiction, prepared by a licensed surveyor, of the open space conservation easement area; and it shall be recorded free of prior liens, including tax liens, and encumbrances. Recordation of said easement on the project site shall be permanent. Prior to final approval, the applicant shall provide evidence of the recordation of a valid dedication to the County (and acceptance by the County) or to another public entity acceptable to the Director, and acceptance by said public entity, of a permanent, irrevocable open space conservation easement in favor of the people of the State of California over the Open Space Conservation Easement Area for the purpose of habitat protection, the text of which has been approved by the Director. The recorded easement document shall include a formal legal description of the entire property and a metes and bounds legal description and graphic depiction, prepared by a licensed surveyor, of the open space conservation easement area; and it shall be recorded free of prior liens, including tax liens, and encumbrances. Recordation of said easement on the project site shall be permanent.</p>	Dedication of open space easement	Prior to final approval	Applicant and subsequent owner(s)	DRP
19	Mitigation Compliance	<p>MITIGATION COMPLIANCE--As a means of ensuring compliance of above mitigation measures, the applicant and subsequent owner(s) are responsible for submitting compliance report to the Department of Regional Planning for review, and for replenishing the mitigation monitoring account if necessary until such as all mitigation measures have been implemented and completed.</p>	Submittal and approval of compliance report and replenishing mitigation monitoring account	Yearly and as required until all measures are completed.	Applicant and subsequent owner(s)	DRP

Environmental Checklist Form (Initial Study)

County of Los Angeles, Department of Regional Planning



Project title: Calabasas Auto Storage—Project No. R2015-02355-(3): Conditional Use Permit No. 201500096; Environmental Assessment No. 201500162

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

Contact Person and phone number: Tyler Montgomery, (818) 878-1861

Project sponsor's name and address: Calabasas Auto Park LLC, 951 Westlake Blvd. #101, Westlake Village, CA 91361

Project location: 23823 Ventura Boulevard, Calabasas, Santa Monica Mountains North Area, unincorporated Los Angeles County
APNs: 2049-019-061; 2049-019-033; 2049-019-034 USGS Quad: Calabasas

Gross Acreage: 6.7 acres (4.6 net acres)

General plan designation: N/A

Community/Area wide Plan designation: C (Commercial)

Zoning: M-1 (Light Manufacturing)

Description of project: The applicant proposes the construction of a new 31,683-square-foot auto warehouse and storage facility on a 4.6-acre flag lot. Nineteen individually rented storage units, each holding between six and 12 cars, as well as common space and utility areas would be included in a two-story building with a maximum height of 35 feet above grade. A total of 46 parking spaces for visitors and employees would be provided in a surrounding parking lot of permeable pavement. The site would be accessed through by a 230-foot-long, 26-foot-wide paved and gated driveway, which provides access to Ventura Boulevard, a private street to the south. This street dead-ends immediately to the east and becomes public approximately 630 feet to the west. A total of 22,000 cubic yards of grading is proposed (20,000 cubic yards cut, 2,000 cubic yards fill, 18,000 cubic yards export), as a portion of the project footprint has a slope of more than 25% grade. Approximately 3.3 acres of the northern portion of the subject property, which contains a steep hill, would be deed restricted as open space. The project requires a hillside management conditional use permit ("CUP") due to the proposal to grade more than 5,000 cubic yards in the Santa Monica Mountains North Area Community Standards District ("CSD") and the fact that the project is proposed within a hillside management area ("HMA").

Surrounding land uses and setting: The project site is located on 4.6-acre undeveloped flag lot. A steeply sloping hill with grades of more than 50% is located on the northern 4 acres of the subject property, with an elevation (1,150 feet) approximately 200 feet above the level southern portion. The level portion of the property contains a USFWS-mapped stream, running across the property from west to east, although the entirety of its through the property course appears to flow in an underground culvert. The property is

vegetated entirely by grasses. A 130-foot-long, partially paved driveway accesses a private street approximately 130 feet to the south. The subject property is surrounded by commercial and light industrial uses to the south, east, and west, including auto repair, self-storage, light manufacturing, and a veterinary clinic. Single-family residences are located 300 feet to the east, while open space and single-family residences are located to the north. The Ventura (101) Freeway is located approximately 300 feet to the south.

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

<i>Public Agency</i>	<i>Approval Required</i>
<u>Dept. of Public Works</u>	<u>Building & grading permits</u>
<u>Army Corps of Engineers</u>	<u>Development in Waters of the United States</u>
<u>California Dept. of Fish & Wildlife</u>	<u>Streambed alteration agreement</u>

Major projects in the area:

<i>Project/Case No.</i>	<i>Description and Status</i>
<u>2017-006789 / RPPL2017010180</u>	<u>Approved 01/24/2018 for a 91,000-square-foot self-storage facility with 7,592 cubic yards of grading at 5050 Old Scandia Lane.</u>
_____	_____
_____	_____
_____	_____
_____	_____

Reviewing Agencies:

Responsible Agencies

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

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)

Special Reviewing Agencies

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

County Reviewing Agencies

- DPW:
 - Land Development Division (Grading & Drainage)
 - Geotechnical & Materials Engineering Division
 - Watershed Management Division (NPDES)

Regional Significance

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

- Fire Department
 - Forestry, Environmental Division
 - Planning Division
 - Land Development Unit
- Sanitation District
- Public Health/Environmental Health Division: Land Use Program (OWTS)
- Sheriff Department
- Parks and Recreation
- Subdivision Committee
- Other

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

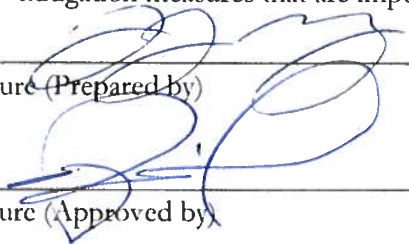
- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Agriculture/Forest | <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Services |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology/Soils | | |

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

8-8-19

Signature (Approved by)

Date

8/8/2019

1. AESTHETICS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

- a) Have a substantial adverse effect on a scenic vista?

The proposed auto storage warehouse would be located approximately 180 feet south of a designated significant ridgeline, which runs along the crest of a hill on the northern portion of the property. However, the development itself is more than 150 lower in elevation and would not encroach upon it. Similar industrial and commercial uses are located to the south, west, and east. Therefore, the impact of the project would be less than significant.

- b) Be visible from or obstruct views from a multi-use (equestrian, hiking, and biking) trail?

There are no multi-use trails in the vicinity from which the proposed project would be substantially visible.

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

The proposed project would not damage or remove any trees, rock outcroppings, or historic buildings.

- d) Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features?

The proposed project would be similar in height, bulk, and scale to other industrial and commercial facilities to the south, east, and west. In addition, the significant ridgeline to the north is located more than 150 feet higher in elevation and would be preserved as open space. Therefore, the impact would be less than significant.

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

The proposed project is 35-foot-high warehouse with an earth tone color scheme and is not expected to create substantial light, shadows, or glare.

EVALUATION OF ENVIRONMENTAL IMPACTS:

Official State Scenic Highways are designated by the California Department of Transportation (Caltrans). According to Caltrans, “[t]he stated intent (Streets and Highway Code Section 260) of the California Scenic Highway Program is to protect and enhance California’s natural beauty and to protect the social and economic values provided by the State’s scenic resources” (State of California Department of Transportation, California

Scenic Highway Program, website: <http://www.dot.ca.gov/dist3/departments/mtce/scenic.htm>, accessed July 26, 2018). While there are numerous designated Scenic Highways across the state, the following have been designated in Los Angeles County: Angeles Crest Highway (Route 2) from just north of Interstate 210 to the Los Angeles/San Bernardino County Line, two segments of Mulholland Highway from Pacific Coast Highway to Kanan Dume Road and from west of Cornell road to east of Las Virgenes Road, and Malibu Canyon-Las Virgenes Highway from Pacific Coast Highway to Lost Hills Road.

In addition to scenic highways, unincorporated Los Angeles County identifies ridgelines of significant aesthetic value that are to be preserved in their current state. This preservation is accomplished by limiting the type and amount of development near them. These “Significant Ridgelines” (“Major Ridgelines” on Santa Catalina Island) are designated by the General Plan or applicable Area/Community Plan, Local Coastal Program, or Community Standards District.

Riding and hiking trails have been designated throughout unincorporated Los Angeles County. At present, there are officially adopted trails in the Antelope Valley, the Santa Clarita Valley, and the Santa Monica Mountains designated by the General Plan or applicable Area/Community Plan and Local Coastal Program.

The proposed warehouse would meet all design requirements of the Zoning Ordinance and is surrounded by facilities that are substantially similar in use and design. While a significant ridgeline is located on the northern portion of the property, the development would be more than 150 feet lower in elevation, and the 3.3 acres surrounding this resource would be preserved as open space. As a result, the aesthetic impact is less than significant from a CEQA perspective.

2. AGRICULTURE / FOREST

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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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 (FMMP) of the California Resources Agency, to non-agricultural use?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project would not convert farmland to non-agricultural use.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not located in a designated agricultural zone or other designated agricultural area. There is no Williamson Act contract for this area.

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))?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not zoned as forest land or timberland.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project would not remove or convert 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not result in changes to the environment that would result in the elimination of agricultural land or forest land. The proposed project is the construction of an auto storage warehouse on an industrially zoned property.

3. AIR QUALITY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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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)?

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project would conform to the land use requirements of the Santa Monica Mountains North Area Plan, as the proposed project is a commercial/light industrial use within the “Commercial” land use category. As a result, any potential emissions from the project are accounted for in the South Coast AQMP and are unlikely to have a significant impact.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project would conform to the land use requirements of the Santa Monica Mountains North Area Plan, as the proposed project is a commercial/light industrial use within the “Commercial” land use category. As a result, any potential emissions from the project are accounted for in the South Coast AQMP and are unlikely to have a significant impact. The proposed project is not of a large enough scale to otherwise have a significant effect on existing air quality standards.

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

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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“Non-attainment” describes any region that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for a specific pollutant. In Los Angeles County, the levels of ozone, particulate matter, and carbon monoxide continually exceed the Federal and California Ambient Air Quality Standards and the County is considered in “Non-Attainment” for these pollutants.

The proposed project would conform to the land use requirements of the Santa Monica Mountains North Area Plan, as the proposed project is a commercial/light industrial use within the “Commercial” land use category. As a result, any potential emissions from the project are accounted for in the South Coast AQMP and are unlikely to have a significant impact. The proposed project is not of a large enough scale to otherwise have a significant effect on existing air quality standards.

d) Expose sensitive receptors to substantial pollutant concentrations?

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed auto storage warehouse would not expose sensitive receptors to substantial pollutant concentrations. The project site is located in an industrial area approximately 150 feet from a freeway. While

there is a residential area located less than 1/4 mile to the east, the proposed project would not generate more than 40 diesel truck trips per day. Therefore, a health risk assessment (HRA) is not required for review by the Department of Public Health, per Mitigation Measure AQ-2 of the Los Angeles County 2015 General Plan.

e) Create objectionable odors affecting a substantial number of people?

The construction of an auto storage warehouse would not create objectionable odors affecting a substantial number of people. Any odors created would be from auto exhaust and would be less than significant within the existing industrially zoned area.

4. BIOLOGICAL RESOURCES

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)?

A County biologist visited the site in April 2019. She observed approximately three acres of native grassland and wildflowers, as well as rock outcrops and non-native tree clusters. Approximately 0.8 acres of invasive grasses, chiefly shortpod mustard (*Hirschfeldia incana*), have established themselves at the top of the ridgeline. Native grassland and wildflower habitat, especially in the density observed, is relatively rare, as invasive grasses have largely colonized the Santa Monica Mountains area. No observations were made during crepuscular times or at night. While none of the following sensitive species were observed, the following species have the potential to occur in such habitat:

Aglaothorax longipennis, Bombus crotchii, Socalchemmis gertschi, Trimerotropis occidentiloides, Taricha torosa, Aspidoscelis tigris stejnegeri, Coleonyx variegatus abbotti, Diadophis punctatus modestus, Lampropeltis zonata, Phrynosoma blainvillii, Salvadora hexalepis virgulata, Accipiter cooperii, Aimophila ruficeps canescens, Ammodramus savannarum, Artemisiospiza belli belli, Athene cunicularia, Circus hudsonius, Dendroica petechia brewsteri, Eremophila lapestris actia, Falco columbarius, Polioptila californica californica, Selasphorus rufus, Selasphorus sasin, Setophaga petechia, Spizella breweri, Antrozous pallidus, Lasiurus cinereus, Lasiurus blossevillii, Macrotus californicus, Myotis yumanensis, Neotoma lepida intermedia, Taxidea taxus, Baccharis malibuensis, Baccharis plummerae ssp. plummerae, Calandrinia breveri, Calochortus catalinae, Calochortus plummerae, Calystegia peirsonii, Camissoniopsis lewisii, Centromadia parryi ssp. australis, Chorizanthe parryi var. Fernandina, Chorizanthe parryi var. parryi, Convolvulus simulans, Delphinium parryi ssp. purpureum, Dichondra occidentalis, Harpagonella palmeri, Navarretia ojaiensis.

As a result, mitigation measures are required to preserve and restore a larger area of similar habitat in this corridor, which will reduce the level of impact for this project to less than significant. Recommendations are included under "Evaluation of Environmental Impacts" that will reduce the potential for the project to affect sensitive species.

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?

The project site consists of approximately 0.8 acres of hilltop covered chiefly with invasive shortpod mustard (*Hirschfeldia incana*) and a sandstone rock outcrop. Approximately three acres of sloped hillside is densely covered in native annual wildflowers with dominance as follows: *Phacelia distans* (~2.7 acres), *Lupinus succulentus* (~0.3 acres), and *Amsinckia intermedia* (~0.2 acres). The occurrence of each dominant annual had 100% absolute cover, with no non-natives or soil exposed. The 100% absolute cover is probably due to unusually high rainfall this year of observation, but nevertheless, the wildflower field is unusual and rare at that level of nativity and density and especially in the area of the Calabasas urban-rural interface. The native area was mowed in April before maturation of most seeds, although it is likely that the seed bank will perpetuate the annuals on the property.

Due to the removal of this relatively rare natural community, mitigation measures are required to ensure that the environmental impact of the project is less than significant. Recommended mitigation measures are included in the “Evaluation of Environmental Impacts” section below. They include restoration of the 0.8 acres of invasive mustard with native plant species, delaying fuel modification and/or mowing activities until most seeds of native plants have matured, dedication of the undeveloped portion of the subject property by conservation easement to an agency experienced in natural land management. This would result in a mitigation ratio of 2:1 for the area of native wildflower habitat to be affected, as approximately 0.4 acres of said habitat is currently located outside of the fuel modification zones for neighboring properties.

The suggested alliance is described as follows:

Amsinckia menziesii, *A.tessellata*, *A.vernicosa*, *Phacelia ciliata*, *P.distans* and/or *P.tanacetifolia* is/are dominant or seasonally characteristic in the herbaceous layer typically with greater than 10% relative cover (Buck-Diaz and Evens 2011, Buck-Diaz et al. 2011, 2012, 2013, Evens et al.2014). Herbaceous areas (stands) are considered native with relative cover as low as 10% natives. [[https://www.wildlife.ca.gov/Data/VegCAMP/Natural – Communities: Grasslands and Flower Fields](https://www.wildlife.ca.gov/Data/VegCAMP/Natural%20Communities:GrasslandsandFlowerFields)].

c) Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game code § 1600, et seq. through direct removal, filling, hydrological interruption, or other means?

Current U.S. Fish & Wildlife Service (USFWS) maps delineate a wetland on the southern portion of the project site. This appears to refer to a stream that was diverted to an underground culvert more than 10 years ago. The Army Corps of Engineers (ACOE) has provided an Approved Jurisdictional Delineation stating that the stream is no longer a wetland or water within the jurisdiction of ACOE. The Department of Public Works must review and approve a drainage concept and erosion control plan prior to issuing grading or building permits, ensuring that indirect impacts to waterways would be minimal.

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?

The National Park Service, CDFW, and the Santa Monica Mountains Conservancy have expressed concerns about the adverse effects of urbanization on wildlife, particularly the fragmentation of habitat areas, which prevents the freedom of movement that species need. Preservation of linkages between large blocks of core habitat is of the utmost importance in the Santa Monica Mountains and preservation through linkages is a major concern. In general, a linkage is a feature that connects at least two blocks of habitat. The assumed function of a linkage is to facilitate dispersal of individuals between blocks of habitat, allowing for long-term genetic interchange and for re-colonization of blocks of habitat from which populations have been locally extirpated.

The hills of the Calabasas area along Highway 101 in the project vicinity are discontinuously natural. They form a stepping stone-like wildlife corridor between Crummer Canyon of the Sierra Madre – Santa Monica Mountains Linkage (South Coast Wildlands) and the greater natural areas of the Santa Monica Mountains to the southeast across the highway. This project will fill in a gap in development on one of the natural islands and remove some of the natural habitat of that island. As a result, mitigation measures are required to preserve and restore a larger area of similar habitat in this corridor, which will reduce the level of impact for this project to less than significant.

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 otherwise contain oak or other unique native trees (junipers, Joshua trees, southern California black walnut, etc.)?

There are no oak trees of 5-in. diameter or other unique native trees identified on the project site.

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. 22.56, Part 16), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, § 22.56.215), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44, Part 10)?

The subject parcel is not a designated wildflower reserve area. The parcel has no oaks. The parcel is not in a designated Significant Ecological Area, and it is not designated a Sensitive Environmental Resource Area, as it is not in the Santa Monica Mountains Coastal Zone.

g) Conflict with the provisions of an adopted state, regional, or local habitat conservation plan?

The project site is not part of an adopted habitat conservation plan.

EVALUATION OF ENVIRONMENTAL IMPACTS:

This section includes recommendations, avoidance strategies, and mitigation measures that if included as part of the proposed project, will avoid and/or reduce the potential for unnecessary adverse effects upon biological resources.

1. BIOLOGICAL MONITOR

Prior to the issuance of a grading permit, a qualified biologist shall be retained by the Applicant as the lead biological monitor subject to the approval of DRP. That person shall ensure that impacts to all biological resources are minimized or avoided, and shall conduct (or supervise) pre-grading field surveys for species that may be avoided, affected, or eliminated as a result of grading or any other site preparation activities. The lead

biological monitor shall ensure that all surveys are conducted by qualified personnel and that they possess all necessary permits and memoranda of understanding with the appropriate agencies for the handling of potentially-occurring special-status species. The lead biological monitor shall also ensure that the approved habitat restoration plan is implemented as required, and shall make monitoring reports available to DRP and CDFW at their request.

2. REMOVAL OF NON-NATIVE PLANT SPECIES AND HABITAT RESTORATION

The applicant shall prepare a habitat restoration plan on a separate landscape sheet, approved by DRP prior to hearing, for removal of non-native plant species, which are located primarily on 0.8 acres near the highest point of the subject property. Restoration will entail physical removal of non-natives (chiefly *Hirschfeldia incana*) and the sowing of seeds of plant species and wildflowers locally native to the site, including legumes such as *Lupinus* spp., *Acmispon glaber*, and *Acmispon strigosus*. Plant species should also include appropriate fodder for the black-tailed jackrabbit, and chosen plant species within fuel modification Zone “C” shall require minimal mowing to achieve Fire Department approval. Soil within the restoration area shall be treated to remove allelopathic compounds released by *H. incana* to inhibit the growth of other plants. Treatment shall not include herbicide, and disking shall not be used unless specifically recommended by the biological monitor. The restoration plan shall include provisions for delaying fuel modification and/or mowing activities until most seeds of native plants have matured, or the last day permitted by the Los Angeles County Fire Department—whichever comes first.

2. OPEN SPACE EASEMENT DEDICATION

All portions of the project site outside of the Fire Department required irrigated fuel modification area (Zones A and B) shall be designated as an Open Space Conservation Easement Area to be held by the County on behalf of the people of the State of California or another public entity acceptable to the Director of the Department of Regional Planning (“Director”). The easement shall indicate that no development, grazing, or agricultural activities shall occur within the Open Space Conservation Easement Area, with the exception of fuel modification required by the County Fire Department and drainage and polluted runoff control activities required and approved by the County for the permitted development. If approved by the County as an amendment to the CUP or a new CUP, additional allowed uses may include the planting of native vegetation and other restoration activities, construction and maintenance of public hiking trails, construction and maintenance of roads, trails, and utilities consistent with easements in existence prior to the approval of the permit, and confined animal facilities.

Prior to final approval, the applicant shall provide evidence of the recordation of a valid dedication to the County (and acceptance by the County) or to another public entity acceptable to the Director, and acceptance by said public entity, of a permanent, irrevocable open space conservation easement in favor of the people of the State of California over the Open Space Conservation Easement Area for the purpose of habitat protection, the text of which has been approved by the Director. The recorded easement document shall include a formal legal description of the entire property and a metes and bounds legal description and graphic depiction, prepared by a licensed surveyor, of the open space conservation easement area; and it shall be recorded free of prior liens, including tax liens, and encumbrances. Recordation of said easement on the project site shall be permanent. Prior to final approval, the applicant shall provide evidence of the recordation of a valid dedication to the County (and acceptance by the County) or to another public entity acceptable to the Director, and acceptance by said public entity, of a permanent, irrevocable open space conservation easement in favor of the people of the State of California over the Open Space Conservation Easement Area for the purpose of habitat protection, the text of which has been approved by the Director. The recorded easement document shall include a formal legal description of the entire property and a metes and bounds legal description and graphic depiction, prepared by a licensed surveyor, of the open space conservation

easement area; and it shall be recorded free of prior liens, including tax liens, and encumbrances. Recordation of said easement on the project site shall be permanent.

5. CULTURAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

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

The project site does not contain historical resources as defined in CEQA Guidelines §15064.5 and there is no record of national or state-designated historical resources on the project.

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

The project site does not contain known archaeological resources as defined in CEQA Guidelines §15064.5.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources?

The project site does not contain known paleontological resources, and will not excavate near unique geologic features or rock formations. Therefore, the impact would be less than significant.

d) Disturb any human remains, including those interred outside of formal cemeteries?

The project site does not contain known human remains.

If archeological resources or human remains are discovered as a result of site disturbance, a mitigation measure will be incorporated to ensure that the permittee shall suspend construction in the vicinity of cultural resource or human remains encountered during ground-disturbing activities at the site, and leave the resource or human remains in place until a qualified archaeologist can examine and determine appropriate measures.

e) Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in CEQA Public Resources Code § 21074?

The project site does not contain known tribal cultural resources. Excavation will consist of approximately 20,000 cubic yards of earth. The San Gabriel Band of Mission Indians (Gabrieleno Tongva) tribe will be notified of the project pursuant to the requirements of AB 52.

If archeological resources or human remains are discovered as a result of site disturbance, a mitigation measure will be incorporated to ensure that the permittee shall suspend construction in the vicinity of cultural resource or human remains encountered during ground-disturbing activities at the site, and leave the resource or human remains in place until a qualified archaeologist can examine and determine appropriate measures.

6. ENERGY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Conflict with Los Angeles County Green Building Standards Code (L.A. County Code Title 31)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project would be required to comply with the Los Angeles County Green Building Standards Code (Title 31) and CALGreen standards.

b) Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Appendix F, Section 1 of the CEQA Guidelines requires evaluation of energy efficiency only for Environmental Impact Reports. The environmental determination for this project is a mitigated negative declaration.

7. GEOLOGY AND SOILS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

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

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

There is no fault trace within the project site. Therefore, people or structures on the project site will not be exposed to potential substantial adverse effects (Source: California Geological Survey, Alquist-Priolo Earthquake Fault Zones Map).

ii) Strong seismic ground shaking?

The project site is located 10 miles to the northwest of the nearest recorded fault trace. There is no fault trace within the project site. Therefore, people or structures on the project site will not be exposed to potential substantial adverse effects (Source: California Geological Survey, Alquist-Priolo Earthquake Fault Zones Map).

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

The project site is not located within a designated soil liquefaction area (Source: California Geological Survey).

iv) Landslides?

Part of the project site are located within a designated landslide area (Source: California Geological Survey). Thus, the Department of Public Works will require the submittal and clearance of a geotechnical report and require specified construction techniques for development to occur on the site. No construction shall occur on the site without the review and clearance of said department. Therefore, the resulting impact would be less than significant.

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

The proposed project would result in 22,000 cubic yards of grading. This grading would be required to comply with DPW's best practices manual for erosion control and drainage. Therefore, it is not anticipated that the project will result in substantial soil erosion or the loss of topsoil.

Any development resulting from the project would be subject to the County's Low Impact Development (LID) Ordinance, which requires for the management of storm runoff to lessen the potential amounts of erosion activities resulting from storm water. In addition, the Regional Water Quality Control Board would require new development to obtain a Municipal Storm Water National Pollutant Discharge Elimination System ("NPDES") Permit, which requires the incorporation of storm water mitigation measures. As such, the permit would reduce the quantity and improve the quality of rainfall runoff that leaves the site

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

The project site is not located near a fault trace or a liquefaction zone. Part of the project site are located within a designated landslide area (Source: California Geological Survey). Thus, the Department of Public Works will require the submittal and clearance of a geotechnical report and require specified construction techniques for development to occur on the site. No construction shall occur on the site without the review and clearance of said department. Therefore, the resulting impact would be less than significant

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

The project site is not located on soil identified as expansive. The proposed structures would be required to comply with the Los Angeles County building codes, which include construction and engineering standards, as well as any recommendations developed in tandem with a soils or geology report.

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

An onsite wastewater treatment system (OWTS) is not proposed, as the project would connect to the public sewer.

f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.217) or hillside design standards in the County General Plan Conservation and Natural Resources Element?

The project would not conflict with the Hillside Management Area Ordinance, as the applicant has applied for a Hillside Management CUP.

8. GREENHOUSE GAS EMISSIONS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project would be consistent with the Santa Monica Mountains North Area Plan, and there would not be a project-specific significant effect that is peculiar to the project or its site, as the project is a proposal for a commercial/light industrial use within an appropriate land use category and surrounded by similar uses. The project would also be required to meet the requirements of the County Green Building Ordinance (Title 31). Therefore, it is not expected that the project will generate GhGs that may have a significant impact on the environment.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project would be consistent with the Santa Monica Mountains North Area Plan, and there would not be a project-specific significant effect that is peculiar to the project or its site, as the project is a proposal for a commercial/light industrial use within an appropriate land use category and surrounded by similar uses. The project would also be required to meet the requirements of the County Green Building Ordinance (Title 31). Therefore, it is not expected that the project will conflict with any plan, policy, or regulation for reducing GhG emissions.

9. HAZARDS AND HAZARDOUS MATERIALS

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?

The project does not include the routine transportation, storage, production, use, or disposal of hazardous materials, or the use of pressurized tanks. During the construction phase of the project, the project may include minimal use of hazardous materials, such as solvents, paints, lubricants, and oils. Current local, state, and Federal laws relating to the use, storage, and disposal of these materials make it unlikely that the project would have a significant effect on the environment.

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?

The project does not include the routine transportation, storage, production, use, or disposal of hazardous materials, or the use of pressurized tanks. During the construction phase of the project, the project may include minimal use of hazardous materials, such as solvents, paints, lubricants, and oils. Current local, state, and Federal laws relating to the use, storage, and disposal of these materials make it unlikely that the project would have a significant effect on the environment.

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

The use of the project site will not generate a significant amount of hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste. During the construction phase of the project, the project may have included minimal use of hazardous materials, such as solvents, paints, lubricants, and oils. Current local, state, and Federal laws relating to the use, storage, and disposal of these materials make it unlikely that the project would have a significant effect on the residences located within 1/4 mile of the project site.

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?

The project site is not included on the CalEPA Hazardous Waste and Substance Sites List (Cortese List) or on the California Department of Toxic Substances Control EnviroStor database of clean-up sites and hazardous waste permitted facilities Sources: (http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm); (<http://www.envirostor.dtsc.ca.gov/public/>).

e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The project site is not located within an airport land use plan or within two miles of a public airport or public use airport.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The project site is not within the vicinity of a private airstrip.

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

The construction of an auto storage warehouse on an industrially-zoned property will not impair implementation of, or physically interfere, with an adopted emergency response plan or emergency evacuation plan.

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

i) within a Very High Fire Hazard Severity Zones (Zone 4)?

The project is located in a Very High Fire Hazard Severity Zone. The Los Angeles County Fire Department has reviewed the project for compliance with access, fire flow, fuel modification, and construction standards for Very High Fire Hazard Severity Zones and cleared it for public hearing.

ii) within a high fire hazard area with inadequate access?

The Los Angeles County Fire Department has reviewed the project for compliance with access, fire flow, fuel modification, and construction standards for Very High Fire Hazard Severity Zones and cleared it for public hearing

iii) within an area with inadequate water and pressure to meet fire flow standards?

The Los Angeles County Fire Department has reviewed the project for compliance with access, fire flow, fuel modification, and construction standards for Very High Fire Hazard Severity Zones and cleared it for public hearing

iv) within proximity to land uses that have the potential for dangerous fire hazard?

The Los Angeles County Fire Department has reviewed the project for compliance with access, fire flow, fuel modification, and construction standards for Very High Fire Hazard Severity Zones and cleared it for public hearing. Surrounding land uses consist of commercial/light industrial uses and vacant land.

i) Does the proposed use constitute a potentially dangerous fire hazard?

The proposed use is an auto storage warehouse and would not constitute a potentially dangerous fire hazard, as it would comply with all requirements for habitable commercial structures within a VHFHSZ.

10. HYDROLOGY AND WATER QUALITY

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

Would the project:

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

The project site would connect to an existing municipal sewer system, which is required to comply National Pollutant Discharge Elimination System (NPDES) requirements. As a result, the project's wastewater discharge would be required to comply with all applicable wastewater treatment standards maintained by the Regional Water Quality Control Board. Therefore, there would be no significant point source pollutants. In unincorporated Los Angeles County, the proposed project would be required to comply with the requirements of the Low-Impact Development Ordinance, as well as the requirements of the County's MS4 Permit (Municipal Separate Storm Sewer System), in order to control and minimize potentially polluted runoff. Because all projects are required to comply with these requirements in order to obtain construction permits and certificates of occupancy, the proposed project would not impact any nonpoint source requirements.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

The project site would be served by a public water system and would not make use of local groundwater. Its addition of impervious surfaces would be unlikely to affect aquifer recharge, as the project would be required to comply with the requirements of the Low-Impact Development Ordinance, which requires the retention of much resulting runoff on-site.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Project development would not substantially alter the existing drainage pattern of the site in a manner which would result in flooding, erosion, or siltation on-site or off-site. The will be required to submit an approved drainage plan and comply with all NPDES and MS4 requirements, and the impact of impervious surfaces would be lessened by the Los Angeles County Low Impact Development (LID) Ordinance, which requires the retention of stormwater on-site.

There is a mapped stream that traverses the southern edge of the project site, running west to east, which is mostly within an existing underground culvert. The applicant completed a certified Hydrology Study for the project. The drainage channel is collected by the Los Angeles County Flood Control District's underground 60" RCP storm drain called the Oakfield Drain Line C, which is located on the southeasterly side of the

property. The project will construct a new on-site drainage system that will pick up off-site and on-site flows and connect them directly to the Oakfield Drain. Therefore there will be no change in the drainage pattern on site, and as the downstream system is a concrete pipe, erosion and siltation impacts are not expected and impacts are therefore Less Than Significant.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Project development would be limited to a 9,900-square-foot building site area and will not substantially alter the existing drainage pattern of the site in a manner which would result in flooding, erosion, or siltation on-site or off-site. The will be required to submit an approved drainage plan and comply with all NPDES and MS4 requirements, and the addition of impervious surfaces would be minimal.

The project site is currently undeveloped, and therefore the project will increase the impervious surfaces on the site, which will lead to an increase in storm runoff. As previously discussed, the existing drainage pattern on the site will remain and a new on-site drainage system will pick up off-site and on-site flows and connect them to the existing Oakfield Drain. According to the certified Hydrology Study, this new system will handle the increase in storm runoff and therefore the project is not expected to substantially increase the rate of surface runoff that could lead to flooding and impacts are Less Than Significant.

e) Add water features or create conditions in which standing water can accumulate that could increase habitat for mosquitoes and other vectors that transmit diseases such as the West Nile virus and result in increased pesticide use?

The project does not propose any features or conditions that are likely to accumulate significant amounts of standing water.

f) 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?

The proposed construction of the auto storage warehouse will be subject to the County's Low Impact Development Ordinance to minimize or reduce runoff, and the developer will be required to submit an approved drainage plan and comply with all NPDES and MS4 requirements.

g) Generate construction or post-construction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality?

The proposed construction of the auto storage warehouse will be subject to the County's Low Impact Development Ordinance to minimize or reduce runoff, and the developer will be required to submit an approved drainage plan and comply with all NPDES and MS4 requirements.

h) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52)?

The project will be required to comply with the Los Angeles County Low Impact Development Ordinance.

i) Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?

Potential pollutant discharges from the project site would not discharge into a State Water Resources Control Board (“SWRCB”)-designated Area of Special Biological Significance identified on the SCRCB website, http://www.swrcb.ca.gov/water_issues/programs/ocean/docs/asbs/asbs_areas/asbs_swgpa_publication03.pdf.

j) 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)?

The project does not propose to utilize an onsite wastewater treatment system (OWTS)..

k) Otherwise substantially degrade water quality?

Project development will not substantially alter the existing drainage pattern of the site in a manner which would result in flooding, erosion, or siltation on-site or off-site. The will be required to submit an approved drainage plan and comply with all NPDES and MS4 requirements, and the addition of impervious surfaces would be required to comply with the Los Angeles County Low-Impact Development Ordinance.

l) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or within a floodway or floodplain?

The project site is not within a 100-year flood hazard area as mapped by a Federal Emergency Management Agency (“FEMA”) Flood Insurance Rate Map (“FIRM”).

m) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain?

The project site is not within a 100-year flood hazard area as mapped by a Federal Emergency Management Agency (“FEMA”) Flood Insurance Rate Map (“FIRM”).

n) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

The project site is not within a 100-year flood hazard area as mapped by a Federal Emergency Management Agency (“FEMA”) Flood Insurance Rate Map (“FIRM”). The project site is not located within any dam inundation area, as identified by the Los Angeles County CEO/TTS Emergency Management Systems.

o) Place structures in areas subject to inundation by seiche, tsunami, or mudflow?

The project site is not located within a flood zone, dam inundation area, landslide zone, or tsunami inundation zone

11. LAND USE AND PLANNING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) **Physically divide an established community?**

The construction of an auto storage warehouse on an industrially zoned property would not result in a physical division of an established community. The project does not require the construction of new freeways or rail lines or flood control channels, and the project will conform to the existing street pattern.

b) **Be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, and community/neighborhood plans?**

The property has a land use category of C (Commercial) within the Santa Monica Mountains North Area Plan. The land use designation indicates the project site is suitable for the development of a commercial/light industrial use.

c) **Be inconsistent with the County zoning ordinance as applicable to the subject property?**

The property is zoned M-1 (Light Manufacutring). Warehouses and self-storage facilities are principal permitted uses within this zone. The grading of more than 5,000 cubic yards of earth within the Santa Monica Mountains North Area Community Standards District requires a conditional use permit, for which the applicant has applied.

d) **Conflict with Hillside Management Area Ordinance, Significant Ecological Areas Ordinance, or other applicable land use policies?**

The proposed project would not conflict with the Hillside Management Area Ordinance, as the applicant has applied for a hillside management conditional use permit, which is required for most development within a hillside management area. The project is not located within an SEA or ESHA.

12. MINERAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project will not result in the loss of availability of a known mineral resource, as the project site is not identified as a mineral resource area on the Los Angeles County Natural Resource Areas map.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project would not result in the loss of availability of a locally-important mineral resource recovery site, as the project site is not identified as a mineral resource area on the Los Angeles County Natural Resource Areas map.

13. NOISE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project result in:

- a) Exposure of persons to, or generation of, noise levels 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?

The project would not result in exposure of persons to, or generation of, noise levels in excess of standards established in the County Noise Ordinance or the Santa Monica Mountains Local Coastal Plan Noise Element. The project site within an industrially-zoned area and is approximately 160 feet from the Ventura (101) Freeway. The project itself is not a residential use and would be located approximately 225 feet from the nearest residential uses to the east. The project will conform to the Title 12 Chapter 12.08 (“Noise Control Ordinance”) of the Los Angeles County Code, which provides a maximum exterior noise level of 45 decibels (dB) between 10:00 p.m. and 7:00 a.m. (nighttime) and 50 dB from 7:00 a.m. to 10 p.m. (daytime) in Noise Zone II (residential areas). The project site will not create noise in excess of these limits, nor will residents of the project be exposed to noise in excess of these limits. The Noise Control Ordinance regulates construction noise and the hours of operation of mobile construction equipment.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

The project would not generate excessive groundborne vibration or groundborne noise levels, and it would not expose sensitive receptors to excessive noise levels. There are no schools, hospitals, or senior citizen facilities within several miles of the project site. The project will conform to the Title 12 Chapter 12.08 (“Noise Control Ordinance”) of the Los Angeles County Code, which provides a maximum exterior noise level of 45 decibels (dB) between 10:00 p.m. and 7:00 a.m. (nighttime) and 50 dB from 7:00 a.m. to 10 p.m. (daytime) in Noise Zone II (residential areas).

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?

The project entails the construction of a 36,000-square-foot auto storage warehouse. The project would not generate significant vehicle noise from traffic and parking, as fewer than 20 individually rented units of auto storage are proposed. The project would not result in a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project, including noise from parking areas. Any noise generated by an additional by the project would be similar to ambient noise levels in the area, which is contains numerous other light industrial uses and a freeway in the immediate vicinity.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems?

The project entails the construction of a 36,000-square-foot auto storage warehouse. The project would not generate significant vehicle noise from traffic and parking, as fewer than 20 individually rented units of auto storage are proposed. The project would not result in a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project, including noise from parking areas. Any noise generated by an additional by the project would be similar to ambient noise levels in the area, which is contains numerous other light industrial uses and a freeway in the immediate vicinity. While there may be some increase in ambient noise during construction activities, these would be required to conform to the noise and timing requirements of the departments of Public Works and Public Health.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project site is not located within an airport land use plan or within two miles of a public airport or public use airport.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The project site is not in the vicinity of a private airstrip.

14. POPULATION AND HOUSING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project would not induce substantial population growth in the area, as only one commercial/light industrial use is proposed, and no infrastructure will be extended beyond its current limits.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project would not displace existing housing, including affordable housing, necessitating the construction of replacement housing elsewhere. The site is currently vacant.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project would not displace existing housing, including affordable housing, necessitating the construction of replacement housing elsewhere. The site is currently vacant.

d) Cumulatively exceed official regional or local population projections?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project would not exceed official regional or local population projections. The creation of one commercial/light industrial use should not alter the growth rate of the population beyond that projected in the County General Plan or result in a substantial increase in demand for additional housing or create a development that significantly reduces the ability of the county to meet housing objectives set forth in the General Plan's Housing Element.

15. PUBLIC SERVICES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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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 in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

The Fire Department has not indicated any significant effects on fire response time, service level, or facilities. The nearest Los Angeles County Fire Station (#68) is less than one mile to the west of the project site. No additional fire facilities are required for this project.

Sheriff protection?

The project would not create capacity or service level problems or result in substantial adverse physical impacts. The project site is approximately five miles to the east of the Malibu/Lost Hills Sheriff's Station. The proposed project will add some additional customers and employees to the vicinity but not enough to substantially reduce service ratios.

Schools?

The project site is located within the Las Virgenes Unified School District. No population would be added to the school district.

Parks?

No population would be added by the project, so it would not result in a need for additional parkland or the overutilization of existing parkland.

Libraries?

No population would be added by the project, so it would not diminish the capacity of the Los Angeles County Public Library to serve the project site and the surrounding community.

Other public facilities?

The project is not perceived to create capacity or service level problems or result in substantial adverse physical impacts for any other public facility.

16. RECREATION

- | | <i>Potentially
Significant
Impact</i> | <i>Less Than
Significant
Impact with
Mitigation
Incorporated</i> | <i>Less Than
Significant
Impact</i> | <i>No
Impact</i> |
|---|---|--|---|--------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Review of the project by the Los Angeles County Department of Parks and Recreation (“Parks and Recreation”) has not indicated that the project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Does the project include neighborhood and regional parks, multi-use trails or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No new trails or parks are proposed as part of the project.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Would the project interfere with regional open space connectivity? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The construction of commercial/light industrial use on an industrially-zoned property would not interfere with regional open space connectivity in any significant way. As part of the HM-CUP process, approximately 3.3 acres of the 4.6-acre property would be dedicated as open space, improving the connectivity of adjacent open space to the north and east.

17. TRANSPORTATION/TRAFFIC

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

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

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project would not conflict with an applicable plan, ordinance, or policy establishing a measure of effectiveness for the performance of the circulation system. The growth proposed by the project is accounted for in the Baseline Growth Forecast of the 2016 Southern California Association of Governments' Regional Transportation Plan ("RTP"), which provided the basis for developing the land use assumptions at the regional and small-area levels that established the 2016 Regional Transportation Plan Alternative. The addition of one commercial/light industrial use on an industrially-zoned property would not have a significant impact on any transportation plan, ordinance, or policy.

b) **Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways?**

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project entails the construction of an auto storage warehouse. The traffic impacts of the project have been reviewed and cleared by the Los Angeles County Department of Public Works ("DPW") and is not anticipated to significantly affect any intersections or routes monitored by the County's CMP. No traffic impact analysis was required by DPW.

c) **Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not located near a public or private airstrip and will not encroach into air traffic patterns.

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

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project does not entail creating sharp curves or dangerous intersections or incompatible uses. Therefore, there will be no increased hazards due to design features.

e) **Result in inadequate emergency access?**

The proposed project of constructing an auto storage warehouse would not block or provide inadequate emergency access for the project itself or make existing emergency access to off-site properties inadequate. Emergency access has been reviewed and cleared by the Los Angeles County Fire Department.

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

The proposed project is not located along a transit route or a route identified on the Pedestrian Plan or Bikeway Plan and would not interfere with any designated bikeways, pedestrian, or transit facilities.

18. UTILITIES AND SERVICE SYSTEMS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impa ct</i>
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Would the project:

a) Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site would connect to an existing municipal sewer system, which is required to comply National Pollutant Discharge Elimination System (NPDES) requirements. As a result, the project's wastewater discharge would be required to comply with all applicable wastewater treatment standards maintained by the Regional Water Quality Control Board. Therefore, there would be no significant point source pollutants.

b) Create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site would connect to an existing municipal sewer system, which already serves adjacent properties. The project has also received a conditional statement letter from the Las Virgenes Municipal Water District agreeing to serve the project site.

c) Create drainage system capacity problems, or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The Department of Public Works' review of the project indicates that the project would not create drainage system capacity problems, and no construction of new storm water drainage facilities or expansion of existing facilities is required. The County's Low Impact Development (LID) Ordinance was created to deal with stormwater runoff from new projects.

d) Have 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project will have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources. The project has received a conditional statement letter from the Las Virgenes Municipal Water District agreeing to serve the project site.

e) Create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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existing facilities, the construction of which could cause significant environmental effects?

The construction of one 36,000-square-foot warehouse will not significantly impact the availability of adequate energy supplies and should not create energy utility capacity problems or result in the construction of new energy facilities or expansion of existing facilities. The project site is already served by existing utilities.

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

Development at the proposed density at this location is planned for under the existing Los Angeles County Regional Waste Management Plan. Due to the small scale of the proposed project, the proposal to construct one 36,000-square-foot auto storage warehouse should not significantly impact solid waste disposal capacity.

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

The project would be required to comply with federal, state, and local statutes and regulations related to solid waste. The California Integrated Waste Management Act of 1989 requires the County of Los Angeles to attain specific waste diversion goals. In addition, the California Solid Waste Reuse and Recycling Access Act of 1991 mandates that expanded or new development projects to incorporate storage areas for recycling bins into the existing design. The project will include sustainable elements to ensure compliance with all federal, state, and local statutes and regulations related to solid waste. It is anticipated that these project elements will comply with federal, state, and local statutes and regulations to reduce the amount of solid waste. The project will not displace an existing or proposed waste disposal, recycling, or diversion site.

19. MANDATORY FINDINGS OF SIGNIFICANCE

- | | <i>Potentially
Significant
Impact</i> | <i>Less Than
Significant
Impact with
Mitigation
Incorporated</i> | <i>Less Than
Significant
Impact</i> | <i>No
Impact</i> |
|---|---|--|---|--------------------------|
| <p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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. Mitigation measures will ensure that any biological resources are protected. As analyzed in the Initial Study sections above, the proposed project will have no impact or less than significant impact in all other listed areas.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project does not achieve short-term goals to the disadvantage of long-term goals.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>c) 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)?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project does not have cumulative impacts. The proposed project will not be an inducement to future growths, as the project does not require additional infrastructure beyond that necessary to serve the project. There are no impacts that are cumulatively considerable. Therefore, the proposed project would have a less than significant impact.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project would not threaten the health, safety or welfare of human beings. As analyzed in the Initial Study sections above, the proposed project will have no impact or less than significant impact in all areas direct or indirect impact to human beings.