Liberty Canyon Wildlife Habitat Connectivity Project

CITY OF AGOURA HILLS, LOS ANGELES COUNTY, CALIFORNIA
DISTRICT 7-LA-101 (PM 32.8-33.8)
30710/0714000213

Initial Study with Proposed Mitigated Negative Declaration/ Environmental Assessment

Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

September 2017
Construct a wildlife crossing over U.S. Route 101 west of Liberty Canyon Road (postmile 32.8 to postmile 33.8) in the City of Agoura Hills, Los Angeles County.

INITIAL STUDY with Proposed Mitigated Negative Declaration and ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to: (State) Division 13, California Public Resources Code (Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

Sept 1, 2017
Date of Approval

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PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description
The California Department of Transportation (the Department) proposes to construct a wildlife crossing over U.S. Route 101 west of Liberty Canyon Road (postmile 32.8 to postmile 33.8) in the City of Agoura Hills in Los Angeles County.

Determination
This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is the Department’s intent to adopt a MND for this project. This does not mean that the Department’s decision regarding the project is final. This MND is subject to change based on comments received by interested agencies and the public.

The Department has prepared an Initial Study for this project, and pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on wild and scenic rivers, farmland, timberland, coastal zone, paleontology, cultural resources, mineral resources and floodplain.

In addition, the proposed project would have less than significant effects to visuals/aesthetics, geology, hazardous waste, air quality and noise, and transportation.

With the following mitigation measures incorporated, the proposed project would have less than significant effects to construction related impacts on biological resources, and hydrology and water quality.

Avoidance, minimization and mitigation measures include, preconstruction surveys, vegetation and replanting, post construction monitoring and evaluation and water quality permits.

______________________________
RONALD KOSINSKI
Deputy District Director
Division of Environmental Planning, District 7
California Department of Transportation
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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Department), as assigned by the Federal Highway Administration (FHWA), is the lead agency under the National Environmental Policy Act (NEPA). The Department is the lead agency under the California Environmental Quality Act (CEQA).

The California Department of Transportation (Department) proposes to construct a wildlife crossing over U.S. Route 101 (US-101) just west of Liberty Canyon Road in the City of Agoura Hills in Los Angeles County (Figure 1). This crossing will provide a safe and sustainable wildlife passage across Highway 101 in order help reduce wildlife mortality, ease animal movement across habitats, and allow for the exchange of genetic material for large mammals such as mountain lions and bobcats whose population has dwindled due to suburban sprawl and habitat fragmentation across the Santa Monica Mountains and Sierra Madre Mountain Range. The project would also enhance safety for motorists by reducing swerving movements to avoid wildlife crossing the highway.

Figure 1. Project Location Map
US-101 is a freeway that runs mostly north-south in the State of California and is a heavily traveled commuter route serving the Greater Los Angeles Area, connecting Los Angeles and Ventura Counties. At the proposed project location, US-101 is an eight-lane freeway that runs east-west through the City of Agoura Hills. The freeway fragments wildlife habitat in the region, separating the Santa Monica Mountains which is south of the freeway, from the Simi Hills, Santa Susana Mountains, and ultimately the Sierra Madre Mountain Range which is north of the freeway (Figure 2).
Figure 2. Mountain Ranges
The immediate vicinity of the proposed project primarily consists of open space and residential development with some commercial development to the east of the project location (Figure 3). The majority of both residential and commercial development in the area is concentrated along US-101, with areas farther removed from the freeway to the north and south transitioning to open space land uses in the vicinity of the project are primarily classified as developed, medium intensity, developed, open space, and shrub/scrub. The project is partially located within the Santa Monica Mountains National Recreation Area (SMMNRA). While the majority of the SMMNRA is to the south of US-101, the proposed project is located in an area where SMMNRA connects the Santa Monica Mountains to the south with Chesboro/Palo Comado Canyon to the north in the Simi Hills (Figure 5).

The proposed project will construct a vegetated bridge over US-101 to the west of the Liberty Canyon Rd. Undercrossing in the City of Agoura Hills in Los Angeles County to serve as a wildlife overcrossing. The project also includes the improvement of wildlife fencing along US-101, enhancement of habitat adjacent to the overcrossing structure through planting of native vegetation, construction of sound walls and retaining walls, and construction of a multi-use trail. In total, construction is anticipated to last approximately 30 months. If the project is approved and the funding is secured, construction is tentatively scheduled from May 2019 to November 2021.
Figure 3. Protected Open Space
The proposed project is a collaboration between public and private partners and local communities including but not limited to:

**Project Partners and Stakeholders**
California State Coastal Conservancy
Mountains Recreation and Conservation Authority (MRCA)
National Park Service
National Wildlife Federation
Resources Conservation District of the Santa Monica Mountains (RCDSMM)
Santa Monica Mountains Conservancy
California Department of Fish and Wildlife
California State Parks
California Wildlife Conservation Board
City of Agoura Hills
City of Calabasas
City of Thousand Oaks
US Fish and Wildlife Service
Assembly Member Richard Bloom
Congressmen Ted Lieu
Senator Fran Pavley
Senator Henry Stern
Los Angeles County Supervisor Sheila Kuehl
Ventura County Supervisor Linda Parks

The project engineering and this environmental document is being funded through the grant agreement with the California State Coastal Conservancy (SCC).
1.2 Purpose and Need

1.2.1 Purpose
The purpose of the proposed project is to provide a safe and sustainable passage for wildlife across US-101 near Liberty Canyon Road in the City of Agoura Hills that facilitates regional wildlife movement and genetic exchange, reduce wildlife mortality and enhance safety for motorists by reducing swerving movements to avoid wildlife crossing the road.

1.2.2 Need
The need for the proposed project is based on genetic and tracking data that shows that US-101 is a barrier to wildlife that historically traveled between the Santa Monica Mountains and the Sierra Madre Mountain Range. US-101 divides this previously contiguous range into isolated habitat fragments resulting in inbreeding, territorial fighting, decreased genetic diversity within the Santa Monica Mountains, and restricted movement between these mountain ranges. Connections between habitat fragments are needed to maintain genetic diversity and sustain isolated wildlife populations. Furthermore, since National Park Service biologists began researching mountain lions in the Santa Monica Mountains in 2002, motorists have struck and killed over a dozen mountain lions in the study area.

1.3 Independent Utility and Logical Termini
Logical termini for project development are defined as (1) rational endpoints for a transportation improvement, and (2) rational end points for a review of environmental impact. The environmental impact end points frequently cover a broader geographic area than the strict limits of a proposed transportation improvement. Independent utility means that the project improvements have independent significance, or that the improvements are usable at a reasonable expenditure even if no additional transportation improvements are made in the area.

Once built, the project has independent utility and will require no additional improvements in order to successfully provide a safe crossing for wildlife. The project includes fencing to funnel wildlife to the crossing and would provide a more direct connections between the open space areas north and south of US-101.

The project location has logical termini because it is located at the chokepoint for wildlife connectivity. It is located within the Santa Monica Mountains region and is bound by an unnamed tributary to the south, a bridge to the west and development to the east. To the north the Simi Hills connect to the Santa Susana Mountains, which then connect to the Los Padres National Forest and the San Gabriel Mountains (Figure 4). Figure 4 shows the relation between the mountain lion home ranges, the mountain ranges and the chokepoint.
The project is located in the last remaining protected open space that provides wildlife linkage between the Santa Monica Mountains and the Simi Hills (Figure 5).
Figure 4. Mountain Lion Home Ranges
Figure 5. Wildlife Corridor
1.4 Project Description
This section describes the proposed action and the project alternatives that were developed to meet the identified purpose and need of the project, while avoiding or minimizing environmental impacts. Three alternatives were evaluated for this project, the No Build Alternative and two build alternatives with two design options.

The crossing is located in the City of Agoura Hills in the Los Angeles County on US-101 at post mile 33.0. The total length of the project is 1.0 mile. Within the limits of the proposed project US-101 is an eight-lane freeway that runs east-west through the City of Agoura Hills. The purpose of the proposed project is to provide a safe and sustainable passage for wildlife across US-101 near Liberty Canyon Road in the City of Agoura Hills that allows for the movement of wildlife and the exchange of genetic material and reduces wildlife mortality.

1.5 Alternatives
No Build Alternative – The No Build alternative will maintain the existing configuration of US-101 and no additional infrastructure will be constructed to enhance wildlife connectivity across the freeway.

Directional fencing is currently being constructed as part of a separate project. This fencing would funnel wildlife to the existing Liberty Canyon Road undercrossing. Under the No Build Alternative, this fencing will remain.
**Alternative 1** – Alternative 1 proposes to construct a 165-foot wide by 200-foot long bridge across US-101 immediately west of Liberty Canyon Road (Figure 6 and 7).

Figure 6. Preliminary Design Rendering of Alternative 1

Figure 7. HWY 101 Preliminary Design Cross Section
**Alternative 2** – Alternative 2 includes the structure described in Alternative 1 with the addition of an extension of the overcrossing over Agoura Road, which runs parallel to US-101 at this location (Figure 8 and 9).
Alternative 2 has two design options:

- **Design Option 1** - Construct a 48-foot wide bridge and associated retaining wall system along Agoura Road to keep the road operational and to accommodate the fill material needed to construct the wildlife crossing.

- **Design Option 2** - Construct a 54-foot wide bridge and associated retaining wall system along Agoura Road to keep the road operational and to accommodate the fill material needed to construct the wildlife crossing.

Both design options for the proposed overcrossing over Agoura Road will consist of a vertical clearance of 18 feet.

### 1.6 Common Design Features of the Build Alternatives

Common design features of both build alternatives (Build Alternative 1 and 2) include:

- Constructing a two span 165-foot wide by 200-foot long bridge with columns on spread footings in the freeway median.

- Constructing retaining walls at both the north and south ends of the bridge.

- Constructing soundwalls along the outer edges of the bridge to mitigate traffic noise and block light in order to make the crossing more conducive to wildlife crossing.

- Planting vegetation on and adjacent to the bridge to create an extension of the surrounding wildlife habitat and connect the crossing to the existing riparian corridor.

- Installing irrigation and drainage systems on the bridge.

- Filling and grading the slope and open area between the freeway and Agoura Road from the southern bridge abutment down to the shoulder of Agoura Road.

- Modifying or replacing existing wildlife fencing to prohibit wildlife from accessing US-101 and funnel wildlife to the overcrossing.

- Constructing a five-foot, multi-use, single-track compacted dirt recreational trail on the overcrossing.

- Directional fencing is currently being constructed as part of a separate project. This fencing would funnel wildlife to the existing Liberty Canyon Road Undercrossing. Under the Build Alternatives, this fencing may be modified to funnel wildlife to and through the project instead.
Figure 10. Preliminary Design Vegetated Bridge Rendering
1.7 Unique Features of Build Alternatives

Build Alternative 2 will include:

- Grading and filling the slope between the bridge abutment and Agoura Road south of the freeway to grade to allow the crossing to extend over Agoura Road before descending to join existing ground.
- Constructing a tunnel and associated retaining wall system along Agoura Road to keep the road operational and to accommodate the fill material needed to construct the wildlife crossing.

1.8 Transportation System Management (TSM) and Transportation Demand Management (TDM) Alternatives

Transportation System Management (TSM) and Transportation Demand Management (TDM) were not considered and discussed as part of this project because they were determined to be not relevant to the purpose of this project. TSM strategies increase the efficiency of existing facilities and are actions that increase the number of vehicle trips a facility can carry without increasing the number of through lanes and TDM focuses on regional means of reducing the number of vehicle trips and vehicle miles traveled as well as increasing vehicle occupancy.

1.9 Permits and Approvals Needed

The following permits, reviews, and approvals would be required for project construction:

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<td>State Water Resources Control Board</td>
<td>Construction General Permit, Order No. 2009-2009-DWQ (adopted on September 2, 2009 and effective on July 1, 2010), as amended by Order No. 2010-0014-DWQ (effective February 14, 2011) and Order No. 2012-0006-DWQ (effective on July 17, 2012).</td>
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<td>1600 Series Agreement for Streambed Alteration/Oak Tree Permit (Removal/Encroachment)</td>
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<td>Los Angeles Regional Water Quality Control Board</td>
<td>Section 401 Water Quality Certification</td>
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<td>City of Agoura Hills</td>
<td>Oak Tree Permit</td>
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Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization and/ or Mitigation Measures

As a result of the scoping and environmental analysis carried out for the project, the following environmental issues were considered but no adverse impacts were identified. As a consequence there is no further discussion about these issues in this document.

**Coastal Zone**- There will be no effect on coastal resources because the project is not located within the coastal zone.

**Wild and Scenic Rivers**- There will be no effect on wild and scenic river resources because the project is not located within any wild and scenic river.

**Farmland/Timberlands**- There will be no effect on farmland and timberlands resources because the project is not located within farmland and timberland.

**Paleontology**- The project is not within a geologically sensitive area for paleontology. There will be no effect on paleontological resources because paleontological locality records and literature searches found that no paleontological resources have been recorded within the boundaries of the Project area.

**Hydrology and Floodplain**- There will be no effect on hydrology and floodplain because the project is not located within the 100-year base flood zone.

**National Marine Fisheries Service Jurisdiction**- The project will have no effect on threatened and endangered species. A species list was obtained on July 24, 2017. Caltrans requested technical assistance from the National Oceanic and Atmospheric Administration (NOAA)/ National Marine Fisheries Service (NMSF) and NOAA/NMFS concurred that no Essential Fish Habitat and Threatened and Endangered Fish Species are in the project area.

**Minority or Low-Income Populations**- A Community Impact Assessment was prepared to study the project area and did not identify any minority or low income populations. Thus, the project will have no effect to minority or low-income populations. Therefore, this project is not subject to the provisions of Executive Order 12898.
Relocations and Real Property Acquisition- This project does not relocate or displace residential and non-residential (commercial businesses, industrial, manufacturing businesses or agricultural/farmland).

Scenic Resource Evaluation and Visual Impact Assessment- A Visual Impact Assessment memo was prepared on August 9, 2017. The vegetated bridge would be planted with native plants, which matches the existing vegetation and the grading adjacent to the bridge will blend into the surrounding existing grade. Once completed, motorists will be greeted with winged retaining walls that have been visually enhanced with texture and designs that represent the wildlife that travels over the bridge before traveling through the bridge. The result will have minimal visual impact and will have minimal changes to the visual character to the area.

The Build Alternatives and the Design Options as part of Build Alternative 2 would have the same effects on nearly all resource areas. Unless specifically stated otherwise in the sections that follow, the build alternatives would have substantially similar effects.

2.1 Human Environment

2.1.1 Land Use and Planning

Affected Environment
A Community Impact Assessment was prepared on August 2017.

Existing and Future Land Use
The northern portion of the study area consists of the unincorporated area of Los Angeles County called Agoura. Its land use is guided by the Santa Monica Mountains North Area Plan. The area directly north of SR-101 and along it is designated a transportation corridor. North of the transportation corridor is open space parkland owned by the State, with some mountain land to the northeast and northwest. Ilan Ramon Day School, a private school, and Art Camp, a summer arts program, are situated northeast of the project area. The portion of land below SR-101 and east of Liberty Canyon Road is a commercial area, where the Spirent Communications office building is located. South of this commercial area is deed restricted open space, which borders the southwest residential area in Agoura Hills previously discussed.

The southern portion of the study area lies within the jurisdiction of the City of Agoura Hills. The area south of State Route-101 (SR-101), south of Vendell Place and north of Agoura Road, is developed as an office retail business park where Hixme, a health insurance agency, is located.
Directly south of the proposed project area along Agoura Road is the Santa Monica Mountains Conservancy Zone Parkland, a portion of the 155,000 acre Santa Monica Mountains National Recreational Area, which is managed by the Santa Monica Mountains Conservancy. A recreational hiking trail provides access to the parkland. South of SR-101 east of the open space parkland and south of Agoura Road west of Liberty Canyon Road by the project has residential use in single family and medium density.

**Santa Monica Mountains North Planning Area, Los Angeles County**- The Santa Monica Mountains North Planning Area, which includes Agoura, is surrounded by steep mountains, rolling hills, canyons, streams, and oak woodlands. Agoura Hills, located in the foothills of the Santa Monica Mountains on the western edge of Los Angeles County in the Conejo Valley, is characterized by these hills and a blend of semi-rural and suburban development. Residential neighborhoods are developed within the constraints defined within the North Area Plan, with only limited opportunities for infill development remaining. The existing pattern of land use is well established, and the scale of development that is possible within the North Area Plan is constrained by not only natural resources, including the need for habitat linkages, recreation, hillside, and open space protection, but also by the cumulative limitations of infrastructure and public services in the area, and by public health issues related to the quality of water downstream and in Santa Monica Bay.

The unincorporated mainland area of Los Angeles County encompasses approximately 61 percent (1,598,528 acres) of Los Angeles County, as described in the Los Angeles County General Plan. The Santa Monica Mountains North Area Plan guides the land use for the unincorporated areas of the City in the study area. According to the Santa Monica Mountains North Area Plan, over 5,000 acres of major public open spaces within the North Plan area have been preserved, including lands under the management of the National Park Service, the State of California, and the Santa Monica Mountain Conservancy. These lands comprise approximately 25 percent of the planning area. Additional committed open space areas, including local park lands and lands preserved as permanent open space as the result of various development approvals, exist throughout the region.

Designated land use patterns in the Santa Monica Mountains North Area reflect mostly open space parkland, mountain lands, and public facilities, with a very small portion of residential and commercial use(Figure 11). The majority of it is a part of the Santa Monica Mountains National Recreation Area and lies within a Significant Ecological Area (SEA).
Figure 11. Santa Monica Mountains North Area Plan (East Portion) Land Use Designations
**City of Agoura Hills** - The City of Agoura Hills has a land use pattern typical of single use, low density, and auto-oriented suburban development (Figure 12). The City of Agoura Hills General Plan outlines the development capacity for land use categories in the City. It encompasses 4,366.2 acres and is less than one percent of the total land area of Los Angeles County. Within the City, approximately 68 percent (2,972 acres) of land is developed for residential, commercial/office, and public facility use. Open space, parks, and open water accounts for approximately 32 percent (1,393.3 acres) of the City. Residential uses account for almost 38 percent (1,655.8 acres) of the developed lands, while commercial and business park uses account for approximately four percent (167.1 acres) and five percent (208.4 acres), respectively.

Designated land along the south side of SR-101 and Agoura Road in Agoura Hills is a mix of open space, commercial (business park), and residential use (single family and medium density land use). The area nearest the project site is Santa Monica Mountains Conservancy Zone parkland and is administered by the Santa Monica Mountains Conservancy. The residential areas are a mix of single family and medium density land use.
Figure 12. City of Agoura Hills General Plan Land Use Designations
City of Calabasas- The City of Calabasas has goals of establishing mixed communities with space for residential and commercial growth, possible annexation of surrounding unincorporated areas, and acquisition of open space. Open space accounts for approximately 41 percent of land in the city (3,627 acres). The City of Calabasas General Plan sets a goal for increasing the inventory of designated open space within the City to 4,000 acres after achieving the target 3,000 acre goal set in the 1995 General Plan. Parks and recreational areas account for less than 1 percent of the City (56.6 acres). The open space designated for recreational use, Calabasas Golf Club, comprises almost 2 percent of the City. Bay Laurel Elementary, comprises of less than 1 percent of the City.

Designated land use in the study area in Calabasas following Agoura Road to the east is a mix of residential (multiple family and single family), commercial (business park and retail), recreational and resource protection open space, and mixed use (Figure 13). The Agoura Hills/Calabasas Community Center and Malibu/Lost Hills Sheriff’s Station are located just east down Agoura Road. Grape Arbor Park and De Anza Park also fall within the study area. The study area includes educational facilities and related offices such as: Arthur E. Wright Middle School, a public school in the Las Virgenes Unified School District (LVUSD); Montessori of Malibu Canyon, a private preschool; Durham School Services, a school bus service for LVUSD; and the LVUSD building. The Los Angeles Fire Department Station 125 lies toward the very east boundary of the study area as well.
Figure 13. City of Calabasas General Plan Land Use Designations

Liberty Canyon Wildlife Habitat Connectivity Project
Development Trends in the Project Area

Table 1 provides a list of development projects in close proximity to the proposed projects.

<table>
<thead>
<tr>
<th>No</th>
<th>Project Name</th>
<th>Jurisdiction/Location</th>
<th>Proposed Uses</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Liberty Canyon Office Expansion Project</td>
<td>City of Agoura Hills/ 27489 Agoura Road, 27509 Agoura Road, &amp; 4149 Liberty Canyon Road</td>
<td>Business Park – Office Retail district</td>
<td>Under construction</td>
</tr>
<tr>
<td>2</td>
<td>Paxton Calabasas</td>
<td>City of Calabasas/ just west of Las Virgenes Road</td>
<td>78 residential units (condominiums), including 4 very low income units</td>
<td>Approved</td>
</tr>
</tbody>
</table>

Table 1. Development Projects

Environmental Consequences (Land Use and Planning)
Calabasas, Agoura Hills, and Los Angeles County all place great importance on the preservation of open space and the ecological value of the habitat and wildlife linkages in the study area. As such, development is strongly discouraged and greatly limited within the open space and park area in the immediate vicinity of the proposed project. In general, development in the project area tends toward infill development and respecting the natural setting.

No Build Alternative
There is no change to the Land Use and Planning under the No Build Alternative.

Build Alternatives 1 and 2
The proposed build alternatives are consistent with the land use and planning of Calabasas, Agoura Hills, and Los Angeles County. Therefore, it would not have an adverse effect on existing and designated land use in the area.

Avoidance, Minimization and Mitigation Measures
There are no avoidance, minimization and/or mitigation measures for the No Build Alternative. The Build Alternatives 1 and 2 and their design options are consistent with the land use and planning of Calabasas, Agoura Hills, and Los Angeles County. No avoidance, minimization and mitigation measures are needed for land use and planing.

2.1.1.1 Consistency with State, Regional, and Local Plans and Programs
The proposed build alternatives are consistent with the following State, Regional, and Local Plans and Programs.
 CHAPTER 2: AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION,
AND/OR MITIGATION MEASURES

Affected Environment

State Plans

California Transportation Plan 2040- The CTP 2040 is designed to outline goals and recommendations to achieve a safe, sustainable, universally accessible, and globally competitive transportation system that provides reliable and efficient mobility. It provides the framework and guiding principles for all transportation decisions made in California by both public and private entities to develop and implement policies, programs, and major statewide investments on transportation, the economy, and the environment that supports a sustainable California. The proposed project is consistent with the following state transportation goals:

Goal 4. Improve Public Safety and Security:
Policy 1. Reduce Fatalities, Serious Injuries, and Collisions

Goal 6. Practice Environmental Stewardship
Policy 1. Integrate Environmental Considerations in All Stages of Planning and Implementation
Policy 2. Conserve and Enhance Natural, Agricultural, and Cultural Resources
Policy 3. Reduce Greenhouse Gas Emissions and Other Air Pollutants

Regional Plans

2008 Regional Comprehensive Plan (RCP)- The Open Space and Habitat chapter of the 2008 RCP discusses the impacts of urbanization in natural lands. SCAG (Southern California Association of Governments) recognizes that wildlife movement corridors are important components of natural lands and that they are elements of an ecosystem that sustain large enough populations that natural ecological processes may occur. SCAG’s Open Space and Habitat Goals for Natural Lands identifies the need to ensure a sustainable ecology by protecting and enhancing natural lands and mitigate growth and transportation-related impacts to natural lands by:

- Conserving natural lands that are necessary to preserve the ecological function and value of the region’s ecosystems
- Conserving wildlife linkages as critical components of the region’s open space infrastructure
- Coordinating transportation and open space to reduce transportation impacts to natural lands

2016-2040 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (2016 RTP/SCS or Plan)- The Final 2016-2040 RTP/SCS was adopted on April 7, 2016 and last amended on July 6, 2017. The plan is a long-range vision that balances future mobility and housing needs with economic, environmental, and public health goals for smart and sustainable growth. It is mandated by federal law to be updated every four years.
SCAG is engaging numerous stakeholders as it creates a Natural Lands Conservation Plan that allows the region to meet its housing and transportation needs while ensuring that important natural lands and water resources are protected. With the previous 2012 RPT/SCS as the foundation, the following steps are a part of further developing a conservation strategy:

- Encouraging CTCs to develop advanced mitigation programs and/or include them in future transportation measures
- Aligning with funding opportunities and pilot programs to begin implementation of the Natural Lands Conservation Plan through acquisition and restoration
- Providing incentives to jurisdictions that cooperate across county lines to protect and restore natural habitat corridors, especially where corridors cross county boundaries.

The Conservation Framework and Assessment Report in the 2016 RTP/SCS conducted using the Combined Habitat Assessment Protocols (CHAP), which measures habitat quality at both the regional scale and the local scale, provides an assessment of habitats that provides a consistent look at the region that can be used for mitigation and restoration actions. Key components of the Conservation Framework and Assessment address biodiversity, water resources, ecosystem services, and climate change resilience through, as relevant to this project:

- Protection of sensitive, rare, threatened and endangered species and essential, critical, rare and unique habitats, including wetlands, riparian areas, oak woodlands, coastal sage scrub, and others
- Ensuring that the full range of habitat types are identified and represented as important areas for conservation
- Enhancing natural lands contiguity and maintaining critical landscape linkages

SCAG also outlines steps toward developing an Open Space Conservation Plan to mitigate planned activities. The Open Space Conservation Working Group, comprised of several agencies and governments, recommend as part of the Open Space Conservation Plan to improve natural corridor connectivity by preserving wildlife corridors and wildlife crossings to minimize the impact of transportation projects on wildlife species and habitat fragmentation.

**Local Plans**

**County of Los Angeles General Plan** - The Los Angeles County General Plan, adopted on October 6, 2015, serves as the guide for long-term physical development and conservation through a framework of goals, policies, and implementation programs. It provides a general policy framework for community-based plans and incorporates several planning documents, including
strategic plans and master plans. The General Plan identifies the following goals and policies relevant to the proposed project:

**Land Use (LU) Element**
- **Policy LU 3.1:** Encourage the protection and conservation of areas with natural resources, and Significant Ecological Areas (SEAs).
- **Policy LU 10.2:** Design development adjacent to natural features in a sensitive manner to complement the natural environment.
- **Policy LU 10.4:** Promote environmentally-sensitive and sustainable design.
- **Policy LU 11.7:** Encourage the use of design techniques to conserve natural resource areas.

**Mobility (M) Element**
- **Policy M 1.1:** Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.
- **Policy M 7.2:** Encourage the creation of wildlife underpasses and overpasses, fencing, signage, and other measures to minimize impacts to wildlife at junctures where transit infrastructure passes through or across sensitive habitats.
- **Policy M 7.4:** Where the creation of new or the retrofit of roadways or other transportation systems is necessary in areas with sensitive habitats, particularly SEAs, use best practice design to encourage species passage and minimize genetic diversity losses.

**Conservation and Natural Resources (C/NR) Element**
- **Policy C/NR 1.1:** Implement programs and policies that enforce the responsible stewardship and preservation of dedicated open space areas.
- **Policy C/NR 1.2:** Protect and conserve natural resources, natural areas, and available open spaces.
- **Policy C/NR 1.5:** Provide and improve access to dedicated open space and natural areas for all users that considers sensitive biological resources.
- **Goal C/NR 3:** Permanent, sustainable preservation of genetically and physically diverse biological resources and ecological systems including: habitat linkages, forests, coastal zone, riparian habitats, streambeds, wetlands, woodlands, alpine habitat, chaparral, shrublands, and SEAs.
- **Policy C/NR 3.1:** Conserve and enhance the ecological function of diverse natural habitats and biological resources.
- **Policy C/NR 3.9:** Consider the following in the design of a project that is located within an SEA, to the greatest extent feasible:
  - Preservation of biologically valuable habitats, species, wildlife corridors and linkages;
  - Protection of sensitive resources on the site within open space;
Protection of water sources from hydromodification in order to maintain the ecological function of riparian habitats;

**Goal C/NR 4:** Conserved and sustainably managed woodlands.

**Policy C/NR 13.4:** Encourage developments to be designed to create a consistent visual relationship with the natural terrain and vegetation.

**Noise (N) Element**

**Policy N 1.3:** Minimize impacts to noise-sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers, berms, or additional engineering controls through Best Available Technologies (BAT).

**Policy N 1.9:** Require construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 dBA CNEL and above, when unavoidable impacts are identified.

**Safety (S) Element**

**Policy S 1.3:** Require developments to mitigate geotechnical hazards, such as soil instability and land sliding in Hillside Management Areas through siting and development standards.

**Policy S 3.5:** Encourage the use of low-volume and well-maintained vegetation that is compatible with the area’s natural vegetative habitats.

**Policy S 3.12:** Support efforts to incorporate systematic fire protection improvements for open space, including facilitation of safe fire suppression tactics, standards for adequate access for firefighting, fire mitigation planning with landowners and other stakeholders, and water sources for fire suppression.

**Santa Monica Mountains North Area Plan** - The overall goal of the North Area plan is to maximize preservation of the area’s natural environment, recognize the opportunities and constraints that the land imposes, accommodate new uses that minimize impacts on the natural environment, ensure that new development is compatible with and enhances the quality of existing communities, and provide for a wide range of public and private recreational opportunities. The following goals of the Santa Monica Mountains North Area Plan are relevant to the proposed project:

**Goal I.** Preservation of the unique cultural qualities and characteristics of rural and suburban areas including the pastoral setting that encompasses farmlands, ranch lands and similar mountain lifestyles.

**Goal II.** Preservation and enhancement of the natural environments and scenic beauty of the area.

**Goal III.** Preservation of the area’s natural terrain, with minimal alterations to existing undisturbed areas.

**Goal IV.** Protection and expansion of the wide range of public and private outdoor recreational opportunities serving residents of, and visitors to, the area.
Goal V. An orderly and cohesive pattern of development which maximizes open space; limits suburban sprawl; protects recreational uses, watersheds and downstream water quality and allows for the efficient delivery of public services, including public safety and health within areas committed to suburban and rural uses.

Goal VI. A natural environment that protects Malibu Creek and other key watersheds, and prevents the negative impacts of urban and stormwater runoff in streams and to Santa Monica Bay and beaches.

Goal VII. A well integrated transportation system—including public transit modes—which supports the planning area’s present and projected land uses and minimizes adverse impacts on the natural environment.

Conservation and Open Space Element

Goal IV-1: An environment that retains significant animal and plant communities in an undisturbed condition and provides the highest possible protection for Significant Ecological Areas.

Policy IV-1: Place primary emphasis on the preservation of large, unbroken blocks of natural open space and wildlife habitat areas, and protect the integrity of habitat linkages.

Policy IV-3: Require development designs that protect and preserve significant, viable habitat areas and habitat linkages/wildlife corridors in their natural condition.

Circulation Element

Goal VII-1: A transportation system consistent with the area’s rural and scenic quality, environmental threshold carrying capacities, and planned growth.

Policy VII-1: Expand the carrying capacity of the area roadway system only where existing environmental resources (habitats/linkages, viewsheds, SEAs, etc.), residential neighborhoods, and rural communities are adequately protected, and it is economically feasible and prudent to do so in light of the environmental threshold carrying capacities and environmental protection, environmental hazard mitigation, and community character polices contained in the North Area Plan.

Policy VII-2: Treat environmental and neighborhood protection as equal priorities to maintaining traffic flow and meeting roadway performance standards, evaluation the appropriateness of roadway construction and widening on a case-by-case basis.

Las Virgenes-Malibu Regional Bicycle Master Plan- The Regional Bicycle Master Plan is a collaborative effort of the Las Virgenes-Malibu Council of Governments (LVMCOG) and other agencies to promote bicycling as a safe and attractive transportation choice. Its purpose is to identify potential bicycle transportation facilities within the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, and Westlake Village in order to develop a comprehensive bikeway network between the cities, the Santa Monica Mountains National Recreation Area, state and local parks, and the Greater Los Angeles and Ventura Counties.
The Regional Bicycle Master Plan identifies the Agoura Road Widening Project, which includes improved Class II Bike Lanes from westerly city limits to Cornell Road, just east of the project area. It also identifies a potential 0.4 mile Class III Bike Route on Liberty Canyon Road from Country Glen Road to the south city limits. Class III Bike Routes share the right-of-way between vehicles and people on bicycles with signage and optional shared lane markings to indicate that the road is a shared-use facility. The project area is north of this potential bike route, but Agoura Road going through the project area incorporates a Class II Bike Route. A potential bicycle hub is also identified at the Liberty Canyon Road Trailhead, which is located north of US-101. As such, the following goal and objective may be relevant to the project:

**Goal 1: Create a Bicycle-Friendly Las Virgenes-Malibu Region.** Create a bicycle-friendly environment throughout the Las Virgenes-Malibu region for all types of bicycle riders and all trip purposes through engineering/infrastructure solutions and integration of bicycling and public mass transit as a means of improving regional health, increasing road safety, reducing carbon emissions, and fostering an overall increase in bicycle ridership.

**Objective 1.1: Connectivity through an Expanded Bikeway Network.** Expand the existing bicycle transportation network to provide a comprehensive, regional network of bicycle transportation facilities that increases connectivity between homes, jobs, public transit, schools, trailheads, and recreational resources for a variety of users in the Las Virgenes-Malibu region.

**City of Agoura Hills General Plan**

*Land Use and Community Form (LU) Element*

The Land Use Element for the City of Agoura Hills establishes a pattern of land use and identifies standards for development that envisions a sustainable city and respects the city’s natural setting. The following policies are relevant to the proposed project:

- **Policy LU-3.1 Scenic and Natural Areas.** Provide for the preservation of significant scenic areas and corridors, significant plant and animal habitat and riparian areas, and physiographic features within the City.

- **Policy LU-3.4 Tree Preservation.** Continue to sustain oak trees, which are an integral part of the City’s character, and consider the protection of other valuable tree species.

- **Policy LU-4.2 Connected Open Space Network.** Maintain and, where incomplete, develop a citywide network of open spaces that is connected to and provides access for all neighborhoods and districts incorporating greenbelts, drainage corridors, parklands, bicycle and pedestrian paths, equestrian trails, and natural open spaces.

- **Policy LU-4.8 Connectivity.** Promote the development of complete pedestrian, bicycle, and vehicular connections that provide access from all residential neighborhoods to commercial, employment, cultural, civic, recreational, and open space destinations.

- **Policy LU-7.7 Environmental Setting.** Protect and enhance the unique features of Agoura Hills’ residential neighborhoods that have contributed to a high-quality aesthetic environment, including the preservation of
scenic and visual resources, a quality built environment, open space resources, and attractive streetscapes.

**Policy LU-19.2 Open Space Preservation.** Place a high priority on acquiring and preserving open space lands for purposes of passive recreation, habitat protection and enhancement, resource conservation, flood hazard management, public safety purposes, and overall community benefit.

**Community Services (CS) Element**
The Trail and Path Network Goal (Goal CS-5) of the Community Services Element of the General Plan establishes a comprehensive trail and pathway system that makes for enjoyable modes of transportation and forms of recreation in Agoura Hills.

- **Policy CS-5.1 Regional Trail Linkages.** Link the local trail and pathway system to existing and proposed regional trails.
- **Policy CS-5.5 Sustainable Trails.** Locate trails and pathways in a manner that does not cause environmental degradation, and protects environmentally sensitive areas.
- **Policy CS-5.9 Connecting to Trail System.** Require that new development provide connections to adjacent trail systems, as applicable.
- **Policy CS-5.10 Trail Maintenance.** Pursue an ongoing trail and pathway maintenance program, including volunteer opportunities.

**Natural Resources (NR) Element**
Agoura Hills is committed to the conservation of its natural resources, including open space, safe water supply, clean air, scenic vistas, and energy resources. These goals and policies aim to preserve and maintain Agoura Hills’ environmental resources to benefit current residents and future generations.

- **Policy NR-1.1 Open Space Preservation.** Continue efforts to acquire and preserve open space lands for purposes of recreation, habitat protection and enhancement, resource conservation, flood hazard management, public safety, aesthetic visual resource, and overall community benefit.
- **Policy NR-1.4 Wildlife Habitat.** Prioritize preservation of open space in its natural form to support sensitive, endangered, threatened, or otherwise protected species as part of a contiguous system that allows the movement of wildlife from one habitat area to another.
- **Policy NR-2.1 Maintenance of Natural Topography.** Require development to be located and designed to maintain the visual quality of hills, ridgelines, canyons, significant rock outcroppings, and open space areas surrounding the City and locate and design buildings to minimize alteration of natural topography.
- **Policy NR-2.2 Trails, Recreation Areas, and Viewing Areas.** Provide public trails, recreation areas, and viewing areas near significant visual resources, where appropriate.
Policy NR-3.1 Development along Scenic Roads. Ensure a quality visual experience along the entire length of the scenic roads through protection and enhancement of views and development of appropriate landscaping.

Policy NR-3.2 View Protection. Preserve the hillside backdrop and natural landforms visible from the scenic roads in their present state to the extent possible.

Policy NR-4.1 Resource Protection. Preserve Agoura Hills’ two significant ecological areas (SEAs) from incompatible development through City policies and coordination with Los Angeles County and other relevant agencies to protect habitats of sensitive plants and animals.

Policy NR-4.3 Development and Environmental Review. Ensure that the development and environmental review process is sensitive to the preservation and protection of sensitive wildlife and plant species, wildlife corridors, significant ecological areas (SEAs), and other sensitive habitat communities.

Policy NR-4.5 Open Space Preservation. Place a high priority on acquiring and preserving open space lands for purposes of recreation, habitat preservation and enhancement, resource conservation, flood hazard management, public safety purposes, and overall community benefits.

Policy NR-4.6 Connected Open Space System. Ensure that new development does not create barriers or impede the connection of the City’s open space systems.

Policy NR-4.9 Landscaping. Encourage landscaping that minimizes the need for herbicides and pesticides and that provides food, water, shelter, and nesting sites for birds, butterflies, beneficial insects, and other creatures that both help maintain the landscape and restore the larger ecosystem. Landscape design can re-create habitat lost to urban development and attract resident and migratory wildlife.

Policy NR-4.10 Tree Preservation. Continue to sustain the City’s oak trees, which are an integral part of the character of the City, and continue to plant and maintain these trees in a manner that will allow them to mature and thrive.

Policy NR-4.11 Creeks and Natural Resources. Support the restoration of creeks and other natural resources. Activities include creek cleanup, erosion and urban runoff control, and weeding of non-native plants.

Policy NR-4.12 Wildlife Corridors. Protect and maintain wildlife corridors, particularly the Liberty Canyon wildlife corridor, and adjacent areas as appropriate, to help the continued survival of wildlife.

Policy NR-5.5 Recycled Water. Work with the Las Virgenes Municipal Water District in further creating opportunities for recycled water to irrigate the public landscape, provided that the heavy metal and salt content of recycled water will not interfere with plant growth.

Policy NR-6.1 Riparian Habitat. Protect and enhance the natural qualities of riparian habitat.
Policy NR-6.2 Percolation. Design trails, landscaped areas, and other open areas in development projects to capture stormwater runoff and percolate into the groundwater basin, to the extent feasible.

Policy NR-6.4 Protect Open Space Areas and Water Resources. Conserve undeveloped open space areas and drainage courses and channels for the purpose of protecting water resources in the City’s watershed. For construction and post-development runoff, control sources of pollutants and improve and maintain urban runoff water quality through stormwater protection measures consistent with the City’s National Pollution Discharge Elimination System (NPDES) Permit.

Policy NR-6.7 Stormwater Quality. The City shall control sources of pollutants and improve and maintain urban runoff water quality through stormwater protection measures consistent with the City’s National Pollution Discharge Elimination System (NPDES) Permit.

City of Agoura Hills Specific Plans- The City of Agoura Hills has two specific plans for specific areas of the city. They are the Agoura Village Specific Plan and the Ladyface Mountain Specific Plan. The Agoura Village Specific Plan area is located about halfway between Westlake Village and Calabasas, running along both sides of Agoura Road one block west of Kanan Road to approximately two blocks east of Cornell Road. The Ladyface Mountain Specific Plan area lies to the south of Agoura Road between Kanan Road and the western city limits. The footprint of this project does not fall within either of these Specific Plan areas.

City of Calabasas General Plan- The City of Calabasas is situated to the east of the project area and is a neighboring city to the City of Agoura Hills and the unincorporated area of Agoura. The proposed wildlife crossing does not lie within the City of Calabasas, but is in close proximity.

Land Use Element (Chapter II) Calabasas’ vision is to continue to be a low intensity, primarily residential community situated in a natural environmental setting. The following policies are relevant to the proposed project:

Policy II-8. Emphasize retention of Calabasas’ natural environmental setting, neighborhood character, and scenic features as a priority over the expansion of urban areas.

Open Space Element (Chapter III) Calabasas identifies the preservation of remaining open space lands and the acquisition of new lands for open space designation as the community’s highest priority. It is a key component of the City’s character and protects significant environmental resources, since many of the open space areas within and around Calabasas contain an abundance and variety of sensitive vegetative and wildlife habitats.
Policy III-2. Limit the permitted intensity of development within lands designated as open space to that which is consistent with the community’s environmental values and that will avoid significant impacts to sensitive environmental features, including but not limited to woodlands, riparian areas, wildlife habitats, wildlife movement corridors, and habitat linkages.

Policy III-8. Improve public access to designated open space areas in a way that protects environmental resources, but increases the ability of the public to enjoy and benefit from the open space.

Conservation Element (Chapter IV)
The Conservation Element of the General Plan covers these issues: biotic resources, urban forestry, air quality, water resources, soil conservation and preservation, energy resources, solid waste management, and mineral resources.

Policy IV-2. Ensure that new developments, including roads, maintain the biotic habitat value of riparian areas, oak woodlands, habitat linkages, and other sensitive biological habitats. Specifically, the following are unacceptable biological impacts:

- Net loss of wetlands or riparian vegetation
- Measurable reduction in species diversity
- Loss of breeding and roosting areas, foraging areas, habitat linkages, or food sources that will result in a measurable reduction in the reproductive capacity of biotic resources

Policy IV-4. As feasible and without creating public safety concerns, restore riparian corridors to a natural or quasi-natural condition.

Policy IV-6. Require separation of construction activities from sensitive biological resources through the use of buffers, setbacks, and temporary protective fencing.

Policy IV-7. Regulate construction activities to eliminate potentially destructive practices that adversely affect environmentally sensitive areas.

Policy IV-8. Maintain strategic alliances with federal and state agencies involved in the Santa Monica Mountains National Recreation Area to ensure the ongoing management of areas that are preserved because of their biological significance.

Policy IV-10. Preserve existing mature trees, unless they are detrimental to public health and safety.

Policy IV-16. Consistent with the City’s Bicycle Master Plan, promote a system of bicycle routes within Calabasas that provide recreational opportunities and represent viable routes for travel between home and school or work.

Policy IV-25. Protect natural drainage courses within Calabasas and maintain appropriate setbacks from riparian habitats.
Circulation Element (Chapter VI)
The Circulation Element addresses broad issues of physical mobility, especially transportation. The goal of the Circulation Element is to achieve and maintain a balanced, safe, and problem-free transportation system that, while providing access to all areas of the community for all of the community, protects significant environmental features and preserves a sense of comfort and well-being.

Policy VI-1. Avoiding significant adverse impacts to sensitive environmental features and residents' quality of life are higher priorities than improving traffic levels of service.

Community Design Element (Chapter IX)
The Community Design element covers the topics of citywide community design, neighborhoods, and scenic corridors. It focuses on creating a desirable environment and includes the relationship between buildings, streets, land uses, open space, circulation, height, massing, natural features, and human activity.

Policy IX-5. Ensure that new development is aesthetically compatible with the area’s natural environment and that it contributes to a positive image for the City.

Policy IX-6. Require that new developments preserve views of identified scenic resources from designated corridors.

Policy IX-36. Maintain abundant open space and the small-scale, semi-rural character of existing neighborhoods.

Policy IX-44. Preserve large areas of natural hillsides and other dominant natural environmental features visible from the Ventura Freeway.

Parks, Recreation, and Trails Element
Calabasas’ environmental setting is ideal for development of trails and passive recreational opportunities, and is strongly committed to developing and maintaining facilities that support the range of recreational activities desired by community residents in a manner that is in harmony with the sensitive nature of Calabasas’ environment.

Policy X-8. In coordination with Los Angeles County, the Santa Monica Mountains Conservancy, the State Parks Department, and the National Park Service, continue to develop and maintain a system of hiking and riding trails that provide safe, enjoyable access into the area’s natural environment.

Policy X-11. Connect trail systems with existing open space areas and community activity centers.
Environmental Consequences (Consistency with State, Local and Regional Plans)

No Build Alternative
The No-Build Alternative would not result in any impacts on adjacent land uses. However, it would not be consistent with or meet the objectives, goals and policies of state, local and regional plans because it would not advance the open space, conservation, and recreational goals of the plans.

Build Alternatives 1 and 2

Consistency with State Plans- The purpose of the build alternatives are to provide a safe and sustainable passage for wildlife that facilitates regional wildlife movement and genetic exchange, reduce wildlife mortality and enhance safety for motorists by reducing swerving movements to avoid wildlife crossing the road. The California Transportation Plan identifies the need to practice environmental stewardship so that transportation systems to do not negatively impact natural resources. The proposed wildlife crossing will facilitate wildlife movement over US-101 and neighboring roads. The California Transportation Plan also establishes a goal to improve public safety and security by reducing fatalities, serious injuries, and collisions. Motorist safety will be improved when wildlife utilize the crossing instead of using the road to cross. As such, the project is consistent with State Plans discussed in the previous section.

Consistency with Regional Plans- The build alternatives aim to re-establish connectivity for wildlife movement between the Santa Monica Mountains and the Sierra Madre mountain range. SCAG recognizes the importance of wildlife movement corridors for sustainable ecology, and incorporates goals to conserve wildlife linkages and reduce transportation impacts to natural lands into the RPT/SCS. The Open Space Conservation Plan also specifically recommends improving natural corridor connectivity. The proposed wildlife crossing would minimize the impacts of transportation projects on wildlife species and habitat fragmentation, and thus is consistent with goals established in regional plans for the area.

The Santa Monica Mountains North Area Plan places great emphasis on the preservation of natural environment and ensuring that new uses minimize impacts on the natural environment. As such, the proposed project to construct a wildlife passage minimizing the impacts of the US-101 and Agoura Road on wildlife migration and habitat segmentation is consistent with the goals established for the planning area.

Consistency with Local Plans- The build alternatives are consistent with each of the County of Los Angeles General Plan, City of Agoura Hills General Plan, and City of Calabasas goals and policies discussed in the previous section. These plans strongly support protection and conservation of biological resources and ecological systems and specifically encourage the creation of wildlife crossing and supplemental measures such as fencing and signage in order to
minimize impacts to wildlife and genetic diversity. The City of Agoura Hills expressly recognizes the importance of protecting and maintaining the Liberty Canyon wildlife corridor and adjacent areas. Therefore, the Build Alternatives are fully supportive of local plans, policies, and goals.

The construction of a multi-use trail on the proposed overcrossing will expand the bicycle network in the region, and as such is also consistent with the Regional Bicycle Master Plan for the area.

**Avoidance, Minimization, and/or Mitigation Measures**
There are no avoidance, minimization and/or mitigation measures for the No Build Alternative. There are no avoidance, minimization and/or mitigation measures for the Build Alternative 1 and 2 because no adverse impacts are anticipated, no avoidance, minimization, or mitigation measures would be required.

**2.1.1.2 Parks and Recreational Facilities**
This project will affect facilities that are protected by the Park Preservation Act (California Public Resources Code [PRC] Sections 5400-5409). The Park Preservation Act prohibits local and state agencies from acquiring any property which is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the park land and any park facilities on that land.

**Affected Environment**
The following are located within the scope of the project area within census tracts 8003.27, 8003.28, 8003.29 (Figure 14).

- **Parks and Recreational Facilities** - Zev Yaraslavsky Las Virgenes Highlands Park, Old Agoura Park, Grape Arbour Park, Chumash Park, Sumac Park, Paramount Ranch, Juan Batista de Anza Park, Abrams Open Space, Peacock Ridge Open Space, Rasmussen MRCA Open Space, Santa Monica Mountain Conservancy

- **Trails** - Las Virgen Trail, Morrison Trail, Zev Yaroslavsky Trail

The project will temporarily impact open space properties that are owned by the Santa Monica Mountain Conservancy (SMMC)/ Mountain Resource and Conservation Authority (MRCA). These areas are a significant publicly owned conservation area for wildlife purposes. Caltrans has coordinated with MRCA, the official with jurisdiction over the Section 4(f) resource. In accordance with Federal requirements, written concurrence was obtained from MRCA, the official with jurisdiction, on August 8, 2017. The concurrence letter is included in Appendix A of this document. This project is exempt from Section 4(f) pursuant to 23 CFR 774.13(g) because the project is a transportation enhancement project and the use of this Section 4(f) property is solely
for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection. The proposed project will directly benefit the MRCA properties located adjacent to the highway and will not degrade the activities, features, and attributes that qualify the resource for protection under Section 4(f). The property is a Section 4(f) property, but is exempt from Section 4(f) approval. Therefore, the provisions of Section 4(f) do not apply.
Figure 14. Map of Public Facilities

Legend

- Hospitals
- High Schools
- Middle Schools
- Elementary Schools
- Fire Stations
- Parks
- Police Stations
- Project Location

Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Created by Chris Laurel

<table>
<thead>
<tr>
<th>ID</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Zev Yaraslavsky Las Virgenes Highlands Park</td>
</tr>
<tr>
<td>2</td>
<td>Old Agoura Park</td>
</tr>
<tr>
<td>3</td>
<td>Grape Arbor Park</td>
</tr>
<tr>
<td>4</td>
<td>Chumash Park</td>
</tr>
<tr>
<td>5</td>
<td>Sumac Park</td>
</tr>
<tr>
<td>6</td>
<td>Paramount Ranch</td>
</tr>
<tr>
<td>7</td>
<td>Juan Bautista de Anza Park</td>
</tr>
<tr>
<td>8</td>
<td>LA County Sheriff’s Dept., Malibu/Lost Hills</td>
</tr>
<tr>
<td>9</td>
<td>LA County Fire Dept. Station 125</td>
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<td>10</td>
<td>LA County Fire Dept. Station 65</td>
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<tr>
<td>11</td>
<td>Willow Elementary School</td>
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<td>Sumac Elementary School</td>
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<td>13</td>
<td>A.E. Wright Middle School</td>
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<td>14</td>
<td>Agoura High School</td>
</tr>
<tr>
<td>15</td>
<td>Pacific Shores Hospital</td>
</tr>
</tbody>
</table>
Environmental Consequences (Parks and Recreation)

Temporary Impacts
No Build Alternative
The “No-Build” alternative would not impact parks and recreational facilities.

Build Alternatives
Alternative 2. Construction activities will be temporary and the overall function and value of the area, within the context of wildlife movement, is expected to improve with the addition of the proposed wildlife bridge. Therefore, any potential use of the MRCA/SMMC property would be solely for the purpose of preserving or enhancing the activities, features, or attributes that qualify the property for Section 4(f) protection (i.e. wildlife habitat conservation).

Alternative 3. Abrams Open Space is located directly south of the project area, therefore public access to unmarked trails in this area may be affected.

Permanent Impacts
The project does not permanently impact parks and recreational facilities.

Avoidance, Minimization, and/or Mitigation Measures
There are no avoidance, minimization and/or mitigation measures for the No Build Alternative. Because the proposed Build Alternatives 1 and 2 would not result in any adverse park and recreation impacts, no avoidance, minimization, or mitigation measures would be required.

2.1.2 Growth

Regulatory Setting
The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with the National Environmental Policy Act (NEPA) of 1969, require evaluation of the potential environmental effects of all proposed federal activities and programs. This provision includes a requirement to examine indirect effects, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations (40 Code of Federal Regulations [CFR] 1508.8) refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also requires the analysis of a project’s potential to induce growth. The CEQA guidelines (Section 15126.2[d]) require that environmental documents “…discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…”
**Affected Environment**
The region of the Santa Monica Mountains Planning Area within the project area includes the City of Agoura Hills, the City of Calabasas, and the unincorporated City of Agoura. There is little growth planned or anticipated in this region, as it is an area dominated by open space highly valued by the planning departments and residents of the area. Neighborhoods in the project area are fully developed with only limited features for infill development. The City of Agoura Hills considers itself almost fully developed. The Santa Monica Mountains North Area is almost entirely part of a Significant Ecological Area (SEA), which greatly constrains the scale of development possible within the North Area. The City of Calabasas has similar goals for preservation of the natural resources in and surrounding the project area.

The projected growth rate of Agoura Hills, according to the Southern California Association of Governments (SCAG), is 0.3 percent per year, with households having a projected annual growth rate of 0.4 percent. Employment in Agoura Hills is expected to increase 0.8 percent per year. In Calabasas, the projected growth rate is 0.1 percent per year, with projected a projected annual household increase of 0.1 percent. Employment is expected to increase less than 1 percent per year.

Table 2 presents population, households, and employment projections from 2012 to 2040 for the cities and unincorporated areas in the study area. This information is based on projections by SCAG for the City of Agoura Hills, City of Calabasas, and Los Angeles County for the unincorporated areas of the Santa Monica Mountains North Area. The sum of these projections is presented as the total projections for the study area, though it should be noted that the Santa Monica Mountains North Area is a only a small portion of the total unincorporated areas of Los Angeles.
### Average Annual Growth

<table>
<thead>
<tr>
<th></th>
<th>2012</th>
<th>2040</th>
<th>Average Annual Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>City of Agoura Hills</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>20,500</td>
<td>22,700</td>
<td>0.38%</td>
</tr>
<tr>
<td>Households</td>
<td>7,300</td>
<td>8,200</td>
<td>0.43%</td>
</tr>
<tr>
<td>Employment</td>
<td>12,500</td>
<td>15,300</td>
<td>0.75%</td>
</tr>
<tr>
<td><strong>City of Calabasas</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>23,800</td>
<td>24,500</td>
<td>0.11%</td>
</tr>
<tr>
<td>Households</td>
<td>8,700</td>
<td>9,100</td>
<td>0.17%</td>
</tr>
<tr>
<td>Employment</td>
<td>16,700</td>
<td>17,300</td>
<td>0.13%</td>
</tr>
<tr>
<td><strong>Los Angeles County Unincorporated Area</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>1,040,700</td>
<td>1,273,700</td>
<td>0.75%</td>
</tr>
<tr>
<td>Households</td>
<td>292,700</td>
<td>392,400</td>
<td>1.09%</td>
</tr>
<tr>
<td>Employment</td>
<td>222,900</td>
<td>288,400</td>
<td>0.96%</td>
</tr>
<tr>
<td><strong>Total Study Area</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>1,085,000</td>
<td>1,320,900</td>
<td>0.73%</td>
</tr>
<tr>
<td>Households</td>
<td>308,700</td>
<td>409,700</td>
<td>1.05%</td>
</tr>
<tr>
<td>Employment</td>
<td>252,100</td>
<td>321,000</td>
<td>0.90%</td>
</tr>
</tbody>
</table>

Table 2. Projections: Population, Households and Employment, 2012 to 2040

---

**Environmental Consequences (Growth)**

**No Build Alternative**

The No Build Alternative will maintain the existing configuration of US-101 and no infrastructure will be constructed. There will be no effect on growth as a result of the selection of this alternative.

**Build Alternatives 1 and 2**

The first-cut screening for the proposed project concluded that growth-related impacts are not reasonably foreseeable for the construction of a wildlife crossing over US-101 or Agoura Road.

This proposed project is located in an area with low growth rates, few plans for development in the project area, and low development capacity. The horizontal clearance under the crossing will be made up of an 8 foot left shoulder, a 12 foot lane, a 4 foot median, another 12 foot lane, and an 8 foot right shoulder. Any existing roadway that is currently not paved will not be paved as part of the project. There is no additional roadway being added. Therefore, there will be no increase in transportation capacity, change in accessibility, or change in land use. As such, the project neither intends nor expects to induce any substantial change in the location, distribution, or rate of population and housing growth.
Avoidance, Minimization, and/or Mitigation Measures
There are no avoidance, minimization and/or mitigation measures for the No Build Alternative. Because the proposed Build Alternatives 1 and 2 would not result in any adverse growth impacts, no avoidance, minimization, or mitigation measures would be required.

2.1.3 Community Impacts

2.1.3.1 Community Character and Cohesion

Regulatory Setting
The National Environmental Policy Act (NEPA) of 1969, as amended, established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). The Federal Highway Administration (FHWA) in its implementation of NEPA (23 USC 109[h]) directs that final decisions on projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under the California Environmental Quality Act (CEQA), an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community.

Affected Environment
The Community Impacts Assessment was completed on August 2017. Census Tract 8003.27, 8003.28 and 8003.29 were defined as the study area in the Community Impact Assessment. Socioeconomic and demographic data used for reference and analysis are based on the 2010 census data and the 2015 American Community Survey.

The project study area (census Tract 8003.27, 8003.28 and 8003.29) was compared with the City of Agoura Hills and the County of Los Angeles. This project does not disportionally impact minority or social economic disadvantaged communities.

The proportion of persons living in poverty within the affected communities is below the County average of 18.2 percent.

Schools- There is one public school district that serves the affected communities which is the Las Virgenes Unified School District (LVUSD). The LVUSD educational facilities within the
City include one high school, one continuation high school, one middle school, three elementary schools, and one alternative elementary school.

Communities

Agoura- Agoura is listed as an unincorporated community within the County of Los Angeles annual report of 2009-2010. Agoura is the name of the area before the City of Agoura Hills was incorporated in 1982. There are a few pockets of unincorporated areas, containing a handful of houses in the area. Much of the area is also often referred to as the neighborhood Old Agoura.

Old Agoura Business Center- Is a mix of older commercial and retail uses and it has an “old town” character that respects the historic culture of this area as the beginnings of what is now Agoura Hills.

Two distinct areas make up this Subarea: (1) the Agoura Road corridor with characteristics including street tree canopies, two-lane roads, no curb, gutter, or sidewalk, no street lights, small scale buildings set close to the street, and eclectic building style; and (2) the Dorothy Drive corridor including older character uses, but with curb, gutter, and sidewalk.

Community of Hillside Neighborhoods (Indian Hills and Southeast Ridge Areas)- Is encompassed by Census Tract 8003.29 on the south side of the US-101. It is an area that is low-density residential uses and open space and is designated as Restricted Open Space.

Community Cohesion

Community character and cohesion are subtle, often hard-to-identify qualities. Some of the indicators that the community has a high degree of cohesion include:

- **Long average residency tenures**- Long-term residents are likely to feel more connected to their community. According to the US Census 2015 American Community Survey, between 31.6 percent and 42.7 percent of the population of the affected communities moved in in the 1990s which is the highest percentage followed by the 2000-2004 period which has between 27.6 percent and 42.1 percent of the population of the affected communities moved in that period. This is higher than the County of Los Angeles and the City of Agoura Hills averages for the same time periods. This shows that the community has a high average of long-term residents living within the affected community.

- **Households of two or more people**- A high percentage of single-person households tend to correlate with lower cohesion. Average person per household size is between 2.7 to 2.8 persons per household which is slightly below the county average of 3.
• **Home ownership over rentals** - A significantly higher percentage of the population in the affected communities own their homes, and the rate of homeownership in the affected communities exceeds County average (46.0 percent), with the highest (Tract 8003.28) being at 52.3 percent.

• **Single-family homes over higher density housing** - Two of the three affected communities (Census Tracts 8003.27 and 8003.29) have higher percentages of single-family homes than higher density housing compared to the County average of single-family homes at 56.0 percent, and Census Tract 8003.28 has a slightly lower percentage at 52.9 percent.

• **Family Households** - According to the U.S. Census Bureau, a lower percentage (between 22.5 to 24.1 percent) of the population in the affected communities is under age 18 compared to the County (24.5 percent). This signifies the presence of a slightly lower level of family households. Communities of census tract 8003.28 and 8003.29 have a lower percentage of families (62.2 and 66.8 respectively) than the County average (67.7 percent).

**Environmental Consequences (Community Character and Cohesion)**

The discussion below focuses on the impacts of the proposed Build Alternative. The No-Build Alternative would not result in any adverse impacts to population, community character and housing.

**Temporary Impacts**

Construction activities would result in temporary, localized site-specific disruptions to the population in the proposed project area. These disruptions may also include construction-related traffic changes due to trucks and equipment in the area; increased noise and vibration; lights and glare; and changes in air emissions. The traffic, air quality, and noise analyses for the proposed project alternatives provide additional information on these types of temporary construction effects. Because the construction activities would be temporary in duration, substantial disruptions to the local population and housing are not anticipated.

**Permanent Impacts**

The proposed project would not negatively affect the regional and local community. Both build alternatives would require right-of-way acquisition from the MRCS and the City of Agoura Hills. The construction of the wildlife crossing and the right of way impacts would not divide an existing neighborhood or fragment the edge of a cohesive group of people. The improvements provided by completion of the proposed project will have a beneficial effect on the affected wildlife habitat connectivity.
Avoidance, Minimization, and Mitigation Measures

There are no avoidance, minimization and/or mitigation measures for the No Build Alternative. During the construction of Build Alternative 1 and 2, the project will be constructed in stages that will minimize impacts to the communities. The project will be closely coordinated with other ongoing projects in the area.

In addition to a construction-staging plan, a Traffic Management Plan (TMP) will be developed to consider and mitigate the impacts that construction activities will have on the US-101 freeway, its adjacent facilities and its users.

2.1.3.2 Employment and Income

Affected Environment

Although the City of Agoura Hills is largely recognized as a suburban residential community, the City of Agoura Hills and surrounding development within the jurisdiction of Los Angeles County offer a diversity of employment opportunities. According to the City of Agoura Hills 2015 Comprehensive Annual Financial Report the largest employers in the area include Bank of America (873 employees), Las Virgenes Unified School District (543 employees), Teradyne (220 employees), TouchCommerce (210 employees), IBM Corporation (206 employees).

The City of Agoura Hills has one of the lowest unemployment rates in Los Angeles County. The City’s unemployment rate was 3.7 percent in July 2017 compared to 4.5 percent for Los Angeles County and 4.7 percent for the state of California.¹

Commuting Patterns

- **Place of Work**- More than 88 percent of employees within the affected communities work outside their place of residence, consistent with the City and County percentages.

- **Travel Time**- Employees commuted between 60 and 89 minutes to work (one-way) in Los Angeles County daily, and three percent drove for more than 90 minutes. Commuting times for the City of Agoura Hills and within the affected communities were consistent, and generally higher than the County averages.

- **Means of Travel**- Between 76 and 88 percent of employees in the affected communities and the City drove to work alone; between one and seven percent carpooled; and between zero and 10 percent walked. These averages are consistent with the County of Los Angeles, except 10 percent of the employees in the Census Tract 8003.27 walk to work.

Two percent or less used public transportation which in below the average of seven percent for Los Angeles County.

**Environmental Consequences (Employment and Income)**
There are no environmental consequences for the No Build Alternative.

**Temporary Impacts**
Temporary circulation and access impairment may occur during the construction phase of the proposed project that may have an effect upon businesses located along the US-101 as well as the transit services in the area. Businesses immediately adjacent to the proposed project may also experience temporary construction nuisance effects such as noise, vibration and dust. The construction-related nuisance effects would be temporary and intermittent. In addition, some local businesses may also see an increase in business due to the construction crews presence in the area—gas, food, etc.

**Permanent Impacts**
The Build Alternatives of the proposed project would not negatively affect local or regional employment, industry or commerce, or require the displacement of business. There would be no tax revenue loss.

**Avoidance, Minimization, and Mitigation Measures**
There are no avoidance, minimization and/or mitigation measures for the No Build Alternative. Temporary adverse traffic impacts to businesses and transit services Build Alternatives 1 and 2 would be minimized with the implementation of a Traffic Management Plan (TMP). See Chapter 2.7 Traffic and Transportation/ Bicycle and Pedestrian Facilities.

2.1.4 Utilities/ Emergency Services

**Affected Environment**
The project corridor spans 2.1 miles and includes multiple utilities (Table 3). Impacts to the existing utility systems vary between the build alternatives. The following existing utility systems could be affected by one or more of the build alternatives:

- Las Virgenes Municipal Water District water pipelines
- Las Virgenes Municipal Water District sewer manholes and pipelines
- Las Virgenes Municipal Water District fire hydrant
- Southern California Gas Company natural gas pipeline
- Southern California Edison wooden and steel transmission poles and guy poles
<table>
<thead>
<tr>
<th>No.</th>
<th>Affected Utility</th>
<th>Owned By</th>
<th>Facility Type</th>
<th>Underground (UG) or Overhead (OH)</th>
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<tbody>
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<td>1</td>
<td>30&quot; Water MWD (1500 ft), Vendell Place</td>
<td>Las Virgenes Municipal Water</td>
<td>Water</td>
<td>UG</td>
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<td>2</td>
<td>6&quot; M Gas (300 ft), Agoura Road</td>
<td>Southern California Gas Co.</td>
<td>Natural Gas</td>
<td>UG</td>
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<td>3</td>
<td>Manholes Sewer</td>
<td>Las Virgenes Municipal Water</td>
<td>Water</td>
<td>UG</td>
</tr>
<tr>
<td>4</td>
<td>18&quot; VCP Sewer</td>
<td>Las Virgenes Municipal Water</td>
<td>Water</td>
<td>UG</td>
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<td>5</td>
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<td>Edison</td>
<td>Electric</td>
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<td>9</td>
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<td>11</td>
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<td>OH</td>
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CHAPTER 2: AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Table 3. Potential Affected Utility Systems

<table>
<thead>
<tr>
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<th>Utility System Details</th>
<th>Responsibility</th>
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<tbody>
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<td>Telecommunication</td>
</tr>
<tr>
<td>21</td>
<td>4-Fiber Optic Overhead Lines, Vendell Place</td>
<td>Telecommunication</td>
</tr>
<tr>
<td>22</td>
<td>4-Fiber Optic Overhead Lines, Agoura Road</td>
<td>Telecommunication</td>
</tr>
<tr>
<td>23</td>
<td>8” Steel Water (600 ft)</td>
<td>Las Virgenes Municipal Water</td>
</tr>
<tr>
<td>24</td>
<td>Fire Hydrant</td>
<td>Las Virgenes Municipal Water</td>
</tr>
</tbody>
</table>

Environmental Consequences (Utilities/Emergency Services)

All utility information within this report, including exact location and responsibility, would be verified with each corresponding utility agency during final design phase and prior to construction. Because Alternative 2 includes construction of a new structure over Agoura Road, Alternative 2 may have more utility impacts than Alternative 1.

Emergency services are located to the western and eastern limits of the proposed project, but not within the immediate project area. There are several hospitals located in Calabasas, West Hills, Woodland Hills, and Westlake Village.

Response times to emergency services could be expected to increase slightly during construction; however, Caltrans would coordinate with police, fire, and medical services to ensure that these emergency services would be notified of construction updates. At least one lane would remain open in each direction during construction to provide emergency services for the duration of the project.

The nearest fire stations are located toward the western and eastern end of the project limits in Agoura Hills.

The nearest police/sheriff station would be the Los Angeles County Sheriff’s Department Malibu/Lost Hills Sheriff’s Station near the Agoura Hills/Calabasas Community Center to the eastern end of the project limits.

**Medical:** Pacific Shores Hospital at 26560 Agoura Road #108, Calabasas, CA 91301; Planet Hospital at 23679 Calabasas Road #150, Calabasas, CA 91301; West Hills Hospital at 7300 Medical Center Drive, West Hills, CA 91307; UCLA Medical Center at 1250 La Venta Drive #211, Westlake Village, CA 91361
Police: Los Angeles County Sheriff: Malibu/Lost Hills Sheriff’s Station at 27050 Agoura Road, Calabasas, CA 91301

Fire: Los Angeles County Fire Department Station 125 at 5215 Las Virgenes Road, Calabasas, CA 91302; Los Angeles County Fire Department Fire Station 65 at 4206 Cornell Road, Agoura Hills, CA 91301

A Traffic Management Plan (TMP) would be implemented to address specific short-term traffic impacts during construction of the proposed project. The TMP contains the following elements intended to reduce traveler delay and enhance traveler safety. These elements may be refined during final design for implementation during project construction.

- Public Information
- Motorist Information Strategies
- Incident Management
- Construction Zone Enhanced Enforcement Program (COZEEP)
- Alternative Route Strategies

Avoidance, Minimization, and/or Mitigation Measures
There are no avoidance, minimization, and/or mitigation measures for the No Build Project.

Impacts to existing utility systems would be avoided or minimized to the extent feasible along US-101 and Agoura Road for Build Alternative 1 and 2. At locations where multiple constraints are present, the existing utility systems are proposed to be relocated. Examples of constraints include natural environmental resources, residences, businesses, or other private properties. The relocation work would be performed to reduce or minimize service disruptions in accordance with requirements from the utility owners. The project team has met with various utility owners affected by the project to understand their requirements and avoid or minimize the temporary impacts due to construction. Detailed relocation requirements would be developed in the final design phase when the scope of relocation is defined.

Implementation of standard conditions of approval and close coordination with the utilities/emergency service providers would further minimize impacts to utilities and facilities. Because there would not be substantial impacts to utility systems or emergency serves over the long term, no mitigation measures are required. The following avoidance measures would lessen the utility conflicts.

- Caltrans would coordinate with all affected private and public service utilities during the design stage to identify any potential conflicts with existing utilities. This process would include evaluation of ways to avoid utility relocations by refining the project
design and/or protecting existing utilities in place. After seeking approval from utility providers, final relocation/protection measures would be incorporated into the final plans and specifications. Per Caltrans requirements, all linear underground utilities within Caltrans’ right of way (ROW) would be encased from ROW to ROW in either steel or concrete.

- All construction activities will adhere to Las Virgenes Municipal Water District’s design and construction standards.
- Caltrans would coordinate the proposed project work with the emergency service providers in the area. Contractors would work closely with the Agoura Hills, Agoura, and Calabasas areas to determine the best time for closures and detours if necessary. Utilizing California Highway Patrol (CHP) officers for traffic control (COZEEP), potential temporary speed reductions, and proper signage would be utilized as needed.

2.1.5 Traffic and Transportation/ Pedestrian and Bicycle Facilities

**Regulatory Setting**
The Department, as assigned by the Federal Highway Administration (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of Federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all Federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). The FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to federal-aid projects, including Transportation Enhancement Activities.

**Affected Environment**
**Existing Transit Service**
US-101 is a freeway that runs mostly north-south in the State of California and is a heavily traveled commuter route serving the Greater Los Angeles Area, connecting Los Angeles and Ventura Counties. At the proposed project location, US-101 is an eight-lane freeway that runs east-west through the City of Agoura Hills. Agoura Road is a two-lane road that runs roughly parallel to US-101. Within the project limits, there are no designated bike lane or path on Agoura Road.
The City of Agoura Hills offers a Dial-A-Ride program, Dial-A-Ride is a shared public ride experience. The Dial-A-Ride transports passengers between any two points within the City limits of Agoura Hills and the Malibu Lake area. There are also trips to Westlake Village, Thousand Oaks, Oak Park, and appointment based destinations to Woodland Hills for an increased fare.

The Metropolitan Transportation Authority offers a single bus line through the city Metropolitan Bus line 161 which serves Westlake Village, Agoura Hills, Calabasas, Woodland Hills, and Canoga Park.

There is also a Park & Ride/Commuter Express that is a fast, comfortable way to get from Newbury Park to Downtown Los Angeles. The local Park & Ride lots are located at the intersection of Kanan & Canwood and Kanan & Roadside. There are two commuter express lines located in the area line 422 and 423.

**Environmental Consequences (Traffic and Transportation/ Pedestrian and Bicycle Facilities)**

With the No Build Alternative, the concern for wildlife crossing and motorists swerving on US-101 would remain the same as current conditions.

With both build alternatives, the project is anticipated to have a beneficial effect to motorist safety on US-101. The project would also have a beneficial effect to recreational cyclists and pedestrians by the inclusion of a multi-use trail across the new overcrossing.

Temporary impacts to traffic on US-101 and Agoura Road may occur during construction of the project. A Transportation Management Plan (TMP) will be established during the Plans, Specifications and Estimate (PS&E) phase if Build Alternative 1 or 2 is selected. Strategies of a TMP will include public information, motorist information, incident management, construction, demand management, and alternate routes or detours. It is anticipated that construction will occur during the night in order minimize travel delay for motorists. The travel way will be maintained at all times and no detour is anticipated as part of the project.

**Avoidance, Minimization, and/or Mitigation Measures**

There are no avoidance, minimization or mitigation measures needed as part of this project.

### 2.1.6 Cultural Resources

**Regulatory Setting**

The term “cultural resources” as used in this document refers to the “built environment” (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance.
Under federal and state laws cultural resources that meet certain criteria of significance are referred to by various terms including “historic properties,” “historic sites,” “historical resources,” and “tribal cultural resources.” Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act (NHPA) of 1966, as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation (ACHP) the opportunity to comment on those undertakings, following regulations issued by the ACHP (36 Code of Federal Regulations [CFR] 800). On January 1, 2014, the First Amended Section 106 Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), the ACHP, the California State Historic Preservation Officer (SHPO) and the Department went into effect for Department projects, both state and local, with FHWA involvement. The PA implements the ACHP’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA’s responsibilities under the PA have been assigned to the Department. The FHWA’s responsibilities under the PA have been assigned to the Department as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327).

The California Environmental Quality Act (CEQA) requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as “unique” archaeological resources. California Public Resources Code (PRC) Section 5024.1 established the California Register of Historical Resources (CRHR) and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR and, therefore, a historical resource. Historical resources are defined in PRC Section 5020.1(j). In 2014, Assembly Bill 52 (AB 52) added the term “tribal cultural resources” to CEQA, and AB 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources (as well as identifying measures to avoid, preserve, or mitigate effects to them). Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource. Unique archaeological resources are referenced in PRC Section 21083.2.

PRC Section 5024 requires state agencies to identify and protect state-owned historical resources that meet the NRHP listing criteria. It further requires the Department to inventory state-owned structures in its rights-of-way. Procedures for compliance with PRC Section 5024 are outlined in
a Memorandum of Understanding (MOU)\(^2\) between the Department and SHPO, effective January 1, 2015. For most Federal-aid projects on the State Highway System, compliance with the Section 106 PA will satisfy the requirements of PRC Section 5024.

**Affected Environment**

The Historic Property Survey Report (HPSR) and the Archaeological Survey Report (ASR) were completed and signed on July 27, 2017. The area of potential effect (APE) for the project encompasses all areas that fall within the physical footprint of all project alternatives and areas that may either be directly or indirectly affected by project-related construction activities. The APE includes all locations of proposed construction, staging of equipment and other materials, and new right of way, an area that encompasses approximately 35 acres. The expected maximum depth of excavation is approximately 8 feet for most structures and approximately 28 feet for the north abutment of the US-101 structure, which will be built into an existing steep slope.

**Sources Consulted**

The South Central Coastal Information Center (SCCIC) provided the records search of the California Historical Resources Information System (CHRIS) at the California State University, Fullerton in February 2016. The records search included a review of all recorded prehistoric and historical archaeological sites, historic-era built environment, and cultural resource surveys and technical reports within a 0.5 mile radius of the proposed wildlife crossing structure. Additional sources consulted as part of the SCCIC records search included:

- National Register of Historic Places (NRHP)
- California Register of Historical Resources (CRHR)
- California Historical Landmarks (CHL)
- California Points of Historical Interest (CPHI)
- California Historic Property Data File for Los Angeles County
- Department of Parks and Recreation (DPR) Series 523 Forms

The Caltrans Cultural Resources Database (CCRD) and cultural resources department files were also crosschecked for additional Caltrans cultural resources documentation completed in the vicinity of the APE that may have not been submitted to the SCCIC, as well as to check for any cultural resources situated in the area of fencing to be installed or modified as part of the proposed project.

The SCCIC records search shows a total of 26 cultural resources studies previously conducted within the scope of the records search, including 12 studies that covered either all or portions of

\(^2\) The MOU is located on the SER at [http://www.dot.ca.gov/ser/vol2/5024mou_15.pdf](http://www.dot.ca.gov/ser/vol2/5024mou_15.pdf)
the APE. These and other studies have identified seven resources in the vicinity of the project limits, none within the APE. The nearest of these to the APE is site P19-000890/CA-LAN-890, shown on the SCCIC coverage map as being situated approximately 150 feet south of the project’s proposed wildlife crossing. P19-000890 is prehistoric in nature and described as a lithic scatter and habitation debris. The site has not been evaluated and, thus, it is not listed on the National Register of Historic Places (NRHP). Since it’s outside of our Area of Potential Effects and the project will not have an impact on the resource, Caltrans is not required to evaluate its eligibility. The remaining resources consist of five prehistoric sites and one historic-period site containing refuse. The prehistoric sites consist primarily of a mixture of lithic scatters and habitation debris.

Native American Consultation
A search of the Sacred Lands File of the Native American Heritage Commission (NAHC) did not indicate the presence of Native American cultural sites in the vicinity of the APE. Six Native American representatives of Chumash Indian communities were contacted via letters and phone calls for information on any issues of concern related to the proposed project. Responses were received from three representatives, including two that recommended archaeological monitoring for the project: Ms. Julie Lynn Tumamait-Stennslie of the Barbareno/Ventureno Band of Mission Indians and Mr. Qun-tan Shup of the Owl Clan. The Santa Ynez Band of Mission Indians, the third respondent, deferred all consultation for this project to the Barbareno/Ventureno Band of Mission Indians. Upon completion of the cultural resources studies, Caltrans sent a project status update providing the results of the studies, i.e., no cultural resources are identified within the APE. The update also informed Ms. Tumamait-Stennslie and Mr. Shup that monitoring is not required as the project has a low potential for affecting cultural resources.

Field Survey
An archaeological survey of the project’s APE was carried out on January 13, May 10, and October 7, 2016. The survey consisted of walking parallel transects spaced 15 meters (ca. 50 feet) apart over the project area where practicable; areas that were too steep to walk over and/or covered in dense vegetation were not surveyed. All exposed soil profiles within the APE, particularly along highway cut banks, were also carefully examined for any evidence of archaeological remains. No indication of any cultural resources was found during the survey efforts.

Environmental Consequences (Cultural Resources)
Caltrans, pursuant to Section 106 PA Stipulation VIII.B, has determined that there are no cultural resources present in the APE and No Historic Properties Affected. There are no Section 4(f) cultural resources within the project vicinity.
If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), who, pursuant to PRC Section 5097.98, will then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains will contact Mariam Dahdul, Caltrans archaeologist at (213) 897-5743 so that she may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

\textit{Avoidance, Minimization, and/or Mitigation Measures}\\
There are no avoidance, minimization and/or mitigation measures for cultural resources as there are No Historic Properties Affected.

2.2 Physical Environment

2.2.1 Water Quality and Storm Water Runoff

\textit{Regulatory Setting}\\
\textbf{Federal Requirements: Clean Water Act}\\
In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source\textsuperscript{3} unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

\begin{itemize}
  \item Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.
  \item Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).
  \item Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality
\end{itemize}

\textsuperscript{3} A point source is any discrete conveyance such as a pipe or a man-made ditch.
Control Boards (RWQCBs) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).

- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the U.S. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The goal of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

The USACE issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of the USACE’s Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to approve is based on compliance with U.S. Environmental Protection Agency’s (U.S. EPA) Section 404 (b)(1) Guidelines (40 Code of Federal Regulations [CFR] Part 230), and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent^4 standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause “significant degradation” to waters of the U.S. In addition, every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion of the LEDPA determination, if any, for the document is included in the Wetlands and Other Waters section.

^4 The U.S. EPA defines “effluent” as “wastewater, treated or untreated, that flows out of a treatment plant, sewer, or industrial outfall.”
State Requirements: Porter-Cologne Water Quality Control Act
California’s Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a “Report of Waste Discharge” for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the CWA and regulates discharges to waters of the state. Waters of the state include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of “waste” as defined, and this definition is broader than the CWA definition of “pollutant.” Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable RWQCB Basin Plan. In California, RWQCBs designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect those uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards
The SWRCB administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, TMDLs, and NPDES permits. RWQCBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.
National Pollutant Discharge Elimination System (NPDES) Program

Municipal Separate Storm Sewer Systems (MS4)- Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). An MS4 is defined as “any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water.” The SWRCB has identified the Department as an owner/operator of an MS4 under federal regulations. The Department’s MS4 permit covers all Department rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

The Department’s MS4 Permit, Order No. 2012-0011-DWQ (adopted on September 19, 2012 and effective on July 1, 2013), as amended by Order No. 2014-0077-DWQ (effective July 1, 2014) and Order No. 2015-0036-EXEC (effective April 7, 2015) has three basic requirements:

1. The Department must comply with the requirements of the Construction General Permit (see below);

2. The Department must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and

3. The Department storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the maximum extent practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

To comply with the permit, the Department developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within the Department for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices the Department uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of BMPs. The proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.
Construction General Permit- Construction General Permit, Order No. 2009-2009-DWQ (adopted on September 2, 2009 and effective on July 1, 2010), as amended by Order No. 2010-0014-DWQ (effective February 14, 2011) and Order No. 2012-0006-DWQ (effective on July 17, 2012). The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop Storm Water Pollution Prevention Plans (SWPPPs); to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases, and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective SWPPP. In accordance with the Department’s SWMP and Standard Specifications, a Water Pollution Control Program (WPCP) is necessary for projects with DSA less than one acre.

Section 401 Permitting- Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the U.S. must obtain a 401 Certification, which certifies that the project will be in compliance with state water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by the USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before the USACE issues a 404 permit.

In some cases, the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as WDRs under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.
**Affected Environment**

Water quality and Best Management Practices are discussed in Chapter 2.3.3. The nearest receiving waters are Las Virgenes Creek and Malibu Creek. Total Maximum Daily Loads (TMDLs) have been developed (as required by the Clean Water Act) for many of the impairments in the watershed. The TMDLs established for the Las Virgenes Creek and Malibu Creek watershed are listed below:

- Benthic- Macravertebrate Bioassessments
- Coliform Bacteria
- Invasive Species
- Nutrients (Algae)
- Organic Enrichment/ Low Dissolved Oxygen
- Scum/ Foam-unnatural
- Sedimentation/siltation
- Selenium
- Trash

**Environmental Consequences (Water Quality and Storm Water Runoff)**

There are no environmental consequences as a result of the No Build Alternative. Water quality and Best Management Practices are discussed in more detail Chapter 2.3.3 for Build Alternative 1 and 2. Because there would be grading and other earth-moving activities during construction, there is the potential for construction-related erosion and dust impacts. The risk level associated with construction is anticipated to low. In its operational condition, the project would not result in any meaningful increases in impervious surface area. The following water quality permits will need to be obtained:

<table>
<thead>
<tr>
<th>Agency</th>
<th>Permit/Approval</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Army Corps of Engineers</td>
<td>Nationwide Permit (NWP) under Section 404 of the Clean Water Act</td>
</tr>
<tr>
<td>State Water Resources Control Board</td>
<td>Construction General Permit, Order No. 2009-2009-DWQ (adopted on September 2, 2009 and effective on July 1, 2010), as amended by Order No. 2010-0014-DWQ (effective February 14, 2011) and Order No. 2012-0006-DWQ (effective on July 17, 2012).</td>
</tr>
<tr>
<td>California Department of Fish and Wildlife</td>
<td>1600 Series Agreement for Streambed Alteration/Oak Tree Permit (Removal/Encroachment)</td>
</tr>
<tr>
<td>Los Angeles Regional Water Quality Control Board</td>
<td>Section 401 Water Quality Certification</td>
</tr>
</tbody>
</table>
Avoidance, Minimization, and/or Mitigation Measures

There are no avoidance, minimization and/or mitigation measures for the No Build Alternative. A map of the drainages are found on Figure 24. The avoidance, minimization and/or mitigation measures for Build Alternative 1 and 2 are discussed below:

- All appropriate Stormwater and Erosion Best Management Practices will be incorporated into the project specifications. Prior to the start of construction all drain inlets and outlets must be protected with BMP’s to prevent construction materials and debris from entering drainages. Best Management Practices should be implemented to the Maximum Extent Practicable. They will be in place before and during project construction to avoid any water quality impacts.

- Temporary construction staging areas and access roads will be strategically placed to avoid and/or minimize impacts to USACE, RWQCB, and CDFW jurisdictional features to the extent feasible and are expected to be enhanced to pre-project conditions.

- It is recommended that the potential access road located within Site 3 (Drainage 2) be relocated to avoid impacts to jurisdictional features, if feasible. If it is not feasible to relocate the access road then the roadway width and work within the drainage should be minimized.

- Drainage 2 will require a construction access bridge for Alternative 1 and Alternative 2, but it will require no fill or equipment access below the OHWM. This will avoid permanent and temporary direct impacts to USACE, RWQCB, and CDFW jurisdictional areas.

- Drainage 1 is not expected to be impacted by any of the project alternatives, and will be avoided. Drainage 1 will be delineated with ESA fencing to ensure permanent and temporary impacts to the drainage and its wetland habitat do not occur.

- The two unnamed drainages merge into a culvert under Agoura Road and then drain into an underground reinforced concrete box culvert and reinforced cement concrete drainage system on the southbound side of US-101 which maintains hydrologic integrity and supports wildlife movement. Beneficial impacts include cooler water temperatures and shelter within the box culverts for wildlife species and their movement. It is recommended that the underground reinforced concrete box culvert and reinforced cement concrete drainage system remain in place.

- Any work within the drainages will be conducted when there is no flow during the dry season (April 15-October 31).

- All appropriate Stormwater and Erosion Best Management Practices will be incorporated into the project specifications. Prior to the start of construction all drain inlets and outlets must be protected with BMP’s to prevent construction materials and debris from entering drainages. Best Management Practices should be implemented to the Maximum Extent Practicable. They will be in place before and during project construction to avoid any water quality impacts.
2.2.2 Geology/Soils/Seismic/Topography

Regulatory Setting
For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects “outstanding examples of major geological features.” Topographic and geologic features are also protected under the California Environmental Quality Act (CEQA).

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Structures are designed using the Department’s Seismic Design Criteria (SDC). The SDC provides the minimum seismic requirements for highway bridges designed in California. A bridge’s category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities.

Affected Environment
A Structure Preliminary Geotechnical Report was prepared on March 20, 2015.

Subsurface Condition- Base built LOTBS for the Liberty Canyon Road Undercrossing and other adjacent structures, medium stiff to very stiff clayey silt with thickness less than 10 feet to more than twenty feet was found overlaying “compact” to “very dense “siltstone, sandstone and shale (Topanga Formation).

Groundwater- Although static groundwater was not encountered until 781 feet above mean-sea-level (MSL), the information provided in the LOTBS for the adjacent developments did indicate that seepage water was encountered as high as 842 feet above MSL, or just few feet into the bedrock. Therefore, groundwater level may fluctuate due to seasonal precipitation, local irrigation, presence of perched water, and other man-made or natural activities.

Ground Rupture- The project site is located in a seismically active area of Southern California. However, no known fault passes through or extents towards the project site.

Liquefaction Hazard- As described in previous section, the ground water is relatively deep, and well within the Topanga Formation that was characterized as sandstone, siltstone, and shale with relatively high Standard Penetration Test (SPT) blowcounts.

Slope Stability- Although the job site was depicted as having the potential for the earthquake-induced landslide by Seismic Hazards Zones Map (Calabasas Quadrangle), it is not located in a historic landslide area by surface mapping.
Environmental Consequences (Geology/Soils/Seismic/Topography)

There are no environmental consequences for the No Build Alternative. The environmental consequences for Build Alternative 1 and 2 are as followed:

**Ground Rupture**- Because no known fault passes through or extents towards the project site, the hazard potential associated with ground surface rupture due to fault movements during earthquakes is considered low for the subject structure for both Build Alternative 1 and 2.

**Liquefaction Hazard**- The liquefaction potential is considered to be low for both Build Alternative 1 and 2. The potential of lateral spreading is also considered to be low, as it is a special byproduct of soil liquefaction, which is also influenced by other factors such as ground geometry.

**Slope Stability**- Based on the geologic map, the beddings within the Topanga Formation dip into the slope, representing orientation favorable for a stabilized slope. Surficial slope instability may still occur with or without ground excitation. However, the impact it created will be limited upon buried structures. Both Build Alternative 1 and 2 will include one or two structures which will be buried and the slopes will be graded at a minimum of 3:1, therefore extending the slope and limiting the project’s impact on slope instability.

**Avoidance, Minimization, and/or Mitigation Measures**

There are no avoidance, minimization for mitigation measures for geology, soils, seismic and topography.

2.2.3 Hazardous Waste/Materials

**Regulatory Setting**

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, and the Resource Conservation and Recovery Act (RCRA) of 1976. The purpose of CERCLA, often referred to as “Superfund,” is to identify and cleanup abandoned contaminated sites so that public health and welfare are not compromised. The RCRA provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include:
• Community Environmental Response Facilitation Act (CERFA) of 1992
• Clean Water Act
• Clean Air Act
• Safe Drinking Water Act
• Occupational Safety and Health Act (OSHA)
• Atomic Energy Act
• Toxic Substances Control Act (TSCA)
• Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order (EO) 12088, *Federal Compliance with Pollution Control Standards*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the *CA Health and Safety Code* and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

**Affected Environment**

A Hazardous Waste Assessment was prepared on June 14, 2017. The Los Angeles Regional Water Quality Control Board’s GeoTracker and the California Department of Toxic Substances Control’s EnviroStor regulatory agency environmental databases were researched to identify potential recognized environmental concerns. There were no evidence of hazardous waste sites that were found to exist at or in the vicinity of the property acquisition. There are no gas stations or facilities with underground storage tanks in the vicinity of the proposed acquisition that may be a potential hazardous waste concern. An ADL Site Investigation report dated October 15, 2015 on Route 101 PM 29.1/38.2 indicates that the exposed soil adjacent to the freeway is hazardous material with soluble lead exceeding Soluble Threshold Limit Concentrations(STLC) of 5 mg/L.
**Environmental Consequences (Hazardous Waste/Materials)**
There are no avoidance, minimization and/or mitigation measures for the No Build Alternative as it does not involve any meaningful involvement with Hazardous Waste/Materials. Build Alternatives 1 and 2 involve the removal of existing metal beam guard railing with wood posts. The existing wood posts have been treated with chemical preservatives that contain arsenic, chromium, copper, creosol, and pentachlorophenol to protect it from insect attack and fungal decay.

Under Build Alternatives 1 and 2, asbestos-containing materials (ACM) may be encountered during metal beam guard railing removal work. The shims used in metal beam guard railings have been found to contain asbestos.

Aerially deposited lead (ADL) from the historical use of leaded gasoline, exists along roadways throughout California. There is the likely presence of soils with elevated concentrations of lead as a result of ADL on the state highway system right of way within the limits of the project alternatives. Soil determined to contain lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, ADL Agreement between Caltrans and the California Department of Toxic Substances Control. This ADL Agreement allows such soils to be safely reused within the project limits as long as all requirements of the ADL Agreement are met.

Disturbance of unpaved soil involving excavation for bridge abutments and retaining/wing walls will require ADL site investigation with Build Alternative 1 and 2. A Site Investigation is needed during the Plans, Specifications and Estimates (PS&E) phase.

**Avoidance, Minimization, and/or Mitigation Measures**
There are no avoidance, minimization and/or mitigation measures for the No Build Alternative.

With Build Alternative 1 and 2:

- Wildlife jump ramps and landscape fill materials need to be tested for contaminants prior to acceptance. Imported borrow fill materials need to be free of contaminants. This will require testing of soil source prior to acceptance and placement of at detection limits that are below concentrations that have adverse impacts on ecological (animal) receptors. The office of Environmental Engineering will prepare the non-standard special provisions (NSSP) for the sampling and analysis of soil by the contract for the Resident Engineer (RE) approval prior to acceptance. The NSSPs requires approval from Headquarter Construction Engineering and Headquarter Office of Construction Contract Standards.
• All treated wood waste must be managed and disposed of at an approved treated wood waste facility in accordance with Title 22 California Code of Regulations. Funding needs to be allocated for management (handling, storing, transportation and disposal) of treated wood waste and the Board of Equalization (BOE) fee.

• An asbestos survey is required to identify Asbestos contain materials in the project. Caltrans Office of Environmental Engineer (OEE) will prepare and seek approval for the asbestos survey non-standard special provision (NSSP) during the Plans, Specifications and Estimate phase.

• The Contractor will be required to prepare a project specific Lead Compliance Plan (LCP) to prepare or minimize worker exposure to lead contaminate in the soil. The latest LCP cost estimate can be found on the Contract Cost Database at http://sv08web/contractcost/.

2.2.4 Air Quality

Regulatory Setting
The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act (CCAA) is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM)—which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM10) and particles of 2.5 micrometers and smaller (PM2.5)—and sulfur dioxide (SO2). In addition, national and state standards exist for lead (PB), and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H2S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety, and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA). In addition to this environmental analysis, a parallel “Conformity” requirement under the FCAA also applies.
**Conformity**

The conformity requirement is based on FCAA Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS. “Transportation Conformity” applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM₁₀ and PM₂.₅), and in some areas (although not in California), sulfur dioxide (SO₂). California has nonattainment or maintenance areas for all of these transportation-related “criteria pollutants” except SO₂ and also has a nonattainment area for lead (Pb); however, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years (for the RTP) and 4 years (for the FTIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the FCAA and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) make the determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept and scope and the “open-to-traffic” schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project meets regional conformity requirements for purposes of project-level analysis.
Project-level conformity is achieved by demonstrating that the project comes from a conforming RTP and TIP; the project has a design concept and scope\(^5\) that has not changed significantly from those in the RTP and TIP; project analyses have used the latest planning assumptions and EPA-approved emissions models; and in PM areas, the project complies with any control measures in the SIP. Furthermore, additional analyses (known as hot-spot analyses) may be required for projects located in CO and PM nonattainment or maintenance areas to examine localized air quality impacts.

**Affected Environment**

The Air Quality Assessment was prepared on August 4, 2017. No sensitive human receptors were identified in the immediate project area. The nearest human uses are commercial.

The proposed project is deemed exempt from conformity requirements per Title 40CFR Section 93.126, Table 2 (Exempt Projects) and does not require conformity hot-spot analyses.

This project was deemed classified and exempt from all emissions analyses after a review of the proposed scope as provided to the South Coast Air Quality Board (AQB) through email on July 20, 2017.

Per 40 CFR 93.126 published in the Federal Register (volume 69, page 40004) on July 1, 2004, Table 2 allows certain projects to be exempt from all emissions analyses. Based on the above described scope of work provided in the March 2, 2015 memo request, proposed project is deemed listed in Table 2 under the subtitle “Other” and classifications “Plantings, landscaping, etc.” Therefore, pursuant to 40 CFR 93.126, this project is deemed classified and is exempt from the requirement to determine conformity.

The *Transportation Project-Level Carbon Monoxide Protocol* (published by Institute of Transportation Studies, University of California, Davis, Revised December 1997) indicates that a project-level air quality analysis is not required for projects exempt pursuant to 40 CFR 93.126; and it is unlikely that the proposed project will result in an adverse impact to ambient CO.

The proposed project is located in Los Angeles County, which is in a federal nonattainment area for PM2.5 and attainment-maintenance for PM10. The proposed project is exempt from the conformity requirements per 40 CFR 93.126 and it is a type of project that is not anticipated to involve a significant number or result in an increase in the number of diesel vehicles or increase in vehicle idling. The proposed project is expected to have a neutral influence on PM10 and PM2.5.

\(^5\) “Design concept” means the type of facility that is proposed, such as a freeway or arterial highway. “Design scope” refers to those aspects of the project that would clearly affect capacity and thus any regional emissions analysis, such as the number of lanes and the length of the project.
emissions; and thus, is not anticipated to be of air quality concern for PM10 and PM2.5. The proposed project is unlikely to result in adverse impacts to ambient PM10 and PM2.5.

The proposed project is not anticipated to result in any meaningful changes to traffic volumes, vehicle mix, location of the existing facility, or any other factors that would cause an increase in mobile source air toxic (MSAT) emissions impacts relative to the no-build alternative. Although this project requires preparation of an IS/EA, pursuant to the FHWA’s Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents dated September 30, 2009, projects that are exempt under the Clean Air Act pursuant to 40 CFR 93.126, do not require an analysis or discussion of MSAT.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA’s MOBILE6.2 model forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSAT from 1999 to 2050 while vehicle miles of travel are projected to increase by 145 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

Environmental Consequences (Air Quality)

The following determinations apply to Build Alternatives 1 and 2. The No Build Alternative has no Air Quality consequences.

Operational Impacts

Regional Conformity
Build Alternatives 1 and 2 are exempt from Regional Conformity requirements.

Project Level Conformity
Build Alternatives 1 and 2 are exempt from Project Level Conformity and a Hot- Spot Analysis is not required.

Build Alternatives 1 and 2 have been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxics (MSAT) concerns. As such, this project will not result in change in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.
**Naturally occurring asbestos (NOA)**

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. Los Angeles County is one of the Counties identified as one of the Counties containing serpentinite and ultramafic rock, however, only the Catalina Island portion of Los Angeles County has been found to contain such rock; hence, it is not anticipated to be found in the project area. Therefore, no potential impacts from naturally occurring asbestos during project construction would occur. While unlikely, if naturally occurring asbestos, serpentine, or ultramafic rock is discovered during grading operations in Build Alternatives 1 and 2, Section 93105, Title 17 of the California Code of Regulations requires notification to the SCAQMD by the next business day and implementation of the following measures within 24-hours:

- Unpaved areas subject to vehicle traffic must be stabilized by being kept adequately wetted, treated with a chemical dust suppressant, or covered with material that contains less than 0.25 percent asbestos;

- The speed of any vehicles and equipment traveling across unpaved areas must be no more than fifteen (15) miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust that is visible crossing the project boundaries;

- Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept adequately wetted, treated with a chemical dust suppressant, or covered with material that contains less than 0.25 percent asbestos; and

- Activities must be conducted so that no track-out from any road construction project is visible on any paved roadway open to the public.

**Mobile Source Air Toxics (MSATs)**

Build Alternatives 1 and 2 has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxics (MSAT) concerns. As such, this project will not result in change in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative. Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA’s MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent (Updated Interim Guidance on MSAT in NEPA...
Documents, FHWA, October 12, 2016). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

**Construction (Short-term) Impacts**

Although emissions from the construction activities are considered temporary pursuant to 40 CFR 93.123 (c)(5), an estimate of approximate construction emissions is provided using the latest Sacramento Metropolitan Air Quality Management District’s Road Construction Model version 8.1.0. While the model was developed for Sacramento conditions in terms of fleet emission factors, silt loading, and other modeling assumptions, it is considered adequate for estimating road construction emissions by the San Joaquin Valley Air Pollution Control District under its Indirect Source regulations and the SCAQMD in its CEQA guidance. The construction emissions have been calculated based on an estimate of construction activities provided by the Office of Design. A summary of construction emissions estimates is provided below (Table 4-6).

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Emission Estimates</th>
<th>ROG</th>
<th>CO</th>
<th>NOₓ</th>
<th>PM_{10} (Total)</th>
<th>PM_{2.5} (Total)</th>
<th>CO₂e</th>
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<td>1</td>
<td>Daily Maximum (lbs/day)</td>
<td>11.21</td>
<td>81.46</td>
<td>127.87</td>
<td>5.87</td>
<td>5.18</td>
<td>18,336.38</td>
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<td>Total (tons/project)</td>
<td>1.62</td>
<td>12.33</td>
<td>18.02</td>
<td>0.85</td>
<td>0.75</td>
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<tr>
<td>2</td>
<td>Daily Maximum (lbs/day)</td>
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<td>127.87</td>
<td>5.87</td>
<td>5.18</td>
<td>18,522.41</td>
</tr>
<tr>
<td></td>
<td>Total (tons/project)</td>
<td>1.62</td>
<td>12.33</td>
<td>18.02</td>
<td>0.85</td>
<td>0.75</td>
<td>2,674.03</td>
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</table>

Table 4. Summary Construction Emission Estimate
### Table 5. Build Alternative I Road Construction Emission Model

<table>
<thead>
<tr>
<th>Phase</th>
<th>Total HVI (Cubic Yards)</th>
<th>Daily HVI (cubic/day)</th>
<th>Soil</th>
<th>Ashpad</th>
<th>Soil Ashpad</th>
<th>Water-Truck</th>
<th>Water Truck</th>
<th>Soils</th>
<th>Ashpad</th>
<th>Water-Truck</th>
<th>Total Emissions (MMT)</th>
<th>CO2 (metric tons)</th>
<th>CO (metric tons)</th>
<th>NOX (metric tons)</th>
<th>Odor (per phase)</th>
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<tbody>
<tr>
<td>Clearing/Excavation</td>
<td>144</td>
<td>240</td>
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<td>226</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>1,002.5</td>
<td>113</td>
<td>20</td>
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<td>Driveway/Utility/Sub-Grade</td>
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<td>380</td>
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<td>720</td>
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<td>40</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,393.5</td>
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<td>Total</td>
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<td>946</td>
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<td></td>
<td></td>
<td></td>
<td>2,396.0</td>
<td>268</td>
<td>48</td>
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</table>

**Notes:**
- Total CO2 and CO emissions assume 90% control of fugitive dust from grading and associated dust control measures if a minimum number of water trucks are specified.
- Total HVI emissions shown in columns F and G are the sum of surface and fugitive dust emissions shown in columns G and H. Total CO2 emissions shown in Column J are the sum of surface and fugitive dust emissions shown in columns G and H.
- CO2 emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 for CO2, 1 for CH4, and 1.2 for NOx, respectively. Total CO2s are then estimated by summing CO2s estimates over all GHGs.

**Table 5. Build Alternative I Road Construction Emission Model**
### Table 6. Build Alternative 2 Road Construction Emission Model

<table>
<thead>
<tr>
<th>Project Phase (Preferred)</th>
<th>Road Construction Emission Model</th>
<th>Total Exh.</th>
<th>Fugitive Dust</th>
<th>Total PM10</th>
<th>Total Exh.</th>
<th>Fugitive Dust</th>
<th>Total PM10</th>
<th>Wind (High)</th>
<th>Oil (High)</th>
<th>Wind (Base)</th>
<th>Oil (Base)</th>
<th>Wind (High)</th>
<th>Oil (High)</th>
<th>Wind (Base)</th>
<th>Oil (Base)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grading/Land Clearing</td>
<td>1.27</td>
<td>10.28</td>
<td>10.71</td>
<td>5.74</td>
<td>5.13</td>
<td>0.69</td>
<td>0.10</td>
<td>5.13</td>
<td>0.10</td>
<td>18,399.58</td>
<td>0.10</td>
<td>4.06</td>
<td>0.10</td>
<td>18,399.58</td>
<td>0.10</td>
</tr>
<tr>
<td>Grading/Excavation</td>
<td>11.31</td>
<td>84.46</td>
<td>127.07</td>
<td>5.87</td>
<td>5.77</td>
<td>0.10</td>
<td>5.19</td>
<td>0.10</td>
<td>5.18</td>
<td>0.16</td>
<td>0.23</td>
<td>18,522.41</td>
<td>0.23</td>
<td>18,522.41</td>
<td>0.23</td>
</tr>
<tr>
<td>Drainage/Utilities/Sub-Grd</td>
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<td>75.89</td>
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<td>0.00</td>
<td>2,171.84</td>
<td>0.00</td>
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<tr>
<td>Motion (grounded)</td>
<td>11.23</td>
<td>83.49</td>
<td>127.07</td>
<td>5.87</td>
<td>5.77</td>
<td>0.10</td>
<td>5.19</td>
<td>0.10</td>
<td>5.18</td>
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<td>18,522.41</td>
<td>0.23</td>
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<tr>
<td>Total (Grnd/Construction)</td>
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</table>

<table>
<thead>
<tr>
<th>Project Phase (Alternate)</th>
<th>Road Construction Emission Model</th>
<th>Total Exh.</th>
<th>Fugitive Dust</th>
<th>Total PM10</th>
<th>Total Exh.</th>
<th>Fugitive Dust</th>
<th>Total PM10</th>
<th>Wind (High)</th>
<th>Oil (High)</th>
<th>Wind (Base)</th>
<th>Oil (Base)</th>
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<th>Wind (Base)</th>
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Notes:
- PM10 and PM2.5 estimates assume 50% control of fugitive dust from wetting and associated dust control measures if a minimum number of water trucks is specified.
- Total PM10 emissions shown in column G are the sum of exhaust and fugitive dust emissions shown in columns D and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns E and H.
- CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), i.e., 124 and 294 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

### Table 6. Build Alternative 2 Road Construction Emission Model

<table>
<thead>
<tr>
<th>Phase</th>
<th>Total Material Imported/Exported Volume (yr/day)</th>
<th>Daily VMT (vehicle)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grading/Land Clearing</td>
<td>945</td>
<td>0</td>
</tr>
<tr>
<td>Grading/Excavation</td>
<td>1350</td>
<td>0</td>
</tr>
<tr>
<td>Drainage/Utilities/Sub-Grd</td>
<td>299</td>
<td>0</td>
</tr>
<tr>
<td>Filing</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other construction-related activities. Emissions from construction equipment also are expected and would include carbon monoxide (CO), nitrogen oxides (NOx), volatile organic compounds (VOCs), directly-emitted particulate matter (PM$_{10}$ and PM$_{2.5}$), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NOx and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction typically involves clearing, cut-and-fill activities, grading, removing or improving existing roadways, building bridges, and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. These activities could temporarily generate enough PM$_{10}$, PM$_{2.5}$, and small amounts of CO, SO$_2$, NOx, and VOCs to be of concern. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit mud on local streets, which could be an added source of airborne dust after it dries. PM$_{10}$ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM$_{10}$ emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction activities for large development projects are estimated by the United States Environmental Protection Agency (U.S. EPA) to add 1.2 tons of fugitive dust per acre of soil disturbed per month of activity. If water or other soil stabilizers are used to control dust, the emissions can be reduced by up to 50 percent. The Department’s Standard Specifications (Section 14) on dust minimization require use of water or dust palliative compounds and will reduce potential fugitive dust emissions during construction.

In addition to dust-related PM$_{10}$ emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO$_2$, NOx, VOCs and some soot particulate (PM$_{10}$ and PM$_{2.5}$) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.
SO₂ is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Under California law and ARB regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel (not more than 15 ppm sulfur), so SO₂-related issues due to diesel exhaust will be minimal.

Some phases of construction, particularly asphalt paving, may result in short-term odors in the immediate area of each paving site(s). Such odors would quickly disperse to below detectable levels as distance from the site(s) increases.

Most of the construction impacts to air quality are short-term in duration and, therefore, will not result in long-term adverse conditions. Implementation of the following standardized measures, some of which may also be required for other purposes such as storm water pollution control, will reduce any air quality impacts resulting from construction activities:

- The construction contractor must comply with the Department’s Standard Specifications in Section 14.
  - Section 14 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
  - Section 14 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are described in Section 18.
- Water or dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a “no visible dust” criterion either at the point of emissions or at the right-of-way line, depending on local regulations.
- Soil binder will be spread on any unpaved roads used for construction purposes, and on all project construction parking areas.
- Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions.
- Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by California Code of Regulations Title 17, Section 93114.
- A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.
- Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly.
- ESA (Environmentally Sensitive Area)-like areas or their equivalent will be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited, to the extent feasible.
• Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used.
• All transported loads of soils and wet materials will be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) will be provided to minimize emission of dust (particulate matter) during transportation.
• Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to decrease particulate matter.
• To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
• Mulch will be installed or vegetation planted as soon as practical after grading to reduce windblown particulate in the area.

Construction Conformity
Construction activities will not last for more than 5 years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis (40 CFR 93.123(c)(5)).

Avoidance, Minimization, and/or Mitigation Measures
There are no avoidance, minimization and/or mitigation measures for the No Build Alternative. Most of the construction impacts to air quality are short-term in duration and, therefore, will not result in long-term adverse conditions.

The proposed project is located in Los Angeles County within the boundary of the South Coast Air Basin (SCAB) and within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Build Alternative 1 and 2, therefore, must comply with the SCAQMD Dust Implementation Rule 403 to minimize temporary emissions during construction of the project as applicable and appropriate minimization measures, as applicable, should be implemented during construction activities in accordance with the Caltrans’ Standard Specifications and local ordinances. Construction activities must also implement and adhere to all applicable Rules enforced by SCAQMD, including Rules 401, 402, and 403.

Climate Change
Neither the United States Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has issued explicit guidance or methods to conduct project-level greenhouse gas analysis. FHWA emphasizes concepts of resilience and sustainability in highway planning, project development, design, operations, and maintenance. Because there have been requirements set forth in California legislation and executive orders on climate change, the issue
is addressed in the California Environmental Quality Act (CEQA) chapter of this document. The CEQA analysis may be used to inform the National Environmental Policy Act (NEPA) determination for the project.

2.2.5 Noise

Regulatory Setting
The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

California Environmental Quality Act
CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. The rest of this section will focus on the NEPA/23 Code of Federal Regulations Part 772 (23 CFR 772) noise analysis; please see Chapter 3 of this document for further information on noise analysis under CEQA.

National Environmental Policy Act and 23 CFR 772
For highway transportation projects with Federal Highway Administration (FHWA) involvement (and the Department, as assigned), the Federal-Aid Highway Act of 1970 and its implementing regulations (23 Code of Federal Regulations [CFR] 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations include noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for commercial areas (72 dBA). The following table lists the noise abatement criteria for use in the NEPA/23 CFR 772 analysis.

Figure 15 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.
According to the Department’s *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, May 2011*, a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

The Department’s *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an
engineering concern. A minimum 5 dBA reduction for all impacted receptors in the future noise levels must be achieved for an abatement to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. Additionally, a noise reduction of at least 7 dBA must be achieved at one or more benefited receptors for an abatement measure to be considered reasonable. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents’ acceptance and the cost per benefited residence.

**Affected Environment**

The Noise Study Report (NSR) was completed on August 4, 2017.

The area surrounding the proposed project consists primarily of residential subdivisions to the east and west and open space to the north and south. The subdivisions are single family homes and condominiums that fall under the preview of Rodell Condo Owners Association and others. There may also be one or two commercial properties are planned for east of the site at the northwest corner of Liberty Canyon Road and Agoura Road.

Open space properties north and south of the project are owned by the Santa Monica Mountains Conservancy and possibly other public agencies. A recreational hiking trail lies immediately south of Agoura Road and within the project area. No human noise sensitive uses were identified in the immediate project area.

The noise environment in the project area is dominated by traffic travelling on US-101.

Table 7 and 8 and Figure 20 summarizes sound level measurements taken in the project area. The measurement and modeling results indicate that existing traffic noise levels for the area typically range between 54 and 79 dBA-Leq(h). The noise measurement and analyses locations are shown on Figure 16-19. There are no existing sound barriers within the project limits.

**Short-Term Monitoring**

Short-term monitoring was conducted at 9 locations, using Larson Davis Model 831 sound level meter. Measurements were taken over a 10-minute period at each site. Table 7 summarize the results of the short-term noise monitoring conducted in the project area.

**Long-Term Monitoring**

Long-term monitoring was conducted at 1 locations using Larson Davis Model 831 sound level meter. The purpose of these measurements was to capture variations in traffic noise levels throughout the day, rather than absolute noise levels at a specific receptor of concern. The long-term sound level data was collected over 144 consecutive 10-minute intervals over a 24-hour
period. Table 8 summarize the results of the long-term noise monitoring conducted in the project area. Figures 20 show graphically the results of the 24-hour noise testing.

Environmental Consequences (Noise)
There are no noise impacts for the No Build Alternative. Since there are no impacted human receptors in the vicinity of the study area and the project build alternatives do not fall under the Type I classification, as they do not increase freeway capacity or speed and there are no changes in roadway alignment; therefore noise abatement is not needed for Build Alternatives 1 and 2.

With the build alternatives, there may be some localized increases in noise as a result of construction activities such as grading (Figure 25).
Figure 16: Measurement Sites Location
Figure 17. No Build Future Noise Level Contour Line
Figure 18. Build Alternative 1 Future Noise Level Contour Lines
Figure 19. Build Alternative 2 Future Noise Level Contour Lines
<table>
<thead>
<tr>
<th>Site</th>
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<th>Date</th>
<th>Start Time</th>
<th>Duration (minutes)</th>
<th>Measured $L_{eq}$</th>
<th>Freeway Direction</th>
<th>Number of Lanes</th>
<th>Autos</th>
<th>Medium Trucks</th>
<th>Heavy Trucks</th>
<th>Buses</th>
<th>Motorcycles</th>
<th>Observed Speed (mph)</th>
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</table>

Table 7. Summary of Short-Term Sound Level Measurements
Summary of Long-Term Measurements

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<thead>
<tr>
<th>Site</th>
<th>Address</th>
<th>Land Uses</th>
<th>Start Time</th>
<th>Start Date</th>
<th>Duration (Hours)</th>
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Table 8. Summary of Long-Term Sound Level Measurements

Long-Term Noise Monitoring Graph at Site #A

Figure 20. Long-Term Noise Monitoring Graph at Site #A
Avoidance, Minimization, and/or Abatement Measures

Based on the studies so far conducted, it has been determined that the wildlife area will experience significant noise increase during the construction phase of the project. Construction noise abatement measures will be necessary in order to reduce expected construction noise levels in the area. Cooperative effort and careful monitoring by the contractor and Caltrans will be necessary in order to ensure that construction noise is reduced as much as possible in order to minimize adverse impacts to the wildlife in the area.

During the construction phases of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans standard specifications. These requirements state that noise levels generated during construction shall comply with applicable local, state, and federal regulations.

Equipment involved in construction is expected to generate noise levels ranging from 70 to 90 dBA at a distance of 50 feet. Noise produced by construction equipment would be reduced over distance at a rate of about 6 dBA per doubling of distance. Normally, construction noise levels should not exceed 86 dBA (Lmax) at a distance of 50 feet. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans standard specifications and would be short-term, intermittent, and dominated by local traffic noise. Implementing the following measures would minimize temporary construction noise impacts:

1. Equipment Noise Control should be applied to revising old equipment and designing new equipment to meet specified noise levels.
   - Equipment noise control is needed to reduce the noise emissions from construction sites by mandating a specified noise levels for design of new equipment, and updating old equipment with new noise control devices and techniques presented below:

      o Mufflers are very effective devices which reduce the noise emanating from the intake or exhaust of an engine, compressor, or pump. The fitting of effective mufflers on all new equipment and retrofitting of mufflers on existing equipment is necessary to yield an immediate noise reduction at all types of road construction sites.
      o Sealed and lubricated tracks for crawler mounted equipment will lessen the sound radiated from the track assembly resulting from
metal to soil and metal to metal contact. Contractors, site engineers, and inspectors should ensure that the tracks are kept in excellent condition by periodic maintenance and lubrication.

- Lowering exhaust pipe exit height closer to the ground can result in an off-site noise reduction. Barriers are more effective in attenuating noise when the noise source is closer to ground level.
- General noise control technology can have substantially quieter construction equipment when manufacturers apply state-of-the-art technology to new equipment or repair old equipment to maintain original equipment noise levels.

2. In-Use Noise Control where existing equipment is not permitted to produce noise levels in excess of specified limits.

- In–use site noise control is necessary to prevent existing equipment from producing noise levels in excess of specified limits. Any equipment that produces noise levels less than the specified limits would not be affected. However, those exceeding the limit would be required to meet compliance by repair, retrofit, or replacement. New equipment with the latest noise sensitive components and noise control devices are generally quieter than older equipment, if properly maintained and inspected regularly. They should be repaired or replaced if necessary to maintain the in-use noise limit. All equipment applying the in-use noise limit would achieve an immediate noise reduction if properly enforced.

3. Site Restrictions is an attempt to achieve noise reduction through modifying the time, place, or method of operation of a particular source.

- Site restrictions should be applied to achieve noise reduction through different methods, resulting in an immediate reduction of noise emitted to the community without requiring any modification to the source noise emissions. The methods include shielding with barriers for equipment and site, truck rerouting and traffic control, time scheduling, and equipment relocation. The effectiveness of each method depends on the type of construction involved and the site characteristics.
  - Shielding with barriers should be implemented at an early stage of a project to reduce construction equipment noise. The placement of barriers must be carefully considered to reduce limitation of site access. Barriers may be natural or man-made, such as excess land fill used as a temporary berm strategically placed to act as a barrier.
Efficient rerouting of trucks and control of traffic activity on construction site will reduce noise due to vehicle idling, gear shifting and accelerating under load. Planning proper traffic control will result in efficient workflow and reduce noise levels. In addition, rerouting trucks does not reduce noise levels but transfers noise to other areas that are less sensitive to noise.

- Time scheduling of activities should be implemented to minimize noise impact on exposed areas. Local activity patterns and surrounding land uses must be considered in establishing site curfews. However, limiting working hours can decrease productivity. Sequencing the use of equipment with relatively low noise levels versus equipment with relatively high noise levels during noise sensitive periods is an effective noise control measure.

- Equipment location should be as far from noise sensitive land use areas as possible. The contractor should substitute quieter equipment or use quieter construction processes at or near noise sensitive areas.

4. Personal Training of operators and supervisors is needed to become more aware of the construction site noise problems.

- Educating contractors and their employees to be sensitive to noise impact problems and noise control methods. This may be one of the most cost-effective ways to help operators and supervisors become more aware of the construction site noise problem and to implement the various methods of improving the conditions. A training program for equipment operators is recommended to instruct them in methods of operating their equipment to minimize environmental noise. Many training programs are presently given on the subject of job safety. This can be extended to include the impact due to noise and methods of abatement.

If during final design of the project, the proposed scope of the project has substantially changed, the construction noise abatement measures may or may not be necessary. The final decision to implement construction noise abatement will be made upon completion of the project design and requirements based on the USFWS guidelines and the Endangered Species Act.
2.3 Biological Environment

2.3.1 Natural Communities
This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed below in the Threatened and Endangered Species section. Wetlands and other waters are also discussed below.

Affected Environment
This section of the document discusses natural biological communities/habitats of concern as opposed to individual plant or animal species. The emphasis of the section is on the ecological function of the natural communities within the area. Habitats are considered to be of special concern based on federal, State, or local laws regulating their development, limited distributions, and/or (3) the habitat requirements of special-status plants or animals occurring on site. This section discusses environmental impacts associated with the project in regards to the natural habitats/communities of concern and identifies proposed avoidance, minimization measures, and/or mitigation measures.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act do not exist within the project area. The closest critical habitat areas are roughly 3/4 miles southwest from the BSA and includes Lyon's pentachaeta (*Pentachaeta lyonii*) along Kanan Rd. and Cornell Rd (Figure 21). According to BIOS, California Walnut Woodland and Southern Coast Live Oak Riparian Forest exist near the BSA, but not within the BSA. However, two Natural Communities of special concern were found to be present within the BSA and Project Impact Area: Valley Oak Woodland and Arroyo Willow Thicket (Southern Willow Scrub). These natural communities are also shown in the Biological Resources Map (Figure 22).
Figure 21. USFWS Critical Habitat Map
Figure 22. Biological Resources Map of Agoura Hills
Valley Oak Woodland: Federal status-none; State Ranking-S2.1
The Valley Oak Woodlands within the BSA contains oaks that range in size from saplings with a Diameter at Breast Height (DBH) measurement of less than 1 inch to large oaks with multiple trunks and an aggregate DBH of greater than 35 inches (Table 9). A full inventory of oaks will need to be completed after the project footprint is finalized and it should include the use of tree tags. A full oak inventory needs to be completed once an alternative has been selected and the project footprint is finalized. Tree tagging will take place.

<table>
<thead>
<tr>
<th>DBH Range (inches)</th>
<th>Valley Oak Woodland 1 (# of trees)</th>
<th>Valley Oak Woodland 2 (# of trees)</th>
<th>Valley Oak Woodland 3 (# of trees)</th>
<th>Total (# of trees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valley Oak</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt;5</td>
<td>16</td>
<td>0</td>
<td>1</td>
<td>17</td>
</tr>
<tr>
<td>5 to 12</td>
<td>5</td>
<td>1</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>12 to 24</td>
<td>8</td>
<td>3</td>
<td>1</td>
<td>12</td>
</tr>
<tr>
<td>24 to 36</td>
<td>6</td>
<td>0</td>
<td>3</td>
<td>9</td>
</tr>
<tr>
<td>&gt;36</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td><strong>Total Valley Oak</strong></td>
<td><strong>35</strong></td>
<td><strong>6</strong></td>
<td><strong>5</strong></td>
<td><strong>46</strong></td>
</tr>
</tbody>
</table>

| Coast Live Oak     |                                   |                                   |                                   |                   |
| <5                 | 4                                 | 0                                 | 3                                 | 7                 |
| 5 to 12            | 3                                 | 0                                 | 0                                 | 3                 |
| 12 to 24           | 0                                 | 0                                 | 0                                 | 0                 |
| 24 to 36           | 0                                 | 0                                 | 0                                 | 0                 |
| >36                | 0                                 | 0                                 | 0                                 | 0                 |
| **Total Coast Live Oak** | **7**                           | **0**                             | **3**                             | **10**            |

| Acres of Valley Oak Saplings* |                                   |                                   |                                   |                   |
| < 5                           | 0                                 | 0.50 acres                        | 0                                 | 0.50 acres        |

| Grand Total Oaks          |                                   |                                   |                                   |                   |
| 42                          | 6 trees and 0.50 acres            | 8                                 | 56                                |

Table 9. Preliminary Oak Tree Inventory Results.

The valley oak woodlands in the project area have been heavily restored by SMMC though the USACE In-lieu Fee Program and through grant funding projects. SMMC has implemented .10 acres of upland valley oak/coast live oak/sycamore woodland habitat mitigation within VOW3 and 1.63 acres of upland valley oak/coast live oak/sycamore woodland and riparian (arroyo willow) habitat within VOW 1, VOW 2, and arroyo willow thicket (AWT) 1. The restoration as well as natural recruitment of oaks within the BSA has resulted in an abundance of both valley oak and coast live oak trees, particularly in the less than 5 in DBH category. During the preliminary inventory an exact count of oak tree saplings in VOW 2 was not determined, but rather an acreage of valley oak woodland...
habitat was measured. All oaks within this area has a DBH of less than 5 inches and the ratio of valley oak to coast live oak was approximately 70:30. A full tree inventory is recommended, once the design plans and footprint are finalized, and should include a full count of all native trees and sapling habitat and should employ tree tags in order to ascertain a full count of trees removed during construction.

**Environmental Consequences (Valley Oak Woodlands)**
The proposed project will have both permanent and temporary impacts to oak woodlands. Permanent impacts to oak woodland are defined for the purpose of this evaluation as the removal of Valley Oak Woodland habitat through the removal of individual oak trees or oak tree sapling habitat areas that cannot be revegetated in place.

**Temporary Impacts**
Temporary impacts are defined as activities that will alter the tree but not threaten the long-term viability of the tree, these activities including trimming, placement of fill over roots, and construction activities within the dripline or the temporary removal of oak tree habitat that can be revegetated in place.

**Permanent Impacts**
No permanent impacts to oaks with a DBH of 36 inches or higher is anticipated.

There is also the potential for temporary and permanent impacts to other native trees and shrub species within the oak woodland. Though it is anticipated that the proposed project will impact oak woodlands within the BSA, the proposed project is not expected to alter the composition of the woodland or jeopardize the continued existence of the woodland.

Table 10 and 11 identify the trees that will be temporarily and/or permanently impacted and their DBH range. Based on the proposed project footprint for each alternative it is anticipated that the following impacts will occur:

**No Build**
The “No-build” alternative will have no impacts to oaks.
**Build Alternative 1**
The permanent impacts to valley oak woodland habitat for Build Alternative 1 is the removal of 0.50 acres of oak tree sapling habitat and the permanent impact of a valley oak with a DBH of 5-12 inches. Temporary impacts are anticipated to include impacts to 1 individual oak tree with a DBH greater than 36 inches (Table 10). Additionally, there is a second source of potential temporary impacts to Valley Oak Woodland habitat through the clearing and grubbing of an area for a temporary construction access road.

<table>
<thead>
<tr>
<th>Oak Species</th>
<th>DBH Range (inches)</th>
<th>Preserve (tree)</th>
<th>Permanent Impact (tree)</th>
<th>Temporary Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valley Oak &lt; 5</td>
<td>17</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Valley Oak 5 to 12</td>
<td>5</td>
<td>1</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Valley Oak 12 to 24</td>
<td>12</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Valley Oak to 36</td>
<td>9</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Valley Oak &gt; 36</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Total Valley Oaks</td>
<td>44</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Coast Live Oak &lt; 5</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Coast Live Oak 5 to 12</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Total Coast Live Oaks</td>
<td>10</td>
<td>0</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Acres of Oak Saplings</td>
<td>0 acres</td>
<td>0.50 acres</td>
<td>0 acres</td>
<td></td>
</tr>
<tr>
<td>Grand Total</td>
<td>54</td>
<td>1 and 0.50 acres</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

Table 10. Impacts to Oaks Alternative 1
**Build Alternative 2**

Build Alternative 2 is anticipated to have more temporary and permanent impacts to valley oak habitat than Alternative 1 due to the extension of the crossing over Agoura Road and into VOW1. Permanent impacts to Valley Oak Woodland habitat for Alternative 2 is anticipated to include the removal of 19 oak trees (Table 11) and 0.50 acres of oak sapling habitat. Temporary impacts are anticipated to include impacts to 12 individual oak trees.

<table>
<thead>
<tr>
<th>Oak Species</th>
<th>DBH Range (inches)</th>
<th>Preserve (tree)</th>
<th>Permanent Impact (tree)</th>
<th>Temporary Impact (tree)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valley Oak</td>
<td>&lt; 5</td>
<td>3</td>
<td>10</td>
<td>4</td>
</tr>
<tr>
<td>Valley Oak</td>
<td>5 to 12</td>
<td>2</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Valley Oak</td>
<td>12 to 24</td>
<td>9</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Valley Oak</td>
<td>to 36</td>
<td>6</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Valley Oak</td>
<td>&gt; 36</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Total Valley Oaks</td>
<td></td>
<td>21</td>
<td>17</td>
<td>8</td>
</tr>
<tr>
<td>Coast Live Oak</td>
<td>&lt; 5</td>
<td>4</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Coast Live Oak</td>
<td>5 to 12</td>
<td>0</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Total Coast Live Oaks</td>
<td></td>
<td>4</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Acres of Oak Saplings</td>
<td>0 acres</td>
<td>0.50 acres</td>
<td>0 acres</td>
<td>0 acres</td>
</tr>
<tr>
<td>Grand Total</td>
<td>25</td>
<td>19 and 0.50 acres</td>
<td>12</td>
<td></td>
</tr>
</tbody>
</table>

Table 11. Impacts to Oaks Alternative 2

The extent of the proposed project footprint was evaluated for each alternative and it is anticipated that Alternative 1 will permanently impact 1 oak and Alternative 2 will permanently impact 19 oaks. There is also the potential to impact additional native tree species within the oak woodland including California black walnut and western sycamores.
**Avoidance, Minimization and/or Mitigation Measures**

There are no avoidance, minimization and/or mitigation measures for the No Build Alternative because this alternative does not impact oak trees.

The following measures are recommended to avoid and minimize the permanent and temporary impacts to valley oak woodlands for Build Alternatives 1 and 2.

- The grading and contouring plans will seek to avoid permanent impacts to all oaks with a DBH of 2 inches and higher as much as practicable.
- A full inventory of all trees within the BSA will be conducted prior to construction of the proposed project. The inventory will identify the tree species, a native or non-native designation, DBH, location, project impacts, and the compensatory mitigation required. Tree tags will be deployed on all trees with a minimum DBH of 2 inches to identify all trees and will be collected upon tree removal to keep track of trees removed.
- The proposed project will comply with the City of Agoura Hills Oak Tree Preservation Ordinance and Oak Tree Permits will be obtained for all oak trees outside of Caltrans right-of-way.
- All oak trees that are identified as “not to be impacted” in the full tree inventory will have an Environmentally Sensitive Area (ESA) fence placed around them and no construction equipment or personnel will enter the area. A biological monitor or certified arborist will oversee the placement of ESA fencing.
- A biological monitor or certified arborist will be present during any construction activities that have the potential to impact oaks including but not limited to clearing and grubbing, excavation, and grading near oak woodlands.
- A certified arborist will be present for all oak tree trimming, excavation within the protected radius of oak trees (five feet beyond the dripline), and placement of fill within the protected radius.
- Tree roots will not be exposed to sun or drying any for more than 24 hours. All exposed roots shall be protected by a minimum four (4) inches of a combination of compost and backfill covered by moistened burlap as soon as possible. Backfill for this purpose shall be gathered from surrounding areas.
- All oak woodland habitat that is temporarily impacted by construction activities will be restored with the native vegetation species present within
the BSA including oak trees. The landscape plan for these areas will be developed in coordination with the District Biologist, SMMC, and NPS to insure that the placement of vegetation is appropriate for both the valley oak woodland composition and for wildlife movement.

**Compensatory Mitigation**

On-site restoration of all temporarily impacted oak woodlands and on-site compensation for all permanently impacted oak trees will be required to mitigate for impacts to valley oak woodlands. All compensatory mitigation required is proposed to be completed on-site but if sufficient space is not available, off-site mitigation within the Santa Monica Mountains will be implemented.

- All oak woodland habitat and trees that are permanently impacted by the proposed project will be mitigated with the creation and/or restoration of oak woodland habitat. Recommendations for the minimum compensatory mitigation ratios are found below but the final mitigation ratios will be determined in coordination with CDFW and the City of Agoura Hills under the respective agreements and permits issued for the project (Table 12).
  - Oak saplings and oaks with a DBH of < 5 inches will be compensated for with the planting of oak woodland habitat at a ratio of 2:1 by acre of impact.
  - All oak trees permanently impacted with a DBH > 5 inches will be mitigated at the ratios in Table 12 per tree removed.
  - All other native woodland tree species permanently impacted will be mitigated at the ratios in Table 12 per tree removed.

<table>
<thead>
<tr>
<th>Species</th>
<th>DBH Range (inches)</th>
<th>Compensatory Mitigation Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oak</td>
<td>&lt;5</td>
<td>2:1 (by acres impacted)</td>
</tr>
<tr>
<td>Oak</td>
<td>5 to 12</td>
<td>5:1</td>
</tr>
<tr>
<td>Oak</td>
<td>12 to 24</td>
<td>10:1</td>
</tr>
<tr>
<td>Oak</td>
<td>24 to 36</td>
<td>15:1</td>
</tr>
<tr>
<td>Oak</td>
<td>&gt;36</td>
<td>20:1</td>
</tr>
<tr>
<td>Other Native Woodland Tree</td>
<td>5 to 12</td>
<td>5:1</td>
</tr>
<tr>
<td>Other Native Woodland Tree</td>
<td>12 to 24</td>
<td>10:1</td>
</tr>
</tbody>
</table>

Table 12. Compensatory Mitigation Ratios for Oak Woodland Permanent Impacts
**Cumulative Impacts**
With the incorporation of the recommended avoidance, minimization, and compensatory mitigation measures there is not anticipated to be a net loss of valley oak woodland habitat but a net gain. When combined with other approved projects in the region of the BSA, the cumulative impact on valley oak woodland is expected be minimal.

**Arroyo willow thicket (Southern Willow Scrub) Federal status-none; State Ranking-S2.1**
Within the BSA there are three areas classified as Southern Willow Scrub (Arroyo Willow Thickets [AWT]) along riparian habitat (stream banks and benches, slope seeps, and stringers). All thickets occur along natural unnamed drainages that are tributaries to Malibu Creek via Los Virgenes Creek and are surrounded by an upland buffer of Valley Oak Woodland (Figure 22-24)
Figure 23. Arroyo Willow Thicket
Figure 24. Arroyo Willow Thicket
There is approximately 0.318 acres of arroyo willow thicket within the BSA. The acreage of each thicket can be found in Table 13. AWT 1 contains 0.28 acres of riparian enhancement compensatory mitigation for a USACE 404 permit, which has resulted in 0.282 acres of AWT. AWT 2 and AWT 3 (North of U.S. 101, included installation of both riparian enhancement of arroyo willow thicket and upland mitigation of valley oak/coast live oak/sycamore woodland habitat, resulting in 0.25 acres of restoration. Installation took place in 2002, and the corridor that AWT 2 is located has an excess of 95% cover. There was a total of 0.001 acres of AWT 2 within this densely vegetated corridor, and 0.035 acres of AWT 3.

<table>
<thead>
<tr>
<th>Arroyo Willow Thicket Unit Number</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>AWT1</td>
<td>0.282</td>
</tr>
<tr>
<td>AWT2</td>
<td>0.001</td>
</tr>
<tr>
<td>AWT3</td>
<td>0.035</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>0.318</strong></td>
</tr>
</tbody>
</table>

Table 13. Arroyo Willow Thicket Acreage

**Environmental Consequences (Arroyo Willow Thicket)**

While there are three arroyo willow thickets present within the BSA the proposed project is not anticipated to permanently impact the thickets and the potential for temporary impacts from construction in areas adjacent to the creek will be avoided and minimized. Permanent impacts include areas that cannot be revegetated in place. Temporary impacts are defined as activities including trimming, and temporary removal of arroyo willow habitat which can be revegetated in place. The proposed project has the potential for temporary direct and indirect impacts to 0.061 acres of arroyo willow thicket habitat within the BSA. The anticipated impacts include indirect impacts from grading and contouring adjacent to both thickets and the potential removal of vegetation in AWT2 to allow for a temporary construction access road. The potential impacts to arroyo willow thicket habitat are summarized in Table 14 below and will not permanently alter the composition of the arroyo willow habitat or jeopardize the continued existence of the thicket.

Based on the proposed project footprint for each alternative it is anticipated that the following impacts will occur:

**No Build Alternative**

The “No-build” alternative will have no impacts to Arroyo willow thickets.
### Build Alternative 1
There will be no permanent impacts to Arroyo willow habitat for Build Alternative 1. Temporary impacts are anticipated to include impacts to 0.061 acres of Arroyo willow habitat (Figure 23). This includes a second source of potential temporary impacts to Arroyo willow habitat through the clearing and grubbing of an area for a temporary construction access road. It is anticipated that the construction access road will impact no more than 0.001 acres of AWT. Total temporary impacts would include 0.061 acres of Arroyo willow.

### Build Alternative 2
There will be no permanent impacts to Arroyo willow habitat for Build Alternative 2. Build Alternative 2 is not anticipated to have more temporary impacts to Arroyo willow than Build Alternative 1 due to the location of the AWT and the placement of the crossing over Agoura Road and into VOW1 and VOW2. Temporary impacts are anticipated to include impacts to 0.061 acres of Arroyo willow habitat (same as Alternative 1).

### Avoidance and Minimization and/or Mitigation Measures
Avoidance, minimization and/or mitigation measures are not needed for the No Build Alternative. The following measures are recommended to avoid and minimize potential impacts to arroyo willow thicket habitat for Build Alternatives 1 and 2.

- It is recommended that habitat buffers along the stream and riparian corridor are put in place in order to confine and delineate the work area.

<table>
<thead>
<tr>
<th>Vegetation Community</th>
<th>Alternative 1</th>
<th></th>
<th>Alternative 2</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Temporary</td>
<td>Permanent</td>
<td>Temporary</td>
<td>Permanent</td>
</tr>
<tr>
<td>Arroyo Willow Thicket 1</td>
<td>0.025</td>
<td>0</td>
<td>0.025</td>
<td>0</td>
</tr>
<tr>
<td>Arroyo Willow Thicket 2</td>
<td>0.001</td>
<td>0</td>
<td>0.001</td>
<td>0</td>
</tr>
<tr>
<td>Arroyo Willow Thicket 3</td>
<td>0.035</td>
<td>0</td>
<td>0.035</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>0.061</td>
<td>0</td>
<td>0.061</td>
<td>0</td>
</tr>
</tbody>
</table>

Table 14. Potential Direct Impacts to Arroyo Willow Thicket Habitat (in acres)
• ESA fencing will be installed around all arroyo willow thicket habitat that is outside of the direct temporary impact footprint and no construction activities or equipment will occur within the ESA area.

• It is recommended that the potential access road located within AWT 2 be relocated to avoid impacts to arroyo willow thicket habitat if feasible. If it is not feasible to relocate the access road then the roadway width and clearing and grubbing should be minimized.

• A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat.

• A biological monitor will be present during any construction activities that have the potential to impact Arroyo willow thicket habitat, including but not limited to clearing and grubbing, excavation, and grading near Arroyo willow thickets.

• All arroyo willow thicket habitat that is temporarily impacted by construction activities will be restored with the native vegetation species present within the BSA including arroyo willow cuttings. The landscape plan for these areas will be developed in coordination with the District Biologist, SMMC, and NPS to insure that the placement of vegetation is appropriate for both the arroyo willow thicket composition and for wildlife movement.
Figure 25. Project Impact Areas
Compensatory Mitigation
With the incorporation of the avoidance and minimization measures listed above it is not anticipated that the proposed project will require compensatory mitigation for arroyo willow thicket habitat. If the proposed project is unable to avoid permanent impacts to arroyo willow thicket habitat any compensatory mitigation will be done in coordination with compensatory mitigation for waters of the U.S. and/or State (Section 2.3.3).

2.3.2 Wetlands and Other Waters
Regulatory Settings
Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. The lateral limits of jurisdiction over non-tidal water bodies extend to the ordinary high water mark (OHWM), in the absence of adjacent wetlands. When adjacent wetlands are present, CWA jurisdiction extends beyond the OHWM to the limits of the adjacent wetlands. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation’s waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the U.S. Environmental Protection Agency (U.S. EPA).

The USACE issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of USACE’s Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to
approve is based on compliance with U.S. EPA’s Section 404(b)(1) Guidelines (40 Code of Federal Regulations [CFR] 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a “least environmentally damaging practicable alternative” (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, EO 11990 states that a federal agency, such as FHWA and/or the Department, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: (1) that there is no practicable alternative to the construction and (2) the proposed project includes all practicable measures to minimize harm. A Wetlands Only Practicable Finding must be made.

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCBs) and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or the Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request. Please see the Water Quality section for more details.
**Affected Environment**

Within the project area there are several stream and drainage features that lie within two unnamed tributaries of Las Virgenes Creek, which flows to Malibu Creek and ultimately into Malibu Creek Watershed. These tributaries run on either side of US-101 before merging into a culvert under Agoura Road, and then draining into an underground reinforced concrete box and reinforced cement concrete drainage system on the southbound side of US-101, between the freeway and Agoura Road. The drainage system is maintained by the Los Angeles County Flood Control District and referred to as the Liberty Canyon Channel (Figure 26). This channel terminates in a catch basin and then resumes a natural above ground channel that is a tributary to Las Virgenes Creek. In areas where the creeks remain above ground, they are surrounded by riparian habitat, dominated by willows and mulefat, and surrounded by a valley oak upland buffer. These riparian corridors have been enhanced through SMMC’s ILF program.

According to the USFWS National Wetlands Inventory mapper, the aquatic system is considered riverine (R4SBC) and consists of 7.69 acres. The Riverine System includes all wetlands and deep-water habitats contained in natural or artificial channels periodically or continuously containing flowing water or which forms a connecting link between the two bodies of standing water.

Since there are no isolated waters in the study area, a total of approximately 0.506 acres under the jurisdiction of the RWQCB may also be impacted.

Approximately 0.74 acres of CDFW jurisdiction occurs in the study areas (Waters of the State). The project would also result in impacts to waters under the jurisdiction of CDFW that consist of riverine and drainage courses. A 1602 Streambed Alteration Agreement will be required for both drainages.
Figure 26. Los Angeles County Storm Drain System Map of BSA
A Preliminary Jurisdictional Delineation has been completed for both tributaries and it has been determined that there are 0.62 acres of waters of the U.S. in drainage 1 (Sites 1 and 2) and 0.21 acres of waters of the U.S. in drainage 2 (Site 3) (Figure 27).

According to the Preliminary Jurisdictional Delineation prepared for this project, 0.83 acres were identified as Waters of the U.S. within the project area (Table 15).

<table>
<thead>
<tr>
<th>Site</th>
<th>Length</th>
<th>Width</th>
<th>Square Feet</th>
<th>Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 (Mulefat Scrub 1)</td>
<td>1,617 ft.</td>
<td>7.0 ft.</td>
<td>11,325 ft.²</td>
<td>0.26</td>
</tr>
<tr>
<td>2 (Mulefat Scrub 2)</td>
<td>1,845 ft.</td>
<td>8.5 ft.</td>
<td>15,682 ft.²</td>
<td>0.36</td>
</tr>
<tr>
<td>3 (Mulefat Scrub 3 and Arroyo willow thickets 2 and 3)</td>
<td>1,143 ft.</td>
<td>8.0 ft.</td>
<td>9,147 ft.²</td>
<td>0.21</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4,605 ft.</strong></td>
<td><strong>23.5 ft.</strong></td>
<td><strong>36,154 ft.²</strong></td>
<td><strong>0.83</strong></td>
</tr>
</tbody>
</table>

Table 15. Jurisdictional Features (Waters of the U.S.)

Sites 1 and 3 contain mitigation sites under the In Lieu Fee (ILF) Program managed by the Santa Monica Mountains Conservancy. The area in and around Site 1 contains four ILF mitigation sites for a total of 1.91 acres of compensatory mitigation and Site 3 contains enhancement of 0.15 acres of riparian habitat and an adjacent 0.10 acres of valley oak/coast live oak/sycamore woodland habitat. The status of these sites as mitigation sites will be taken into account when determining the appropriate avoidance, minimization, and mitigation measures for any impacts to these sites.
Figure 27. Preliminary Jurisdictional Determination Aerial Photograph
**Environmental Consequences (Wetlands and Other Waters)**
The No Build Alternative will not result in environmental consequences on wetlands and other waters.

**Build Alternative 1**
Waters of the United States that are permanently adversely affected by filling, flooding, excavation, or drainage because of the regulated activity are considered to be permanently impacted. Permanent adverse effects include permanent discharges of dredged or fill material that change an aquatic area to dry land, increase the bottom elevation of a waterbody, or change the use of a waterbody. The permanent impacts to Waters of the U.S. for Alternative 1 are 0 acres, because all of the permanent impacts (0.026 acres) occur in a wetland area. All project sites have a wetland component. Based on the Preliminary Jurisdictional Determination, a total of approximately 0.026 acres of Waters of the U.S. are considered wetlands which may be permanently impacted within the project area (Table 16). Part of the grading for Alternative 1 intersects with a portion of the creek where MS 2 is located, which is considered to be wetland area.

Waters of the United States that are temporarily filled, flooded, excavated, or drained, but restored to pre-construction contours and elevations after construction, are considered to be temporarily impacted. The temporary impacts to Waters of the U.S. for Alternative 1 are 0.38 acres.

The impacts on Regional Water Quality Control Board jurisdiction is the same as Waters of the US.

The permanent impacts to Waters of the State for Alternative 1 are 0.026 acres. The temporary impacts to Waters of the State for Alternative 1 are 0.41 acres.

**Build Alternative 2**
The permanent impacts to Waters of the U.S. for Alternative 2 is 0.026 acres, because grading for alternative 2 also includes grading within a portion of the creek where MS 2 intersects with the creek. Alternative 2 creates more temporary impacts to Waters of the U.S. than Alternative 1 because impacts also include MS1, unlike Alternative 1. The temporary impacts to Waters of the U.S. for Alternative 2 are 0.48 acres.
**Table 16. Jurisdictional Features (Waters of the U.S.) Impacted**

The impacts on Regional Water Quality Control Board jurisdiction is the same as Waters of the US.

The permanent impacts to Waters of the State for Alternative 2 are 0.026 acres. The temporary impacts to Waters of the State for Alternative 2 are 0.52 acres.

**Avoidance, Minimization and/or Mitigation Measures**

Avoidance, minimization and/or mitigation measures are not needed for the No Build Alternative. The following measures are recommended to avoid and minimize potential impacts to wetlands and other waters for Build Alternatives 1 and 2.

- Temporary construction staging areas and access roads will be strategically placed to avoid and/or minimize impacts to USACE, RWQCB, and CDFW jurisdictional features to the extent feasible and are expected to be enhanced to pre-project conditions.
- It is recommended that the potential access road located within Site 3 (Drainage 2) be relocated to avoid impacts to jurisdictional features, if feasible. If it is not feasible to relocate the access road then the roadway width and work within the drainage should be minimized.
- Drainage 2 will require a construction access bridge for Alternative 1 and Alternative 2, but it will require no fill or equipment access below the OHWM. This will avoid permanent and temporary direct impacts to USACE, RWQCB, and CDFW jurisdictional areas.
- Drainage 1 is not expected to be impacted by any of the project alternatives, and will be avoided. Drainage 1 will be delineated with ESA fencing to ensure permanent and temporary impacts to the drainage and its wetland habitat do not occur.
- The two unnamed drainages merge into a culvert under Agoura Road and then drain into an underground reinforced concrete box culvert and reinforced cement concrete drainage system on the southbound side of US-101 which maintains hydrologic integrity and supports wildlife movement. Beneficial impacts include cooler water temperatures and shelter within the box culverts for wildlife species and their...
movement. It is recommended that the underground reinforced concrete box culvert and reinforced cement concrete drainage system remain in place.

- Any work within the drainages will be conducted when there is no flow during the dry season (April 15-October 31).
- All appropriate Stormwater and Erosion Best Management Practices will be incorporated into the project specifications. Prior to the start of construction all drain inlets and outlets must be protected with BMP’s to prevent construction materials and debris from entering drainages. Best Management Practices should be implemented to the Maximum Extent Practicable. They will be in place before and during project construction to avoid any water quality impacts.

**Compensatory Mitigation**

Early coordination with USACE, RWQCB, and CDFW are currently ongoing for mitigation of impacts to jurisdictional features. Discussions are being conducted to determine the level of on-site restoration, off-site mitigation, and in-lieu fees within the appropriate watersheds. In general, the ratios are based on the amount and quality of the permanently and directly impacted jurisdictional features of the agencies. Once a preferred alternative is selected, a full assessment of permanent impacts will be conducted and further coordination will continue with USACE, RWQCB, and CDFW to determine the appropriate compensatory mitigation.

**Cumulative Impacts**

There are no cumulative impacts in the No Build Project. Potential cumulative impacts associated with Build Alternatives 1 and 2 include degradation/erosion of intermittent drainages from increased recreational activities, urban development, utility construction and other activities associated with human disturbance. However with the use of on-site enhancement and restoration, as well as off-site enhancement, restoration and protection in perpetuity, the cumulative effects of the proposed project is expected to remain low. There are also positive cumulative impacts which include an increase in species diversity through reduction of displacement and fragmentation of habitats.

Several stream and drainage features drainages exist within the BSA that will likely fall under the jurisdiction of USACE, CDFW, and RWQCB. The proposed project is not anticipated to permanently impact these waters and/or associated riparian vegetation. Temporary impacts are possible, but impacts will be limited through the implementation of the avoidance, minimization, and mitigation measures. This information should not be considered final until concurrence is obtained from USACE, CDFW, and RWQCB.
### 2.3.3 Wildlife Corridors

**Affected Environment**

Researchers, including those at NPS, have been conducting regional wildlife connectivity studies within SMMNRA since 1996. A wildlife evaluation was done and the target species selected for this evaluation were chosen to represent different size, mobility, and behavioral classes of wildlife found within the study region, with preference given to species where tracking and genetic data was available (Table 17).

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Risk-Avoidance Behavioral Response Category</th>
<th>Species Movement Guild</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bobcat</td>
<td><em>Lynx rufus</em></td>
<td>Speeder/Avoider</td>
<td>Medium-Structure Generalist</td>
</tr>
<tr>
<td>Coyote</td>
<td><em>Canis latrans</em></td>
<td>Speeder</td>
<td>Medium-Structure Generalist</td>
</tr>
<tr>
<td>Woodrats</td>
<td><em>Neotoma fuscipes</em></td>
<td>Balker</td>
<td>Cover Obligate</td>
</tr>
<tr>
<td></td>
<td><em>Neotoma lepida</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mountain Lion</td>
<td><em>Puma concolor</em></td>
<td>Speeder/Avoider</td>
<td>Medium-Structure Generalist</td>
</tr>
<tr>
<td>Mule Deer</td>
<td><em>Odocoileus hemionus</em></td>
<td>Speeder</td>
<td>Openness Obligate</td>
</tr>
<tr>
<td>Western Fence Lizard</td>
<td><em>Sceloporus occidentalis</em></td>
<td>Balker</td>
<td>Cover Obligate</td>
</tr>
<tr>
<td>Wrentit</td>
<td><em>Chamaea fasciata</em></td>
<td>Avoider</td>
<td>Aerial Specialists</td>
</tr>
<tr>
<td>Western Toad</td>
<td><em>Anaxyrus boreas</em></td>
<td>Non-responder</td>
<td>Medium-Structure Generalist</td>
</tr>
</tbody>
</table>

Table 17. Wildlife Connectivity Study Target Species List

Among the mammals found within SMMNRA are large and medium sized carnivores including mountain lions, bobcats, and coyotes (target species), all of which require large home ranges and large swaths of connected habitat. They are under pressure to disperse in order to establish their own territories and they need connections between habitat fragments to establish territories, sustain populations, and maintain genetic diversity.

Overall, the project would have a positive impact on wildlife corridors. The proposed project has the potential to facilitate movement across US-101 for all target species and other wildlife species living within these mountain ranges, resulting in a reduction in genetic differentiation across US-101, a reduced risk of wildlife mortality on US-101 and Agoura Road, and a decrease in habitat fragmentation in Southern California. According to the SMMNRA General Management Plan developed by the National Park Service (NPS) in 2002, the Santa Monica Mountains are nearly isolated from other natural areas by urban development and agricultural lands and continued development is resulting in further habitat loss and fragmentation. Preserving and improving the
connections between habitat fragments is critical for all wildlife species and the need for connectivity will only increase as climate change affects species distribution patterns.

**Environmental Consequences (Wildlife Corridors)**

The environmental consequence for the No Build Alternative is that the No Build Alternative will not provide wildlife a safe crossing over US-101 and Agoura Road.

One possible, but unlikely negative impact to wildlife corridors for Build Alternative 1 and 2 (Design Option 1 and 2) is the presence of human trails connecting to the project. It is critically important that the presence of a human use trail does not deter wildlife use of the crossing and undermine the purpose of the proposed project. Given the nature of the overcrossing and NPS staff experience with wildlife both locally and elsewhere, as well as the scientific literature, there is no reason to expect that wildlife will be deterred. The first consideration is the nature of the planned overpass including the structure width, natural soil substrate, and native vegetation planting on the overcrossing. The trail will occupy a very small proportion of the overcrossing, leaving ample room for wildlife movement away from the trail. This takes into account the needs of smaller species such as small mammals, reptiles, and amphibians. This configuration will allow these species to move across the structure without being near people or likely perceiving their presence.

Additionally, it is likely that many species of wildlife will not be deterred by the trail, but will be attracted to it and use it deliberately. Studies of carnivores over the last 20 years in the Santa Monica Mountains, have shown that many species use the trails, including coyotes, bobcats, raccoons, and mountain lions. Other carnivore studies around the country have also found that carnivores use trails. In a recent study using 1947 cameras across 32 sites, essentially no species avoided trails or the areas around them, and some species, such as coyotes, were attracted to them (Kays, et al., 2016). The wide-ranging species within the Study Region are currently using trails and open space areas that have high human use and in fact if these species were greatly affected by human presence they would not survive in this urban landscape. Finally, although many wildlife species are active throughout the day and night, they often make longer movements and movements into new areas late at night, when human use of the trail will be prohibited.

Though the addition of a multi-use trail has the potential to impact wildlife use of the overcrossing and the most conservative approach would be to allow no people to use the overpass it has been determined that the trail and wildlife overcrossing are compatible. Though this risk is acknowledged, the potential for the trail negatively impacting wildlife use of the crossing was evaluated in coordination with Dr. Seth Riley from NPS and it is anticipated that the uses are compatible. As a result, the construction of a multi-use trail with uses including hiking, biking,
and equestrian is not expected to negatively impact the wildlife use of the overcrossing for either build alternative.

**Build Alternative 1**

Build Alternative 1 is anticipated to facilitate the movement of five of the eight target species across US-101, allowing these species to move between the Santa Monica Mountains and the Simi Hills (Table 18). The evaluation of Build Alternative 1 included an assessment of each target species ability to cross Agoura Road at-grade as they enter or exit the overcrossing to the south of Agoura Road. Though some species are anticipated to be capable of crossing Agoura Road in its current configuration, it should be noted that Agoura Road poses a mortality risk to all species. Build Alternative 1 is not anticipated to serve all target species, but it has the potential to serve as a critical link in the Santa Monica Mountains to Sierra Madre Range Wildlife Linkage for the species that are capable of accessing use it.

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Is Species Willing and Able to Use Alternative 1?</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bobcat</td>
<td><em>Lynx rufus</em></td>
<td>Yes</td>
<td>As Medium-Structure Generalists, bobcats are expected to use wildlife overcrossings. Bobcats have the physical capabilities and willingness necessary to cross Agoura Road at-grade though individuals within the species may be repelled from crossing Agoura Road due to their risk avoidance behavior.</td>
</tr>
<tr>
<td>Coyote</td>
<td><em>Canis latrans</em></td>
<td>Yes</td>
<td>As Medium-Structure Generalists, coyotes are expected to use wildlife overcrossings. Coyotes have the physical capabilities and willingness necessary to cross Agoura Road at-grade and their risk avoidance behavior should not prohibit crossing.</td>
</tr>
<tr>
<td>Dusky-footed Woodrat</td>
<td><em>Neotoma fuscipes</em></td>
<td>No</td>
<td>As Cover Obligates, the overcrossing structure is able to accommodate the cover needs of the dusky-footed woodrat, but it is not anticipated that woodrats could successfully cross Agoura Road on a routine basis based on their physical capabilities and behavioral responses to roads.</td>
</tr>
<tr>
<td>Species</td>
<td>Scientific Name</td>
<td>Use of Overcrossing</td>
<td>Notes</td>
</tr>
<tr>
<td>---------</td>
<td>-----------------</td>
<td>---------------------</td>
<td>-------</td>
</tr>
<tr>
<td>Mountain Lion</td>
<td><em>Puma concolor</em></td>
<td>Yes</td>
<td>As a Medium-Structure Generalist, mountain lions are expected to use wildlife overcrossings. Mountain lions have the physical capabilities necessary to cross Agoura Road at-grade, though individuals within the species may be repelled from crossing Agoura Road due to their risk avoidance behavior.</td>
</tr>
<tr>
<td>Mule Deer</td>
<td><em>Odocoileus hemionus</em></td>
<td>Yes</td>
<td>As Openness Obligates, mule deer are expected to use wildlife overcrossings. Mule deer have the physical capabilities necessary to cross Agoura Road at-grade and their risk avoidance behavior should not prohibit a crossing.</td>
</tr>
<tr>
<td>Western Fence Lizard</td>
<td><em>Sceloporus occidentalis</em></td>
<td>No</td>
<td>As Cover Obligates the overcrossing structure is able to accommodate the needs of the western fence lizard, but it is not anticipated that western fence lizards could successfully cross Agoura Road on a routine basis based on their physical capabilities and behavioral responses to roads.</td>
</tr>
<tr>
<td>Wrentit</td>
<td><em>Chamaea fasciata</em></td>
<td>No</td>
<td>As Aerial Specialists, wrentits are anticipated to use the overcrossing structure with the inclusion of native vegetation and non-vegetated cover for landing spots. The overcrossing will have an open top and will provide an extension of wrentit habitat, and eliminate the need for the birds to complete the crossing in a single flight. While the overcrossing structure is anticipated to meet the needs of the wrentit, it is not anticipated that wrentits could successfully cross Agoura Road on a routine basis based on their physical capabilities and behavioral responses to roads.</td>
</tr>
<tr>
<td>Western Toad</td>
<td><em>Anaxyrus boreas</em></td>
<td>Yes</td>
<td>As a Medium-Structure Generalist, western toads are expected to use wildlife overcrossings. It is also anticipated that western toads have the physical capabilities and willingness necessary to cross Agoura Road at-grade when the road surface is wet and their risk avoidance behavior should not prohibit crossing.</td>
</tr>
</tbody>
</table>

Table 18. Analysis of Target Species Ability and Willingness to Use Alternative 1
Build Alternative 1 and the associated wildlife fencing would facilitate movement of all wildlife species willing and able to complete an at-grade crossing of Agoura Road. The associated wildlife fencing and vegetation will be designed to guide wildlife to the overcrossing and prevent access to the freeway. Though the overcrossing and fencing are anticipated to reduce the risk of wildlife mortality on US-101 it cannot be completely eliminated.

The proposed overcrossing would increase the connectivity of existing wildlife habitat and conserved land, which would increase the ability of five of the eight target species to adapt to the effects of climate change. The ability to move and adapt to changing conditions and resource availability is critical to increasing wildlife species resiliency to climate change.

**Build Alternative 2**

While Build Alternative 1 requires wildlife to cross Agoura Road, Build Alternative 2 (Design Option 1 and 2) provides an extension of the overcrossing over Agoura Road and increases the number of target species able to access the overcrossing. Build Alternative 2 is anticipated to facilitate the movement of all target species across US-101 and Agoura Road, allowing them to move between the Santa Monica Mountains and the Simi Hills (Table 19).
<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Is Species Willing and Able to Use Alternative 2?</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bobcat</td>
<td>Lynx rufus</td>
<td>Yes</td>
<td>As Medium-Structure Generalists, bobcats are expected to use wildlife overcrossings.</td>
</tr>
<tr>
<td>Coyote</td>
<td>Canis latrans</td>
<td>Yes</td>
<td>As Medium-Structure Generalists, coyotes are expected to use wildlife overcrossings.</td>
</tr>
<tr>
<td>Dusky-footed Woodrat</td>
<td>Neotoma fuscipes</td>
<td>Yes</td>
<td>As Cover Obligates, woodrats are expected to use wildlife overcrossings as long as appropriate cover is provided throughout the length of the overcrossing.</td>
</tr>
<tr>
<td>Mountain Lion</td>
<td>Puma concolor</td>
<td>Yes</td>
<td>As Medium-Structure Generalists, mountain lions are expected to use wildlife overcrossings.</td>
</tr>
<tr>
<td>Mule Deer</td>
<td>Odocoileus hemionus</td>
<td>Yes</td>
<td>As Openness Obligates, mule deer are expected to use wildlife overcrossings.</td>
</tr>
<tr>
<td>Western Fence Lizard</td>
<td>Sceloporus occidentalis</td>
<td>Yes</td>
<td>As Cover Obligates, western fence lizards are expected to use wildlife overcrossings.</td>
</tr>
<tr>
<td>Wrentit</td>
<td>Chamaea fasciata</td>
<td>Yes</td>
<td>As Aerial Specialists, wrentits are expected to use wildlife overcrossings, with the inclusion of native vegetation and non-vegetated cover for landing spots. Wildlife overcrossings are open-topped, provide an extension of wrentit’s natural habitat, and eliminate the need for the birds to complete the crossing of US-101 in a single flight.</td>
</tr>
<tr>
<td>Western Toad</td>
<td>Anaxyrus boreas</td>
<td>Yes</td>
<td>As Medium-Structure Generalists, western toads are expected to use wildlife overcrossings.</td>
</tr>
</tbody>
</table>

Table 19. Analysis of Target Species Ability and Willingness to Use Alternative 2

Build Alternative 2 is anticipated to facilitate the movement of all the target species included in Build Alternative 1 as well as an additional three target species across US-101. In addition to increasing the number of target species the overcrossing will serve, the extension of the overcrossing over Agoura Road is anticipated to result in an increase in use of the crossing, as compared to Build Alternative 1, by eliminating the need to cross a road with active traffic and reducing the risk of wildlife mortality on Agoura Road.

In addition to the physical threat of wildlife mortality on Agoura Road, many species have exhibited a behavioral response to the threat posed by roads that restricts their movement across secondary roads. The extension of the overcrossing over Agoura Road would facilitate movement across Agoura Road for all target wildlife species and minimize the risk of wildlife mortality on
Agoura Road, contrary to Build Alternative 1. By providing an extension of the overcrossing over this adjacent secondary road wildlife will be able to access the open space and habitat on both sides of US-101 without the danger or detriment of having to cross an additional road.

**Alternative 2- Design Option 1**

There are no negative environmental consequences for Alternative 2- Design Option 1. Alternative 2- Design Option 1 includes the construction of a 48-foot wide bridge over Agoura Road. The 48-foot wide bridge will allow for the approach ramps to have gentle slope (>3:1) which is more ideal for wildlife corridors and crossing.

**Alternative 2- Design Option 2**

Alternative 2- Design Option 2 includes the construction of a 54-foot wide bridge over Agoura Road. This design option is not as ideal for wildlife crossing as compared to Alternative 2- Design Option 1 because the project area is confined by an unnamed tributary, bridge and large oak trees. In order to stay within the confines a steeper slope will be needed to accommodate a 54-foot wide bridge. A steep slope is not as ideal for animals to cross the bridge. Design Option 2 will have the minimal (3:1) slope requirement necessary to facilitate wildlife movement over the US-101 and Agoura Hills.

**Avoidance and Minimization and Mitigation**

Avoidance, minimization and mitigation measures are not needed for the No Build Alternative. Avoidance, minimization and/or mitigation measures for Build Alternative 1 and 2 (Design Option 1 and 2) are described below. The avoidance, minimization and mitigation measures are the same for both Build Alternatives 1 and 2.

The proposed Build Alternatives include measures to avoid and minimize the potential impacts of light and noise from urban development and roadways, but there is limited information regarding how effective these measures are.

- The recommended width for the overcrossing is a minimum of 165 feet.
- No slopes upon which animals will traverse will exceed a slope gradient of 3:1.

The ability of wildlife to see clearly though or beyond a crossing structure increases the attractiveness of the structure for most wildlife species. In order to preserve sightlines to the greatest extent feasible, the overall height of the structure and the steepness of the approach slopes should be minimized. The overcrossing is intended to be an extension of the surrounding natural habitat and by minimizing the slope gradient of the approach slopes animals are able to see farther ahead. Another element that will affect the sightlines is the density of vegetation, which should strike a balance between providing cover and maintaining visibility across the structure.
- It is recommended that the vertical clearance of the freeway and Agoura Road be minimized at the overcrossing structure location to minimize the overall height of the overcrossing structure and maintain sightlines.

Incorporation of concrete barriers on the sides of the overcrossings structure is recommended to minimize the impacts of noise and light from traffic on US-101 on wildlife utilizing the overcrossing. Though there is limited information available regarding how freeway noise affects wildlife use of overcrossings, it is recommended that modeling of projected noise levels on the proposed overcrossing be conducted and recommendations for mitigating the noise levels (e.g. sound barriers) should be considered, as feasible.

- Concrete barriers with a minimum height of 10 feet will be installed on the sides of the overcrossing (US-101) to provide a visual barrier to traffic and lights on US-101.
- Modeling of projected noise levels on the proposed overcrossing should be conducted and potential measures to reduce the noise level should be considered, as feasible.

The overcrossing should have a natural substrate and the anticipated travel paths for wildlife species should not include any concrete or asphalt surfaces. Additionally, the soil depth should be sufficient to support native vegetation.

- The overcrossing structure and approach slopes will have dirt substrate with a depth sufficient to support native shrubs and grasses.

The overcrossing will be designed to create an extension of the surrounding habitat over US-101 and to blend into the surrounding hillsides. This will serve to provide cover for cover obligate species, landing spots for aerial species, and to increase the attractiveness of the crossing to all species. To achieve this, the overcrossing and approach areas will be planted with vegetation native to this region of the Santa Monica Mountains (Table 20). The Landscape Plan will include vegetation on the overcrossing structure and approach slopes, the creation of a connection between the natural riparian corridor north of US-101 and the overcrossing, and re-vegetation of any areas impacted by the construction of the project. This plan should be developed in coordination with SMMC, MRCA, and RCDSMM.

- A Landscape Plan will be developed in coordination with SMMC, NPS, and RCDSMM and will include vegetation of the overcrossing, approach slopes, and all areas impacted by construction. This plan will include only vegetation species native to the Santa Monica Mountains.
<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Artemisia californica</td>
<td>California Sagebrush</td>
</tr>
<tr>
<td>Baccharis pilularis</td>
<td>Coyote Bush</td>
</tr>
<tr>
<td>Baccharis salicifolia</td>
<td>Mulefat</td>
</tr>
<tr>
<td>Heteromeles arbutilfia</td>
<td>Toyon</td>
</tr>
<tr>
<td>Juglans californica</td>
<td>California Black Walnut</td>
</tr>
<tr>
<td>Platanus racemosa</td>
<td>Western Sycamore</td>
</tr>
<tr>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
</tr>
<tr>
<td>Quercus lobata</td>
<td>Valley Oak</td>
</tr>
<tr>
<td>Rhus ovata</td>
<td>Sugar bush</td>
</tr>
<tr>
<td>Rosa californica</td>
<td>California Wild Rose</td>
</tr>
<tr>
<td>Rubus ursinus</td>
<td>California Blackberry</td>
</tr>
<tr>
<td>Salix exigua</td>
<td>Narrow Leafed Willow</td>
</tr>
<tr>
<td>Salix lasiolepis</td>
<td>Arroyo Willow</td>
</tr>
<tr>
<td>Salvia leucophylla</td>
<td>Purple Sage</td>
</tr>
<tr>
<td>Sambucus mexicana</td>
<td>Elderberry</td>
</tr>
</tbody>
</table>

Table 20. Planting Palette Recommendations

As the target wildlife species for the proposed overcrossing include cover obligated species and aerial species, the overcrossing structure will need to include elements that provide suitable cover and habitat for these animals. A mix of woody debris and boulders should be intermixed with native vegetation and arranged the length of the structure to serve as stepping stones to minimize the exposure for cover obligates species and to give aerial species landing spots. These stepping stones should extend onto the approach slopes and habitat surrounding the overcrossing as well as on the structure.

- Non-vegetated cover will be placed on the overcrossing structure to minimize the exposure for cover obligate species while crossing and to provide landing spots for aerial species.

Wildlife fencing along US-101, from Lost Hills Road to Palo Comado Canyon Road, is needed in association with the proposed crossing to prevent wildlife from accessing the roadway and to direct wildlife toward the crossing. The fencing plan should be developed in coordination with NPS and should include wildlife fencing that is a minimum of eight feet above ground with an additional two feet buried below ground or staked to the ground. Taller fencing may be needed on slopes. Escape ramps should also be installed to provide wildlife an opportunity to escape the freeway if they inadvertently enter it. The fencing should be installed in a location that adheres to highway design standards, but also minimizes the amount of habitat between the fencing and the freeway to which wildlife will be attracted.
• A fencing plan will be developed in coordination with NPS and will include the installation of wildlife fencing along US-101 from Lost Hills Road to Palo Comado Canyon Road. Fencing will have a minimum height of eight feet with an additional two feet buried below ground and will include escape ramps, where appropriate.

The proposed project has the potential to connect existing multi-use trails within the Santa Monica Mountains and provide a pathway across US-101 for recreation. Construction of a multi-use, single-track recreational trail on the wildlife overcrossing for recreational activities including hiking, mountain biking, and horseback riding can provide this connection. The purpose of the trail is to increase opportunities for recreation in the area, and in particular to allow trail users on either side of 101 to connect to trails on the other side. While it has been determined that a multi-use trail is compatible with the wildlife crossing, the trail should be designed and managed in a manner that minimizes its impact on wildlife movement.

• Connect the existing trails north and south of US-101 by constructing a multi-use trail on the overcrossing.
• It is recommended that no additional lighting or parking be added to the trailhead and that the trail be closed from dusk till dawn.
• Implement a monitoring plan which will include an intensive monitoring of humans and wildlife use of the crossing. If there is evidence that the human use of the trail is greater than we anticipated, and that this use is deterring wildlife movement, then the use of the trail will be reevaluated.
Figure 28. Parklands Land Use Map
As the overcrossing presents an opportunity to educate trail users and visitors about the wildlife species and native vegetation within the Study Region as well as the overcrossing structure itself, placement of an educational kiosk within the BSA should be considered.

- In coordination with SMMC, MRCA, NPS, and RCDSMM construct an educational kiosk within the BSA.

A monitoring and adaptive management plan is an important component of all wildlife crossing projects. Developing and implementing such a plan, for the Liberty Canyon wildlife crossing, will allow Caltrans to evaluate the effectiveness of the wildlife crossing, recommend adaptive measures to increase effectiveness, and inform future wildlife crossing projects. The monitoring plan for the proposed project includes three different phases (i.e., pre-construction monitoring, post-construction monitoring, and genetic analysis) and is designed to evaluate the ability of the project to facilitate wildlife movement and the exchange of genetic material across US-101.

- In coordination with NPS, develop and implement a comprehensive monitoring plan that includes pre-construction monitoring, post-construction monitoring, and genetic analysis of wildlife. The plan should include all components outlined below.

Pre-construction monitoring is needed to complement the existing research and data that informed the decisions to propose this project. Pre-construction monitoring will establish a baseline of wildlife mortality on Agoura Road and Liberty Canyon Road within the BSA, measure the ability of the Liberty Canyon Road Underpass to facilitate wildlife movement, and record any wildlife activity within or adjacent to the proposed project location. It is recommended that a minimum of two years of pre-construction monitoring be conducted.

A comprehensive post-construction monitoring plan, spanning a minimum of five years, will be developed to evaluate the overcrossing’s ability to facilitate wildlife movement for all target species and measure the wildlife mortality rates on Agoura Road and Liberty Canyon Road after construction. Post-construction monitoring will evaluate the following:

- Wildlife crossing use by species
- Repellency rates
- Roadkill on Agoura and Liberty Canyon Roads
- Wildlife fencing integrity
- Jump-out use

The proposed overcrossing is intended to provide not only a physical link across US-101, but also a genetic link between wildlife populations in the Santa Monica Mountains and Sierra Madre Range. In order for the overcrossing to succeed in this goal, wildlife will need to not only cross...
US-101, but also establish new home ranges and successfully breed in their new homes. In order to measure the overcrossing’s effectiveness in facilitating the exchange of genetic material, the third phase of monitoring will include a long-term genetic analysis that evaluates gene flow and genetic diversity across US-101. This evaluation should be conducted over multiple generations and thus is beyond the scope of the post-construction monitoring proposed above. It is recommended that an endowment be established in coordination with NPS to fund this phase of monitoring.

- Establish an endowment, in coordination with NPS, to fund the long-term genetic analysis and measure the effectiveness of the proposed project in facilitating the exchange of genetic material across US-101.

**Compensatory Mitigation**

Compensatory mitigation is not needed for the No Build Alternative. The project specific structural modifications and vegetation restoration serves as mitigation for wildlife corridors in Build Alternatives 1 and 2 because it will:

- Retain/restore wildlife habitat connectivity
- Reduce traffic accidents due to wildlife crossing
- Connect habitats for protected species

Build Alternatives 1 and 2 are anticipated to facilitate the movement of wildlife and exchange of genetic material across US-101 to varying degrees (Table 18 and 19). Alternative 1 is anticipated to serve five of the eight target species, while Alternative 2 (Design Option 1 and 2) is anticipated to serve all target species. Specifically, the proposed overcrossing is anticipated to result in the following impacts to wildlife:

- **Reduced Genetic Differentiation/increased genetic exchange the Study Region**
  This effectiveness measure will be evaluated for target species where pre-construction genetic differentiation levels across US-101 are currently available (i.e. mountain lions, coyotes, bobcats, fence lizards, and wrentits).

  For species where existing movement data has been collected (e.g., bobcats, coyotes, and mountain lions) it is anticipated that the overcrossing will measurably increase the frequency of successful US-101 crossings.

- **A decrease or no change in wildlife mortality on Agoura Road**
  Pre-construction monitoring will establish a baseline for wildlife mortality on Agoura Road, which will be compared to post-construction levels.

- **Reduced Animal-Vehicle Related Mortality (Increased Public Safety)**
The wildlife overcrossing and associated wildlife fencing is anticipated to reduce the risk of animal-vehicle related mortality in regards to drivers as well as wildlife.

- **Increased Habitat Connectivity/Decreased Habitat Fragmentation**
  The proposed overcrossing would provide a connection between the wildlife habitat north and south of US-101 and decrease the effects of habitat fragmentation on wildlife species for which the crossing is suitable.

- **Increased Adaptation to Climate Change**
  The proposed overcrossing would increase the connectivity of existing wildlife habitat and conserved land, which would increase the ability of target species to adapt to the effects of climate change. The ability to move and adapt to changing conditions and resource availability is critical to increasing wildlife species resiliency to climate change.

<table>
<thead>
<tr>
<th>Impacts</th>
<th>Build Alternatives</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduced Genetic Differentiation/Increased genetic exchange across US-101</td>
<td>Alternative 1</td>
<td>It is anticipated that Alternative 1 will facilitate movement across US-101 for species capable and willing to cross Agoura Road at-grade, allowing these species to move between the Santa Monica Mountains and the Simi Hills and decreasing genetic differentiation across US-101 for <strong>five</strong> of the target species.</td>
</tr>
<tr>
<td></td>
<td>Alternative 2</td>
<td>The overcrossing and extension proposed in Alternative 2 would facilitate movement across US-101 and Agoura Road for all target wildlife, allowing movement between the Santa Monica Mountains and Simi Hills. The proposed overcrossing is anticipated to result in a decrease in genetic differentiation across US-101 for <strong>all</strong> target wildlife species (eight species).</td>
</tr>
<tr>
<td>Reduced Risk of Wildlife Mortality on US-101</td>
<td>Alternative 1</td>
<td>The wildlife overcrossing and associated wildlife fencing is anticipated to reduce the risk of wildlife mortality on US-101 for all target species, though it may increase the barrier effects for species not able to access the crossing due to the inability to cross Agoura Road.</td>
</tr>
<tr>
<td></td>
<td>Alternative 2</td>
<td>The overcrossing and extension combined with wildlife fencing is anticipated to reduce the risk of wildlife mortality on US-101 <strong>and</strong> Agoura Road for all target species.</td>
</tr>
<tr>
<td>Reduced Animal-Vehicle Related Mortality</td>
<td>Alternative 1</td>
<td>The wildlife overcrossing and associated wildlife fencing is anticipated to reduce the risk of animal-vehicle related mortality in regards to drivers as well as wildlife on US-101.</td>
</tr>
<tr>
<td></td>
<td>Alternative 2</td>
<td>The wildlife overcrossing and associated wildlife fencing is anticipated to reduce the risk of animal-vehicle related mortality in regards to drivers as well as wildlife on US-101 <strong>and</strong> Agoura Road.</td>
</tr>
</tbody>
</table>
## Potential for Increased Wildlife Mortality on Agoura Road

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alternative 1</strong></td>
<td>Though the potential for wildlife mortality on Agoura Road already exists and wildlife have been observed attempting to cross Agoura Road during field visits, it is anticipated that the potential for wildlife mortality on Agoura Road may increase as wildlife attempt to access the proposed overcrossing.</td>
</tr>
<tr>
<td><strong>Alternative 2</strong></td>
<td>There is no potential for increased wildlife mortality on Agoura Road.</td>
</tr>
</tbody>
</table>

## Increased Habitat Connectivity/Decreased Habitat Fragmentation

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alternative 1</strong></td>
<td>The construction of US-101 and other roadways divided previously contiguous wildlife habitat and resulted in smaller fragments of habitat that are disconnected from one another. The proposed overcrossing would provide a connection between the wildlife habitat north and south of US-101 and decrease the effects of habitat fragmentation on five of eight wildlife species for which the crossing is suitable.</td>
</tr>
<tr>
<td><strong>Alternative 2</strong></td>
<td>The construction of US-101 and other roadways divided previously contiguous wildlife habitat and resulted in smaller fragments of habitat that are disconnected from one another. The proposed overcrossing and extension would provide a connection between the wildlife habitat north and south of US-101 and decrease the effects of habitat fragmentation on all target species (eight species) for which the crossing is suitable.</td>
</tr>
</tbody>
</table>

## Increased Adaptation to Climate Change

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alternative 1</strong></td>
<td>The proposed overcrossing would increase the connectivity of existing wildlife habitat and conserved land, which would increase the ability of five of the eight target species to adapt to the effects of climate change. The ability to move and adapt to changing conditions and resource availability is critical to increasing wildlife species resiliency to climate change.</td>
</tr>
<tr>
<td><strong>Alternative 2</strong></td>
<td>The proposed overcrossing would increase the connectivity of existing wildlife habitat and conserved land, which would increase the ability all target species to adapt to the effects of climate change. The ability to move and adapt to changing conditions and resource availability is critical to increasing wildlife species resiliency to climate change.</td>
</tr>
</tbody>
</table>

Table 21. Cumulative Impacts to Wildlife
2.3.4 Plant Species

Regulatory Setting
The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special-status plant species. “Special-status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species section in this document for detailed information about these species.

This section of the document discusses all other special-status plant species, including CDFW species of special concern, USFWS candidate species, and California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Department projects are also subject to the Native Plant Protection Act, found at California Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act (CEQA), found at California Public Resources Code, Sections 21000-21177.

Environmental Consequences (Plant Species)
There are no environmental consequences for the No Build Alternative. The environmental consequences for listed species as a result of Build Alternatives 1 and 2 (Design Options 1 and 2) are described below. The environmental consequences are the same for both build alternatives.

The plants discussed below are considered to be of special concern based on (1) federal, state, or local laws regulating their development; (2) limited state distributions; and/or (3) the presence of habitat required by the special-status plants occurring on site. No plants of special concern were found to be present within the BSA during vegetation surveys. However, there is the potential for six special status plant species [round-leaved filaree (California macrophylla), slender mariposa-lily (Calochortus clavatus var. gracilis), many-stemmed dudleya (Dudleya multicaulis) San Fernando Valley spineflower (Chorizanthe parryi var. fernandina), mesa horkelia (Horkelia cuneata var. puberula), and Ojai navarretia (Navarretia ojaiensis) to occur within the BSA. These six species are discussed below.
**Round-leaved Filaree (California macrophylla)**

Round-leaved filaree (California macrophylla) has a rare plant rank of 1B.2 and is considered a sensitive species by the Bureau of Land Management (BLM).

Round-leaved filaree was not found during vegetation surveys, but has a moderate potential to occur within the BSA. As the species was not observed within the BSA, neither direct nor indirect impacts to the species are expected. A no-effect determination has been made, which USFWS and CDFW endorse.

**Many-stemmed Dudleya (Dudleya multicaulis)**

Many-stemmed dudleya (Dudleya multicaulis) has a California Rare Plant Rank of 1B.2 and is considered a sensitive species by BLM and USFS. The estimated plant range shown on the CNPS webpage does not overlap with the Biological Study Area, most known occurrences are farther south, in Orange County.

Many-stemmed dudleya was not found within the BSA during vegetation surveys, but has a low potential to occur within the BSA. As the species was not observed within the BSA, neither direct nor indirect impacts to the species are expected. A no-effect determination has been made, which USFWS and CDFW endorse.

**San Fernando Spineflower (Chorizanthe parryi var. fernandina)**

San Fernando Spineflower (Chorizanthe parryi var. fernandina) has a California Rare Plant Rank of 1B.1 and is considered a sensitive species by USFS, Candidate Threatened by USFWS, and Endangered by CDFW.

San Fernando Spineflower was not found within the BSA during vegetation surveys, but has a low potential to occur within the BSA. As the species was not observed within the BSA, neither direct nor indirect impacts to the species are expected. A no-effect determination has been made, which still needs to be presented to USFWS and CDFW for endorsement.

**Mesa Horkelia (Horkelia cuneata var. puberula)**

Mesa horkelia (Horkelia cuneata var. puberula) has a California Rare Plant Rank of 1B.1 and is considered a sensitive species by USFS. The CNPS webpage suggests that the species is extant within the Calabasas quad. There is one known occurrence of the species within five miles of the BSA, near Las Virgenes Road. Mesa horkelia was not found within the BSA during vegetation surveys, and the species has a low potential to occur within the BSA. As the species was not observed within the BSA, neither direct nor indirect impacts to the species are expected. A no-effect determination has been made, which USFWS and CDFW endorse.
**Ojai navarretia (Navarretia ojaiensis)**

Ojai navarretia (Navarretia ojaiensis) has a California Rare Plant Rank of 1B.1. Ojai navarretia is an annual herb that is endemic to California. Ojai navarretia was not found within the BSA during vegetation surveys, and the species has a moderate potential to occur within the BSA. As the species was not observed within the BSA, neither direct nor indirect impacts to the species are expected. A no-effect determination has been made, which still needs to be presented to USFWS and CDFW for endorsement.

**Avoidance, Minimization and Mitigation**

Avoidance, minimization and mitigation measures are not needed for the No Build Alternative. Avoidance, minimization and/or mitigation measures for Build Alternative 1 and 2 are described below. The avoidance, minimization and mitigation measures are the same for both Build Alternatives 1 and 2.

Round-leaved filaree, Slender mariposa-lily and Ojai navarretia were not found during surveys, and has a moderate potential to occur within the BSA. Avoidance and minimization measures specifically related to these species are not needed at this time. If round-leaved filaree, slender mariposa-lily and ojai navarretia are found during focused rare plant surveys, avoidance and minimization measures will be implemented.

Many-Stemmed Dudleya, san Fernando Spineflower and Mesa horkelia were not found during surveys, and has a low potential to occur within the BSA. Avoidance and minimization measures specifically related to this species are not needed at this time. If many-stemmed dudleya, San Fernando Spineflower and Mesa Horkelia found during focused rare plant surveys, avoidance and minimization measures will be implemented.

**Compensatory Mitigation**

There is moderate potential for Round-Leaved Filaree, Slender Mariposa-Lily and Ojai Navarretia to occur within the BSA, but as there is no evidence of the species within the BSA, it has been determined that this project will not negatively impact round-leaved filaree slender mariposa-lily and Ojai Navarretia. Therefore, compensatory mitigation is not necessary.

As the potential for many-stemmed dudleya, San Fernando Spineflower and Mesa Horkelia to occur within the BSA is very low, and no specimens were found within the BSA, it has been determined that this project will not negatively impact these species. Therefore, compensatory mitigation is not necessary.
2.3.5 Animal Species

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration’s National Marine Fisheries Service (NOAA Fisheries Service), and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in the Threatened and Endangered Species Section below. All other special-status animal species are discussed here, including CDFW fully protected species and species of special concern, and USFWS or NOAA Fisheries Service candidate species. Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

The U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG) are responsible for implementing State and Federal laws which regulate impacts to wildlife. This section discusses potential impacts to animals listed or proposed for listing under the State Endangered Species Act. Impacts to animals under the Federal Endangered Species Act are not discussed because an official species list was requested from USFWS and it was determined that no federally listed/proposed endangered or threatened wildlife species, candidate wildlife species, or critical habitat have the potential to be present within the BSA.

Affected Environment

A CNDDB search was conducted to determine the potential for occurrence of any state special status wildlife species within the BSA. The results of the CNDDB search were eleven wildlife species with a state rank of S3 or higher within the Calabasas quadrangle. Then the habitat within the BSA was evaluated to determine if suitable habitat for these eleven species was present and if there was the potential for these species to occur within the BSA. Of the eleven wildlife species, eleven were determined to have the potential for occurrence within the BSA; however, none of these species were observed during field surveys.
The following twelve species will be discussed: Tricolored Blackbird (*Agelaius tricolor*), Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), Silvery legless lizard (*Anniella pulchra pulchra*), golden eagle (*Aquila chrysaetos*), burrowing owl (*Athene cunicularia*), Western Pond Turtle (*Emys marmorata*), California Leaf-Nosed Bat (*Macrotus californicus*), San Diego desert woodrat (*Neotoma lepida intermedia*), Coast Horned Lizard (*Phrynosoma blainvillii*), Gertsch’s Socalchemmis Spider (*Socalchemmis gertschi*), Western Spadefoot (*Spea hammondii*), and San Diego desert woodrat/Big-eared woodrat (*Neotoma lepida intermedia*).

**Environmental Consequences (Animal Species)**

There are no environmental consequences for the No Build Alternative. The environmental consequences for listed species as a result of Build Alternatives 1 and 2 (Design Options 1 and 2) are described below. The environmental consequences are the same for both build alternatives.

**Tricolored Blackbird (*Agelaius tricolor*)**

The tricolored blackbird is listed as a Species of Special Concern (Candidate Endangered) under the California Endangered Species Act and is protected under the MBTA. Active nests, eggs, and young are also protected pursuant to Fish and Game Code Section 3503. The proposed project does not contain critical habitat for the tricolored blackbird. Project related activities have the potential to permanently and temporarily impact only marginally suitable tricolored blackbird foraging habitat and nesting habitat. Because adults of this species have the ability to fly away, direct impacts to individual adults are not expected during the construction phase of this project. Although there is a low potential for the species to occur, avoidance and minimization measures will be implemented to minimize potential impacts to the species. A no-effect determination has been made, which still needs to be presented CDFW for endorsement.

**Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*)**

The Southern California rufous-crowned sparrow is listed by CDFW as Presumed Extant (Still living) and is on the Watch List. Individuals of this species are not known to exist within the BSA. The individual number of Southern California rufous-crowned sparrow expected to occur within the shrub communities of the BSA is low, if at all, due to marginally suitable habitat. However, because of the secretive nature of this species, its range is not completely understood, and it should be assumed this species occurs with equal potential throughout the entire BSA. Therefore the potential for impact becomes a comparison of plant communities (scrub) and natural communities as they occur. Project related activities have the potential to permanently and temporarily impact only marginally suitable Southern California rufous-crowned sparrow foraging habitat and nesting habitat. Because adults of this species have the ability to fly away, direct impacts to individual adults are not expected during the construction phase of this project. Although there is a low
potential for the species to occur, avoidance and minimization measures will be implemented to minimize potential impacts to the species. A no-effect determination has been made, which still needs to be presented CDFW for endorsement.

**Silvery Legless Lizard (Anniella pulchra pulchra)**
The silvery legless lizard is listed by CDFW as a species of concern (SSC) and sensitive (S) by USFS. The individual number of silvery legless lizards expected to occur within the shrub communities of the BSA is low, if at all, due to non-suitable habitat. However, because of the secretive nature of this species, its range is not completely understood, and it should be assumed this species occurs with equal potential throughout the entire BSA. Therefore the potential for impact becomes a comparison of plant communities (scrub) and natural communities as they occur. Although there is a low potential for the species to occur, avoidance and minimization measures will be implemented to minimize potential impacts to the species. A no-effect determination has been made, which still needs to be presented CDFW for endorsement.

**Golden Eagle (Aquila chrysaetos)**
The golden eagle is listed as federally protected and fully protected by CDFW. Marginal foraging habitat was observed adjacent to the limits of this proposed project (further away from the roads and closer to mountains) and no nesting sites occur within the limits of the project. As such, the implementation of the proposed project has extremely low potential to impact this species during the construction phase and during the continued use of the facility after construction. Additionally, because adults of this species have the ability to fly away when disturbed, direct impacts to individual adults are not expected during the construction phase of this project. Although there is a low potential for the species to occur, avoidance and minimization measures will be implemented to minimize potential impacts to the species. Direct impacts are not expected to occur with golden eagles. A no-effect determination has been made, which still needs to be presented CDFW for endorsement.

**Burrowing Owl (Athene cunicularia)**
The burrowing owl is not listed under the CESA or the FESA as endangered or threatened, however it is listed by CDFW as a Species of Special Concern (SSC) and is protected under the Migratory Bird Treaty Act (MBTA). As stated above, no individuals or breeding pairs were observed during general surveys. Although, there was no sign of burrowing owls, burrowing owl habitat assessment surveys will be conducted throughout the BSA during Spring/Summer of 2018. Habitat assessment will better determine the level of impact the proposed project will have, and better aid in the development of mitigation, if any should be needed for suitable burrowing owl habitat. Because there were no individuals found during general surveys, there is very little chance of impacting burrowing owls. The proposed project has low potential to have permanent impacts.
to suitable burrowing owl individuals and habitat. A no-effect determination has been made, which still needs to be presented CDFW for endorsement.

**Discussion of Western Pond Turtle (Emys marmorata)**
Southwestern pond turtle is the state’s only native freshwater turtle. It is found throughout the western United States, and is listed as a Species of Special Concern (SSC) by CDFW and sensitive (S) by USFS. The individual number of southwestern pond turtle expected to occur within the BSA is low, if at all, due to degraded habitat adjacent to the roadway. Although there is a low potential for the species to occur, avoidance and minimization measures will be implemented to minimize potential impacts to the species. A no-effect determination has been made, which still needs to be presented CDFW for endorsement.

**California Leaf-Nosed Bat (Macrotus californicus)**
The California leaf-nosed bat is listed as a Species of Special Concern (SSC) by CDFW and is entirely insectivorous (Anderson 1969). The individual number of California leaf-nosed bat expected to occur within the BSA is low, if at all, due to marginally-suitable habitat (oak trees). Although there is a low potential for the species to occur, avoidance and minimization measures will be implemented to minimize potential impacts to the species. A no-effect determination has been made, which still needs to be presented CDFW for endorsement.

**Coast Horned Lizard (Phrynosoma blainvillii)**
The coast horned lizard has no special federal status, but is considered a Species of Special Concern with the State. The individual number of coast/desert horned lizards expected to occur within the shrub communities of the BSA is low, if at all, due to degraded habitat adjacent to the roadway. If individuals do not exist within the area, no impacts to this species will occur as a result of the implementation of this proposed project; therefore, no further action would necessary. Although there is a low potential for the species to occur, avoidance and minimization measures will be implemented to minimize potential impacts to the species. A no-effect determination has been made, which still needs to be presented CDFW for endorsement.

**Gertsch’s Socalchemmis Spider (Socalchemmis gertschi)**
Gertsch’s Socalchemmis spider has no special federal or state status, but is considered to be critically imperiled on a state and global scale because of extreme rarity. The individual number of Gertsch’s Socalchemmis spiders expected to occur within the shrub communities of the BSA is extremely low, if at all, due to degraded habitat adjacent to the roadway and their existence in only two locations. If individuals do not exist within the area, no impacts to this species will occur as a result of the implementation of this proposed project; therefore, no further action would
necessary. A no-effect determination has been made, which still needs to be presented CDFW for endorsement.

**Western Spadefoot (Spea hammondii)**
Western Spadefoot toad is an upland terrestrial amphibian that is listed as a Species of Special Concern (SSC) by CDFW. The individual number of Western Spadefoot toads expected to occur within the shrub communities of the BSA is low, if at all, due to degraded habitat adjacent to the roadway. If individuals do not exist within the area, no impacts to this species will occur as a result of the implementation of this proposed project; therefore, no further action would necessary. Although there is a low potential for the species to occur, avoidance and minimization measures will be implemented to minimize potential impacts to the species. A no-effect determination has been made, which still needs to be presented CDFW for endorsement.

**San Diego Desert Woodrat (Neotoma lepida intermedia)**
The San Diego desert woodrat has no special federal status, but is considered a Species of Special Concern with the State. The individual number of San Diego desert woodrat expected to occur within the BSA is moderate due to moderately-suitable habitat (dense mixed chaparral or scrub habitat near a body of water). Since there is medium potential for the species to occur, avoidance and minimization measures will be implemented to minimize potential impacts to the species. Based on these avoidance and minimization measures, a no-effect determination has been made, which still needs to be presented CDFW for endorsement.

**Coastal California Gnatcatcher (Polioptila californica californica)**
The coastal California gnatcatcher is listed by CDFW as a Species of Special Concern (SCC) and Federal status is “Threatened”. The individual number of coastal California gnatcatcher expected to occur within the shrub communities of the BSA is low, if at all, due to marginally suitable habitat. Project related activities have the potential to permanently and temporarily impact only marginally suitable coastal California gnatcatcher foraging habitat and nesting habitat. Because adults of this species have the ability to fly away, direct impacts to individual adults are not expected during the construction phase of this project. Although there is a low potential for the species to occur, avoidance and minimization measures will be implemented to minimize potential impacts to the species. A no-effect determination has been made, which still needs to be presented to CDFW for endorsement.

**Avoidance, Minimization, and/or Mitigation Measures**
Avoidance, minimization and mitigation measures are not needed for the No Build Alternative. Avoidance, minimization and/or mitigation measures for Build Alternative 1 and 2 are described
below. The avoidance, minimization and mitigation measures are the same for both Build Alternatives 1 and 2.

**Tricolored Blackbird (Agelaius tricolor)**
Although tricolored blackbird has low potential for occurring during the construction phase, avoidance and minimization measures should be implemented. To ensure the avoidance of tricolored blackbird, the following measures will be implemented pursuant to the Migratory Bird Treaty Act (MBTA):

- A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat.
- Preconstruction presence/absence surveys will be conducted prior to any ground disturbing activities within suitable habitat.
- Clearing and grubbing of vegetation will be conducted outside of bird-nesting season. If clearing and grubbing of vegetation needs to be conducting during bird-nesting season (February 15th to September 1st), a qualified biologist will monitor construction during clearing, grading and/or trenching activities for any occurrence of the species nesting. In the event that birds are observed nesting, construction should stop until it is determined that the fledglings have left their nests. If this is not possible, coordination with the a qualified biologist should take place in order to minimize the risk of violating the Migratory Bird Treaty Act with the following avoidance and minimization measure: a buffer of 150ft. for songbirds and 500 ft. for raptors must be maintained using ESA fencing during all phases of construction.
- Caltrans shall monitor construction activities during bird nesting season to monitor for potential noise impacts to nesting birds.

**Southern California Rufous-crowned Sparrow (Aimophila ruficeps canescens)**
Although Southern California rufous-crowned sparrow has low potential for occurring during the construction phase, avoidance and minimization measures should be implemented. To ensure the avoidance of Southern California rufous-crowned sparrow, the following measures will be implemented pursuant to the Migratory Bird Treaty Act (MBTA):

- A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat.
- Preconstruction presence/absence surveys will be conducted prior to any ground disturbing activities within suitable habitat.
- Clearing and grubbing of vegetation will be conducted outside of bird-nesting season. If clearing and grubbing of vegetation needs to be conducting during bird-nesting season (February 15th to September 1st), a qualified biologist will monitor construction during clearing, grading and/or trenching activities for any occurrence of the species nesting. In the event that birds are observed nesting, construction should stop until it is determined that the fledglings have left their nests. If this is not
possible, coordination with the a qualified biologist should take place in order to minimize the risk of violating the Migratory Bird Treaty Act with the following avoidance and minimization measure: a buffer of 150ft. for songbirds and 500 ft. for raptors must be maintained using ESA fencing during all phases of construction.

- Caltrans shall monitor construction activities during bird nesting season to monitor for potential noise impacts to nesting birds.
- Habitat temporarily impacted by the proposed project shall be restored to its original condition. Landscaping for the proposed project shall utilize native and non-invasive plant species. The soil should compacted only to a point necessary for construction purposes. This will allow any natural occurring individuals within the immediate vicinity to re-populate the temporary impact zone.

If Southern California rufous-crowned sparrow are not found, no impacts to this species would occur as a result of the implementation of this proposed project; therefore no further action would necessary.

Silvery Legless Lizard (*Anniella pulchra pulchra*)
Caltrans will employ the use of a qualified biologist to implement avoidance and minimization measures with the guidance of CDFW staff as to minimize the potential for any impacts. Although silvery legless lizard has low potential for occurring during the construction phase, the following avoidance and minimization measures should be implemented to ensure the avoidance of silvery legless lizards:

- A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat.
- Preconstruction presence/absence surveys will be conducted prior to any ground disturbing activities within suitable habitat.
- Habitat temporarily impacted by the proposed project shall be restored to its original condition. Landscaping for the proposed project shall utilize native and non-invasive plant species. The soil should compacted only to a point necessary for construction purposes. This will allow any natural occurring individuals within the immediate vicinity to re-populate the temporary impact zone.
- Impacts can also be minimized by requiring a biological monitor to be present on site during initial clearing and grubbing activity to capture and relocate any individuals. Because this species lives almost entirely underground, except possibly for short periods immediately following rain events, finding live and uninjured individuals during clearing activity is unlikely. If areas of high-density occurrences are found, salvage efforts can be made by careful removal of shrubs with clam-shell loaders and searching for individuals at the base of the shrub or within the root system as this is a more likely place for them to occur.

If silvery legless lizards are not found, no impacts to this species would occur as a result of the implementation of this proposed project; therefore no further action would necessary.
Golden Eagle (*Aquila chrysaetos*)
Caltrans will employ the use of a qualified biologist to implement the following avoidance and minimization measures with the guidance of USFWS and CDFW staff as to minimize the potential of any impacts:

- A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat.
- Preconstruction presence/absence surveys will be conducted prior to any ground disturbing activities within suitable habitat.
- Clearing and grubbing of vegetation will be conducted outside of bird-nesting season. If clearing and grubbing of vegetation needs to be conducted during bird-nesting season (February 15th to September 1st), a qualified biologist will monitor construction during clearing, grading and/or trenching activities for any occurrence of the species nesting. In the event that birds are observed nesting, construction should stop until it is determined that the fledglings have left their nests. If this is not possible, coordination with the a qualified biologist should take place in order to minimize the risk of violating the Migratory Bird Treaty Act with the following avoidance and minimization measure: a buffer of 150ft. for songbirds and 500 ft. for raptors must be maintained using ESA fencing during all phases of construction.
- Caltrans shall monitor construction activities during bird nesting season to monitor for potential noise impacts to nesting birds.

Burrowing Owl (*Athene cunicularia*)
Burrowing owl is listed as California Species of Special Concern and is not afforded protection under the Federal Endangered Species Act or the California Endangered Species Act at this time. However, the Migratory Bird Treaty Act prohibits take of active nests. To ensure the avoidance of impacts to migratory birds, measures will be implemented pursuant to the Migratory Bird Treaty Act (MBTA) and CDFW guidance. Caltrans will employ the use of a qualified biologist to implement the following avoidance and minimization measures:

- A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat.
- Preconstruction presence/absence surveys will be conducted prior to any ground disturbing activities within suitable habitat. Because of the burrowing nature of this animal even during the non-breeding season, surveys for the presence of this species should occur prior to construction to avoid incidental take.
- Avoid disturbing occupied burrows during (clearing and grubbing, etc.) the nesting period of February 1 through August 31. If clearing and grubbing of vegetation needs to be conducted during BUOW-nesting season, a qualified biologist will monitor construction during clearing, grading and/or trenching activities for any occurrence of birds nesting. A biological monitor shall be present a minimum of one week prior to clearing and grubbing activities in order to walk the proposed areas and set up buffers.
• Avoid impacts to burrows occupied by migratory individuals during the non-breeding season. In the event an individual is found to occupy a burrow during the non-breeding season, passive relocation efforts as described in CDFW guidelines should be implemented.
• Develop and implement a worker awareness program to increase the on-site recognition of and commitment to burrowing owl protection.
• Placement of visible markers near burrows to ensure that machinery does not collapse the burrows.
• If possible protect active burrows in place by setting up appropriate buffer zones (50m-500m) and visual screens during construction.
• The use of burrow exclusionary devices during the non-breeding season with the addition of monitoring and surveillance, if necessary.
• Site specific monitoring by a qualified biologist throughout the project’s construction to reduce the likelihood of re-colonization of areas disturbed by the proposed project.
• If nesting pairs are found, they should be avoided during breeding season and allowed to complete their breeding attempt.

**Western Pond Turtle (Emys marmorata)**
The individual number of southwestern pond turtle expected to occur within the BSA is low, if at all. If individual species are found, feasible measures will be implemented to minimize impacts. Feasible measures may include, but are not limited to the following:

• A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat.
• Preconstruction presence/absence surveys will be conducted prior to any ground disturbing activities within suitable habitat.
• A qualified biologist will monitor construction during clearing, grading and/or trenching activities for any occurrence of the species. A biological monitor shall be present a minimum of one week prior to clearing and grubbing activities in order to walk the proposed areas and set up ESA fencing.

If individuals are not found, no impacts to this species would occur as a result of the implementation of this proposed project; therefore no further action would necessary. There is more of a chance of southwestern pond turtle to be impacted if Alternative 2 is built as opposed to Alternative 1, although, it is still unlikely. Impacts to the western pond turtle are not anticipated at this time.

**California Leaf-Nosed Bat (Macrotus californicus)**
Caltrans will employ the use of a qualified biologist to implement avoidance and minimization measures with the guidance of CDFW staff as to minimize the potential for any impacts. Although California leaf-nosed bat has low potential for occurring during the construction phase, the
following avoidance and minimization measures should be implemented to ensure the avoidance of California leaf-nosed bat:

- A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat.
- A Caltrans Biologist will conduct a weekly Pre-construction Survey at the project location to determine the presence or absence of any bat species or bat colonies. Surveys will include monitoring bat activity, identifying types of bats present, determining any reduced buffers, determining bat entry and exit times, and determining requirements for exclusionary measures. Surveys may include nighttime surveys.
- If bats are found, do not start work in that area until bat species have been identified and approved exclusionary measures are in place. During construction, a Bat Survey will be performed daily by a Caltrans Biologist to monitor any bats still present within the 100 foot protective radius.
- If bats are present, submit bat exclusionary measures prior to walking by the site, to construction machinery work, or to lighting equipment activation within the 100 foot protective radius. The Engineer has 10 working days to review. Revise and resubmit bat exclusionary measures within 5 working days of receipt of the comments if necessary. The Engineer reviews the revisions within 5 working days. You must implement bat exclusionary measures when approved. If the Engineer does not complete the review and the Engineer determines completion of work is delayed or interfered with because of the delay, a time extension will be granted
- Impacts can also be minimized by requiring a biological monitor to be present on site during initial clearing and grubbing activity to capture and relocate any California leaf-nosed bat. Because this species lives almost entirely within caves and mines, except for when foraging, finding live and uninjured individuals during clearing activity is unlikely.

Coast Horned Lizard (*Phrynosoma blainvillii*)

Coast horned lizards have a very low potential to exist within the BSA; therefore, no impacts to this species should occur as a result of the implementation of this proposed project. Although no impacts are expected, impacts to this species can be minimized, should they occur, by conducting preconstruction presence/absence surveys to ensure the absence of individuals.

According to CDFW, focused reptile surveys have a shelf life of one year and should be conducted during the appropriate season prior to construction. Feasible measures may include, but are not limited to:

- A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat.
- Preconstruction presence/absence surveys will be conducted prior to any ground disturbing activities within suitable habitat.
Habitat temporarily impacted by the proposed project shall be restored to its original condition. Landscaping for the proposed project shall utilize native and non-invasive plant species. The soil should compacted only to a point necessary for construction purposes. This will allow any natural occurring individuals within the immediate vicinity to re-populate the temporary impact zone. This is especially important because coast/desert horned lizards prefer loose and fine soils.

Impacts can also be minimized by requiring a biological monitor to be present on site during initial clearing and grubbing activity to capture and relocate any individuals. If areas of high-density occurrences are found, salvage efforts can be made by careful removal of shrubs with clam-shell loaders and searching for individuals at the base of the shrub or within the root system as this is a more likely place for them to occur.

A qualified biologist will monitor construction during clearing, grading and/or trenching activities for any occurrence of the species. A biological monitor shall be present a minimum of one week prior to clearing and grubbing activities in order to walk the proposed areas and set up ESA fencing.

If individuals are not found, no impacts to this species would occur as a result of the implementation of this proposed project; therefore, no further action would necessary. Direct or indirect impacts to coast horned are not expected to occur.

**Gertsch’s Socalchemmis Spider (Socalchemmis gertschi)**

Gertsch’s Socalchemmis spiders have a very low potential to exist within the BSA; therefore, no impacts to this species should occur as a result of the implementation of this proposed project. No further avoidance and minimization will be discussed regarding this species, unless an individual is found on-site; in that case, avoidance and minimization measures will be discussed with CDFW. If Gertsch’s Socalchemmis spiders are not found, no impacts to this species would occur as a result of the implementation of this proposed project; therefore no further action would necessary.

**Western Spadefoot (Spea hammondii)**

Western spadefoot toads have a very low potential to exist within the BSA; therefore, no impacts to this species should occur as a result of the implementation of this proposed project. Although Western spadefoot has low potential for occurring during the construction phase, the following avoidance and minimization measures should be implemented to ensure the avoidance of Western spadefoot:

- A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat.
- Preconstruction presence/absence surveys will be conducted prior to any ground disturbing activities within suitable habitat.
- Habitat temporarily impacted by the proposed project shall be restored to its original condition. Landscaping for the proposed project shall utilize native and non-invasive plant species. The soil should compacted only to a point necessary for construction.
purposes. This will allow any natural occurring individuals within the immediate vicinity to re-populate the temporary impact zone.

- Impacts can also be minimized by requiring a biological monitor to be present on site during initial clearing and grubbing activity to capture and relocate any individuals.
- A qualified biologist will monitor construction during clearing, grading and/or trenching activities for any occurrence of the species. A biological monitor shall be present a minimum of one week prior to clearing and grubbing activities in order to walk the proposed areas and set up ESA fencing. If western spadefoot toads are found to occur within the BSA, the areas with the potential for this species shall be clearly demarcated with the use of ESA fencing.
- Develop and implement a worker awareness program to increase the on-site recognition of and commitment to western spadefoot toad protection.
- Site specific monitoring by a qualified biologist throughout the project’s construction to reduce the likelihood of project related impacts.
- Construction shall not occur near areas with suitable western spadefoot habitat within 48 hours of a rain event.

If individuals are not found, no impacts to this species would occur as a result of the implementation of this proposed project; therefore, no further action would necessary. Direct or indirect impacts to Western spadefoot toads are not expected to occur.

**San Diego Desert Woodrat (Neotoma lepida intermedia)**

Caltrans will employ the use of a qualified biologist to implement avoidance and minimization measures with the guidance of CDFW staff as to minimize the potential for any impacts. Since the San Diego desert woodrat has medium potential to occur during the construction phase, the following avoidance and minimization measures should be implemented to ensure the avoidance of San Diego desert woodrat:

- A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat.
- Preconstruction presence/absence surveys will be conducted prior to any ground disturbing activities within suitable habitat.
- Habitat temporarily impacted by the proposed project shall be restored to its original condition. Landscaping for the proposed project shall utilize native and non-invasive plant species. The soil should compacted only to a point necessary for construction purposes. This will allow any natural occurring individuals within the immediate vicinity to re-populate the temporary impact zone.
- Impacts can also be minimized by requiring a biological monitor to be present on site during initial clearing and grubbing activity to capture and relocate any individuals. Because this species lives underground during the day, finding live and uninjured individuals during clearing activity is unlikely.
- Since wood rat is a nocturnal, a night survey should be done by a qualified biologist to determing their presence and whre to relocate their meddins.
- Middens should be avoided if possible and protected with ESA fencing. If not possible, middens should be moved outside of desert woodrat nesting season (Spring/Summer). Middens should be dislodged with a dozer (nudged), in order to flush any woodrats out before relocating. Midden should be relocated outside of the project area. During relocation, workers should wear gloves and masks because of possible hanta virus. A qualified biologist will relocate the middens upon discovery; making sure middens are preserved and protected in a safe environment were the rat can detect them.

If individuals are not found, no impacts to this species would occur as a result of the implementation of this proposed project; therefore, no further action would necessary. Direct or indirect impacts to San Diego desert woodrat are not expected to occur.

**Coastal California Gnatcatcher (Polioptila californica californica)**

Although coastal California gnatcatcher has low potential for occurring during the construction phase, avoidance and minimization measures should be implemented. To ensure the avoidance of coastal California gnatcatcher, the following measures will be implemented pursuant to the Migratory Bird Treaty Act (MBTA), with the guidance of CDFW:

- A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat.
- Preconstruction presence/absence surveys will be conducted prior to any ground disturbing activities within suitable habitat.
- Clearing and grubbing of vegetation will be conducted outside of bird-nesting season. If clearing and grubbing of vegetation needs to be conducting during bird-nesting season (February 15th to September 1st), a qualified biologist will monitor construction during clearing, grading and/or trenching activities for any occurrence of the species nesting. In the event that birds are observed nesting, construction should stop until it is determined that the fledglings have left their nests. If this is not possible, coordination with the a qualified biologist should take place in order to minimize the risk of violating the Migratory Bird Treaty Act with the following avoidance and minimization measure: a buffer of 150ft. for songbirds and 500 ft. for raptors must be maintained using ESA fencing during all phases of construction.
- Caltrans shall monitor construction activities during bird nesting season to monitor for potential noise impacts to nesting birds.
- Habitat temporarily impacted by the proposed project shall be restored to its original condition. Landscaping for the proposed project shall utilize native and non-invasive plant species. The soil should compacted only to a point necessary for construction purposes. This will allow any natural occurring individuals within the immediate vicinity to re-populate the temporary impact zone.

If coastal California gnatcatcher are not found, no impacts to this species would occur as a result of the implementation of this proposed project; therefore no further action would necessary.
Compensatory Mitigation

No compensatory mitigation is needed for the No Build Alternative. The following describes the compensatory mitigation needed for Build Alternative 1 and 2 (Design Options 1 and 2).

Tricolored Blackbird (*Agelaius tricolor*)
Impacts to tricolored blackbird are not expected to occur; therefore, compensatory mitigation will not be necessary. Impacts to individuals of this species will be mitigated for per consultation with the appropriate agencies, if any should occur.

The proposed project has a potential to result in loss of marginal foraging habitat and nesting habitat for this species; however, the implementation of this proposed project would impact a relatively small amount of riparian habitat. To reduce the impacts to these plant communities, similar plant communities within the region should be preserved in perpetuity. Temporary impacts to tricolored blackbird foraging habitat shall be mitigated onsite at a 1:1 mitigation ratio within Caltrans ROW. Caltrans would restore disturbed habitat to preconstruction conditions with the use of native vegetation for landscaping. With this, habitat that is marginally suitable for tricolored blackbird will incidentally be preserved.

Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*)
The implementation of this proposed project would impact a relatively small amount of chaparral habitat and no coastal or desert scrub habitat. To reduce the impacts to the existing plant communities, similar plant communities within the region should be preserved in perpetuity. Caltrans will restore disturbed habitat to preconstruction conditions with the use of native vegetation for landscaping. With this, habitat suitable for Southern California rufous-crowned sparrow will incidentally be preserved. Impacts to individuals of this species will be mitigated for per consultation with the appropriate agencies, should they occur. If no impacts to this species take place, compensatory mitigation will not be necessary for the Southern California rufous-crowned sparrow.

Silvery Legless Lizard (*Anniella pulchra pulchra*)
The implementation of this proposed project would impact a relatively small amount of chaparral habitat and no coastal dunes or desert scrub habitat. To reduce the impacts to the existing plant communities, similar plant communities within the region should be preserved in perpetuity. Caltrans will restore disturbed habitat to preconstruction conditions with the use of native vegetation for landscaping. With this, habitat suitable for silvery legless lizard will incidentally be preserved. Impacts to individuals of this species will be mitigated for per consultation with the appropriate agencies, should they occur. If no impacts to this species take place, compensatory mitigation will not be necessary for the silvery legless lizard.
Golden Eagle (*Aquila chrysaetos*)
Direct impacts to the golden eagle is not expected to occur as a result of the proposed project. The implementation of this proposed project would in the direct loss of a small amount of marginal foraging habitat for the golden eagle. Similar or greater quality habitat should be preserved and managed for the benefit of Golden eagle at the same amount that would be impacted to achieve a no net loss in habitat. Therefore, Caltrans will purchase and preserve in perpetuity at least the same amount of acres of similar habitat that is permanently affected. If any impacts should occur to individuals of this species, although highly unlikely, impacts will be mitigated for per consultation with the appropriate agencies (CDFW and USFWS) and the affected habitat will be restored to preconstruction conditions with the use of native vegetation for landscaping. If no impacts to this species take place, compensatory mitigation will not be necessary for the golden eagle.

Burrowing Owl (*Athene cunicularia*)
Caltrans will develop the appropriate level of mitigation for this project through consultation with CDFW prior to construction, if needed; however, it is anticipated that no mitigation will be needed because no impacts to BUOW will occur.

Acceptable mitigation for impacts to a burrowing owl breeding pair would be to preserve suitable habitat and manage it for the benefit of burrowing owl in perpetuity. CDFW guidelines suggest that such land should be of similar type and of equal or greater quality to ensure a no net loss.

There are additional ways to mitigate for the impacts to burrowing owl, in addition to the purchasing of conservation lands, such as:

- Restoring disturbed habitat to preconstruction condition, including decompacting soil and using native vegetation for landscaping
- Augmenting the project site with artificial burrows with the enhancement and maintenance of occupied areas. Enhancement and maintenance activities includes keeping lands grazed or mowed, as well as limiting and preventing human activity within the area

Habitat assessment will better determine the level of impact the proposed project will have, and better aid in the development of mitigation, if any should be needed. This information will be used to coordinate with CDFW to calculate acreage amounts of suitable burrowing habitat to be preserved.

Western Pond Turtle (*Emys marmorata*)
With the implementation of avoidance and minimization measures, impacts to individuals are not anticipated at this time. Due to the lack of direct permanent impacts to this species, off-site compensatory mitigation is not proposed at this time.
California Leaf-Nosed Bat (*Macrotus californicus*)
With the implementation of avoidance and minimization measures, impacts to individuals are not anticipated at this time. Due to the lack of direct permanent impacts to this species, off-site compensatory mitigation is not proposed at this time.

Coast Horned Lizard (*Phrynosoma blainvillii*)
There is a low potential of occurrence of the coast horned lizard within the BSA; therefore, compensatory mitigation will not be necessary. The implementation of this proposed project would impact a relatively small amount of natural coastal scrub habitats. To reduce the impacts to these plant communities, similar plant communities within the region should be preserved in perpetuity. With this, habitat suitable for coast horned lizards will incidentally be preserved. If no impacts to this species take place, compensatory mitigation will not be necessary for the coast horned lizard.

Gertsch’s Socalchemmis Spider (*Socalchemmis gertschi*)
There is a low potential of occurrence of the Gertsch’s Socalchemmis spider within the BSA; therefore, compensatory mitigation will not be necessary. The implementation of this proposed project would impact a relatively small amount of natural coastal scrub habitats. To reduce the impacts to these plant communities, similar plant communities within the region should be preserved in perpetuity. With this, habitat suitable for Gertsch’s Socalchemmis spiders will incidentally be preserved. If no impacts to this species take place, compensatory mitigation will not be necessary for the Gertsch’s Socalchemmis spider.

Western Spadefoot (*Spea hammondii*)
There is a low potential of occurrence of the Western spadefoot toad within the BSA; therefore, compensatory mitigation will not be necessary. The implementation of this proposed project would impact a relatively small amount of natural coastal scrub habitats. To reduce the impacts to these plant communities, similar plant communities within the region should be preserved in perpetuity. Also, intermittent streams should not be affected. With this, habitat suitable for Western spadefoot will incidentally be preserved. If no impacts to this species take place, compensatory mitigation will not be necessary for the Western spadefoot toad. With the implementation of avoidance and minimization measures, impacts to individuals are not anticipated at this time. Due to the lack of direct permanent impacts to this species, off-site compensatory mitigation is not proposed at this time.

San Diego Desert Woodrat (*Neotoma lepida intermedia*)
There is a medium potential of occurrence of the San Diego desert woodrat within the BSA. The implementation of this proposed project would impact a relatively small amount of natural coastal scrub habitats. To reduce the impacts to these plant communities, similar plant communities
CHAPTER 2: AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

within the region should be preserved in perpetuity. Also, middens should be protected or preserved. With this, habitat suitable for San Diego desert woodrat will incidentally be preserved. If no impacts to this species take place, compensatory mitigation will not be necessary for the San Diego desert woodrat. With the implementation of avoidance and minimization measures, impacts to individuals are not anticipated at this time. Due to the lack of direct permanent impacts to this species, off-site compensatory mitigation is not proposed at this time.

**Coastal California Gnatcatcher (Polioptila californica californica)**
The implementation of this proposed project would impact a relatively small amount of chaparral habitat. To reduce the impacts to the existing plant communities, similar plant communities within the region should be preserved in perpetuity. Caltrans will restore disturbed habitat to preconstruction conditions with the use of native vegetation for landscaping. With this, habitat suitable for coastal California gnatcatcher will incidentally be preserved. Impacts to individuals of this species will be mitigated for per consultation with the appropriate agencies, should they occur. If no impacts to this species take place, compensatory mitigation will not be necessary for the coastal California gnatcatcher.

**Tricolored Blackbird (Agelaius tricolor)**
Impacts to tricolored blackbird are not expected to occur. The BSA is marginal habitat at best. The proposed project has a potential to result in loss of marginal foraging habitat and marginal nesting habitat for this species. When added to all other known approved projects within the region, this project will not contribute to overall impacts to the species or habitat.

No impacts to individuals of this species are expected to take place with the implementation of this proposed project. When added to all other approved projects within the region the impact to individuals is expected to remain low.

**Southern California rufous-crowned sparrow (Aimophila ruficeps canescens)**
Impacts to Southern California rufous-crowned sparrow are not expected to occur. The BSA is marginal habitat at best. The proposed project has a potential to result in loss of marginal foraging habitat and marginal nesting habitat for this species. When added to all other known approved projects within the region, this project will not contribute to overall impacts to the species or habitat.

No impacts to individuals of this species are expected to take place with the implementation of this proposed project. When added to all other approved projects within the region the impact to individuals is expected to remain low.
Silvery Legless Lizard (*Anniella pulchra pulchra*)
Impacts to individuals of this species with the implementation of this proposed project is expected to be low. When added to all other approved projects within the region the impact to populations is expected to remain low. The small areas of chaparral habitat which will be impacted within the region when added to all other approved projects will remain low.

Golden Eagle (*Aquila chrysaetos*)
Impacts to individuals of this species with the implementation of this proposed project is expected to be low. With proposed avoidance and minimization measures, as well as revegetation of the project area with similar habitat, impacts to individuals of this species with the implementation of this project is expected to remain low. Considering the marginal habitat within the region, impacts to the habitat when added to all other approved projects will also remain low. Preservation of occupied land could help this species by ensuring its continued existence.

Burrowing Owl (*Athene cunicularia*)
With proposed avoidance and minimization measures, as well as the purchase of mitigation parcels, impacts to individuals of this species with the implementation of this project is expected to be low. When added to all other approved projects within the region the impact to individuals is expected to remain low. Considering the small amounts of marginal habitat within the region that will be impact, when added to all other approved projects impacts will remain low. Preservation of occupied land could help this species by ensuring its continued existence.

Western Pond Turtle (*Emys marmorata*)
With proposed avoidance and minimization measures, impacts to southwestern pond turtle individuals and their habitat are not anticipated. When added to all other approved projects within the region the impact to individuals is expected to remain low.

California Leaf-Nosed Bat (*Macrotus californicus*)
With proposed avoidance and minimization measures, impacts to California leaf-nosed bat individuals are not anticipated. Also, suitable habitat does not exist within the BSA. When added to all other approved projects within the region the impact to individuals is expected to remain low.

Coast Horned Lizard (*Phrynosoma blainvillii*)
Impacts to individuals of this species with the implementation of this proposed project is expected to be low, if at all. When added to all other known approved projects within the region, this project will not contribute to overall impacts to the species. The areas of moderately suitable coastal scrub habitat which will be impacted within the region when added to all other approved projects will
remain low. Also, the areas with sandy washes will be avoided during construction. Preservation of occupied land could help this species by ensuring its continued existence.

**Gertsch’s Socalchemmis Spider (Socalchemmis gertschi)**
Impacts to individuals of this species with the implementation of this proposed project is expected to be low, if at all. When added to all other known approved projects within the region, this project will not contribute to overall impacts to the species. The areas of moderately suitable coastal scrub habitat which will be impacted within the region when added to all other approved projects will remain low. Also, the areas with sandy washes will be avoided during construction. Preservation of occupied land could help this species by ensuring its continued existence.

**Western Spadefoot (Spea hammondii)**
Impacts to individuals of this species with the implementation of this proposed project is expected to be low, if at all. When added to all other known approved projects within the region, this project will not contribute to overall impacts to the species. The areas of moderately suitable coastal scrub habitat which will be impacted within the region when added to all other approved projects will remain low. Also, the areas with intermittent streams will be avoided during construction. Preservation of occupied land could help this species by ensuring its continued existence.

**San Diego Desert Woodrat (Neotoma lepida intermedia)**
Impacts to individuals of this species with the implementation of this proposed project is expected to be low. When added to all other known approved projects within the region, this project will not contribute to overall impacts to the species. The areas of moderately suitable coastal scrub habitat which will be impacted within the region when added to all other approved projects will remain low. Preservation of occupied land could help this species by ensuring its continued existence.

**Coastal California Gnatcatcher (Polioptila californica californica)**
Impacts to coastal California gnatcatcher are not expected to occur. The BSA is marginal habitat at best. The proposed project has a potential to result in loss of marginal foraging habitat and marginal nesting habitat for this species. When added to all other known approved projects within the region, this project will not contribute to overall impacts to the species or habitat.

No impacts to individuals of this species are expected to take place with the implementation of this proposed project. When added to all other approved projects within the region the impact to individuals is expected to remain low.
2.3.6 Threatened and Endangered Species

Regulatory Setting
The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA) (and the Department, as assigned), are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration’s National Marine Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement or a Letter of Concurrence. Section 3 of FESA defines take as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct.”

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife (CDFW) is the agency responsible for implementing CESA. Section 2080 of the California Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the California Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFW. For species listed under both FESA and CESA requiring a Biological Opinion under Section 7 of FESA, the CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone
over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

2.3.6.1 Federal Endangered Species Act Consultation Summary
Section 7 consultation with USFWS to meet requirements set forth in federal Endangered Species Act was completed in April 2016. In summary, the letter received from USFWS on April 18, 2016 states that the proposed Liberty Canyon Wildlife Crossing will have No Effect on listed, proposed, or candidate species, for which USFWS is responsible. In addition to stating that the proposed project footprint is not known to support sensitive species, the letter acknowledges that the Liberty Canyon Wildlife Crossing will promote both the diversity and health of plant and animal populations in the area. A USFWS species list was again pulled on June 19, 2017 to verify that the build alternatives will have No Effect on listed, proposed, or candidate species.

2.3.6.2 Essential Fish Habitat Consultation Summary
Consultation with NOAA/NMFS was initiated on July 24, 2017, when Francis Appiah emailed Jay Ogawa of NOAA Fisheries West Coast Region with a species list that was generated with NOAA’s species list tool. According to the tool, Calabasas only has one sensitive andromous fish species: the Southern California Steelhead (Distinct Population Segment).

The project has a No Effect on Southern California Steelhead (Distinct Population Segment) because there is an impassable barrier presented by the 30 m (98 ft) high Rindge Dam, restricting them to the lowest 3.2 km (2.0 mi) of more than 112 km (70 mi) of historic steelhead habitat. Because of this impassable barrier, there are no steelhead fish within the project area (further upstream). Caltrans received concurrence on August 7, 2017 from Jay Ogawa through technical assistance that the project has No Effect on Southern California Steelhead (Distinct Population Segment) and there No Essential Fish Habitat is present within the project limits.

2.3.6.3 California Endangered Species Act Consultation Summary
Caltrans has consulted extensively about the Liberty Canyon Wildlife Crossing with Dan Blankenship of the California Department of Fish & Wildlife. Caltrans Biologists met with Dan Blankenship onsite on February 27, 2017 to survey and assess the BSA for state-listed species. During this survey no state-listed species were identified within the BSA, and it was determined that no take of state-listed species is anticipated as a result of this project. This finding is supported by information listed in CNDDB, which shows occurrences of state-listed species at a considerable distance from the project area (i.e., five miles from the project site). Caltrans will continue to consulted with the California Department of Fish & Wildlife through the planning and construction of this project. Although there is a low potential for these species to appear within project limits, if individuals are found during pre-construction surveys, construction activities will stop and
Caltrans will coordinate with CDFG to initiate Section 2081 process of the CDFG Code, and implement all conditions and mitigation measures in the Section 2081 permit. No take of state-listed species is anticipated.

2.3.7 Invasive Species

Regulatory Setting
On February 3, 1999, President William J. Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health.” Federal Highway Administration (FHWA) guidance issued August 10, 1999 directs the use of the State’s invasive species list, maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a proposed project.

Affected Environment
Invasive species within the project area include giant reed (Arundo donax), wild oat (Avena fatua), black mustard (Brassica nigra), ripgut brome (Bromus diandrus), star thistle (Centaurea sp.), fennel (Foeniculum vulgare), gum tree (Eucalyptus spp.), white horehound (Marrubium vulgare), castor bean (Ricinus communis), Russian thistle (Kali tragus), and milk thistle (Silybum marianum). Presence of invasives increases in areas that are closer to the roadway due to higher disturbance levels. Giant reed and fennel are both highly invasive. Wild oat, black mustard, ripgut brome, castor bean, vinca, and Mexican fan palm are moderately invasive. Star thistle, gum tree, white horehound, Russian thistle, and milk thistle are limited invasive. Invasive species are present in varying degrees in all five vegetation communities present (described above) in the BSA. The largest concentration of invasive species is within the existing California Annual and Perennial Grassland and in the understories of the Eucalyptus Semi-natural Woodland Stands and Ornamental Landscaping communities. Within the SMMC ILF mitigation sites, control of invasive species has been mostly successful, as evidenced by the remnants of the clumps of giant reed (Arundo donax) and the fact that the understories are comprised primarily of native species.

Environmental Consequences
There is no potential for the No Build Alternative to spread invasive species in the project area. There is a potential to spread invasive species during construction of Build Alternative 1 and Build Alternative 2 (Design Option 1 and 2). However, the implementation of the avoidance, minimization and/or mitigation measures described in the section below will prevent the spread of
invasive species. Furthermore, all invasives shall be removed upon revegetation of the project site.

**Avoidance, Minimization, and/or Mitigation Measures**

In compliance with the Executive Order on Invasive Species, EO 13112, and guidance from the Federal Highway Administration (FHWA), the landscaping and erosion control included in the project will not use species listed as invasive. None of the species on the California list of invasive species is used by the Department for erosion control or landscaping for all Build Alternatives in this project. All equipment and materials will be inspected for the presence of invasive species and cleaned if necessary. In areas of particular sensitivity, extra precautions will be taken if invasive species are found in or next to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.

**2.4 Cumulative Effects**

The No Build Alternative will not have any project related cumulative effects because under this alternative, there will be no wildlife crossing build.

Because the project does not have any substantial adverse effects to the human environment or physical environment, the project is not anticipated to contribute to any cumulatively considerable impacts to those resources. Potential cumulative impacts to the biological environment caused by the build alternatives are discussed below. With the No Build alternative no wildlife crossing would be built and wildlife will not have a safe and sustainable passage across US-101. Wildlife mortality will continue as they attempt to cross the wide highway. With the No Build Alternative, habitat fragmentation will continue to exist resulting in inbreeding, territorial fighting, decreased genetic diversity within the Santa Monica Mountains, and restricted movement between these mountain ranges.

**Natural Communities and Plant Species**

With the incorporation of the recommended avoidance, minimization, and compensatory mitigation measures there is not anticipated to be a net loss of valley oak woodland habitat but a net gain. When combined with other approved projects in the region of the BSA, the cumulative impact on valley oak woodland is expected be minimal. With the incorporation of the recommended avoidance, minimization, and compensatory mitigation measures there is not anticipated to be a net loss of arroyo willow thicket habitat. When combined with other approved projects in the region of the BSA, the cumulative impact on arroyo willow thicket habitat is expected be minimal.
CHAPTER 2: AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Waters and Wetlands
There are no cumulative impacts in the No Build Project. Potential cumulative impacts associated with Build Alternatives 1 and 2 include degradation/erosion of intermittent drainages from increased recreational activities, urban development, utility construction and other activities associated with human disturbance. However with the use of on-site enhancement and restoration, as well as off-site enhancement, restoration and protection in perpetuity, the cumulative effects of the proposed project is expected to remain low. There are also positive cumulative impacts which include an increase in species diversity through reduction of displacement and fragmentation of habitats.

Several stream and drainage features drainages exist within the BSA that will likely fall under the jurisdiction of USACE, CDFW, and RWQCB. The proposed project is not anticipated to permanently impact these waters and/or associated riparian vegetation. Temporary impacts are possible, but impacts will be limited through the implementation of the avoidance, minimization, and mitigation measures. This information should not be considered final until concurrence is obtained from USACE, CDFW, and RWQCB.

Wildlife Corridors
The cumulative effects of the Build Alternatives is that connections between habitat fragments are maintained, a more diverse gene pool and and isolated wildlife populations will continue to thrive and grow.

Animal Species
Tricolored Blackbird (*Agelaius tricolor*)
Impacts to tricolored blackbird are not expected to occur. The BSA is marginal habitat at best. The proposed project has a potential to result in loss of marginal foraging habitat and marginal nesting habitat for this species. When added to all other known approved projects within the region, this project will not contribute to overall impacts to the species or habitat.

No impacts to individuals of this species are expected to take place with the implementation of this proposed project. When added to all other approved projects within the region the impact to individuals is expected to remain low.

Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*)
Impacts to Southern California rufous-crowned sparrow are not expected to occur. The BSA is marginal habitat at best. The proposed project has a potential to result in loss of marginal foraging habitat and marginal nesting habitat for this species. When added to all other known approved
projects within the region, this project will not contribute to overall impacts to the species or habitat.

No impacts to individuals of this species are expected to take place with the implementation of this proposed project. When added to all other approved projects within the region the impact to individuals is expected to remain low.

Silvery Legless Lizard (*Anniella pulchra pulchra*)
Impacts to individuals of this species with the implementation of this proposed project is expected to be low. When added to all other approved projects within the region the impact to populations is expected to remain low. The small areas of chaparral habitat which will be impacted within the region when added to all other approved projects will remain low.

Golden Eagle (*Aquila chrysaetos*)
Impacts to individuals of this species with the implementation of this proposed project is expected to be low. With proposed avoidance and minimization measures, as well as revegetation of the project area with similar habitat, impacts to individuals of this species with the implementation of this project is expected to remain low. Considering the marginal habitat within the region, impacts to the habitat when added to all other approved projects will also remain low. Preservation of occupied land could help this species by ensuring its continued existence.

Burrowing Owl (*Athene cunicularia*)
With proposed avoidance and minimization measures, as well as the purchase of mitigation parcels, impacts to individuals of this species with the implementation of this project is expected to be low. When added to all other approved projects within the region the impact to individuals is expected to remain low. Considering the small amounts of marginal habitat within the region that will be impact, when added to all other approved projects impacts will remain low. Preservation of occupied land could help this species by ensuring its continued existence.

Western Pond Turtle (*Emys marmorata*)
With proposed avoidance and minimization measures, impacts to southwestern pond turtle individuals and their habitat are not anticipated. When added to all other approved projects within the region the impact to individuals is expected to remain low.

California Leaf-Nosed Bat (*Macrotus californicus*)
With proposed avoidance and minimization measures, impacts to California leaf-nosed bat individuals are not anticipated. Also, suitable habitat does not exist within the BSA. When added to all other approved projects within the region the impact to individuals is expected to remain low.
Coast Horned Lizard (*Phrynosoma blainvillii*)
Impacts to individuals of this species with the implementation of this proposed project is expected to be low, if at all. When added to all other known approved projects within the region, this project will not contribute to overall impacts to the species. The areas of moderately suitable coastal scrub habitat which will be impacted within the region when added to all other approved projects will remain low. Also, the areas with sandy washes will be avoided during construction. Preservation of occupied land could help this species by ensuring its continued existence.

Gertsch’s Socalhemmis Spider (*Socalhemmis gertschi*)
Impacts to individuals of this species with the implementation of this proposed project is expected to be low, if at all. When added to all other known approved projects within the region, this project will not contribute to overall impacts to the species. The areas of moderately suitable coastal scrub habitat which will be impacted within the region when added to all other approved projects will remain low. Also, the areas with sandy washes will be avoided during construction. Preservation of occupied land could help this species by ensuring its continued existence.

Western Spadefoot (*Spea hammondii*)
Impacts to individuals of this species with the implementation of this proposed project is expected to be low, if at all. When added to all other known approved projects within the region, this project will not contribute to overall impacts to the species. The areas of moderately suitable coastal scrub habitat which will be impacted within the region when added to all other approved projects will remain low. Also, the areas with intermittent streams will be avoided during construction. Preservation of occupied land could help this species by ensuring its continued existence.

San Diego Desert Woodrat (*Neotoma lepida intermedia*)
Impacts to individuals of this species with the implementation of this proposed project is expected to be low. When added to all other known approved projects within the region, this project will not contribute to overall impacts to the species. The areas of moderately suitable coastal scrub habitat which will be impacted within the region when added to all other approved projects will remain low. Preservation of occupied land could help this species by ensuring its continued existence.

Coastal California Gnatcatcher (*Polioptila californica californica*)
Impacts to coastal California gnatcatcher are not expected to occur. The BSA is marginal habitat at best. The proposed project has a potential to result in loss of marginal foraging habitat and marginal nesting habitat for this species. When added to all other known approved projects within the region, this project will not contribute to overall impacts to the species or habitat.
No impacts to individuals of this species are expected to take place with the implementation of this proposed project. When added to all other approved projects within the region the impact to individuals is expected to remain low.

2.5 Construction Impacts

The No Build Alternative will not have any project related construction impacts as under this alternative, there is no change.

Construction activities associate with Build Alternatives 1 and 2 (Design Option 1 and 2) will be temporary and the overall function and value of the area, within the context of wildlife movement, is expected to improve with the addition of the proposed wildlife bridge. Construction-related temporary impacts to biological resources are discussed in Section 2.3 above.

There are no construction impacts for land use, planning, growth, community impacts and cultural resources.

Construction impacts on air quality, hazardous waste/materials, geology, water quality/storm water runoff and traffic and transporation/pedestrian and bicycle facilities, and noise are temporary and the proposed implemented avoidance, minimization and/or mitigation measures reduces the Build Alternatives 1 and 2 construction impacts to these resources.

The overhead utility lines and poles on both the north and south side of Agoura Road will need to be modified and/or relocated. Water lines along Vendell Place will need to be relocated. Sewer lines along Agoura Road will also need to be relocated if they are in conflict with the proposed retaining wall systems and associated footings. Drainage facilities impacted by construction of the project will be modified and/or relocated. As such, there will be a temporary stop in service before the relocated utilities are reconnected.

Night-time construction activities could affect wildlife crossings due to additional lighting and noise. However, potential impacts would be minimal because wildlife crossings currently occur through the Liberty Canyon undercrossing, which is located east of the project location. Furthermore, directional fencing that is currently being constructed as part of a separate project will funnel wildlife to the existing Liberty Canyon Road undercrossing. The directional fencing will be modified to funnel wildlife onto the project’s overcrossing if a build alternative is selected.
Determining Significance under CEQA

The proposed project is a joint project by the California Department of Transportation (Department) and the Federal Highway Administration (FHWA) and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA’s responsibility for environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 United States Code Section 327 (23 USC 327) and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans. The Department is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS, or a lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) as a whole has the potential to “significantly affect the quality of the human environment.” The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require the Department to identify each “significant effect on the environment” resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of “mandatory findings of significance,” which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.
3.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects will indicate that there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 in order to provide the reader with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.
### AESTHETICS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant and Unavoidable Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Have a substantial adverse effect on a scenic vista?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c) Substantially degrade the existing visual character or quality of the site and its surroundings?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
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</tbody>
</table>

#### CEQA Significance Determinations for Aesthetics

**b, c) No Impact**

Build Alternatives 1 and 2 would not result in the disturbance or elimination of open space area or remove and object of aesthetic value. The project is not expected to adversely affect the valued views in the project area or substantially damage scenic resources. It will not damage scenic resources including, but not limited to trees, rock outcroppings, and historic buildings.

**a, d) Less Than Significant**

Build Alternatives 1 and 2 would not substantially change the existing visual character or quality of the site and its surrounding. Once completed, motorists will be greeted with winged retaining walls that have been visually enhanced with texture and designs that represent the wildlife that travels over the bridge before traveling through the bridge. Alternative 1 and 2 are not inconsistent with the current surroundings. There are over and under crossings throughout US-101 in the project area. On Agoura Road, motorists must travel under the Liberty Canyon undercrossing before entering and exiting the Liberty Canyon freeway exit.

There will be LED lighting through the bridge for motorists, however, the vegetated bridge and trail will not have any lighting. Therefore the impacts to visual aesthetics is less than significant.
**AGRICULTURE AND FOREST RESOURCES**

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

<table>
<thead>
<tr>
<th>Would the project:</th>
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<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
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</tr>
<tr>
<td>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>d) Result in the loss of forest land or conversion of forest land to non-forest use?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>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?</td>
<td>☐</td>
<td>☐</td>
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</table>

**CEQA Significance Determinations for Agriculture and Forest Resources**

a, b, c, d, e) **No Impact**

There are no impacts to farmland, agricultural and farmland resources within the project area.
AIR QUALITY

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

<table>
<thead>
<tr>
<th>Would the project:</th>
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<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Conflict with or obstruct implementation of the applicable air quality plan?</td>
<td>☐</td>
<td>☐</td>
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</tr>
<tr>
<td>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
<td>☐</td>
</tr>
<tr>
<td>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)?</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
<td>☐</td>
</tr>
<tr>
<td>d) Expose sensitive receptors to substantial pollutant concentrations?</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
<td>☐</td>
</tr>
<tr>
<td>e) Create objectionable odors affecting a substantial number of people?</td>
<td>☐</td>
<td>☐</td>
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</tbody>
</table>

CEQA Significance Determinations for Air Quality

**a) No Impact**

The Build Alternative 1 and 2 primarily consists of a vegetated bridge. It will not conflict with or obstruct implement of the applicable air quality plan, violate any air quality standard or contribute substantially to an existing or projected air quality violation.

**b. c, d, e) Less than Significant**

The construction of the Build Alternative 1 and 2 could result in construction emissions that exceed the South Coast Air Quality management District’s significance thresholds for criteria pollutants. No significant air quality impacts are anticipated because the proposed project is not a capacity increasing project. It serve wildlife crossing over the bridge. Neither construction nor operation of the proposed project would utilize materials generally known to cause objectionable odors. The construction of the project would utilize standard construction equipment that is commonly used for Caltrans’ projects. The Section 2.2.4 evaluates potential construction-related air quality impacts of the proposed project and the avoidance and minimization measures that will be implemented. In addition, the proposed project would not introduce new sources of toxic air contaminants.
### BIOLOGICAL RESOURCES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant and Unavoidable Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</td>
<td>☐</td>
<td>☐</td>
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</tr>
<tr>
<td>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>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?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</td>
<td>☐</td>
<td>☐</td>
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</tbody>
</table>

### CEQA Significance Determinations for Biological Resources

**a, b, d) Less than Significant Impact**

Build Alternative 1 and 2 will have less than significant impact either directly or through habitat modifications on any species identified as candidate, sensitive or special status species in local or regional plans, policies or regulations. Caltrans has received concurrence by USFWS and CDFW that the project will have “No Effect” of listed species and their habitat. Section 2.3 describes the project affects, environmental consequences and evaluates potential construction-related impacts of the proposed project and the avoidance and minimization measures that will be implemented.

**c) Less than Significant with Mitigation Incorporated**
Build Alternative 1
Waters of the United States that are permanently adversely affected by filling, flooding, excavation, or drainage because of the regulated activity are considered to be permanently impacted. Permanent adverse effects include permanent discharges of dredged or fill material that change an aquatic area to dry land, increase the bottom elevation of a waterbody, or change the use of a waterbody. The permanent impacts to Waters of the U.S. for Build Alternative 1 are 0.026 acres. Part of the grading for Build Alternative 1 intersects with a portion of the creek where MS 2 is located.

Waters of the United States that are temporarily filled, flooded, excavated, or drained, but restored to pre-construction contours and elevations after construction, are considered to be temporarily impacted. The temporary impacts to Waters of the U.S. for Alternative 1 are 0.67 acres.

All project sites have a wetland component. Based on the Preliminary Jurisdictional Determination, a total of approximately 0.026 acres of Waters of the U.S. are considered wetlands which may be permanently impacted within the project area (Table 15) and a total of 0.42 acres of Waters of the U.S. are considered wetlands which may be temporarily impacted.

The permanent impacts to Waters of the State for Alternative 1 are 0.026 acres. The temporary impacts to Waters of the State for Alternative 1 are 0.41 acres.

Build Alternative 2
The permanent impacts to Waters of the U.S. for Alternative 2 are 0.026 acres, the same as Build Alternative 1, because grading for Build Alternative 2 should not permanently affect the creek that includes MS1. Build Alternative 2 creates more temporary impacts to Waters of the U.S. than Build Alternative 1 because impacts also include MS1, unlike Build Alternative 1. The temporary impacts to Waters of the U.S. for Build Alternative 2 are 0.80 acres.

The permanent impacts to Waters of the State for Build Alternative 2 are 0.026 acres. The temporary impacts to Waters of the State for Build Alternative 2 are 0.52 acres. These impacts are considered less than significant.

Section 2.3.2 describes the project affects, environmental consequences and evaluates potential construction-related impacts of the proposed project and the avoidance and minimization measures that will be implemented. Section 1.9 describes the permits needed.

e, f) No Impact
The project does not conflict with any local polices or ordinances protecting biological resources such as tree preservation or the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan. See Section 2.1.1. In fact, this project is consistent with the state, regional and local plans and preserves open spaces and wildlife connectivity.
CULTURAL RESOURCES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant and Unavoidable Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>d) Disturb any human remains, including those interred outside of dedicated cemeteries?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

CEQA Significance Determinations for Cultural Resources

a, b, c, d) No Impact

There are no historic resources, paleontological resources or unique geologic features within the project limits.
GEOLOGY AND SOILS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant and Unavoidable Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>ii) Strong seismic ground shaking?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>iii) Seismic-related ground failure, including liquefaction?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>iv) Landslides?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>b) Result in substantial soil erosion or the loss of topsoil?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>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?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>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?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
</tbody>
</table>

CEQA Significance Determinations for Geology and Soils

a, a, ai, aii, aiii, aiv, c) Less than Significant Impacts
The project site is located in a seismically active area of Southern California. However, no known fault passes through or extents towards the project site, therefore the hazard potential associated with ground surface rupture due to fault movements during earthquakes is considered low for the subject structure. The Seismic Hazards Zones Map (Calabasas Quadrangle) depicts that the project location has the potential for earthquake-induced landslide, however, it is not located in a historic landslide area by surface mapping. The liquefaction potential is considered to be low. The potential of lateral spreading is also considered to be low, as it is a special byproduct of soil liquefaction, which is also influenced by other factors such as ground geometry. See Section 2.1.4.
b, d, e) No Impact
The project will not result in substantial soil erosion or loss of topsoil. The project will increase the permeable surface and landscaping. The proposed project would not involve the use of septic systems.
**GREENHOUSE GAS EMISSIONS**

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant and Unavoidable Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</td>
<td>Caltrans has used the best available information based to the extent possible on scientific and factual information, to describe, calculate, or estimate the amount of greenhouse gas emissions that may occur related to this project. The analysis included in the climate change section of this document provides the public and decision-makers as much information about the project as possible. It is Caltrans’ determination that in the absence of statewide-adopted thresholds or GHG emissions limits, it is too speculative to make a significance determination regarding an individual project’s direct and indirect impacts with respect to global climate change. Caltrans remains committed to implementing measures to reduce the potential effects of the project. These measures are outlined in the climate change section that follows the CEQA checklist and related discussions.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
HAZARDS AND HAZARDOUS MATERIALS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant and Unavoidable Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>■</td>
</tr>
<tr>
<td>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>■</td>
</tr>
<tr>
<td>d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>■</td>
</tr>
<tr>
<td>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?</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>■</td>
</tr>
<tr>
<td>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?</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>■</td>
</tr>
<tr>
<td>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>■</td>
</tr>
<tr>
<td>h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
</tbody>
</table>

CEQA Significance Determinations for Hazards and Hazardous Materials

a, c, d, e, f) No Impact

Build Alternative 1 and 2 would not result in the routine use, transportation or disposal of hazardous materials. The proposed project is not a stationary source of air pollutants and would not result in the projection of hazardous emissions or require the handling of hazardous or acutely hazardous materials. Health risks impacts to schools are not anticipated. The project site does not include listed hazardous material sites based on a search of the standard state and federal sources in accordance with ASTM standard practices. The project is not located within an area of either designated or planned airport use. There are no provide airstrips within the project vicinity.
b. g. h) Less than Significant Impacts
The proposed project would require the use of petroleum fueled construction machinery which could occasion spill or leak project that contaminate local groundwater.

The project involves removal of existing metal beam guard railing with wood posts. The existing wood posts have been treated with chemical preservatives that contain arsenic, chromium, copper, creosol, and pentachlorophenol to protect it from insect attached and fungal decay.

Asbestos containing materials (ACM) may be encountered during metal beam guard railing removal work.

There is the likely presence of soils with elevated concentrations of lead as a result of ADL on the state highway system right of way within the limits of the project alternatives due to disturbance of unpaved soil involving excavation for bridge abutments and retaining/wing walls will require ADL site investigation. The existing project is located within a conservation area. It is not anticipated that wildland fires will occur during the construction of the project. Avoidance and minimization measures are described in Section 2.2.3.
HYDROLOGY AND WATER QUALITY

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant and Unavoidable Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Violate any water quality standards or waste discharge requirements?</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>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)?</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>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?</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>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?</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>f) Otherwise substantially degrade water quality?</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>j) Inundation by seiche, tsunami, or mudflow</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
</tbody>
</table>
CHAPTER 3: CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EVALUATION

CEQA Significance Determinations for Hydrology and Water Quality

a, c, d) Less than Significant Impact with Mitigation Incorporated
The Build Alternative 1 and 2 are located near drainage and creek, however through BMPs described in Section 2.3.2 and permits described in Section 1.9, it is not anticipated that construction related impacts would result in affecting water quality.

The proposed project may impact existing drainage patterns.

Build Alternative 1
Waters of the United States that are permanently adversely affected by filling, flooding, excavation, or drainage because of the regulated activity are considered to be permanently impacted. Permanent adverse effects include permanent discharges of dredged or fill material that change an aquatic area to dry land, increase the bottom elevation of a waterbody, or change the use of a waterbody. The permanent impacts to Waters of the U.S. for Build Alternative 1 are 0.026 acres. Part of the grading for Build Alternative 1 intersects with a portion of the creek where MS 2 is located.

Waters of the United States that are temporarily filled, flooded, excavated, or drained, but restored to pre-construction contours and elevations after construction, are considered to be temporarily impacted. The temporary impacts to Waters of the U.S. for Alternative 1 are 0.67 acres.

All project sites have a wetland component. Based on the Preliminary Jurisdictional Determination, a total of approximately 0.026 acres of Waters of the U.S. are considered wetlands which may be permanently impacted within the project area (Table 15) and a total of 0.42 acres of Waters of the U.S. are considered wetlands which may be temporarily impacted.

The permanent impacts to Waters of the State for Alternative 1 are 0.026 acres. The temporary impacts to Waters of the State for Alternative 1 are 0.41 acres.

Build Alternative 2
The permanent impacts to Waters of the U.S. for Alternative 2 are 0.026 acres, the same as Build Alternative 1, because grading for Build Alternative 2 should not permanently affect the creek that includes MS1. Build Alternative 2 creates more temporary impacts to Waters of the U.S. than Build Alternative 1 because impacts also include MS1, unlike Build Alternative 1. The temporary impacts to Waters of the U.S. for Build Alternative 2 are 0.80 acres.

The permanent impacts to Waters of the State for Build Alternative 2 are 0.026 acres. The temporary impacts to Waters of the State for Build Alternative 2 are 0.52 acres. These impacts are considered less than significant.

The proposed project would no include components that would permanently contrite to either on- or off-site erosion of siltation. The potential for creating conditions for erosion and/or siltation would be limited to the active construction stage and BMP’s would be employed to minimize this potential.

e) Less than Significant
There is less than significant impact that runoff water would exceed the capacity of existing of planned storm water drainage. The structures of Build Alternatives 1 and 2 are vegetated with increase the permeable surface.
b, f, g, h, i, j) No Impact
The project is not located within the 100 year flood hazard zone. The proposed project is an inland infrastructure project and would not cause inundation by seiche, tsunami or mudflow.
### LAND USE AND PLANNING

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant and Unavoidable Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Physically divide an established community?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☒</td>
</tr>
<tr>
<td>b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</td>
<td>☒</td>
<td>☒</td>
<td>☒</td>
<td>☒</td>
</tr>
<tr>
<td>c) Conflict with any applicable habitat conservation plan or natural community conservation plan?</td>
<td>☒</td>
<td>☒</td>
<td>☒</td>
<td>☒</td>
</tr>
</tbody>
</table>

### CEQA Significance Determinations for Land Use and Planning

**a, b, c No Impact**
Build Alternatives 1 and 2 will not physically divide an established community and is consistent with Specific Area, City, and County Plans. Furthermore, it supports habitat conservation plans.
MINERAL RESOURCES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant and Unavoidable Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>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?</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[x]</td>
</tr>
<tr>
<td>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?</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[x]</td>
</tr>
</tbody>
</table>

CEQA Significance Determinations for Mineral Resources

a, b) No Impact
There are no known mineral resources are located in the project vicinity.
# NOISE

<table>
<thead>
<tr>
<th>Would the project result in:</th>
<th>Significant and Unavoidable Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</td>
<td>☐</td>
<td>☐</td>
<td>✗</td>
<td>☐</td>
</tr>
<tr>
<td>b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>✗</td>
</tr>
<tr>
<td>d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>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?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>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?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>✗</td>
</tr>
</tbody>
</table>

### CEQA Significance Determinations for Noise

**a, b, d) Less than Significant**

There are no human noise receptors within the project area. Build Alternatives 1 and 2 could result in temporary construction related noise impacts to motorists and wildlife. Section 2.3 and 2.5 describes the construction related impacts and avoidance and minimization measures to reduce noise impacts.

**c, d, e, f) No Impact**

There are no airports located within 2 miles of the proposed project and there are no private air strips within the vicinity.
### POPULATION AND HOUSING

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant and Unavoidable Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>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)?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
</tbody>
</table>

**CEQA Significance Determinations for Population and Housing**

**a, b, c) No Impact**

The proposed project is vegetated infrastructure which will occur in an undeveloped area. It will have no direct effect on population growth or the development of new housing or businesses. It will not require the acquisition of residents, displacement of persons or the need to construct replacement housing elsewhere.
### PUBLIC SERVICES

<table>
<thead>
<tr>
<th>Service</th>
<th>Significant and Unavoidable Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire protection?</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
<td>☐</td>
</tr>
<tr>
<td>Police protection?</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
<td>☐</td>
</tr>
<tr>
<td>Schools?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>Parks?</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
<td>☐</td>
</tr>
<tr>
<td>Other public facilities?</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
<td>☐</td>
</tr>
</tbody>
</table>

### CEQA Significance Determinations for Public Services

a) The Build Alternatives would not necessitate the provision of new or physically altered fire and police protection facilities. Caltrans would work with emergency and safety during construction so that they can maintain acceptable response times. A Traffic Management Plan will be implemented during the construction of the project. The proposed project would not necessitate the provisions of new of physical altered schools. The project may have temporary construction impacts on the Santa Monica Mountain Conservancy (SMMC), however, the proposed project will enhance the use of the SMMC.
RECREATION

<table>
<thead>
<tr>
<th>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?</th>
<th>Significant and Unavoidable Impact</th>
<th>Less Than Significant Impact with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐</td>
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<td></td>
</tr>
</tbody>
</table>

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

| ☐ | ☐ | ☒ | ☐ |

CEQA Significance Determinations for Recreation

a, b) **Less than Significant Impact**

The proposed facility will positively alter and expand the use of the Santa Monica Mountains for wildlife. A multi-use trail will be constructed as part of the Build Alternatives. One possible, but unlikely negative impact to wildlife corridors for Build Alternative 1 and 2 (Design Option 1 and 2) is the presence of human trails connecting to the project. It is critically important that the presence of a human use trail does not deter wildlife use of the crossing and undermine the purpose of the proposed project. Given the nature of the overcrossing and NPS staff experience with wildlife both locally and elsewhere, as well as the scientific literature, there is no reason to expect that wildlife will be deterred. The first consideration is the nature of the planned overpass including the structure width, natural soil substrate, and native vegetation planting on the overcrossing. The trail will occupy a very small proportion of the overcrossing, leaving ample room for wildlife movement away from the trail. This takes into account the needs of smaller species such as small mammals, reptiles, and amphibians. This configuration will allow these species to move across the structure without being near people or likely perceiving their presence. Additionally, it is likely that many species of wildlife will not be deterred by the trail, but will be attracted to it and use it deliberately.

Though the addition of a multi-use trail has the potential to impact wildlife use of the overcrossing and the most conservative approach would be to allow no people to use the overpass it has been determined that the trail and wildlife overcrossing are compatible. Though this risk is acknowledged, the potential for the trail negatively impacting wildlife use of the crossing was evaluated in coordination with Dr. Seth Riley from NPS and it is anticipated that the uses are compatible. As a result, the construction of a multi-use trail with uses including hiking, biking, and equestrian is not expected to negatively impact the wildlife use of the overcrossing for either build alternative.

The proposed project is also not anticipated to increase the use of existing recreational facilities such that substantial physical deterioration to those recreational resources would occur.
TRANSPORTATION/TRAFFIC

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant and Unavoidable Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>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?</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
</tr>
<tr>
<td>b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
</tr>
<tr>
<td>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?</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
</tr>
<tr>
<td>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
</tr>
<tr>
<td>e) Result in inadequate emergency access?</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
</tr>
<tr>
<td>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?</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
</tr>
</tbody>
</table>

CEQA Significance Determinations for Transportation/Traffic

**a, b, c, d) No Impact**
The proposed project is consistent with local plans, ordinance and policies. The project is not capacity increasing and will not alter the travel way, therefore, it will not result in any addition congestion. It is not located near any airports and will not affect air traffic. It will not increase hazards due to design features.

**e, f) Less than Significant Impact**
Emergency, and public transit, bicycle and pedestrian facilities will be maintained. Construction related impacts are temporary and address in the Section 2.1.5 and Section 2.5 of the environmental document.
### TRIBAL CULTURAL RESOURCES

<table>
<thead>
<tr>
<th>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</th>
<th>Significant and Unavoidable Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

### CEQA Significance Determinations for Tribal Cultural Resources

**a, b) No Impact**

There are no historic or tribal cultural resources within the project limits.
### UTILITIES AND SERVICE SYSTEMS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant and Unavoidable Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>g) Comply with federal, state, and local statutes and regulations related to solid waste?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
</tbody>
</table>

### CEQA Significance Determinations for Utilities and Service Systems

**a, b, c, d, e) No Impact**
The project would not impact water supplies, water drainages and waste water treatments.

**f, g) Less than Significant Impacts**
Under Build Alternatives 1 and 2, asbestos containing materials (ACM) may be encountered during metal beam guard railing removal work. The shims used in metal beam guard railings have been found to contain asbestos.

Aerially deposited lead (ADL) from the historical use of leaded gasoline, exists along roadways throughout California. There is the likely presence of soils with elevated concentrations of lead as a result of ADL on the state highway system right of way within the limits of the project alternatives. Soil determined to contain lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, ADL Agreement between Caltrans and the California Department of Toxic Substances Control. This ADL Agreement allows such soils to be safely reused within the project limits as long as all requirements of the ADL Agreement are met.
Disturbance of unpaved soil involving excavation for bridge abutments and retaining/wing walls will require ADL site investigation with Build Alternative 1 and 2. A Site Investigation is needed during the Plans, Specifications and Estimates (PS&E) phase.

Avoidance and minimization measures are described in Section 2.2.3.
MANDATORY FINDINGS OF SIGNIFICANCE

<table>
<thead>
<tr>
<th></th>
<th>Significant and Unavoidable Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>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?</td>
<td>❌</td>
<td>✗</td>
<td>❌</td>
<td>❌</td>
</tr>
<tr>
<td>b) Does the project have impacts that are individually limited, but cumulatively considerable? (&quot;Cumulatively considerable&quot; 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)?</td>
<td>❌</td>
<td>❌</td>
<td>❌</td>
<td>✗</td>
</tr>
<tr>
<td>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</td>
<td>❌</td>
<td>❌</td>
<td>❌</td>
<td>✗</td>
</tr>
</tbody>
</table>

CEQA Significance Determinations for Mandatory Findings of Significance

a) The temporary impacts are construction related and will be minimized and mitigated through best management practices as described in the Sections 2.3 and 2.5.

b) As discussed in Section 2.4, the proposed project is not anticipated to contribute to any cumulatively considerable environmental effects.

c) As discussed in Section 2.1 and 2.2, the proposed project is not anticipated to cause any substantial adverse effects on human beings, either directly or indirectly.
3.2 Climate Change

Operational Emissions

The purpose of this project is to provide a safe and sustainable passage for wildlife across US-101 near Liberty Canyon Road in the City of Agoura Hills, and enhance safety for motorists by reducing swerving movements to avoid wildlife crossing the road. The project will not increase the capacity of the roadway, add or reduce the number of travel lanes, or permanently alter existing travel patterns. It will not induce growth that could create additional traffic. Accordingly, no increase in operational GHG emissions is anticipated. Some construction GHG emissions are unavoidable, and are described in the next section.

Construction Emissions

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

Using the Sacramento Metropolitan Air Quality Management District’s Road Construction Emissions Model version 8.1.0, construction GHG emissions for the 22-month construction period were estimated to total approximately 2,674 metric tons of CO$_2$e (see Table 3 and Table 4 in the Air Quality section of this document). (CO$_2$e is the sum of emissions of GHGs comprising carbon dioxide [CO$_2$], methane [CH$_4$], and nitrous oxide [N$_2$O], converted to units of carbon dioxide equivalent).

Caltrans Standard Specifications Section 14 for air quality, a part of all construction contracts, includes measures that help reduce GHG emissions, such as restricting idling times and properly maintaining equipment. The project design includes a construction traffic management plan and provides for construction to occur during the night to minimize travel delay for motorists. The travel way will be maintained at all times, and no detour that would increase VMT is anticipated.

CEQA Conclusion

While the project will result in a slight increase in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. While it is Caltrans’ determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project’s direct impact and its contribution on the cumulative scale to climate change, Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.
Greenhouse Gas Reduction Strategies

Statewide Efforts
In an effort to further the vision of California’s GHG reduction targets outlined an AB 32 and SB 32, Governor Brown identified key climate change strategy pillars (concepts). These pillars highlight the idea that several major areas of the California economy will need to reduce emissions to meet the 2030 GHG emissions target. These pillars are (1) reducing today’s petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farm and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, Safeguarding California.

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that we build on our past successes in reducing criteria and toxic air pollutants from transportation and goods movement activities. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled. One of Governor Brown’s key pillars sets the ambitious goal of reducing today's petroleum use in cars and trucks by up to 50 percent by 2030.

Governor Brown called for support to manage natural and working lands, including forests, rangelands, farms, wetlands, and soils, so they can store carbon. These lands have the ability to...
remove carbon dioxide from the atmosphere through biological processes, and to then sequester carbon in above- and below-ground matter.

**Caltrans Activities**
Caltrans continues to be involved on the Governor’s Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set a new interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

**California Transportation Plan (CTP 2040)** - The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California’s future statewide, integrated, multimodal transportation system. It serves as an umbrella document for all of the other statewide transportation planning documents.

SB 391 (Liu 2009) requires the CTP to meet California’s climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state’s transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, CTP 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

**Caltrans Strategic Management Plan** - The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce GHG emissions, among other goals. Specific performance targets in the plan that will help to reduce GHG emissions include:

- Increasing percentage of non-auto mode share
- Reducing VMT per capita
- Reducing Caltrans’ internal operational (buildings, facilities, and fuel) GHG emissions

**Funding and Technical Assistance Programs** - In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several funding and technical assistance programs that have GHG reduction benefits. These include the Bicycle Transportation Program, Safe Routes to School, Transportation Enhancement Funds, and Transit Planning Grants. A more extensive description of these programs can be found in *Caltrans Activities to Address Climate Change* (2013).
Caltrans Director’s Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a department policy that will ensure coordinated efforts to incorporate climate change into departmental decisions and activities.

_Caltrans Activities to Address Climate Change_ (April 2013) provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce GHG emissions resulting from agency operations.

**Project-Level GHG Reduction Strategies**

The proposed project does not increase GHG emissions as the project does not increase highway capacity, add traffic and affect congestion. The construction will occur at night so it will not contribute to daytime commute traffic. A traffic management plan will also be implemented and the travel way will be kept open throughout the construction of the project.

**Adaptation Strategies**

“Adaptation strategies” refer to how Caltrans and others can plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage—or, put another way, planning and design for resilience. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. These types of impacts to the transportation infrastructure may also have economic and strategic ramifications.
Federal Efforts
At the federal level, the Climate Change Adaptation Task Force, co-chaired by the CEQ, the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency task force progress report on October 28, 2011, outlining the federal government’s progress in expanding and strengthening the nation's capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provided an update on actions in key areas of federal adaptation, including: building resilience in local communities, safeguarding critical natural resources such as fresh water, and providing accessible climate information and tools to help decision-makers manage climate risks.

The federal Department of Transportation issued U.S. DOT Policy Statement on Climate Adaptation in June 2011, committing to “integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely and that transportation infrastructure, services and operations remain effective in current and future climate conditions.”

To further the DOT Policy Statement, in December 15, 2014, FHWA issued order 5520 (Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events). This directive established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. The FHWA will work to integrate consideration of these risks into its planning, operations, policies, and programs in order to promote preparedness and resilience; safeguard federal investments; and ensure the safety, reliability, and sustainability of the nation’s transportation systems.

FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels.

State Efforts
On November 14, 2008, then-Governor Arnold Schwarzenegger signed EO S-13-08, which directed a number of state agencies to address California’s vulnerability to sea-level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea-level rise and directed all state agencies planning to construct projects in areas vulnerable to future sea-level rise to consider a range of sea-level rise scenarios for the years 2050 and 2100, assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea-level rise. Sea-level rise estimates should also be used in conjunction with information on

6 https://obamawhitehouse.archives.gov/administration/eop_ceq/initiatives/resilience
8 https://www.fhwa.dot.gov/legsregs/directives/orders/5520.cfm
9 https://www.fhwa.dot.gov/environment/sustainability/resilience/
local uplift and subsidence, coastal erosion rates, predicted higher high water levels, and storm surge and storm wave data.

Governor Schwarzenegger also requested the National Academy of Sciences to prepare an assessment report to recommend how California should plan for future sea-level rise. The final report, *Sea-Level Rise for the Coasts of California, Oregon, and Washington* (Sea-Level Rise Assessment Report)\(^{10}\) was released in June 2012 and included relative sea-level rise projections for the three states, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge, and land subsidence rates; and the range of uncertainty in selected sea-level rise projections. It provided a synthesis of existing information on projected sea-level rise impacts to state infrastructure (such as roads, public facilities, and beaches), natural areas, and coastal and marine ecosystems; and a discussion of future research needs regarding sea-level rise.

In response to EO S-13-08, the California Natural Resources Agency (Resources Agency), in coordination with local, regional, state, federal, and public and private entities, developed *The California Climate Adaptation Strategy* (Dec 2009),\(^{11}\) which summarized the best available science on climate change impacts to California, assessed California’s vulnerability to the identified impacts, and outlined solutions that can be implemented within and across state agencies to promote resiliency. The adaptation strategy was updated and rebranded in 2014 as *Safeguarding California: Reducing Climate Risk (Safeguarding California Plan).*

Governor Jerry Brown enhanced the overall adaptation planning effort by signing EO B-30-15 in April 2015, requiring state agencies to factor climate change into all planning and investment decisions. In March 2016, sector-specific Implementation Action Plans that demonstrate how state agencies are implementing EO B-30-15 were added to the Safeguarding California Plan. This effort represents a multi-agency, cross-sector approach to addressing adaptation to climate change-related events statewide.

EO S-13-08 also gave rise to the *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance), produced by the Coastal and Ocean Working Group of the California Climate Action Team (CO-CAT), of which Caltrans is a member. First published in 2010, the document provided “guidance for incorporating sea-level rise (SLR) projections into planning and decision making for projects in California,” specifically, “information and recommendations to enhance consistency across agencies in their development of approaches to SLR.” The March 2013 update\(^{12}\) finalizes the SLR Guidance by incorporating findings of the National Academy’s 2012 final Sea-


\(^{11}\)[http://www.climatechange.ca.gov/adaptation/strategy/index.html](http://www.climatechange.ca.gov/adaptation/strategy/index.html)

Level Rise Assessment Report; the policy recommendations remain the same as those in the 2010 interim SLR Guidance. The guidance will be updated as necessary in the future to reflect the latest scientific understanding of how the climate is changing and how this change may affect the rates of SLR.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation, and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is actively engaged in in working towards identifying these risks throughout the state and will work to incorporate this information into all planning and investment decisions as directed in EO B-30-15.

The proposed project is outside the coastal zone and not in an area subject to sea-level rise. Accordingly, direct impacts to transportation facilities due to projected sea-level rise are not expected.
Chapter 4 Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including interagency coordination meetings, public meetings, public notices, Project Development Team (PDT) meetings. This chapter summarizes the results of the Department’s efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

**Scoping**
The process of determining the focus and content of the IS/EA is known as scoping. Scoping helps to identify the range of actions, alternatives, environmental effects, and mitigation measures to be analyzed in depth, and eliminates from detailed study those issues that are not pertinent to the final decision on the proposed project. The scoping process is not intended to resolve differences of opinion regarding the proposed project or evaluate its merits. Instead, the process allows all interested parties to express their concerns regarding the proposed project and thereby ensures that all opinions and comments are considered in the environmental analysis. Scoping is an effective way to bring together and address the concerns of the public, affected agencies, and other interested parties. Members of the public, relevant federal, State, regional and local agencies, interests groups, community organizations, and other interested parties may participate in the scoping process by providing comments or recommendations regarding issues to be investigated in the IS/EA.

The purpose of scoping for the US-101 Liberty Canyon Wildlife Crossing project was to:

- Inform the public and relevant public agencies about the project, CEQA and NEPA requirements, and the environmental impact analysis process; and
- Solicit input on the US-101 Liberty Canyon Wildlife Crossing project for evaluation in the IS/EA.

**Notice of Initiation of Studies**
A Notice of Initiation of Studies were sent to agencies, elected officials, and other interested parties on December 7, 2015. Over 1,700 property owners within the project area were notified by mail as part of the project.
The release of the Notice of Initiation of Studies and the date and location of the public scoping meeting was also advertised in the ACORN newspaper on December 10, 2015 and January 7, 2016.

**Public Scoping Meetings**
A public scoping meeting was held on Thursday, January 14, 2016 from 6:30 to 8:30 at the King Gillette Ranch Auditorium at 26800 Mulholland Hwy, Calabasas, CA 91302. The scoping meeting consisted of an open house, PowerPoint Presentations and opportunity to comment. A total of 229 attendees signed-in, 17 people spoke and 63 comment cards were received at the scoping meeting.

Caltrans provided opportunities for the public and agencies to ask questions or comment on the project outside of meetings. A project information phone number and email address (liberty.canyon@dot.ca.gov) was established for the project to provide another means of submitting comments. A project-specific website was also created to provide ongoing information about the proposed project. The website address is: http://dot.ca.gov/dist07/travel/projects/libertycanyon/.

**Scoping Comments**
Comments received during the scoping process are part of the public record as documented in the May 2016 Scoping Summary Report.

A total of 1,755 total comments were submitted during the public scoping period. The majority of the comments submitted came in the form of e-mails, comment cards provided at the meeting, and individuals who submitted their comment by US mail. The project received 1,595 email form letters, which is an email designed to obtain support by multiple supporters. The Summary Scoping Report includes a summary of all comments received on the US-101 Liberty Canyon Wildlife Crossing project including the oral comments presented at the public scoping meetings. It also includes copies of the written comment letters submitted on the project. Table 21 below shows the breakdown of how comments were submitted and level of support for the project.
CHAPTER 4: COMMENTS AND COORDINATION

Liberty Canyon Wildlife Habitat Connectivity Project

<table>
<thead>
<tr>
<th>Type</th>
<th>In Favor</th>
<th>Opposed</th>
<th>Neutral</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comment cards (at scoping meeting or mailed in)</td>
<td>51</td>
<td>0</td>
<td>12</td>
<td>63</td>
</tr>
<tr>
<td>E-mails</td>
<td>1632</td>
<td>7</td>
<td>8</td>
<td>1,647</td>
</tr>
<tr>
<td>Speakers at scoping meeting</td>
<td>16</td>
<td>0</td>
<td>1</td>
<td>17</td>
</tr>
<tr>
<td>Letters Received by US Mail</td>
<td>25</td>
<td>0</td>
<td>3</td>
<td>28</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,755</strong></td>
<td></td>
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Table 22. Summary of Comments Submitted by Type & Level of Support

The comments and questions received during the public scoping process were reviewed and considered by Caltrans and was used in determining the appropriate scope of issues to be addressed in the IS/EA and in the selection of alternatives to be carried forward for further analysis.

**Changes to the project alternative since the scoping meeting**

Based on the comments received from the City of Agoura Hills during the comment period, Caltrans and the project stakeholders worked to refine Build Alternative 3 (extension of the vegetated bridge over Agoura Road). The original project alternatives that were proposed at the scoping meeting were:

- **No Build – Alternative 1 -** The No Build Alternative would maintain the existing freeway configuration and would result in the continued restriction of wildlife movement into and out of the Santa Monica Mountains.
- **Build - Alternative 2 -** A 165-foot wide x 200-foot long bridge constructed across US-101 immediately west of Liberty Canyon Road at mile marker 33.0. The bridge would be vegetated to resemble natural wildlife habitat, and include a hiking trail. Features such as soundwalls and vegetation on the overcrossing would mitigate traffic noise, block light, and aesthetically blend the crossing with the surrounding natural landscape.
- **Build – Alternative 3 -** Same as Alternative 2 with an extension of the vegetated bridge over Agoura Road south of US-101. The slope between the end of the bridge and Agoura Road would be built up to grade before descending to join the existing ground. Associated retaining wall systems would also be constructed. The expectation is that the crossing extension would help alleviate wildlife impacts and mortality on Agoura Road.

The revised project description that was used in this environmental document now includes two design options and the construction of a multi-use, single-track recreational trail on the overcrossing. The design options that were in included and analyzed in this Draft Environmental Document as the result of the scoping meeting are:
• **Design Option 1**- Construct a 48-foot wide tunnel and associated retaining wall system along Agoura Road to keep the road operational and to accommodate the fill material needed to construct the wildlife crossing.

• **Design Option 2**- Construct a 54-foot wide tunnel and associated retaining wall system along Agoura Road to keep the road operational and to accommodate the fill material needed to construct the wildlife crossing.

Both design options for the proposed overcrossing over Agoura Rd. will consist of a vertical clearance of 18 feet.
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<td>WOODLAND HILLS, CA, 91364-3806</td>
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<td>SHIREEN AHMED</td>
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SHARLAR ANSARI
4964 HYDEPARK DR
AGOURA HILLS, CA, 91301-5441

JUNE MARIE ANSELMO
5263 COLONDY DR UNIT B9
AGOURA, CA, 91301-2689

APB PROPERTIES LLC
PO BOX 1065
BURBANK, CA, 91507

SAMUEL JOEL APPELBAUM
3929 POPPYSEED PL
CALABASAS, CA, 91302-2947

Stary Applegele
479 Cold Canyon Road
Calabasas, CA, 91302

AQUA PRO PROPERTIES LTD
1
27430 RONDELL ST
AGOURA HILLS, CA, 91301-2465

AQUA PRO PROPERTIES X LP
3592 WILLOW LN
THOUSAND OAKS, CA, 91361-4938

ROSY ARAYA
27417 COUNTRY GLEN RD
AGOURA HILLS, CA, 91301-3530

ELIAHU ARBIB
5227 DANTES VIEW DR
AGOURA HILLS, CA, 91301-2313

JOSEPH M ARCE
27018 DE BERRY DR
AGOURA HILLS, CA, 91301-2317

DIANNE MARIE DELL ARCIPRETE
4324 WILLOW GLEN ST
CALABASAS, CA, 91302-1976

JEANNE M ARDOLINO
26801 HOT SPRINGS PL
CALABASAS HILLS, CA, 91301-5319

ROBERT AREY
4055 LIBERTY CANYON RD
AGOURA, CA, 91301-3548

ALI ARFANIA
3638 EL ENCANTO DR
CALABASAS, CA, 91302-2943

ARHC MBAGHCA01 LLC
200 DRYDEN RD E STE 1100
DRESHER, PA, 19025-1067

FLEURA ARIANO
26500 AGOURA RD # 102-58
CALABASAS, CA, 91302-1952

MICHAEL ARIAS
5776 LINERO CANYON RD # 157
WESTLAKE VILLAGE, CA, 91362-6428

MARK WILLIAM ARMFIELD
28990 PACIFIC COAST HWY
STE 109
MALIBU, CA, 90265-3936

DON L ART
5227 EDGEWARE DR
AGOURA HILLS, CA, 91301-2318

MICHAEL ARYA
3490 CONSUELO DR
CALABASAS, CA, 91302-3079

REZA ASGARI
3847 LOST SPRINGS DR
CALABASAS, CA, 91301-5341

MICHAEL ASGARIANI
26861 COLD SPRINGS ST
AGOURA HILLS, CA, 91301-5307

BEVERLY CHRISTINE ASHE
28425 LEWIS PL
AGOURA HILLS, CA, 91301-2448

ASN CALABASAS II LLC
671 N GLEBE RD STE 800
ARLINGTON, VA, 22203-2138

JOSEF ASSAYAG
21431 SALAMANCA AVE
WOODLAND HILLS, CA, 91364-4311

THOMAS M ASTGEN
7219 W VIA DEL SOL DR
GLENDALE, AZ, 85310-5267

Lisa Atkin
30119 Harvester Rd
Malibu, CA, 90265

MICHAEL D ATTAR
3683 EL ENCANTO DR
CALABASAS, CA, 91302-2993

JANICE AUSTIN
6279 FAIRVIEW PL
AGOURA HILLS, CA, 91301-1856

JOHN CHRISTOPHER AUSTIN
6615 OAK FOREST DR
OAK PARK, CA, 91377-3832
AUTOMOCO CORP
3709 OLD CONEJO RD
NEWBURY PARK, CA, 91320-1001

THOMAS R AVERNA
27515 COUNTRY GLEN RD
AGOURA HILLS, CA, 91301-3505

MOLLY AVERY
5322 COLODNY DR UNIT 7
AGOURA HILLS, CA, 91301-2668

PAUL ROBERT AVERY
6360 GERMANIA CT
AGOURA HILLS, CA, 91301-4101

TSAFRIR AVIEZER
27934 BLYTHEDALE RD
AGOURA HILLS, CA, 91301-1826

SHAHRIAR AZARI
4261 LAS VIRGENES RD UNIT 5
CALABASAS, CA, 91302-1965

VUGAR AZERI
3891 MARKS RD
AGOURA HILLS, CA, 91301-3648

B MANNETTE COOK G FAMILY
3870 CRESTHAVEN DR
WESTLAKE VILLAGE, CA, 91362-4296

AZIYN BABAYAN
4135 LOST SPRINGS DR
AGOURA HILLS, CA, 91301-5327

GAIL BABCOCK
4240 LOST HILLS RD UNIT 2307
CALABASAS, CA, 91301-5385

KATHY B BABYLON
27448 REVERE WAY
AGOURA HILLS, CA, 91301-3500

KATHY B BABYLON
27488 REVERE WAY
AGOURA HILLS, CA, 91301-5327

K Bach
4240 Lost Hills Road #101
Calabasas, CA, 91301

KAREN D BACH
4240 LOST HILLS RD UNIT 101
AGOURA HILLS, CA, 91301-5346

JILA BADIEI
11401 DONA TERESA DR
STUDIO CITY, CA, 91604-4272

RAMON H BAGBY
3821 DAVIDS RD
AGOURA, CA, 91301-3643

MOSES A BAGHDAIAN
3912 UNITED RD
AGOURA HILLS, CA, 91301-3627

JENNIFER M BAGLEY
5263 COLODNY DR UNIT 5
AGOURA, CA, 91301-2689

DAVID BAHAT
27932 VIA AMISTOSA
AGOURA HILLS, CA, 91301-2475

JOSEPH L G BAILLARGEON
27560 COUNTRY GLEN RD
AGOURA, CA, 91301-3506

IRENE BAIMKIN
3904 PATRICK HENRY PL
AGOURA HILLS, CA, 91301-3618

WILLIAM A BAIRD
3931 COTTONWOOD GROVE TRL
AGOURA HILLS, CA, 91301-5311

WAYNE D BAKER
4031 JOELTON DR
AGOURA HILLS, CA, 91301-3629

VENKATARAMAN
5048 LUDGATE DR
AGOURA HILLS, CA, 91301-2329

BARBARA BALAZS KISTLER
27437 COUNTRY GLEN RD
AGOURA HILLS, CA, 91301-3531

LINDA BALBIEN
4378 WILLOW GLEN ST
CALABASAS, CA, 91302-1976

ROBERT BALDI
26812 CACTUS TRL
AGOURA HILLS, CA, 91301-5303

STEVEN W BALDINI
4955 CALLE ROBLEDA
AGOURA HILLS, CA, 91301-2471

ERTA M BALL
5733 COLODNY DR
AGOURA HILLS, CA, 91301-2219

EDWARD J BALL
3832 MOUNTAIN SHADOWS RD
CALABASAS HILLS, CA, 91301-5367
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26956 CALAMINE DR
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BRANDON BOGEAUS
5218 AMBRIDGE DR
AGOURA HILLS, CA, 91301-2302

BRIAN MICHAEL BOHN
10351 OAKDALE AVE
CHATSWORTH, CA, 91311-1851

RONALD H BOLDING
27601 ENDEAVOR ST
AGOURA HILLS, CA, 91301-3513

Carla Bollinger
1348 Alessandro
Newbury, CA, 91320

RAZ BOLOURIAN
4392 OAK GLEN ST
CALABASAS, CA, 91302-1978

SRIKANTH BOMMAREDDY
3825 LOST SPRINGS DR
CALABASAS, CA, 91301-5340

STEPHEN D BOND
3809 PARKVIEW CT
AGOURA HILLS, CA, 91301-3512

BAN S BONG
3681 EL ENCANTO DR
CALABASAS, CA, 91302-2993

Juan Bonilla
3812 Cottonwood Grove Trail
Agoura Hills, CA, 91301

JUAN BONILLA
3812 COTTONWOOD GROVE TRL
CALABASAS, CA, 91301-5308

HENRY BOOKE
5002 LUDGATE DR
AGOURA HILLS, CA, 91301-2329

ELLEN S BORDEN
5325 CANGAS DR
AGOURA, CA, 91301-2307

NEIL OSCAR BORDOFSKY
3936 UNITED RD
AGOURA, CA, 91301-3627

GINA BORGGREBE
3969 POOPSEED PL
CALABASAS, CA, 91302-2947

TENGIZ BORISOFF
27303 OAK SUMMIT RD
AGOURA HILLS, CA, 91301-3611

AMY E BORS
3959 JIM BOWIE RD
AGOURA HILLS, CA, 91301-3605

MATTHEW GREGORY BORSELLI
3920 COTTONWOOD GROVE TRL
CALABASAS, CA, 91301-5310

Barbara Bosak
65 Friars Lane
Westlake Village, CA, 91361

MICHELE BOUDREAU
4240 LOST HILLS RD UNIT 2506
AGOURA HILLS, CA, 91301-5387

VICKEN K BOULGOURJIAN
5655 COLODNY DR
AGOURA HILLS, CA, 91301-2217

DAVID BOWEN
4240 LOST HILLS RD UNIT 1001
AGOURA HILLS, CA, 91301-5374

PATRICK BOWEN
3908 LOST SPRINGS DR
AGOURA HILLS, CA, 91301-5323

RONALD B BOWLING
1055 W RED CLIFFS DR # C802
WASHINGTON, UT, 84780-2539

CHARLES ALTON BOYD
5007 DANTES VIEW DR
CALABASAS, CA, 91301-2311

TERRY J BOYKOFF
3714 PARK COLONY CT
AGOURA HILLS, CA, 91301-3635

WALTER DEWAIN BRACKEN
4263 LAS VIRGENES RD UNIT 6
CALABASAS, CA, 91302-1966

JASON M BRADLEY
5427 COLODNY DR
AGOURA HILLS, CA, 91301-2213

SCOTT BRENDAN BRADLEY
291 RIVERDALE CT APT 129
CAMARILLO, CA, 93012-7774

ANTONIA M BRANCH
4111 YANKEE DR
AGOURA HILLS, CA, 91301-3525
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<td>Theresa Chaides</td>
<td>4240 Lost Hills Rd #106</td>
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<td>28156 DRIVER AVE UNIT 2</td>
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<td>Kris Chatari</td>
<td>159 Silas Avenue</td>
<td>NBPK, CA, 91320</td>
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KENT S DYTHE
27344 COUNTRY GLEN RD
AGOURA HILLS, CA, 91301-3604

THERESA EBAGUA
4611 CAMINO DEL SOL
CALABASAS, CA, 91302-3837

Chris & Kelsey Eberly
2013 Vista del Mar Ave.
Los Angeles, CA, 90068

JOSEPH EBOR
3975 UNITED RD
AGOURA HILLS, CA, 91301-3632

Jennifer Edgar
256 Old Topanga Canyon Rd
Topanga, CA, 90290

Jennifer Edgar
256 Old Topanga Canyon
Topanga, CA, 90290

COLLEEN ALISON EDGINGTON
5269 COLODNY DR UNIT 1
AGOURA HILLS, CA, 91301-2636

B Efraim
11911 San Vicente Blvd #375
Los Angeles, CA, 90049

LINDA FAYE EHRlich
28419 LEWIS PL
AGOURA HILLS, CA, 91301-2448

HOWARD EIGENBERG
4240 LOST HILLS RD UNIT 2303
CALABASAS, CA, 91301-5385

Belty Eiseman
1654 Strandway
Westlake Village, CA, 91361

SANJIV M EKBOTE
26923 GARRET DR
CALABASAS, CA, 91301-2336

EL CAMINO ESTATES LLC
21300 SUPERIOR ST
CHATSWORTH, CA, 91311-4312

H DAMIAN ELAHI
4372 WILLOW GLEN ST
CALABASAS, CA, 91302-1976

LIOR ELAZARY
29315 CASTLEHILL DR
AGOURA HILLS, CA, 91301-4432

YANIV ELAZARY
4240 LOST HILLS RD UNIT 103
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PAUL ELDER
4053 LIBERTY CANYON RD
AGOURA HILLS, CA, 91301-3548

AIDA ELETEL
5291 COLODNY DR UNIT 4
AGOURA HILLS, CA, 91301-2651

GIORGIO S ELIAS
4030 JIM BOWIE RD
AGOURA HILLS, CA, 91301-3608

VICTOR D ELIZALDE
10511 ILONA AVE
LOS ANGELES, CA, 90064-2312

CHERYL ANN ELLIOTT
27504 RONDELL ST
AGOURA HILLS, CA, 91301-2457

ELOAN GROUP INC
6740 TAMPA AVE
RESEDA, CA, 91335-5014

SUZANNE ELY
28 UNION JACK ST # A
MARINA DEL REY, CA, 90292-7125

RYAN L EMBREE
4201 LAS VIRGENES RD UNIT 207
CALABASAS, CA, 91302-2954

FRANK ENDERLE
26914 DEERWEED TRL
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ENDO PROPERTIES LLC
4301 LOST HILLS RD
CALABASAS HILLS, CA, 91301-5358

ROBERT L ENGEL
3902 PEACOCK RIDGE RD
CALABASAS, CA, 91301-5362

ENGEN HOLDINGS LLC
31192 LA BAYA DR STE B
WESTLAKE VILLAGE, CA, 91362-6393

JEFFREY S Enoch
4034 LOST SPRINGS DR
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MICHAEL ENSTROM
5257 COLODNY DR UNIT 11
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<td>RIK FIGUEROA</td>
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<td>PHIL GAJIC</td>
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<td>ANDRE A GALVAN</td>
<td>27309 PROVIDENT RD</td>
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<td>Jean Galvin</td>
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<td>27411 FREE TOWN LN</td>
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<td>27437 REVERE WAY</td>
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<td>ROSBETH A GATES</td>
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<td>4543 BRISTLECONE CIR</td>
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<td>ADAM S GAUTHIER</td>
<td>2130 PELHAM AVE</td>
<td>LOS ANGELES, CA</td>
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<td>JOHN A GEESEN</td>
<td>6316 CHELSEA CT</td>
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<td>ERIC P GEESEN</td>
<td>1667 LAS VIRGENES CANYON RD # SPC2</td>
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<td>JANICE GAIL GELGOOD</td>
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<td>ERIC P GEESEN</td>
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<td>JANICE GAIL GELGOOD</td>
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<td>ARIE GENCHEL</td>
<td>5344 LOCKHURST DR</td>
<td>WOODLAND HILLS, CA</td>
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<td>GARY F GERBER</td>
<td>4942 CALLE ROBLED A</td>
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<td>STEVEN GERSHENFELD</td>
<td>5348 CANGAS DR</td>
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<td>LORRY FRED GERSHON</td>
<td>3947 PATRICK HENRY PL</td>
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MICHAEL A GERTZ
5543 COLODNY DR
AGOURA HILLS, CA, 91301-2215

MARIO GERVASE
4006 LOST SPRINGS DR
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SCOTT GILBERT
5026 LUDGATE DR
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MAHAVIR S GILL
26967 CALAMINE DR
CALABASAS, CA, 91301-2334

TIMOTHY P GILLIGAN
5241 COLODNY DR UNIT 204
AGOURA HILLS, CA, 91301-2704

JOHN GLADWIN
6125 FAIRVIEW PL
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AGOURA HILLS, CA, 91301-3626

SHERRY L GOLDSMITH
27077 ESWARD DR
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STACEY HOPE GOLDSMITH
5330 CHESEBRO RD
AGOURA HILLS, CA, 91301-2204

JOSHUA J GOLDSMITH
3892 MARKS RD
AGOURA HILLS, CA, 91301-3647

DAVID L GOLDWATER
5243 EDGEWARE DR
AGOURA HILLS, CA, 91301-2318

GREGG A GOLENBERG
5927 COLODNY DR
AGOURA HILLS, CA, 91301-1841

ERNEST JULIAN GOMES
5241 COLODNY DR UNIT 202
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MELISSA J GOMEZ
5645 MEDEABROOK PL
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GOOD NITE INN CALABASAS INC
11500 W OLYMPIC BLVD STE 345
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5345 AMBRIDGE DR
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SIMI VALLEY, CA, 93065-7047

NATALIE GOODWIN
4082 YANKEE DR
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DAVID F GOOSEN
4548 CIELO CIR
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AJIKUMAR GOPALAKRISHNAN
3925 CEANOTHUS PL APT A
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JOAN GORDON
3605 PATRICK HENRY PL
AGOURA HILLS, CA, 91301-3636

RALPH GORDON
26000 AGOURA RD # 124
AGOURA HILLS, CA, 91302-1952

NEGIN GORGI
4077 YANKEE DR # 137
AGOURA, CA, 91301-3527

JOSEPH H GORDON
4125 VIA MIRA MONTE
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ISAAC Y GOREN
26500 AGOURA RD # 124
CALABASAS, CA, 91302-1952

NEGIN GORGI
4077 YANKEE DR # 137
AGOURA, CA, 91301-3527

MARK D GORJESTANI
4230 VIA MIRA MONTE
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PETER M GOULD
6321 CHESEBRO RD
AGOURA HILLS, CA, 91301-1804

RICHARD NOBLE GOWING
4044 JOELTON DR
AGOURA HILLS, CA, 91301-3630

KARTHIK GOWRISHANKAR
4968 PRINCESS DR
AGOURA HILLS, CA, 91301-5380

MARIA REGINA GRABOWSKI
4201 LAS VIRGENES RD UNIT 219
CALABASAS, CA, 91302-2956

CONRAD A GRADI
27061 HELMOND DR
CALABASAS, CA, 91301-2326

DARYL T GRAHAM
4030 YANKEE DR
AGOURA HILLS, CA, 91301-3540

DINO PAUL GRAHAM
5322 COLODNY DR UNIT 4
AGOURA HILLS, CA, 91301-2667

ANTHONY MICHAEL GRANATO
26608 GOLDENROD PL
CALABASAS, CA, 91302-2944

ROBERT A GRANT
3601 PATRICK HENRY PL
AGOURA HILLS, CA, 91301-3636

SHARON LYNN GRANT
4240 LOST HILLS RD UNIT 2901
AGOURA HILLS, CA, 91301-5390

LYNN H GRASSHOFF
28990 OAK CREEK LN APT 1613
AGOURA HILLS, CA, 91301-6437

Mary Grasshoff Freeland
4070 Yankee Drive
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DAVID W GRAUL
5661 COLODNY DR
AGOURA HILLS, CA, 91301-2217

Carol & Brian Gravelle
578 Avenida Valencia
Camarillo, CA, 93112
PHILIP J GRAVES  
3924 DAVIDS RD  
AGOURA HILLS, CA, 91301-3645  

DON GRAY  
4004 JOELTON DR  
AGOURA HILLS, CA, 91301-3630  

PAMELA W GRAY  
1557 MICHAEL LN  
PACIFIC PALISADES, CA, 90272-2024  

FREDERICK JOHN GRAY  
5755 OSTIN AVE  
WOODLAND HILLS, CA, 91367-3955  

THOMAS L GRAYBILL  
4240 LOST HILLS RD UNIT 2406  
CALABASAS, CA, 91301-5386  

DENNIS P GRAYSON  
5263 COLODNY DR UNIT 11  
AGOURA HILLS, CA, 91301-2761  

Michael Green  
3470 Camino de la Cumbre  
Sherman Oaks, CA, 91423  

KEVIN ANDREW GREEN  
26950 DEERWEED TRL  
CALABASAS, CA, 91301-5316  

JOYCE M GREENBERG  
26918 DEER TRAIL CT  
CALABASAS, CA, 91301-5315  

RICHARD A GREENE  
3669 EL ENCANTO DR  
CALABASAS, CA, 91302-2993  

Laura Greffly  
18128 Village Street  
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ADINA R GREGOR  
3848 LOST SPRINGS DR  
CALABASAS, CA, 91301-5322  

IGOR GREKIN  
5355 AMBRIDGE DR  
AGOURA HILLS, CA, 91301-2303  

GRIFFIN PARKSIDE COMMUNITY ASSN  
24004 VENTURA BLVD  
CALABASAS, CA, -91302  

ROY GRIFFITHS  
4121 PATRICK HENRY PL  
AGOURA HILLS, CA, 91301-3621  

EUGENE GRIMALDI  
4073 LIBERTY CANYON RD # 92  
AGOURA HILLS, CA, 91301-3547  

GENNADY GRINBLAT  
3802 PARKVIEW CT  
AGOURA HILLS, CA, 91301-3512  

YURIY GRISHKO  
5291 COLODNY DR UNIT 27  
AGOURA, CA, 91301-2654  

LAWRENCE DAVID GRIX  
3940 UNITED RD  
AGOURA HILLS, CA, 91301-3627  

KENNETH B GROCK  
26811 LIVE OAK CT  
AGOURA HILLS, CA, 91301-5330  

LAURA GROSS  
4240 LOST HILLS RD UNIT 3106  
CALABASAS, CA, 91301-5392  

JEFFERY M GROSSMAN  
4162 VIA MIRA MONTE  
AGOURA HILLS, CA, 91301-5106  

KIMBERLY A GROVE  
5019 LUDGATE DR  
AGOURA HILLS, CA, 91301-2328  

SUSAN GROVEMAN  
4240 LOST HILLS RD UNIT 306  
CALABASAS, CA, 91301-5344  

GREGORY GRUDT  
4073 YANKEE DR  
AGOURA HILLS, CA, 91301-3527  

HUA GU  
3650 EL ENCANTO DR  
CALABASAS, CA, 91302-2943  

AARON GUERRERO  
4265 LAS VIRGENES RD UNIT 1  
CALABASAS, CA, 91302-1967  

TETYANA GUGUCHKINA  
4201 LAS VIRGENES RD UNIT 111  
CALABASAS, CA, 91302-2953  

AISLING GUINEY  
4131 YANKEE DR  
AGOURA HILLS, CA, 91301-3524  

PLAINES V GUINTO  
4115 YANKEE DR  
AGOURA HILLS, CA, 91301-3525
HOWARD NORMAN HAMBURG  
5245 AMBRIDGE DR  
CALABASAS, CA, 91301-2301

HAMERAMIR LLC  
22100 PALAIS PL  
CALABASAS, CA, 91302-5878

FREDDA R HAMILTON  
4388 OAK GLEN ST  
CALABASAS, CA, 91302-1978

RICHARD HAMILTON  
5340 CANGAS DR  
AGOURA HILLS, CA, 91301-2308

ROBERT R HAMMOND  
3924 LOST SPRINGS DR  
AGOURA HILLS, CA, 91301-5323

RONALD F HAMMOND  
3614 EL ENCANTO DR  
CALABASAS, CA, 91302-2970

KENNETH E HANFT  
3823 PATRICK HENRY PL  
AGOURA HILLS, CA, 91301-3615

PATRICIA H HANK  
4261 LAS VIRGENES RD UNIT 3  
CALABASAS, CA, 91302-1965

MAGDI F HANNA  
5253 AMBRIDGE DR  
AGOURA HILLS, CA, 91301-2301

ROCHELLE K HANOCK  
701 S OAKLAND AVE  
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ERIK HANSEN  
4025 DEFENDER DR  
AGOURA HILLS, CA, 91301-3507

STEVEN N HANTON  
27452 COUNTRY GLEN RD  
AGOURA, CA, 91301-3535

EDWARD HANZELIK  
3608 EL ENCANTO DR  
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ABRAHAM S HARAI  
5560 COLODNY DR  
AGOURA HILLS, CA, 91301-2216

KENNETH J HARGES  
28047 DOROTHY DR STE 300  
AGOURA HILLS, CA, 91301-4926

LAWRENCE F HARITON  
6003 CALEDONIA CT  
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JOSEPH M HARKINS  
5241 COLODNY DR UNIT 103  
AGOURA HILLS, CA, 91301-2707

JULEE F HARMAN  
28008 BALKINS DR  
AGOURA HILLS, CA, 91301-1802

DENISE E HARNESS  
4125 JIM BOWIE RD  
AGOURA, CA, 91301-3609

JOHN HARRINGTON  
27549 COUNTRY GLEN RD  
AGOURA HILLS, CA, 91301-3553

RICHARD HARRIS  
5946 COLODNY DR  
AGOURA HILLS, CA, 91301-1842

BRIAN PATRICK HART  
4032 PATRICK HENRY PL  
AGOURA HILLS, CA, 91301-3620

JAMES B HART  
5550 LAKE LINDERO DR  
AGOURA HILLS, CA, 91301-1905

MICHAEL HARTTT  
27475 REVERE WAY  
AGOURA HILLS, CA, 91301-3501

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4240 LOST HILLS RD UNIT 505  
AGOURA HILLS, CA, 91301-5361

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Wally Hass  
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Wally Hass
524 Savana Way
Oak Park, CA,

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26925 HELMOND DR
CALABASAS, CA, 91301-2324

LARS CONRAD HATLEN
3823 COTTONWOOD GROVE TRL
AGOURA HILLS, CA, 91301-5309

ROBERT R HAU KOOS
3928 DAVIDS RD
AGOURA, CA, 91301-3645

ERIC ROBERT HAUPT
5402 CHESEBRO RD
AGOURA HILLS, CA, 91301-2206

SETH A HAYE
1733 CLASSIC ROSE CT
WESTLAKE VILLAGE, CA, 91362-5134

THOMAS G HAYS
27290 COUNTRY GLEN RD
AGOURA HILLS, CA, 91301-3602

MICHAEL HAZARD
3839 UNITED RD
AGOURA HILLS, CA, 91301-3625

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5536 Modena Dr.
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YEHUDA HAZIZA
4240 LOST HILLS RD UNIT 1606
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YEHUDA HAZIZA
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AGOURA HILLS, CA, 91301-5371

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26835 CACTUS TRL
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KEVIN HEFFERNAN
5517 COLODNY DR
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TIMOTHY T HEFLIN
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Keith Heinzerling
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<tr>
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<th>Address</th>
<th>City, State, Zip</th>
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<td>5204 AMBRIDGE DR</td>
<td>CALABASAS, CA, 91301-2302</td>
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<td>26926 GARRET DR</td>
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<td>5222 DANTES VIEW DR</td>
<td>AGOURA HILLS, CA, 91301-2314</td>
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<td>GERALD O HUG</td>
<td>27352 COUNTRY GLEN RD</td>
<td>AGOURA HILLS, CA, 91301-3604</td>
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<td>RICHARD C KLOCH JR</td>
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VICTOR W LAUDERBACH
4202 VIA MIRA MONTE
AGOURA HILLS, CA, 91301-5134

Steve Laumaillet
4872 Topanga Cyn Blvd #142
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Judith Laurentowski
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JOSHUA LAVEY
3839 COTTONWOOD GROVE TRL
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WESTLAKE VILLAGE, CA, 91359-7225

LORNE LAWRENCE
18 MORGAN RD
BELL CANYON, CA, 91307-1029

PETER LAWRENCE
13036 VENTURA BLVD
STUDIO CITY, CA, 91604-2236

RONALD L LAWRENCE
27839 VIA AMISTOSA
AGOURA HILLS, CA, 91301-2474

DALLAS B LAWRENCE
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CALABASAS, CA, 91301-2302

LAWRENCE THOMAS FAMILY LIMITED PARTNERSHIP
4607 LAKEVIEW CANYON RD # 589
WESTLAKE VILLAGE, CA, 91361-4028

LAWRENCE THOMAS FAMILY LIMITED PARTNERSHIP
6390 CHESEBRO RD
AGOURA HILLS, CA, 91301-1839

JULIE LAWSON
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GARRY CHI HUNG LAY
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EVELYN LAYTON
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SPIRIDON A LAZARIS
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WILLIAM C LAZARUS
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JASON ROBERTSON JERRY LAZARUS
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2060 HUNTINGTON DR STE 3
SAN MARINO, CA, 91108-2044

NHAN V LE
27051 HELMOND DR
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GARY LECLAIR
4039 JOELTON DR
AGOURA HILLS, CA, 91301-3629

Nancy W Lee
1555 Tuna Canyon Road
Topanga, CA, 90290

CHARLESC LEE
4004 PATRICK HENRY PL
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ANDY W LEE
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CHONG SUN LEE
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CHRISTOPHER LEE
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DENISE S C LEE
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GRANT LEE
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JASON J LEE
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MELVIN LEE
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925 8TH ST
HERMOSA BEACH, CA, 90254-4310

RAYMOND M LOBJOIS
3852 MARKS RD
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3767 PATRICK HENRY PL
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26612 GOLDENROD PL
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Scott Logan
4337 Woodman Avenue
Sherman Oaks, CA, 91423

GERALD S LOLLI
92 1224 OLANI ST # 1
KAPOLEI, HI, -96707

Vicente Lomeli
1492 Arcane Street,
Simi Valley, CA, 93065

LONDON UNIVERSAL TRADING COMPANY DEFINED
PO BOX 2479
MONTEREY, CA, 93942-2479

BRIGITTE LONG
5241 COLODNY DR UNIT 303
AGOURA HILLS, CA, 91301-2763

ARTHUR J LONG
193 BELL CANYON RD
BELL CANYON, CA, 91307-1108

JOSEPH LOO
28152 DRIVER AVE UNIT 3
AGOURA, CA, 91301-2679

BRIAN K LOO
5237 DANTES VIEW DR
CALABASAS, CA, 91301-2313

ANDREW LOPEZ
27426 RONDELL ST
AGOURA HILLS, CA, 91301-2465

SUZANNE LOPEZ
5437 COLODNY DR
AGOURA HILLS, CA, 91301-2213

RICHARD M LOPEZ
4349 WILLOW GLEN ST
CALABASAS, CA, 91302-1977

LONDON UNIVERSAL TRADING COMPANY DEFINED
PO BOX 97
MALIBU, CA, 90265-

LOTUS ASSETS LLC
25590 PRADO DE AMARILLO
CALABASAS, CA, 91302-3670

YU HWA LOU
3922 PEACOCK RIDGE RD
AGOURA HILLS, CA, 91301-5362

BRIAN RALPH LOUIS
4343 WILLOW GLEN ST
CALABASAS, CA, 91302-1977

SUSAN K LOWELL
27330 PROVIDENT RD
AGOURA, CA, 91301-3624

HECTOR LOZADA
4694 MARWOOD DR
LOS ANGELES, CA, 90065-5127

JOSEPH LOZOYA
5553 COLODNY DR
AGOURA HILLS, CA, 91301-2215

DONALD W LUBER
5343 CORBIN AVE
TARZANA, CA, 91356-2950

DANIEL LUBETKIN
27584 RONDELL ST
AGOURA HILLS, CA, 91301-2449

DANIEL L LUBETKIN
27582 RONDELL ST
AGOURA HILLS, CA, 91301-2449

FRED LUBIN
4013 LIBERTY CANYON RD # 79
AGOURA HILLS, CA, 91301-3552

ADAM LUDIAN
7217 BANDOLERO WAY
BAKERSFIELD, CA, 93308-6403

LVGD LLC
4830 LAS VIRGENES RD
CALABASAS, CA, 91302-1945
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<td>5852 Pakmore Dr</td>
<td>Calabasas, CA, 91302</td>
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<td>JOHN LYNCH</td>
<td>11811 N Pyramid Point Dr</td>
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<td>JON MACK</td>
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<td>SHOBHANA MADAN</td>
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<td>Los Angeles, CA, 90024</td>
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<td>THOMAS MAHER</td>
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<td>Frederick, MD, 21701</td>
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<tr>
<td>EMILIA MAHLER</td>
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<td>MELINDA H LYON</td>
<td>4243 Via Mira Monte</td>
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LYLORA LLC
5737 Kanan Rd # 171
Agoura Hills, CA, 91301-1601

ALEXANDER DOUGLAS LYONS
5930 Normandy Dr
Calabasas, CA, 91302-3819

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3624 PARK COLONY CT  
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IBRAHIM MASSAIS  
4916 CALLE MONTECILLO  
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CHUHAR MATAI  
4261 LAS VIRGENES RD UNIT 1  
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KRZYSZTOF MATOGA  
5241 COLODNY DR UNIT 105  
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MEGAN MATTESICH  
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Marsha Maus  
30473 Mulholland Dr #215  
Cornell, CA, 91301

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27320 COUNTRY GLEN RD  
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NATHAN C MAYS  
4109 VIA MIRA MONTE  
AGOURA HILLS, CA, 91301-5133

ROMAINE JOAN MAZER  
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JOAN F MAZON  
26815 COLD SPRINGS ST  
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CAROLYN JANE MCAFEE  
2832 ARAPAHOE AVE  
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MCALLISTER THOMAS CO TR  
19301 CALADERO ST  
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DENNIS J MCCARTHY  
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AGOURA HILLS, CA, 91301-3628

MARIKO MCCLAINE  
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26918 DEERWEED TRL  
CALABASAS, CA, 91301-5316

MARGARET MCCLINTICK  
27810 VIA AMISTOSA  
AGOURA HILLS, CA, 91301-2474

ALTON M MCCLOUD  
27814 CALLE MARGARITA  
AGOURA, CA, 91301-2480

MICHAEL J MCCOLLIGAN  
4366 WILLOW GLEN ST  
CALABASAS, CA, 91302-1976

WALTER LESLIE MCCUNE  
240 NATURESCAPE RD  
GRANTS PASS, OR, 97527-7548

Dave and Linda McDannel  
4010 Defender Drive  
Agoura Hills, CA, 91301

Miche McDannel  
30473 Mulholland Drive  
Woodland Hills, CA, 91301
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<td>30119 Harvester Rd</td>
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<td>CHRISTINA MCINTYRE</td>
<td>210 TWIN LAKES DR</td>
<td>DOUBLE OAK</td>
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<td>LORIN MCLACHIAN</td>
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<td>4380 WILLOW GLEN ST</td>
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LING MEI
3658 PASEO PRIMARIO
CALABASAS, CA, 91302-3023

NAGI MEKHIEL
28413 RENEE DR
AGOURA HILLS, CA, 91301-2467

CAL J MELAND
5226 PALO COMADO CANYON RD
AGOURA HILLS, CA, 91301

PERRI S MELAND
26920 GARRET DR
AGOURA HILLS, CA, 91301-2336

SEBASTIEN M MELE
4240 LOST HILLS RD UNIT 3305
CALABASAS, CA, 91301-5398

PAUL F MELOGRANO
4035 JIM BOWIE RD
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Candice Meneghin
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Alison Merkel
5 Meadowlarke Lane
Oak Park, CA, 91377

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28448 RENEE DR
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JIM MERRITT
3913 LOST SPRINGS DR
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STEPHANE J MESAROS
26830 HOT SPRINGS PL
AGOURA, CA, 91301-5320

Gayle Mesco
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ARUN K METRE
26668 COUNTRY CREEK LN
CALABASAS, CA, 91302-3587

LYNN METROW
28005 BALKINS DR
AGOURA HILLS, CA, 91301-1801

MARLISSA KAY METTLE
4058 YANKEE DR
AGOURA HILLS, CA, 91301-3541

DOUGLAS EVAN MEYERS
4201 LAS VIRGENES RD UNIT 218
CALABASAS, CA, 91302-2956

NICK JAMES MEYLER
27501 ENDEAVOR ST
AGOURA HILLS, CA, 91301-3538

MGI DEVELOPMENT LLC
1592 ANACADA DR
CAMARILLO, CA, 93010

ARTHUR MICHELSON
27068 ESWARD DR
CALABASAS HILLS, CA, 91301-2323

ROBERT F MICHITSCH
6012 COLODNY DR
AGOURA HILLS, CA, 91301-1844

ROBERT S MILES
26912 DEER TRAIL CT
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DAVID ROY MILLER
5348 CHESEBRO RD
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NICOLAS H MILLER
4046 DEFENDER DR
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WENDY S MILLER
27460 COUNTRY GLEN RD
AGOURA, CA, 91301-3534

DENISE YVONNE MILLER
4341 WILLOW GLEN ST
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C TRACI NELSON
3920 TARRYTOWN LN
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CHARLES R NELSON
3666 EL ENCANTO DR
CALABASAS, CA, 91302-2943
KENNY T NEMES
3924 POPPYSEED PL
CALABASAS, CA, 91302-2946

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TIMOTHY SEAN NESTLERODE
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LISA NEWELL
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LISA M NEWELL
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Julie Newsome
3460 Ridgeford Dr.
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AGOURA HILLS, CA, 91301-5381
CHUN WAI NG
5276 COLODNY DR UNIT C
AGOURA HILLS, CA, 91301-4931
NGOC NGO
4038 LOST SPRINGS DR
CALABASAS HILLS, CA, 91301-5324

BRYAN T NGUYEN
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TRANG THUY DINH NGUYEN
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WILLIAM H NGUYEN
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CHERYL NICHOLS
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DONNELL L NICHOLS
3643 TWIN LAKE RDG
WESTLAKE VILLAGE, CA, 91361-3928

SALLY NICHOLS
4240 LOST HILLS RD UNIT 506
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JOAN E NILSON
4240 LOST HILLS RD UNIT 2601
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KRISTIN A NINO
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238 Third St
Fillmore, CA, 93015
JOHN NORRIS
5337 AMBRIDGE DR
CALABASAS, CA, 91301-2303
EDWARD CARLO PACIO
26931 DEERWEED TRL
CALABASAS, CA, 91301-5317
Richard Packer
24679 Park Miramar
Calabasas, CA, 91302
JORGE PADILLA
4234 LOST SPRINGS DR
AGOURA HILLS, CA, 91301-5326

ROBERT E PALADINES
3802 RAVEN CT
AGOURA HILLS, CA, 91301-5331
PALAMO GROUP PARTNERSHIP
28040 DOROTHY DR
AGOURA HILLS, CA, 91301
PALAMO GROUP PARTNERSHIP
27975 WINDING WAY
MALIBU, CA, 90265-4458

AMIR PALATIN
3724 PARK COLONY CT
AGOURA HILLS, CA, 91301-3635
STEPHEN PALISMO
5291 COLODNY DR UNIT 17
AGOURA HILLS, CA, 91301-2653
GLYNN F PALMER
26816 COLD SPRINGS ST
AGOURA HILLS, CA, 91301-5305

PALO COMADO ESTATES HOMEOWNERS ASSN INC
5155 CLARETON DR
AGOURA HILLS, CA, 91301-6308
ELI PALOMARES
27422 RONDELL ST
AGOURA HILLS, CA, 91301-2455
MICHAEL PANGARLIOTAS
5322 CANGAS DR
AGOURA, CA, 91301-2308

HARRY PANTELAS
5057 VIA SANTANA
NEWBURY PARK, CA, 91320-6983
DESIDERIO PAOLONE
3814 PATRICK HENRY PL
AGOURA HILLS, CA, 91301-3616
ELAINE MARIE PARIS
4065 YANKEE DR
AGOURA HILLS, CA, 91301-3556

DONNALEE D PARISH
4253 LAS VIRGENES RD UNIT 4
CALABASAS, CA, 91302-1961
THOMAS S PARK
26614 COUNTRY CREEK LN
CALABASAS, CA, 91302-3587
CHRIS D PARKER
5241 COLODNY DR UNIT 302
AGOURA HILLS, CA, 91301-2705

GLENN PARKER
4223 LOST SPRINGS DR
AGOURA HILLS, CA, 91301-5328
KELLY PARKER
4215 VIA MIRA MONTE
CALABASAS, CA, 91301-5135
Linda Parocua
10531 Larwin Avenue #5
Chatsworth, CA, 91311

MIGUEL A PARODI
27035 HELMOND DR
AGOURA HILLS, CA, 91301-2326
HOWARD J PARRINGTON
95108 HITHER HILLS WAY
FERNANDINA BEACH, FL, 32034-8786
GREGORY J PARRONE
4836 CANYON WAY
AGOURA HILLS, CA, 91301-2491

TINA PASHA
27408 RONDELL ST
AGOURA HILLS, CA, 91301-2454
ABRAHAM PASTERNAK
3801 PATRICK HENRY PL
AGOURA HILLS, CA, 91301-3615
PATRICK S PATTILLO
2312 CLARK LN # B
REDONDO BEACH, CA, 90278-4422

ANDREW K PAVLEY
4050 JIM BOWIE RD
AGOURA HILLS, CA, 91301-3608
BARBARA PAVLO
3919 POPPYSEED PL
CALABASAS, CA, 91302-2947
IRA PAVON
4037 PATRICK HENRY PL
AGOURA HILLS, CA, 91301-3619
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<td>JIM POSTORINO</td>
<td>4079 LIBERTY CANYON RD</td>
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<td>Jo Powe</td>
<td>801 Malibu Meadows Dr</td>
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<td>ALAN KENNEDY PRANSKEVICH</td>
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<td>CHARLES J PRAVATA</td>
<td>261 W NORMAN AVE</td>
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<td>LISA J PRECIOUS</td>
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<td>MICHAEL PREVO</td>
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<td>JEFFREY PRICE</td>
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BIPIN RAGHVANSHI
4361 WILLOW GLEN ST
CALABASAS, CA, 91302-1977

MOHAMMAD RAHNAVARD
5322 COLODNY DR UNIT 9
AGOURA HILLS, CA, 91301-2668

MAHNOOSH RAJABNEJAD
3927 PATRICK HENRY PL
AGOURA HILLS, CA, 91301-3617

RAJIV & MINAKSHI KAUSHAL LIVING TRUST
29508 RIDGEWAY DR
AGOURA HILLS, CA, 91301-4143

LUCY RALPHS
27062 HELMOND DR
CALABASAS, CA, 91301-2337

RANDALL RALSTON
28316 LAURA LA PLANTE DR
AGOURA HILLS, CA, 91301-2450

ABEL A RAMOS III
4316 WILLOW GLEN ST
CALABASAS, CA, 91302-1976

LORA RAMSEY
4240 LOST HILLS RD UNIT 1008
CALABASAS, CA, 91301-5373

PHILIP J RAMUNO
6025 CHESEBRO RD
AGOURA, CA, 91301-1831

Gregory Randall
6165 Glen Holly
Hollywood, CA, 90068

Suze Randall
25575 Piuma Rd
Calabasas, CA, 91302

CHAD ROBERT RANDALL
5699 KANAN RD # 380
AGOURA HILLS, CA, 91301-3358

Suze Randall Kuipe
25575 Piuma Rd
Calabasas, CA, 91302

KENNETH F RANDMAN
5254 EDGEWARE DR
CALABASAS, CA, 91301-2319

KARIN RANDOLPH
4267 LAS VIRGENES RD
CALABASAS, CA, 91302-1968

Shaikja Rao
1887 Day Lily Lane
Simi Valley, CA, 93065

JASON RAPHAELIAN
6120 CHESEBRO RD
AGOURA HILLS, CA, 91301-1834

HOLLY A RARIDON
27480 COUNTRY GLEN RD
AGOURA HILLS, CA, 91301-3533

FARID RASEKHI
26917 LOST OAK CT
AGOURA HILLS, CA, 91301-5321

JAMES S RASMUSSEN
26500 AGOURA RD # 562
CALABASAS, CA, 91302-1952

HAMID RASTEGAR
5020 CHESEBRO RD STE 200
AGOURA HILLS, CA, 91301-2285

DAVID DANIEL RASHTIAN RASTEIN
26833 HOT SPRINGS PL
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KRISTINE RATTAY
27412 RONDELL ST
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ADAM RAVID
3927 COTTONWOOD GROVE TRL
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DAVID RAVO
6128 CHESEBRO RD
AGOURA HILLS, CA, 91301-1834

MELISSA ANNE RAVO
5374 CHESEBRO RD
AGOURA HILLS, CA, 91301-2204

ALLISON J RAY
5200 HORIZON DR
MALIBU, CA, 90265-3736

LAWRENCE G REAM
4926 CALLE MONTECILLO
AGOURA, CA, 91301-2479

CRAIG L REARDON
5622 FAIRVIEW PL
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PIOTR RECZEK
28152 DRIVER AVE UNIT 1
AGOURA HILLS, CA, 91301-2630
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<td>ANDREW T ROBERTSON</td>
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<td>Gary Roller</td>
<td>28830 Calabria Dr.</td>
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<td>JASON R ROMANO</td>
<td>3639 EL ENCANTO DR</td>
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<td>RONDELL OASIS LLC</td>
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<td>MITCH ROSA</td>
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<td>PO BOX 2356</td>
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<td>THOUSAND OAKS, CA, 91362-4830</td>
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<td>ARTIN B SEDIGHAN</td>
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GEORGES DENIS SERNA  
26961 HELMOND DR  
AGOURA HILLS, CA, 91301-2324  

SABA SETAREH  
4240 LOST HILLS RD UNIT 803  
CALABASAS, CA, 91301-5371  

ALI SEYED KAZEMI  
26601 COUNTY CREEK LN  
CALABASAS, CA, 91302-

SARAH LEYA SEYEDGAVADI  
4240 LOST HILLS RD UNIT 1503  
SARATOGA HILLS, CA, 91301-5349  

JERRY SEYMOUR  
4031 COTTONWOOD GROVE TRL  
CALABASAS, CA, 91301-5314  

MATTHEW T SHAFFER  
4828 CANYON WAY  
AGOURA HILLS, CA, 91301-2491  

ROBERT W SHAFFER  
3980 CAMPHOR AVE  
NEWBURY PARK, CA, 91320-5202  

DALE SHAGRIN  
26819 LIVE OAK CT  
AGOURA HILLS, CA, 91301-5330  

DIMPAL SHAH  
3697 EL ENCANTO DR  
CALABASAS, CA, 91302-3593  

SHIRIN SHAHROKHI FALLAH  
26829 HOT SPRINGS PL  
CALABASAS, CA, 91301-5319  

AMJAD J SHAKTAH  
4922 CALLE ROBLEDA  
AGOURA HILLS, CA, 91301-2470  

EDAN SHALEV  
26698 COUNTRY CREEK LN  
CALABASAS, CA, 91302-3587  

Paul Shandlow  
2443 N Gower Street  
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DAVID SHAPIRO  
26851 HOT SPRINGS PL  
AGOURA HILLS, CA, 91301-5319  

SUSAN SHAPOURI  
6022 COLODNY DR  
AGOURA HILLS, CA, 91301-1844  

MOHAMMAD E SHARIFF  
PO BOX 922  
AGOURA HILLS, CA, -91376  

LOUISA W SHATTUCK  
4041 YANKEE DR  
AGOURA HILLS, CA, 91301-3555  

CNSEE SHAW JANET CNSRV  
HERDERSON LAVERNE E  
2341 FREY AVE  
VENICE, CA, 90291-4754  

TALIA H SHAYA  
5241 COLODNY DR UNIT 403  
AGOURA HILLS, CA, 91301-2706  

ABRAHAM SHAYA  
27045 ESWARD DR  
CALABASAS, CA, 91301-2322  

SHEA ESTATES DEVELOPMENT CORP  
1489 E THOUSAND OAKS BLVD STE E  
THOUSAND OAKS, CA, 91362-6212  

DIANE MARIE SHEFFIELD  
4020 LOST SPRINGS DR  
CALABASAS HILLS, CA, 91301-5324  

CHANNEY M SHEFFIELD JR  
217 20TH ST  
MANHATTAN BEACH, CA, 90266-4530  

CHANNEY MORGAN SHEFFIELD JR  
6350 CHESEBRO RD  
AGOURA, CA, 91301-1838  

MAHTAB K SHEHAB  
1580 MANNING AVE APT 104  
LOS ANGELES, CA, 90024-6065  

SASAN B SHEIBANI  
4102 VIA MIRA MONTE  
CALABASAS, CA, 91301-5106  

FARHAT SHEIKH  
25345 PRADO DE NARANJA  
CALABASAS, CA, 91302-3672  

DAVID M SHEILS  
3815 ORCHID LN APT B  
CALABASAS, CA, 91302-3513  

MICHAEL SHEPHERD  
26902 CALAMINE DR  
CALABASAS, CA, 91301-2335  

JASON R SHEPP  
1809 NICOLA DR  
PETALUMA, CA, 94954-5792
GAL SHERMAN
5847 COLODNY DR
AGOURA HILLS, CA, 91301-2221

PAULA SHERMAN
2340 S SEPULVEDA BLVD
LOS ANGELES, CA, 90064-1911

MASANOBU SHIBUYA
27041 ESWARD DR
CALABASAS, CA, 91301-2322

JACY L SHILLAN
4317 WILLOW GLEN ST
CALABASAS, CA, 91302-1977

LEEOBO SHIM
5241 COLODNY DR UNIT 203
AGOURA HILLS, CA, 91301-2704

SANG KYU SHIN
4004 YANKEE DR
AGOURA HILLS, CA, 91301-3539

Sharon Shingai
22918 Leonora
Woodland Hills, CA, 91367

NILOUFAR SHIRAZI
4621 CAMINO DEL SOL
CALABASAS, CA, 91302-3837

GULBENK SHIRVANIAN
27545 FREETOWN LN
AGOURA HILLS, CA, 91301-3560

EVGENY SHKADOV
26612 SUNFLOWER CT
CALABASAS, CA, 91302-2948

EVGENY SHKADOV
4173 VIA MIRA MONTE
CALABASAS, CA, 91301-5133

DAVID M SHORT
3980 LEIGHTON POINT RD
CALABASAS, CA, 91301-5364

LEON SHRAGER
615 ESPLANADE UNIT 212
REDONDO BEACH, CA, 90277-4134

JONATHAN W SHUKEN
21501 VENTURA BLVD
WOODLAND HILLS, CA, 91364-1920

JONATHAN W SHUKEN
6491 CHESEBRO RD
AGOURA HILLS, CA, 91301-1803

MAYA SHULMAN
5316 AMBRIDGE DR
CALABASAS, CA, 91301-2304

GREGORY SHULTZ
5275 COLODNY DR UNIT 1
AGOURA HILLS, CA, 91301-2631

TAMRE L SHUMAN
6145 FAIRVIEW PL
AGOURA HILLS, CA, 91301-1853

ANTHONY SHUR
3849 COTTONWOOD GROVE TRL
CALABASAS HILLS, CA, 91301-5309

ROY MICHAEL SIAOTONG
4141 DEFENDER DR
AGOURA HILLS, CA, 91301-3509

STEVEN H SIEGEL
12321 HUSTON ST
VALLEY VILLAGE, CA, 91607-3618

GAIL SILBERSTEIN
22261 CAIRNLOCH ST
CALABASAS, CA, 91302-5874

CHELSIE SILVEIRA
5321 COLODNY DR APT 7
AGOURA HILLS, CA, 91301-2648

TRACY SILVER
5324 CHESEBRO RD
AGOURA HILLS, CA, 91301-2204

SILVERCAP PROPERTIES LLC
28282 DOROTHY DR
AGOURA HILLS, CA, 91301-2605

CHERYL SILVERSTEIN
4240 LOST HILLS RD UNIT 2905
CALABASAS, CA, 91301-5390

DAVID B SIMON
27311 PARK VISTA RD
AGOURA HILLS, CA, 91301-3638

JEFFREY JOEL SIMON
6100 FAIRVIEW PL
AGOURA HILLS, CA, 91301-1854

CASSANDRA L SIMON
4257 LAS VIRGENES RD UNIT 2
CALABASAS, CA, 91302-1963

MICHAEL SIMON
3810 DAVIDS RD
AGOURA HILLS, CA, 91301-3642
THOMAS R SIMON
13820 EAGLES NEST STA
POWAY, CA, 92064-1075

STACEY SIMON SOYAK
26928 HELMOND DR
AGOURA HILLS, CA, 91301-2325

DE GERALD SIMONE
3564 PASEO DE INVIERNO
THOUSAND OAKS, CA, 91360-7109

JAMES STEVEN SIMONS
3134 SERENA AVE
CARPINTERIA, CA, 93013-3034

LISA SIMPSON
5237 AMBRIDGE DR
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MANJEET SINGH
3903 POPPYSEED PL
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MANUEL L SINGSON
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CANOGA PARK, CA, 91304-4612

ROBERT H SIPMAN
4043 JOELTON DR
AGOURA, CA, 91301-3629

MICHAEL SIRACUSANO
3806 LOST SPRINGS DR
CALABASAS, CA, 91301-5322

HOUHANG SIROSSI
3835 PATRICK HENRY PL
AGOURA HILLS, CA, 91301-3615

GEORGE SISINO
5291 COLODNY DR UNIT 1
AGOURA HILLS, CA, 91301-2651

MARGARET SISKA
5217 CANGAS DR
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Nicole Siskind
836 Wonder View
Calabasas, CA, 91302

Nicole Siskind
836 Wonderview
Calabasas, CA, 91302

BLAKE SKADRON
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JACK A SKENE
27975 WINDING WAY
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LESLIE SKINNER
5321 COLODNY DR APT 13
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BRIAN SLAGEL
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NANCY I SLATER
24221 CARIS ST
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SUSAN L SLOAN
14622 VALLEY VISTA BLVD
SHERMAN OAKS, CA, 91403-4109

DEAN L SLUYTER
4240 LOST HILLS RD UNIT 1301
CALABASAS, CA, 91301-5376

DEAN L SLUYTER
725 MARINE ST
SANTA MONI, CA, 90405-5642

ANTHONY A SMALARZ
3940 JIM BOWIE RD
AGOURA HILLS, CA, 91301-3606

EYAL B SMENER
26608 MARIGOLD CT
CALABASAS, CA, 91302-2945

BARBARA JEAN SMITH
28152 DRIVER AVE UNIT 4
AGOURA HILLS, CA, 91301-2679

DAVID V SMITH
5719 LAKE LINDERO DR
AGOURA, CA, 91301-1444

DEBORAH L SMITH
5291 COLODNY DR UNIT 2
AGOURA HILLS, CA, 91301-2651

DANIEL SMITH
107 N REINO RD # 342
NEWBURY PARK, CA, 91320-3710

DAVID V SMITH
29136 CRAGS DR
AGOURA HILLS, CA, 91301-2910
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<td>5505 BROMELY DR</td>
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3116 FERNCREST PL  
THOUSAND OAKS, CA, 91362-4901

JOHN D SPECIALE  
26934 DE BERRY DR  
CALABASAS HILLS, CA, 91301-2315

ROBERT NEAL SPECTOR  
5291 COLODNY DR UNIT 14  
AGOURA HILLS, CA, 91301-2653

SPECTRA FINANCIAL INC  
268 N LINCOLN AVE STE 15A  
CORONA, CA, 92882-7102

DAVID VIYAN SPILLER  
26920 CALAMINE DR  
AGOURA HILLS, CA, 91301-2335

WILLIAM K SPILMAN  
26976 HELMOND DR  
CALABASAS, CA, 91301-2325

JAMES CHARLES SPLEEN  
26616 GOLDENROD PL  
CALABASAS, CA, 91302-2944

MARY A SPRADLING  
16434 HIGHWAY 135  
BOONVILLE, MO, 65233-3216

WARREN RUSSELL SROLE  
5021 AMBRIDGE DR  
AGOURA HILLS, CA, 91301-2333

PETER STALEY  
27828 CALLE MARGARITA  
AGOURA HILLS, CA, 91301-2480

EDWIN J STALEY  
4140 LOST SPRINGS DR  
AGOURA HILLS, CA, 91301-5325

RALPH J STAM  
4104 GADSHILL LN  
AGOURA HILLS, CA, 91301-3628

RAZYAN I STAN  
4132 LOST SPRINGS DR  
AGOURA HILLS, CA, 91301-5325

CHET STARLING  
4201 LOST SPRINGS DR  
CALABASAS, CA, 91301-5328

STATE OF CALIF MTNS RECREATION ND CONSERV AUTHORITY  
3750 SOLSTICE CANYON RD  
MALIBU, CA, -90265

MEL STAVE  
4143 LOST SPRINGS DR  
AGOURA HILLS, CA, 91301-5327

KEVIN D STEELE  
PO BOX 594  
MALIBU, CA, 90265-

CRAIG STEIN  
27502 RONDELL ST  
AGOURA HILLS, CA, 91301-2457

BENJAMIN STEIN  
4240 LOST HILLS RD UNIT 2203  
AGOURA HILLS, CA, 91301-5384

ERIC B STEIN  
3821 LOST SPRINGS DR  
CALABASAS, CA, 91301-5340

PETER STEINZEIG  
27564 COUNTRY GLEN RD  
AGOURA HILLS, CA, 91301-3506

LAURA WEINTRAUB STELINO  
26690 COUNTRY CREEK LN  
CALABASAS, CA, 91302-3587

DANIEL STEPENOSKY  
3695 EL ENCANTO DR  
CALABASAS, CA, 91302-3593

BRADLEY E STEPHENS  
5276 COLODNY DR UNIT A  
AGOURA HILLS, CA, 91301-4929

DANIEL ALLEN STEPHENS  
5249 COLODNY DR UNIT 12  
AGOURA HILLS, CA, 91301-2760

T J STEPHENS  
3856 PATRICK HENRY PL  
AGOURA HILLS, CA, 91301-3616

RONALD D STEPHENS  
6617 SMOKE TREE AVE  
OAK PARK, CA, 91377-1303

SCOTT S STERLEKAR  
4110 LOST SPRINGS DR  
AGOURA HILLS, CA, 91301-5325

RODGER SEYMOUR STERLING  
27530 FREETOWN LN  
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<td>ERIC STRATTON</td>
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<td>THOMAS W STRAW</td>
<td>1745 BROADWAY # 18TH</td>
<td>NEW YORK, NY, 10019-4640</td>
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<td>277 HARVEY AVE</td>
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RICHARD SULLIVAN  
4115 DEFENDER DR  
AGOURA HILLS, CA, 91301-3509

JULIE M SULLIVAN  
4141 VIA MIRA MONTE  
CALABASAS, CA, 91301-5133

KATHLEEN ANN SULLIVAN  
26604 SUNFLOWER CT  
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SUNNY FIELD LIVING TRUST  
21226 VENTURA BLVD # 177  
WOODLAND HILLS, CA, 91364-2106

JOSEPH W SUTTER  
3812 MOUNTAIN SHADOWS RD  
CALABASAS HILLS, CA, 91301-5367

BETTY J SUTTLER  
4240 LOST HILLS RD UNIT 3304  
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LONE SUTTON  
4040 JOELTON DR  
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STEPHEN J SUTTON  
27353 PARK VISTA RD  
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DALIBOR D SVOBODA  
3983 JIM BOWIE RD  
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CAROLYN B SWEENEY  
5320 COLONY DR 5  
AGOURA, CA, -91301

JANE O SWENSON  
6116 COLODNY DR  
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THOMAS E SWIFT  
28310 LAURA LA PLANTE DR  
AGOURA HILLS, CA, 91301-2450

Julie Szende  
6501 Penfield Avenue  
Woodland Hills, CA, 91367

HAMID F TABATABAI  
5306 EDGEWARE DR  
AGOURA HILLS, CA, 91301-2321

Cheryl Tabb  
5625 Sienna Way  
Westlake Village, CA, 91362

Cheryl Tabb  
5625 Siennaway  
Woodland Hills, CA, 91361

PARASTO TABRIZI  
6903 CORBIN AVE  
CANOGA PARK, CA, 91306-3906

LINDA C TACHDJIAN  
19921 E MCDONALD LN  
ORANGE, CA, 92869-2106

KEN TADA  
22465 CAIRNLOCH ST  
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RAO TADEPALLI  
26820 LIVE OAK CT  
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JASON L TAILLIE  
3843 COTTONWOOD GROVE TRL  
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JAMES TALBOT  
4538 CIELO CIR  
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EMAN TALEI  
4010 LOST SPRINGS DR  
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NAHID TALEI  
26814 COLD SPRINGS ST  
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RANDAL M TAMAYEI  
3955 PATRICK HENRY PL  
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MANUEL TAN  
4229 LOST SPRINGS DR  
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SIRJANG LAL TANDON  
19820 NORTHRIDGE RD  
CHATSWORTH, CA, 91311-1820

DORIS PIERSON TANNER  
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PATRICK TANZILLO  
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RAY TARKE  
27440 FREETOWN LN  
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<td>RYAN THOMES</td>
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Chapter 7 List of Studies and Technical Reports

Historic Property Survey Report (HPSR), July 24, 2017
Area of Potential Effects (APE) Map, June 22, 2017
Archaeological Survey Report (ASR), July 2017
Traffic Noise Study Report, August 4, 2017
Air Quality Assessment, August 4, 2017
Section 4(f) Exemption, August 8, 2017
Scenic Resource Evaluation and Visual Impact Assessment Memo, August 9, 2017
Hazardous Waste Assessment, June 14, 2017
Community Impact Assessment (CIA), August 14, 2017
Natural Environmental Study (NES), August 2017
Scoping Summary Report, May 2016

The associated studies and technical reports are available upon request.
Chapter 8 Appendices

Appendix A. Section 4(f)

Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determination(s)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, or 4) the project does not permanently use the property and does not hinder the preservation of the property.

Project Description

This project proposes constructing a vegetated bridge over US-101 at post mile 33.0, near Liberty Canyon Road in the City of Agoura Hills, with the purpose of providing a wildlife crossing. Additionally, this project is sponsored by the Mountains Recreation and Conservation Authority (MRCA). A cooperative agreement between MRCA and California Department of Transportation (Caltrans) was executed on February 12, 2015.

The bridge will be approximately 165 feet wide and 200 feet long. It will be vegetated to provide a passage that resembles the natural habitat of wildlife. The proposed project also includes improvements to wildlife fencing along US-101, enhancement of habitat adjacent to the overcrossing structure through the planting of native vegetation, construction of sound walls and retaining walls, and construction of a multi-use trail. In total, construction is anticipated to last approximately 30 months, and, if funding permits, is tentatively scheduled from May 2019 to November 2021.

Alternatives

Three alternatives are being considered for the project:

No Build Alternative

The No Build Alternative will maintain the existing configuration of US-101 and no additional infrastructure will be constructed to enhance wildlife connectivity across the freeway. This alternative will result in continued deterioration of wildlife habitats in the area and continued isolation of native animal species.
**Alternative 1**
Alternative 1 proposes to construct a 165-foot wide by 200-foot long bridge across US-101 immediately west of Liberty Canyon Road.

**Alternative 2**
Alternative 2 includes the structure described in Alternative 1 with the addition of an extension of the overcrossing over Agoura Road, which runs parallel to US-101 at this location.

There are two design options in regards to the tunnel for Alternative 2:

- **Design Option 1** – Construct a 48-foot wide tunnel and associated retaining wall system along Agoura Road to keep the road operational and to accommodate the fill material needed to construct the wildlife crossing.

- **Design Option 2** – Construct a 54-foot wide tunnel and associated retaining wall system along Agoura Road to keep the road operational and to accommodate the fill material needed to construct the wildlife crossing.

**Common Design Features of the Build Alternatives**

- Construct a two span 165-foot wide by 200-foot long bridge with columns on spread footings in the freeway median.
- Constructing retaining walls at both the north and south ends of the bridge.
- Constructing soundwalls along the outer edges of the bridge to mitigate traffic noise and block light in order to make the crossing more conducive to wildlife crossing.
- Planting vegetation on and adjacent to the bridge to create an extension of the surrounding wildlife habitat and connect the crossing to the existing riparian corridor.
- Installing irrigation and drainage systems on the bridge.
- Filling and grading the slope and open area between the freeway and Agoura Road from the southern bridge abutment down to the shoulder of Agoura Road.
- Modifying or replacing existing wildlife fencing from Lost Hills Road (post mile 31.9) to Palo Comado Canyon Road (Cheseboro Road exit, post mile 33.7) to prohibit wildlife from accessing US-101 and funnel wildlife to the overcrossing.
- Constructing a multi-use, single-track recreational trail on the overcrossing.

**Unique Features of the Build Alternatives**

Alternative 2 will include:

- Grading and filling the slope between the bridge abutment and Agoura Road south of the freeway to grade to allow the crossing to extend over Agoura Road before descending to join existing ground.
- Constructing a tunnel and associated retaining wall system along Agoura Road to keep the road operational and to accommodate the fill material needed to construct the wildlife crossing.

The purpose of the project is to provide a safe and sustainable passage for wildlife across US-101 near Liberty Canyon Road in the City of Agoura Hills that facilitates regional wildlife movement.
and genetic exchange, reduce wildlife mortality and enhance safety for motorists by reducing swerving movements to avoid wildlife crossing the road. The need for the proposed project is based on genetic and tracking data that shows that US-101 is a barrier to wildlife that historically traveled between the Santa Monica Mountains and the Sierra Madre Mountain Range. US-101 divides this previously contiguous range into isolated habitat fragments resulting in inbreeding, territorial fighting, decreased genetic diversity within the Santa Monica Mountains, and restricted movement between these mountain ranges. Connections between habitat fragments are needed to maintain genetic diversity and sustain isolated wildlife populations.

Description of Section 4(f) Property
The adjacent open space properties located north and south of the project are owned by the Santa Monica Mountains Conservancy (SMMC), and extend north into the Simi Hills and south into the Santa Monica Mountains. Figure 30 below illustrates the proposed project location relative to these open space properties. These areas are a significant publicly owned conservation area for wildlife purposes. As such, the large swaths of protected public land extending into the mountain ranges on either side of the freeway are considered a Section 4(f) resource.

Numerous wildlife species inhabit the conservation area on either side of highway US-101 at Liberty Canyon Road, which in itself can be considered an unusual characteristic that enhances the Section 4(f) property’s value. Conversely, the existing eight lane freeway can also be considered an unusual characteristic which reduces the value of the Section 4(f) property, as it bisects this formerly contiguous habitat area. US-101 is a formidable barrier in the Liberty Canyon area for many wildlife species, including: mountain lions, bobcats, gray foxes, and mule deer that have historically traveled between these mountain ranges (i.e. Santa Monica Mountains and Simi Hills). In particular, populations of mammals with large home ranges such as mountain lions and bobcats need expansive areas in which to hunt, breed, and survive. Consequently, the construction of the freeway divided this previously continuous habitat range into isolated fragments. For mountain lions in particular, the consequences of this restriction has resulted in significant inbreeding, territorial fighting, and low genetic diversity within the Santa Monica Mountains.

Moreover, National Park Service (NPS) researchers have documented serious threats to the long-term viability of the mountain lions if a structure is not constructed. Historically, 12 mountain lions have been struck and killed by vehicles in the NPS study area since research began in 2002 – including a male mountain lion hit on US-101 near Liberty Canyon Road in 2013. As such, there is a recognized deficiency in wildlife connectivity across US-101 in this area, and the proposed project will improve this condition by restoring wildlife movement between the Santa Monica Mountains and Simi Hills, thereby reversing existing habitat fragmentation and directly improving the Section 4(f) resource.


**Impacts on Section 4(f) Property**

As required by Section 4(f), special consideration must be taken to ensure that any “use” of a Section 4(f) resource does not adversely affect the activities, features, and attributes that qualify it for protection under Section 4(f). As such, the proposed project would be a direct benefit to wildlife connectivity in the Liberty Canyon area by providing a critical linkage between the Santa Monica Mountains and Sierra Madre mountain range. As discussed earlier, large mammals such as mountain lions and bobcats need large connected habitats in order to hunt, breed, and thrive. The proposed vegetated bridge will not be for vehicle traffic, and is primarily intended for wildlife movement across US-101. There will be no permanent conversion of Section 4(f) resources to transportation-related uses, as the project build alternatives will not permanently incorporate any land from the MRCA/SMMC conservation area into the project.

Construction activities will be temporary and the overall function and value of the area, within the context of wildlife movement, is expected to improve with the addition of the proposed wildlife bridge. The proposed bridge is anticipated to restore the wildlife corridor characteristics that were degraded throughout the Liberty Canyon area when US-101 was constructed. Therefore, any potential use of the MRCA/SMMC property would be solely for the purpose of preserving or enhancing the activities, features, or attributes that qualify the property for Section 4(f) protection (i.e. wildlife habitat conservation).
Accordingly, this determination invokes the exception to the requirement for Section 4(f) approval provided under 23 CFR 774.13(g), which results when there is a transportation enhancement project or mitigation activity where the use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection, and the official with jurisdiction of the Section 4(f) resource agrees in writing.

**Coordination**
Caltrans has coordinated with MRCA, the official with jurisdiction over the Section 4(f) resource. Coordination was conducted in July 2016 and August 2017. Concurrence from the official with jurisdiction was requested regarding Caltrans’ determination, which would consequently invoke the exception to the requirement for Section 4(f) approval (23 CFR 774.13(g)). In accordance with Federal requirements, written concurrence was obtained from MRCA, the official with jurisdiction, on August 8, 2017. The concurrence letter is included in Appendix A of this document.

**Concluding Statement**
Due to the nature of the proposed project and the pursuit of a permanent wildlife crossing structure on US-101 at Liberty Canyon Road, adjacent to MRCA property, Caltrans has determined that the proposed project is exempt from Section 4(f) approval. The proposed project will directly benefit the MRCA properties located adjacent to the highway and will not degrade the activities, features, and attributes that qualify the resource for protection under Section 4(f). The property is a Section 4(f) property, but no “use” will occur. Therefore, the provisions of Section 4(f) do not apply.
August 3, 2017

Mr. Paul Edelman
Chief of Natural Resources and Planning
Mountains Recreation and Conservation Authority
5810 Ramirez Canyon Road
Malibu, CA 90265

RE: Liberty Canyon Wildlife Crossing Project – Concurrence on Preservation and Enhancement Purpose

Dear Mr. Edelman:

The California Department of Transportation (Caltrans) is conducting environmental review for the Liberty Canyon Wildlife Crossing Project on U.S. Route 101 (US-101) west of Liberty Canyon Road in the City of Agoura Hills, in Los Angeles County. The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 United States Code (USC) 327. We are consulting with you under Section 4(f) of the 1966 US DOT Act, regarding the purpose of the above referenced project, with respect to the open space properties north and south of the project owned by the Santa Monica Mountains Conservancy (SMMC).

Proposed Project
This project proposes constructing a vegetated bridge over US-101 at post mile 33.0, near Liberty Canyon Road in the City of Agoura Hills, with the purpose of providing a wildlife crossing. Additionally, this project is sponsored by the Mountains Recreation and Conservation Authority (MRCA). A cooperative agreement between MRCA and California Department of Transportation (Caltrans) was executed on February 12, 2015.

The bridge will be approximately 165 feet wide and 200 feet long. It will be vegetated to provide a passage that resembles the natural habitat of wildlife. The proposed project also includes improvements to wildlife fencing along US-101, enhancement of habitat adjacent to the overcrossing structure through the planting of native vegetation, construction of sound walls and retaining walls, and construction of a multi-use trail. In total, construction is anticipated to last approximately 30 months, and, if funding permits, is tentatively scheduled from May 2019 to November 2021.

Project Alternatives
Three alternatives are being considered for the project:

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**No Build Alternative** – The No Build Alternative will maintain the existing configuration of US-101 and no additional infrastructure will be constructed to enhance wildlife connectivity across the freeway. This alternative will result in continued deterioration of wildlife habitats in the area and continued isolation of native animal species.

**Alternative 1** – Alternative 1 proposes to construct a 165-foot wide by 200-foot long bridge across US-101 immediately west of Liberty Canyon Road.

**Alternative 2** – Alternative 2 includes the structure described in Alternative 1 with the addition of an extension of the overcrossing over Agoura Road, which runs parallel to US-101 at this location.

There are two design options in regards to the tunnel for Alternative 2:

- **Design Option 1** – Construct a 48-foot wide tunnel and associated retaining wall system along Agoura Road to keep the road operational and to accommodate the fill material needed to construct the wildlife crossing.

- **Design Option 2** – Construct a 54-foot wide tunnel and associated retaining wall system along Agoura Road to keep the road operational and to accommodate the fill material needed to construct the wildlife crossing.

**Common Design Features of the Build Alternatives**

- Construct a two span 165-foot wide by 200-foot long bridge with columns on spread footings in the freeway median.
- Constructing retaining walls at both the north and south ends of the bridge.
- Constructing soundwalls along the outer edges of the bridge to mitigate traffic noise and block light in order to make the crossing more conducive to wildlife crossing.
- Planting vegetation on and adjacent to the bridge to create an extension of the surrounding wildlife habitat and connect the crossing to the existing riparian corridor.
- Installing irrigation and drainage systems on the bridge.
- Filling and grading the slope and open area between the freeway and Agoura Road from the southern bridge abutment down to the shoulder of Agoura Road.
- Modifying or replacing existing wildlife fencing from Lost Hills Road (post mile 31.9) to Polo Comado Canyon Road (Chesboro Road exit, post mile 33.7) to prohibit wildlife from accessing US-101 and funnel wildlife to the overcrossing.
- Constructing a multi-use, single-track recreational trail on the overcrossing.

**Unique Features of the Build Alternatives**

Alternative 2 will include:

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- Grading and filling the slope between the bridge abutment and Agoura Road south of the freeway to grade to allow the crossing to extend over Agoura Road before descending to join existing ground.
- Constructing a tunnel and associated retaining wall system along Agoura Road to keep the road operational and to accommodate the fill material needed to construct the wildlife crossing.

Section 4(f) Regulations
Section 4(f) of the Department of Transportation Act of 1966 (49 United States Code [U.S.C.] 303) (Section 4(f)) applies to a project when a federal action involves the use of a publicly owned park, recreation area, wildlife or waterfowl refuge, or land from a historic site. Such land may be used for Federal-aid highway projects only if there is no feasible and prudent alternative and all possible planning has been taken to avoid the use of a 4(f) property or to minimize harm to any 4(f) property affected by the project. Because the SMMC/MRCA open space area north and south of the project is a significant publicly owned conservation area for wildlife purposes, it is considered a Section 4(f) resource. Therefore, special consideration must be taken to ensure that any “use” of the Section 4(f) resource does not adversely affect the activities, features, and attributes that qualify it for protection under Section 4(f).

However, an exception to the requirement for Section 4(f) approval results when there is a transportation enhancement project or mitigation activity, where:

1. The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and

2. The official with jurisdiction over the Section 4(f) resource agrees in writing to the language in item #1 above.

Impacts to MRCA/SMMC Open Space Lands
The proposed project would be a direct benefit to wildlife connectivity in the Liberty Canyon area by providing a critical linkage between the Santa Monica Mountains and Sierra Madre mountain range. In particular, large mammals such as mountain lions and bobcats need large connected habitats in order to hunt, breed, and thrive. As such, the proposed vegetated bridge will not be for vehicle traffic, and is primarily intended for wildlife movement across US-101. There will be no permanent conversion of Section 4(f) resources to transportation-related uses, as the project build alternatives will not permanently incorporate any land from the MRCA/SMMC conservation area into the project.

The purpose of the project is to provide a safe and sustainable passage for wildlife across US-101 near Liberty Canyon Road in the City of Agoura Hills that facilitates regional wildlife movement and genetic exchange, reduce wildlife mortality and enhance safety for motorists by reducing swerving movements to avoid wildlife crossing the road. The need for the proposed project is

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based on genetic and tracking data that shows that US-101 is a barrier to wildlife that historically traveled between the Santa Monica Mountains and the Sierra Madre Mountain Range. US-101 divides this previously contiguous range into isolated habitat fragments resulting in inbreeding, territorial fighting, decreased genetic diversity within the Santa Monica Mountains, and restricted movement between these mountain ranges. Connections between habitat fragments are needed to maintain genetic diversity and sustain isolated wildlife populations.

Construction activities will be temporary and the overall function and value of the area, within the context of wildlife movement, is expected to improve with the addition of the proposed wildlife bridge. The proposed bridge is anticipated to restore the wildlife corridor characteristics that were degraded throughout the Liberty Canyon area when US-101 was constructed. Therefore, we determined that any potential use of the MRCA/SMMC property would be solely for the purpose of preserving or enhancing the activities, features, or attributes that qualify the property for Section 4(f) protection (i.e. wildlife habitat conservation). We are requesting a concurrence from you regarding this determination, which would consequently invoke the exception to the requirement for Section 4(f) approval provided under 23 CFR 774.13(g).

Please review the determination above, sign to document your concurrence with this finding, and forward the signed original back to me for the administrative record. If you have any questions regarding the MRCA/SMMC conservation area’s qualification as a Section 4(f) resource, or the project’s purpose, please do not hesitate to contact me at (213) 897-1821 or susan.tse@dot.ca.gov.

Sincerely,

Susan Tse  
Senior Environmental Planner, Los Angeles Co. – Northwest Region & Ventura Co. Region  
Division of Environmental Planning, Caltrans – District 7

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”
Mr. Paul Edelman  
August 3, 2017  
Page 5

Official with Jurisdiction
I concur that the proposed project’s use of the above referenced MRCA/SMMC conservation area is solely for the purpose of preserving or enhancing an activity, feature, and attribute that qualifies the property for protection under Section 4(f).

[Signature]  
8-8-17  
Date

Mr. Paul Edelman  
Chief of Natural Resources and Planning  
Mountains Recreation and Conservation Authority

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability"
Appendix B. Title VI Policy Statement

March 2013

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

MALCOLM DOUGHERTY
Director

"California improves mobility across California"
Appendix C. Avoidance, Minimization and/or Mitigation Summary
### Air Quality

If naturally occurring asbestos, serpentine, or ultramific rock is discovered during grading operations Section 93105, Title 17 of the California Code of Regulations requires notification to the SCAQMD by the next business day and implementation of the following measures within 24-hours:

- Unpaved areas subject to vehicle traffic must be stabilized by being kept adequately wetted, treated with a chemical dust suppressant, or covered with material that contains less than 0.25 percent asbestos;

- The speed of any vehicles and equipment traveling across unpaved areas must be no more than fifteen (15) miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust that is visible crossing the project boundaries;

- Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept adequately wetted, treated with a chemical dust suppressant, or covered with material that contains less than 0.25 percent asbestos; and

- Activities must be conducted so that no track-out from any road construction project is visible on any paved roadway open to the public.

### Biology

A biological monitor will be present during any construction activities that have the potential to impact oak and Arroyo willow thicket habitat, including but not limited to clearing and grubbing, excavation, and grading near oak woodlands and Arroyo willow thickets.

A Caltrans Biologist will conduct a weekly Pre-construction Survey at the project location to determine the presence or absence of any bat species or bat colonies. Surveys will include monitoring bat activity, identifying types of bats present, determining any reduced buffers, determining bat entry and exit times, and determining requirements for exclusionary measures. Surveys may include nighttime survey for California leaf-nose bats.

A certified arborist will be present for all oak tree trimming, excavation within the protected radius of oak trees (five feet beyond the dripline), and placement of fill within the protected radius.

### Avoidance, Minimization and/or Mitigation Summary

<table>
<thead>
<tr>
<th>Category</th>
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<th>Responsible Staff</th>
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<td>Environmental Document</td>
<td>Resident Engineer</td>
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<td>Resident Engineer; Biologist</td>
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<td>Biologist</td>
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<td>Biology</td>
<td>A certified arborist will be present for all oak tree trimming, excavation within the protected radius of oak trees (five feet beyond the dripline), and placement of fill within the protected radius.</td>
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<td>Resident Engineer; Biologist</td>
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Environmental Engineering

Resident Engineer; Biologist
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<td>Biology</td>
<td>A mix of woody debris and boulders should be intermixed with native vegetation and arranged the length of the structure to serve as stepping stones to minimize the exposure for cover obligates species and to give aerial species landing spots. These stepping stones should extend onto the approach slopes and habitat surrounding the overcrossing as well as on the structure. Non-vegetated cover will be placed on the overcrossing structure to minimize the exposure for cover obligate species while crossing and to provide landing spots for aerial species.</td>
<td>Natural Environmental Study</td>
<td>Project Engineer; Biologist; Landscape</td>
</tr>
<tr>
<td>Biology</td>
<td>A qualified biologist will monitor construction during clearing, grading and/or trenching activities for any occurrence of the species. A biological monitor shall be present a minimum of one week prior to clearing and grubbing activities in order to walk the proposed areas and set up ESA fencing. If western spadefoot toads, coast horned lizard and southwestern pond turtle are found to occur within the BSA, the areas with the potential for this species shall be clearly demarcated with the use of ESA fencing for Western spadefoot, coast horned lizard and southwestern pond turtle.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>All appropriate Stormwater and Erosion Best Management Practices will be incorporated into the project specifications. Prior to the start of construction all drain inlets and outlets must be protected with BMP's to prevent construction materials and debris from entering drainages. Best Management Practices should be implemented to the Maximum Extent Practicable. They will be in place before and during project construction to avoid any water quality impacts.</td>
<td>Natural Environmental Study</td>
<td>Resident Engineer</td>
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<tr>
<td>Biology</td>
<td>All pollution and litter laws and regulations will be followed by the contractor.</td>
<td>Natural Environmental Study</td>
<td>Resident Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>Any work within the drainages will be conducted when there is no flow during the dry season (April 15-October 31).</td>
<td>Natural Environmental Study</td>
<td>Resident Engineer; Project Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>Avoid disturbing occupied burrows during (clearing and grubbing, etc.) the nesting period of February 1 through August 31. If clearing and grubbing of vegetation needs to be conducted during BUOW-nesting season, a qualified biologist will monitor construction during clearing, grading and/or trenching activities for any occurrence of birds nesting. A biological monitor shall be present a minimum of one week prior to clearing and grubbing activities in order to walk the proposed areas and set up buffers for borrowing owls.</td>
<td>Natural Environmental Study</td>
<td>Biologist; Resident Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>Avoid impacts to burrows occupied by migratory individuals during the non-breeding season. In the event an individual is found to occupy a burrow during the non-breeding season, passive relocation efforts as described in CDFW guidelines should be implemented for burrowing owl.</td>
<td>Natural Environmental Study</td>
<td>Biologist; Resident Engineer</td>
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<tr>
<td>Biology</td>
<td>Bird nesting season is normally February 15th through September 1st, however, bird nesting behavior has begun earlier than expected due to current weather patterns. Should vegetation need to be removed during bird nesting season, the district biologist will be notified two weeks prior to removal to determine if birds are nesting. In the event that nesting birds are observed, the Caltrans Biologist (Celina Oliveri) should not conduct removal of the nest until it is determined that the fledglings have left the nest. If this is not possible, coordination with the District Biologist should take place in order to minimize the risk of violating the Migratory Bird Treaty Act, and the following minimization measure put in place: a buffer of 150ft. for songbirds and 500 ft. for raptors which must be maintained during all phases of construction. Nesting birds may not be impacted by any construction activity including noise and dust pollution along with destruction of habitat. Measures should be taken to achieve a level of noise at or below 65DB within 100 feet of the work zone. Once it has been determined that there are no nesting birds, vegetation removal may proceed.</td>
<td>Natural Environmental Study</td>
<td>Biologist; Resident Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>Caltrans shall monitor construction activities during bird nesting season to monitor for potential noise impacts to nesting birds for California gnatcatcher, Golden eagle and nesting birds.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>Clearing and grubbing of vegetation will be conducted outside of bird-nesting season. If clearing and grubbing of vegetation needs to be conducting during bird-nesting season (February 15th to September 1st), a qualified biologist will monitor construction during clearing, grading and/or trenching activities for any occurrence of the species nesting. In the event that birds are observed nesting, construction should stop until it is determined that the fledglings have left their nests. If this is not possible, coordination with the a qualified biologist should take place in order to minimize the risk of violating the Migratory Bird Treaty Act with the following avoidance and minimization measure: a buffer of 150ft. for songbirds and 500 ft. for raptors must be maintained using ESA fencing during all phases of construction for California gnatcatcher and Golden eagle.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>Construction shall not occur near areas with suitable western spadefoot habitat within 48 hours of a rain event.</td>
<td>Natural Environmental Study</td>
<td>Biologist; Resident Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>Develop and implement a worker awareness program to increase the on-site recognition of and commitment to burrowing owl protection for burrowing owl.</td>
<td>Natural Environmental Study</td>
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<tr>
<td>Biology</td>
<td>If any species of concern are observed during construction activities, all work shall immediately cease and the district biologist shall be immediately notified. Work shall not resume until clearance is given by the Caltrans Biologist (Celina Oliveri).</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>If bats are found, do not start work in that area until bat species have been identified and approved exclusionary measures are in place. During construction, a Bat Survey will be performed daily by a Caltrans Biologist to monitor any bats still present within the 100 foot protective radius for California leaf-nosed bats.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>If bats are present, submit bat exclusionary measures prior to walking by the site, to construction machinery work, or to lighting equipment activation within the 100 foot protective radius. The Engineer has 10 working days to review. Revise and resubmit bat exclusionary measures within 5 working days of receipt of the comments if necessary. The Engineer reviews the revisions within 5 working days. You must implement bat exclusionary measures when approved. If the Engineer does not complete the review and the Engineer determine completion of work is delayed or interfered with because of the delay, a time extension will be granted for California leaf-nosed bats.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
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<tr>
<td>Biology</td>
<td>If nesting pairs are found, they should be avoided during breeding season and allowed to complete their breeding attempt for burrowing owls.</td>
<td>Natural Environmental Study</td>
<td>Biologist; Resident Engineer</td>
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<tr>
<td>Biology</td>
<td>If this project scope should change for any reason, Caltrans Division of Environmental Planning will be notified to determine whether current environmental documentation is adequate.</td>
<td>Natural Environmental Study</td>
<td>Resident Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>Impacts can also be minimized by requiring a biological monitor to be present on site during initial clearing and grubbing activity to capture and relocate any California leaf-nosed bat. Because this species lives almost entirely within caves and mines, except for when foraging, finding live and uninjured individuals during clearing activity is unlikely for California leaf-nosed bats.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>Impacts can also be minimized by requiring a biological monitor to be present on site during initial clearing and grubbing activity to capture and relocate any individuals for silvery legless lizards. Because this species lives almost entirely underground, except possibly for short periods immediately following rain events, finding live and uninjured individuals during clearing activity is unlikely. If areas of high-density occurrences are found, salvage efforts can be made by careful removal of shrubs with clam-shell loaders and searching for individuals at the base of the shrub or within the root system as this is a more likely place for them to occur.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
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<tr>
<td>Biology</td>
<td>Impacts can also be minimized by requiring a biological monitor to be present on site during initial clearing and grubbing activity to capture and relocate any San Diego Desert Woodrat. Because this species lives underground during the day, finding live and uninjured individuals during clearing activity is unlikely for San Diego Desert Woodrat.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
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<td>Biology</td>
<td>Impacts can also be minimized by requiring a biological monitor to be present on site during initial clearing and grubbing activity to capture and relocate any coast horned lizards. If areas of high-density occurrences are found, salvage efforts can be made by careful removal of shrubs with clam-shell loaders and searching for individuals at the base of the shrub or within the root system as this is a more likely place for them to occur for coast horned lizards.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>Middens should be avoided if possible and protected with ESA fencing. If not possible, middens should be moved outside of desert woodrat nesting season (Spring/Summer). Middens should be dislodged with a dozer (nudged), in order to flush any woodrats out before relocating. Midden should be relocated outside of the project area. During relocation, workers should wear gloves and masks because of possible hanta virus. A qualified biologist will relocate the middens upon discovery; making sure middens are preserved and protected in a safe environment were the rat can detect them.</td>
<td>Natural Environmental Study</td>
<td>Biologist; Resident Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>Since wood rat is a nocturnal, a night survey should be done by a qualified biologist to determine their presence and where to relocate their meddins.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
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<tr>
<td>Biology</td>
<td>Site specific monitoring by a qualified biologist throughout the project’s construction to reduce the likelihood of re-colonization of areas disturbed by the proposed project for burrowing owls.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
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<tr>
<td>Biology</td>
<td>The use of burrow exclusionary devices during the non-breeding season with the addition of monitoring and surveillance, if necessary.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>Tree roots will not be exposed to sun or drying any for more than 24 hours. All exposed roots shall be protected by a minimum four (4) inches of a combination of compost and backfill covered by moistened burlap as soon as possible. Backfill for this purpose shall be gathered from surrounding areas.</td>
<td>Natural Environmental Study</td>
<td>Resident Engineer; Project Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>All oak woodland habitat and trees that are permanently impacted by the proposed project will be mitigated with the creation and/or restoration of oak woodland habitat. Recommendations for the minimum compensatory mitigation ratios are found below but the final mitigation ratios will be determined in coordination with CDFW and the City of Agoura Hills under the respective agreements and permits issued for the project. Oak saplings and oaks with a DBH of &lt; 5 inches will be compensated for with the planting of oak woodland habitat at a ratio of 2:1 by acre of impact. All other replanting ratio is listed on table 6 of the Natural Environmental Study (page 74).</td>
<td>Natural Environmental Study</td>
<td>Resident Engineer; Biologist; Landscape</td>
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<td>Biology</td>
<td>All oak woodland habitat that is temporarily impacted by construction activities will be restored with the native vegetation species present within the BSA including oaks trees. The landscape plan for these areas will be developed in coordination with the District Biologist, SMMC, and NPS to insure that the placement of vegetation is appropriate for both the valley oak woodland composition and for wildlife movement.</td>
<td>Natural Environmental Study</td>
<td>Resident Engineer; Biologist; Landscape</td>
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<tr>
<td>Biology</td>
<td>Establish an endowment, in coordination with NPS, to fund the long-term genetic analysis and measure the effectiveness of the proposed project in facilitating the exchange of genetic material across US-101.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
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<td>Biology</td>
<td>Habitat temporarily impacted by the proposed project shall be restored to its original condition. Landscaping for the proposed project shall utilize native and non-invasive plant species. The soil should compacted only to a point necessary for construction purposes. This will allow any natural occurring individuals within the immediate vicinity to re-populate the temporary impact zone for California gnatcatcher, San Diego Desert Woodrat, Western spadefoot, coast/desert horned lizards and silvery legless lizards.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>The proposed project has a potential to result in loss of marginal foraging habitat and nesting habitat for this species; however, the implementation of this proposed project would impact a relatively small amount of riparian habitat. To reduce the impacts to these plant communities, similar plant communities within the region should be preserved in perpetuity. Temporary impacts to tricolored blackbird foraging habitat shall be mitigated onsite at a 1:1 mitigation ratio within Caltrans ROW. Caltrans would restore disturbed habitat to preconstruction conditions with the use of native vegetation for landscaping.</td>
<td>Natural Environmental Study</td>
<td>Biologist; Landscape</td>
</tr>
<tr>
<td>Biology</td>
<td>A full inventory of all trees within the BSA will be conducted prior to construction of the proposed project. The inventory will identify the tree species, a native or non-native designation, DBH, location, project impacts, and the compensatory mitigation required. Tree tags will be deployed on all trees with a minimum DBH of 2 inches to identify all trees and will be collected upon tree removal to keep track of trees removed.</td>
<td>Environmental Document</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat for burrowing owl, San Diego Desert Woodrat, western spadefoot, California leaf-nose bat, California gnatcatcher, coast horned lizards, golden eagle, silvery legless lizards, southwestern pond turtle and tricolored blackbird.</td>
<td>Natural Environmental Study</td>
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<td>All appropriate Stormwater and Erosion Best Management Practices will be incorporated into the project specifications. Prior to the start of construction all drain inlets and outlets must be protected with BMP’s to prevent construction materials and debris from entering drainages. Best Management Practices should be implemented to the Maximum Extent Practicable. They will be in place before and during project construction to avoid any water quality impacts.</td>
<td>Natural Environmental Study</td>
<td>Project Engineer; Resident Engineer</td>
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<td>Biology</td>
<td>All arroyo willow thicket habitat that is temporarily impacted by construction activities will be restored with the native vegetation species present within the BSA including arroyo willow cuttings. The landscape plan for these areas will be developed in coordination with the District Biologist, SMMC, and NPS to insure that the placement of vegetation is appropriate for both the arroyo willow thicket composition and for wildlife movement.</td>
<td>Natural Environmental Study</td>
<td>Biologist; Landscape</td>
</tr>
<tr>
<td>Biology</td>
<td>All oak trees that are identified as “not to be impacted” in the full tree inventory will have an Environmentally Sensitive Area (ESA) fence placed around them and no construction equipment or personnel will enter the area. A biological monitor or certified arborist will oversee the placement of ESA fencing.</td>
<td>Environmental Document</td>
<td>Resident Engineer; Biologist</td>
</tr>
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<td>Biology</td>
<td>Develop and implement a worker awareness program to increase the on-site recognition of and commitment to western spadefoot toad protection for Western spadefoot.</td>
<td>Natural Environmental Study</td>
<td>Biologist; Resident Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>ESA fencing will be installed around all arroyo willow thicket habitat that is outside of the direct temporary impact footprint and no construction activities or equipment will occur within the ESA area.</td>
<td>Natural Environmental Study</td>
<td>Resident Engineer; Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>If possible protect active burrows in place by setting up appropriate buffer zones (50m-500m) and visual screens during construction for burrowing owls.</td>
<td>Natural Environmental Study</td>
<td>Biologist; Resident Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>Impacts can also be minimized by requiring a biological monitor to be present on site during initial clearing and grubbing activity to capture and relocate any individuals for Western spadefoot.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>It is recommended that habitat buffers along the stream and riparian corridor are put in place in order to confine and delineate the work area.</td>
<td>Natural Environmental Study</td>
<td>Resident Engineer; Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>Placement of visible markers near burrows to ensure that machinery does not collapse the burrows for burrowing owls.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
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<tr>
<td>Biology</td>
<td>Preconstruction presence/absence surveys will be conducted prior to any ground disturbing activities within suitable habitat. Because of the burrowing nature of this animal even during the non-breeding season, surveys for the presence of this species should occur prior to construction to avoid incidental take for burrowing owl.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>Site specific monitoring by a qualified biologist throughout the project’s construction to reduce the likelihood of project related impacts for Western spadefoot.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>Temporary construction staging areas and access roads will be strategically placed to avoid and/or minimize impacts to USACE, RWQCB, and CDFW jurisdictional features to the extent feasible and are expected to be enhanced to pre-project conditions.</td>
<td>Natural Environmental Study</td>
<td>Resident Engineer; Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>A fencing plan will be developed in coordination with NPS and will include the installation of wildlife fencing along US-101 from Lost Hills Road to Palo Comado Canyon Road. Fencing will have a minimum height of eight feet with an additional two feet buried below ground and will include escape ramps, where appropriate.</td>
<td>Natural Environmental Study</td>
<td>Biologist; Project Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>A Landscape Plan will be developed in coordination with SMMC, NPS, and RCDSMM and will include vegetation of the overcrossing, approach slopes, and all areas impacted by construction. This plan will include only vegetation species native to the Santa Monica Mountains.</td>
<td>Natural Environmental Study</td>
<td>Project Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat of the arroyo willow thicket habitat.</td>
<td>Natural Environmental Study</td>
<td>Biologist; Project Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>Concrete barriers with a minimum height of 10 feet will be installed on the sides of the overcrossing (US-101) to provide a visual barrier to traffic and lights on US-101.</td>
<td>Natural Environmental Study</td>
<td>Project Engineer; Resident Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>Connect the existing trails north and south of US-101 by constructing a multi-use trail on the overcrossing.</td>
<td>Natural Environmental Study</td>
<td>Project Engineer; Resident Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>Drainage 1 is not expected to be impacted by any of the project alternatives, and will be avoided. Drainage 1 will be delineated with ESA fencing to ensure permanent and temporary impacts to the drainage and its wetland habitat do not occur.</td>
<td>Natural Environmental Study</td>
<td>Project Manager</td>
</tr>
<tr>
<td>Biology</td>
<td>Drainage 2 will require a construction access bridge for Alternative 1 and Alternative 2, but it will require no fill or equipment access below the OHWM. This will avoid permanent and temporary direct impacts to USACE, RWQCB, and CDFW jurisdictional areas.</td>
<td>Natural Environmental Study</td>
<td>Resident Engineer</td>
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<tr>
<td>Biology</td>
<td>Early coordination with USACE, RWQCB, and CDFW are currently ongoing for mitigation of impacts to jurisdictional features. Discussions are being conducted to determine the level of on-site restoration, off-site mitigation, and in-lieu fees within the appropriate watersheds. In general, the ratios are based on the amount and quality of the permanently and directly impacted jurisdictional features of the agencies.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>In coordination with NPS, develop and implement a comprehensive monitoring plan that includes pre-construction monitoring, post-construction monitoring, and genetic analysis of wildlife.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>In coordination with SMMC, MRCA, NPS, and RCDSSMM construct an educational kiosk within the BSA.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>It is recommended that no additional lighting or parking be added to the trailhead and that the trail be closed from dusk till dawn.</td>
<td>Natural Environmental Study</td>
<td>Project Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>It is recommended that the potential access road located within AWT 2 be relocated to avoid impacts to arroyo willow thicket habitat if feasible. If it is not feasible to relocate the access road then the roadway width and clearing and grubbing should be minimized.</td>
<td>Natural Environmental Study</td>
<td>Resident Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>It is recommended that the potential access road located within Site 3 (Drainage 2) be relocated to avoid impacts to jurisdictional features, if feasible. If it is not feasible to relocate the access road then the roadway width and work within the drainage should be minimized.</td>
<td>Natural Environmental Study</td>
<td>Project Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>It is recommended that the vertical clearance of the freeway and Agoura Road be minimized at the overcrossing structure location to minimize the overall height of the overcrossing structure and maintain sightlines.</td>
<td>Natural Environmental Study</td>
<td>Project Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>Modeling of projected noise levels on the proposed overcrossing should be conducted and potential measures to reduce the noise level should be considered, as feasible.</td>
<td>Natural Environmental Study</td>
<td>Project Engineer; Noise Group</td>
</tr>
<tr>
<td>Biology</td>
<td>No slopes upon which animals will traverse will exceed a slope gradient of 3:1.</td>
<td>Natural Environmental Study</td>
<td>Project Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>The Caltrans Division of Environmental Planning will be provided the Project Specifications &amp; Expenditures Review Package for review and comments.</td>
<td>Natural Environmental Study</td>
<td>Project Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>The grading and contouring plans will avoid permanent impacts to all oaks with a DBH of 2 inches and higher.</td>
<td>Environmental Document</td>
<td>Biologist; Project Engineer</td>
</tr>
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<tr>
<td>Biology</td>
<td>The overcrossing structure and approach slopes will have dirt substrate with a depth sufficient to support native shrubs and grasses.</td>
<td>Natural Environmental Study</td>
<td>Project Engineer; Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>The proposed project will comply with the City of Agoura Hills Oak Tree Preservation Ordinance and Oak Tree Permits will be obtained for all oak trees outside of Caltrans Right-of-Way.</td>
<td>Environmental Document</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>The recommended width for the overcrossing is a minimum of 165 feet.</td>
<td>Natural Environmental Study</td>
<td>Project Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>The two unnamed drainages merge into a culvert under Agoura Road and then drain into an underground reinforced concrete box culvert and reinforced cement concrete drainage system on the southbound side of US-101 which maintains hydrologic integrity and supports wildlife movement. Beneficial impacts include cooler water temperatures and shelter within the box culverts for wildlife species and their movement. It is recommended that the underground reinforced concrete box culvert and reinforced cement concrete drainage system remain in place.</td>
<td>Natural Environmental Study</td>
<td>Project Engineer</td>
</tr>
<tr>
<td>Biology</td>
<td>Preconstruction presence/absence surveys will be conducted prior to any ground disturbing activities within suitable habitat for coast horned lizards, golden eagle, San Diego Desert Woodrat, silvery legless lizards, southwestern pond turtle, tricolored blackbirds and western spadefoot.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
<tr>
<td>Biology</td>
<td>Implement a monitoring plan which will include an intensive monitoring of humans and wildlife use of the crossing. If there is evidence that the human use of the trail is greater than we anticipated, and that this use is deterring wildlife movement, then the use of the trail will be reevaluated.</td>
<td>Natural Environmental Study</td>
<td>Biologist</td>
</tr>
<tr>
<td>Cultural Resources</td>
<td>If previously unidentified cultural materials are unearthed during construction, it is Caltrans’ policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.</td>
<td>Environmental Document</td>
<td>Resident Engineer</td>
</tr>
<tr>
<td>Hazardous Waste</td>
<td>All treated wood waste must be managed and disposed of at an approved treated wood waste facility in accordance with Title 22 California Code of Regulations. Funding needs to be allocated for management (handling, storing, transportation and disposal) of treated wood waste and the Board of Equalization (BOE) fee.</td>
<td>Environmental Document</td>
<td>Resident Engineer</td>
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<tr>
<td>Hazardous Waste</td>
<td>The Contractor will be required to prepare a project specific Lead Compliance Plan (LCP) to prepare or minimize worker exposure to lead contaminate in the soil. The latest LCP cost estimate can be found on the Contract Cost Database at <a href="http://sv08web/contractcost/">http://sv08web/contractcost/</a>.</td>
<td>Environmental Document</td>
<td>Resident Engineer; Hazwaste Unit</td>
</tr>
<tr>
<td>Hazardous Waste</td>
<td>A Site Investigation is needed during the Plans, Specifications and Estimates (PS&amp;E) phase.</td>
<td>Environmental Document</td>
<td>Hazwaste Unit</td>
</tr>
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<tr>
<td>Hazardous Waste</td>
<td>An asbestos survey is required to identify Asbestos contain materials in the project. Caltrans Office of Environmental Engineer (OEE) will prepare and seek approval for the asbestos survey non-standard special provision (NSSP) during the Plans, Specifications and Estimate phase.</td>
<td>Environmental Document</td>
<td>Resident Engineer; Hazwaste Unit</td>
</tr>
<tr>
<td>Hazardous Waste</td>
<td>Wildlife jump ramps and landscape fill materials need to be tested for contaminants prior to acceptance. Imported borrow fill materials need to be free of contaminants. This will require testing of soil source prior to acceptance and placement of at detection limits that are below concentrations that have adverse impacts on ecological (animal) receptors. The office of Environmental Engineering will prepare the non-standard special provisions (NSSP) for the sampling and analysis of soil by the contract for the Resident Engineer (RE) approval prior to acceptance. The NSSPs requires approval from Headquarter Construction Engineering and Headquarter Office of Construction Contract Standards.</td>
<td>Environmental Document</td>
<td>Hazwaste Unit; Resident Engineer</td>
</tr>
<tr>
<td>Noise</td>
<td>A training program for equipment operators is recommended to instruct them in methods of operating their equipment to minimize environmental noise. Many training programs are presently given on the subject of job safety. This can be extended to include the impact due to noise and methods of abatement.</td>
<td>Environmental Document</td>
<td>Resident Engineer</td>
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</table>
| Noise            | Equipment noise control is needed to reduce the noise emissions from construction sites by mandating a specified noise levels for design of new equipment, and updating old equipment with new noise control devices and techniques presented below:  

Mufflers are very effective devices which reduce the noise emanating from the intake or exhaust of an engine, compressor, or pump. The fitting of effective mufflers on all new equipment and retrofitting of mufflers on existing equipment is necessary to yield an immediate noise reduction at all types of road construction sites.  

Sealed and lubricated tracks for crawler mounted equipment will lessen the sound radiated from the track assembly resulting from metal to soil and metal to metal contact. Contractors, site engineers, and inspectors should ensure that the tracks are kept in excellent condition by periodic maintenance and lubrication.  

Lowering exhaust pipe exit height closer to the ground can result in an off-site noise reduction. Barriers are more effective in attenuating noise when the noise source is closer to ground level. | Environmental Document | Design Engineer; Resident Engineer |
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<td>Noise</td>
<td>In–use site noise control is necessary to prevent existing equipment from producing noise levels in excess of specified limits. Any equipment that produces noise levels less than the specified limits would not be affected. However, those exceeding the limit would be required to meet compliance by repair, retrofit, or replacement. New equipment with the latest noise sensitive components and noise control devices are generally quieter than older equipment, if properly maintained and inspected regularly. They should be repaired or replaced if necessary to maintain the in-use noise limit. All equipment applying the in-use noise limit would achieve an immediate noise reduction if properly enforced.</td>
<td>Environmental Document</td>
<td>Design Engineer; Resident Engineer</td>
</tr>
<tr>
<td>Noise</td>
<td>Site restrictions should be applied to achieve noise reduction through different methods, resulting in an immediate reduction of noise emitted to the community without requiring any modification to the source noise emissions. The methods include shielding with barriers for equipment and site, truck rerouting and traffic control, time scheduling, and equipment relocation. The effectiveness of each method depends on the type of construction involved and the site characteristics. Shielding with barriers should be implemented at an early stage of a project to reduce construction equipment noise. The placement of barriers must be carefully considered to reduce limitation of site access. Barriers may be natural or man-made, such as excess land fill used as a temporary berm strategically placed to act as a barrier. Efficient rerouting of trucks and control of traffic activity on construction site will reduce noise due to vehicle idling, gear shifting and accelerating under load. Planning proper traffic control will result in efficient workflow and reduce noise levels. In addition, rerouting trucks does not reduce noise levels but transfers noise to other areas that are less sensitive to noise. Time scheduling of activities should be implemented to minimize noise impact on exposed areas. Local activity patterns and surrounding land uses must be considered in establishing site curfews. However, limiting working hours can decrease productivity. Sequencing the use of equipment with relatively low noise levels versus equipment with relatively high noise levels during noise sensitive periods is an effective noise control measure. Equipment location should be as far from noise sensitive land use areas as possible. The contractor should substitute quieter equipment or use quieter construction processes at or near noise sensitive areas.</td>
<td>Environmental Document</td>
<td>Design Engineer</td>
</tr>
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