



**MWD**

*METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA*

7-2

April 23, 1993

*To:* Board of Directors (Engineering and Operations Committee--Action)  
(Land Committee--Action)

*From:* General Manager

*Subject:* Authorization to Execute an Agreement for Relocation of a Portion  
of the Calabasas Feeder

Report

The California Department of Transportation (Caltrans) has requested that Metropolitan relocate a portion of its Calabasas Feeder to accommodate the construction of the proposed Route 101 Ventura Freeway Interchange project at Valley Circle Boulevard/Mulholland Drive in the city of Los Angeles.

In accordance with the terms and conditions set forth in the Utility Agreement 7Ut-9450, approximately 985 lineal feet of existing 54-inch-inside-diameter prestressed concrete pipe must be relocated and replaced with new 59-inch-inside-diameter welded steel pipe on a new alignment. The increase in pipe diameter is required to maintain the hydraulic equivalence in the relocated pipe section.

The portion of pipeline to be relocated is located within Metropolitan's Permanent Easement Parcel 1803-2-1A. Caltrans would provide, at no cost to Metropolitan, all temporary construction and permanent rights-of-way required for construction and operation of the relocated pipeline. In exchange, Metropolitan would quitclaim to record owners a portion of its Permanent Easement Parcel 1803-2-1A for the removed or abandoned pipe therein. The permanent easement provided to Metropolitan by Caltrans would contain substantially the same rights as those presently held by Metropolitan in the portions of the permanent easement quitclaimed.

Under the proposed agreement with Caltrans, all costs incurred by Metropolitan for the work associated with the interchange project construction shall be borne by the State, except for an allowance for depreciation of the pipe which is

estimated to be less than \$25,000. Metropolitan's share of cost is available under the Annual Budget Appropriation.

Design, preparation of specifications, and contract administration for the pipeline relocation would be accomplished by Metropolitan personnel. The relocation of the pipeline would be accomplished by contractor selected by Metropolitan, using competitive bidding procedures. The total estimated project cost is \$1,800,000. The estimate includes engineering, construction, contract administration, and overhead costs calculated in accordance with our standard practices.

Pursuant to the California Environmental Quality Act (CEQA), Caltrans, acting as Lead Agency, has prepared a mitigated Negative Declaration for the project. Caltrans has determined that the mitigation measures recommended in the Negative Declaration will reduce the project impacts to a less than significant level.

Metropolitan as a "Responsible Agency, has responsibility for mitigating or avoiding only the direct or indirect environmental effects of those parts of the overall project which it decides to carry out, finance or approve" [State CEQA Guidelines, Section 15096(g)]. In this case, all mitigation for the project is the responsibility of Caltrans. The Board and its advisory committees acting on this project are required to consider the information contained in the attached Negative Declaration prior to reaching a decision on the project.

#### Board Committee Assignments

This letter is referred for action to:

The Engineering and Operations Committee because of its jurisdiction over the initiation, scheduling, contracting, and performance of construction programs and work pursuant to Administrative Code Section 2431(b); and

The Land Committee because of its jurisdiction over the purchase, sale, and leasing of land and buildings, pursuant to Administrative Code Section 2451(b).

Recommendations

**ENGINEERING AND OPERATIONS COMMITTEE FOR ACTION.**

It is recommended that:

1. Your Board and its advisory committees certify that it has considered the information contained in the mitigated Negative Declaration prior to making a decision on the project.

2. The General Manager be authorized to execute an agreement with the California Department of Transportation substantially on the terms outlined in this letter, and in form approved by the General Counsel, for relocation of approximately 985 lineal feet of Metropolitan's 54-inch-inside-diameter Calabasas Feeder.

**LAND COMMITTEE FOR ACTION.**

It is recommended that:

1. Your Board and its advisory committees certify that it has considered the information contained in the mitigated Negative Declaration prior to making a decision on the project.

2. The General Manager be authorized to quitclaim a portion of Permanent Easement Parcel 1803-2-1A to record owners in exchange for the California Department of Transportation conveying to Metropolitan an alternate Permanent Easement, at no cost to Metropolitan, containing substantially the same rights now held by Metropolitan; such conveyance documentation to be in form approved by the General Counsel.

  
for General Manager

DRW:KS  
(brd:calabasa-4223)

Attachment (Negative Declaration)

Recommendations

**ENGINEERING AND OPERATIONS COMMITTEE FOR ACTION.**

It is recommended that:

1. Your Board and its advisory committees certify that it has considered the information contained in the mitigated Negative Declaration prior to making a decision on the project.

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for General Manager

DRW:KS  
(brd:calabasa-4223)

Attachment (Negative Declaration)

FINAL  
APPROVED

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

SCH No. 90010974  
07-LA-101 26.9/27.9  
07204-018740

NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Description

The project consists of modifying the Route 101 (Ventura Freeway) interchange at the Valley Circle Boulevard/Mulholland Drive Overcrossing to reduce congestion and increase capacity at the ramp/local street interfaces and at adjacent local street intersections. A new freeway overcrossing structure is to be constructed; off- and on-ramps will be relocated or realigned; Ventura Boulevard will be realigned and intersect with Valley Circle Boulevard. The project is located in the City of Los Angeles, adjacent to the City of Hidden Hills. Land uses in the immediate vicinity of the project are primarily residential and commercial/retail. The project is required in order to improve the efficiency of the flow of traffic through the interchange.

Determination

An Initial Study has been prepared by the California Department of Transportation (Caltrans). On the basis of this study, it is determined that the proposed action will not have a significant effect upon the environment for the following reasons:

1. There will be no effect on: unique or natural features, plant or animal life, habitats or movements; archaeological, agricultural, scenic or timber resources.
2. There will be no significant effect on: air and water quality; floodplains, wetlands, or water bodies; residences, businesses, schools, or neighborhoods; historic resources; or increases in energy consumption.
3. Potentially significant noise impacts will be mitigated by constructing soundwalls.



L. L. BEDOLLA  
Deputy District Director  
California Department of Transportation

2/4/91  
Date

FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
FOR

Route 101 Interchange with Mulholland Drive/  
Valley Circle Boulevard

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached environmental assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA assumes responsibility for the accuracy, scope, and content of the attached environmental assessment.

" On November 15, 1990, the President signed the Clean Air Act Amendments of 1990 (CAAA) into law. Analysis shows that the project reduces the number and severity of violations of the CO standard in the area substantially affected by the project. The Southern California Association of Governments (SCAG) has included the project in the FY90/94 Regional Transportation Improvement Program which was determined to conform with the State Air Quality Implementation Plan (SIP) within 3 years prior to the 1990 CAAA. This project is therefore determined to be in conformance with the SIP."

  
James J. Bedner  
Roger Borg  
Division Administrator

7/30/91  
Date

Improvements to the interchange of Route 101 (Ventura Freeway) with Mulholland Drive and Valley Circle Boulevard in and near the City of Los Angeles between P.M. 26.9/27.9.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

State of California  
Department of Transportation

and

U.S. Department of Transportation  
Federal Highway Administration

Pursuant to: 42 U.S.C. 4332 (2) (C)



L. L. BEDOLLA  
Deputy District Director  
Office of Planning & Public Transportation  
California Department of Transportation

9/12/90  
Date



*for* BRUCE E. CANNON  
Division Administrator  
Federal Highway Administration

10/4/90  
Date

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## GENERAL INFORMATION ABOUT THIS DOCUMENT

This document contains an Initial Study, which examines the environmental impacts of a proposed project, and a signed Negative Declaration, in which the State of California concludes that the project would have no significant unmitigated impacts upon the environment. The Federal Highway Administration has provided its environmental clearance of this project with a signed Finding of No Significant Impact.

The Initial Study and a "draft" Negative Declaration have already been circulated to the public. Responses to the circulation are shown in Section V., Consultation and Coordination, of this document. Changes to the text of the Initial Study in response to comments engendered by the document's circulation are indicated with a vertical line in the margin.

## I. PURPOSE AND NEED

### A. Background

The Valley Circle Boulevard/Mulholland Drive interchange facility was opened to traffic in early 1958. The interchange provides access to and from the Ventura Freeway (Route 101) for the communities in the western San Fernando Valley. (See Figure 1.) Currently, traffic congestion occurs during peak hours on the intersections and frontage roads within and adjacent to the interchange.

The purpose of this Initial Study is to examine the impacts of a proposal to reconstruct the interchange as a means of meeting existing and future traffic demands for the facility. The study area examined includes the portion of the Ventura Freeway from near the parkway Calabasas interchange on the west, to Dunman Avenue on the east, and from Ostronic Drive on the north side to Calabasas Road/Avenue San Luis on the south. (See Figures 2 & 3.) Within these limits the Ventura Freeway consists of eight lanes, four in each direction. The overcrossing connecting Valley Circle Boulevard with Mulholland Drive accommodate three lanes, 1 northbound and 2 southbound. Parking is prohibited on the overcrossing.

### B. Operational Deficiencies

Traffic congestion occurs daily at the intersection of Valley Circle Boulevard with Mulholland Drive, Calabasas Road, and Avenue San Luis. The volumes of traffic have resulted in the following operation problems with the present 32-year old interchange.

1) The approaches to the Valley Circle Boulevard/Mulholland Drive intersection do not have sufficient roadway width to handle the flow of traffic.

2) The mixing of local traffic with vehicles entering and leaving the freeway results in an inadequate Level of Service in the vicinity of the eastbound on- and off-ramps at Avenues San Luis.

3) The current location of the southbound on- and off-ramps require southbound Valley Circle traffic to make a left turn at the intersection of Valley Circle Boulevard with Avenue San Luis and Calabasas Road in order to approach the on-ramp for the eastbound Ventura Freeway; this contributes to the deterioration of the intersection's ability to handle traffic. Based on traffic counts taken during 1990, the Level of Service for the intersection during both morning and afternoon peak traffic periods is F, meaning the intersection operates at the lowest level of efficiency.

4) The volume of traffic on southbound Valley Circle Boulevard during the morning peak hour is such that queueing occurs at the intersection with Leonora Drive. This back-up of traffic impedes vehicles exiting Ostronic and Calenda Drives from making a left turn onto Valley Circle.

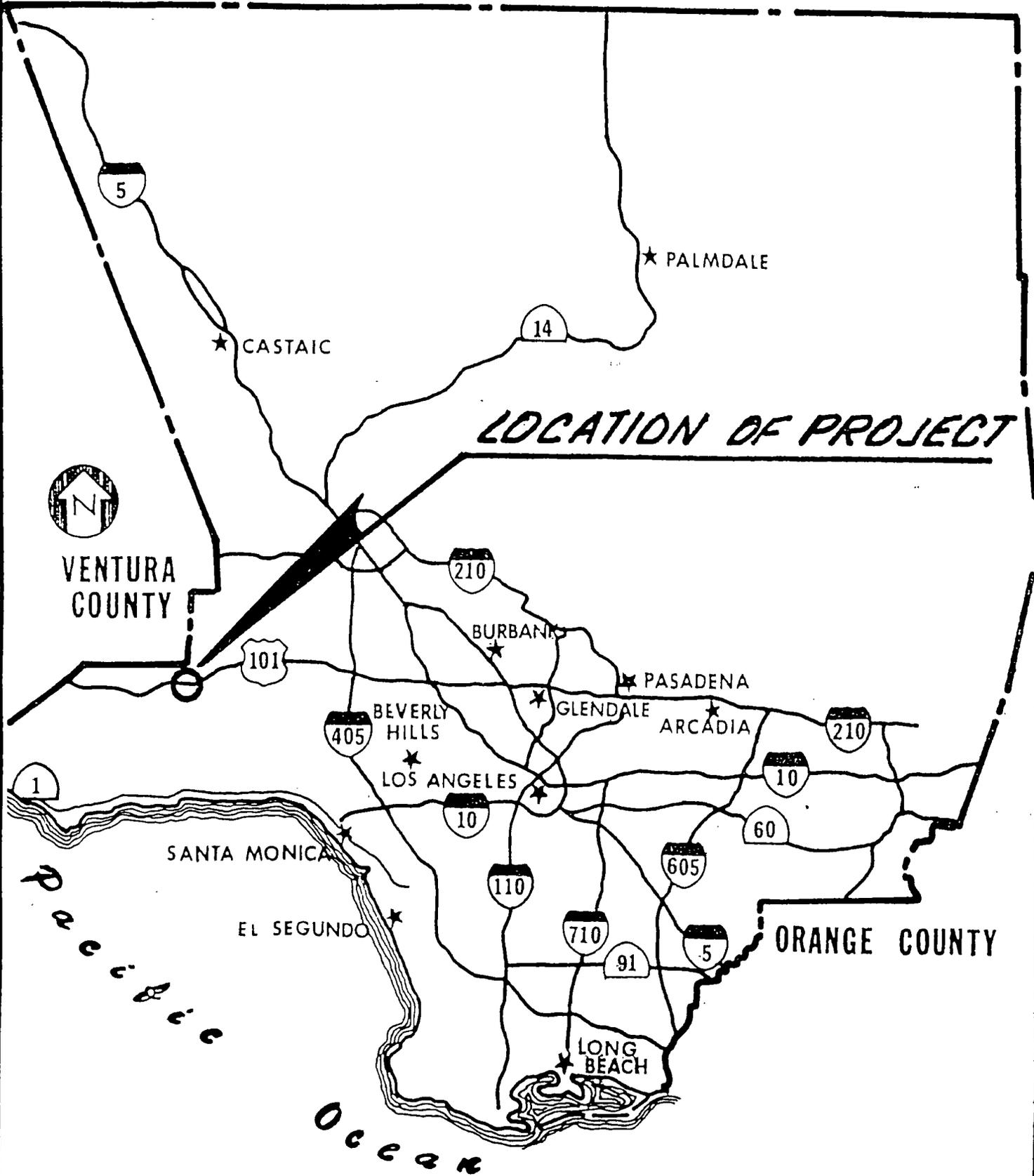
Current and projected traffic volumes for streets and ramps in the interchange area are shown on Figures 4a to c. Caltrans' Los Angeles Regional Transportation Study (LARTS) has projected that traffic volumes in the interchange area will increase by 40 percent over current volumes by the year 2010.

There is a need to reduce existing and projected congestion in and around the Valley Circle Boulevard/Mulholland Drive interchange by improving the facility in order to provide additional capacity to meet current and future traffic demand, and to improve peak period speeds. The needed improvements should be cost effective and minimize community impacts to the greatest extent possible.

### C. Summary of the Transportation Problem

The Route 101 (Ventura Freeway) interchange at Valley Circle Boulevard is a 32-year old facility serving suburban communities and providing freeway access to area commuters. The interchange currently experiences serious congestion while being impacted by substantial traffic volumes. Area-wide traffic growth trends indicate increased congestion will occur with or without circulation improvements. If no improvements are made, current operational deficiencies will be extended over a longer period of time and over additional segments of the freeway and street system under study.

# KERN COUNTY



**LOCATION OF PROJECT**

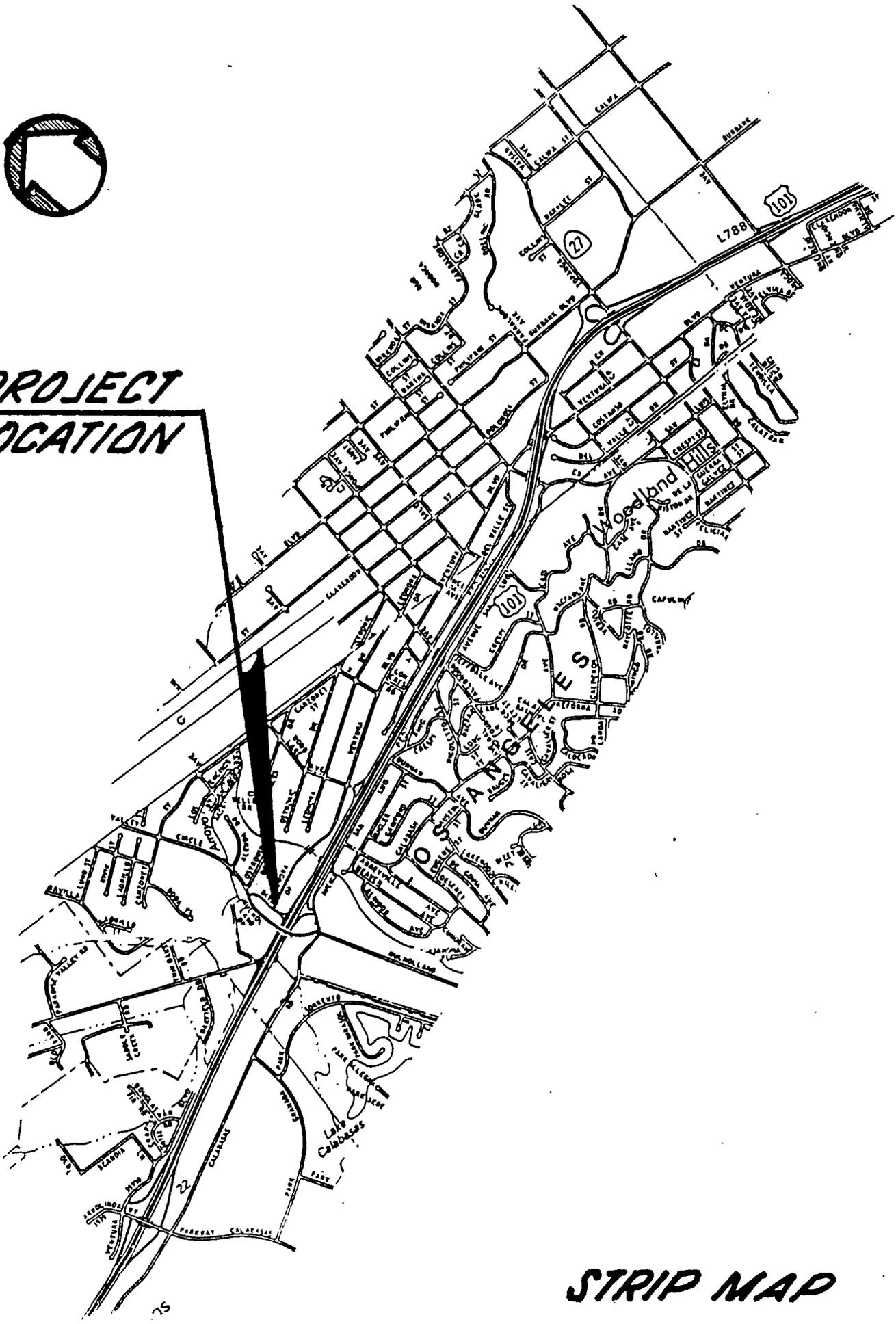
VENTURA COUNTY

ORANGE COUNTY

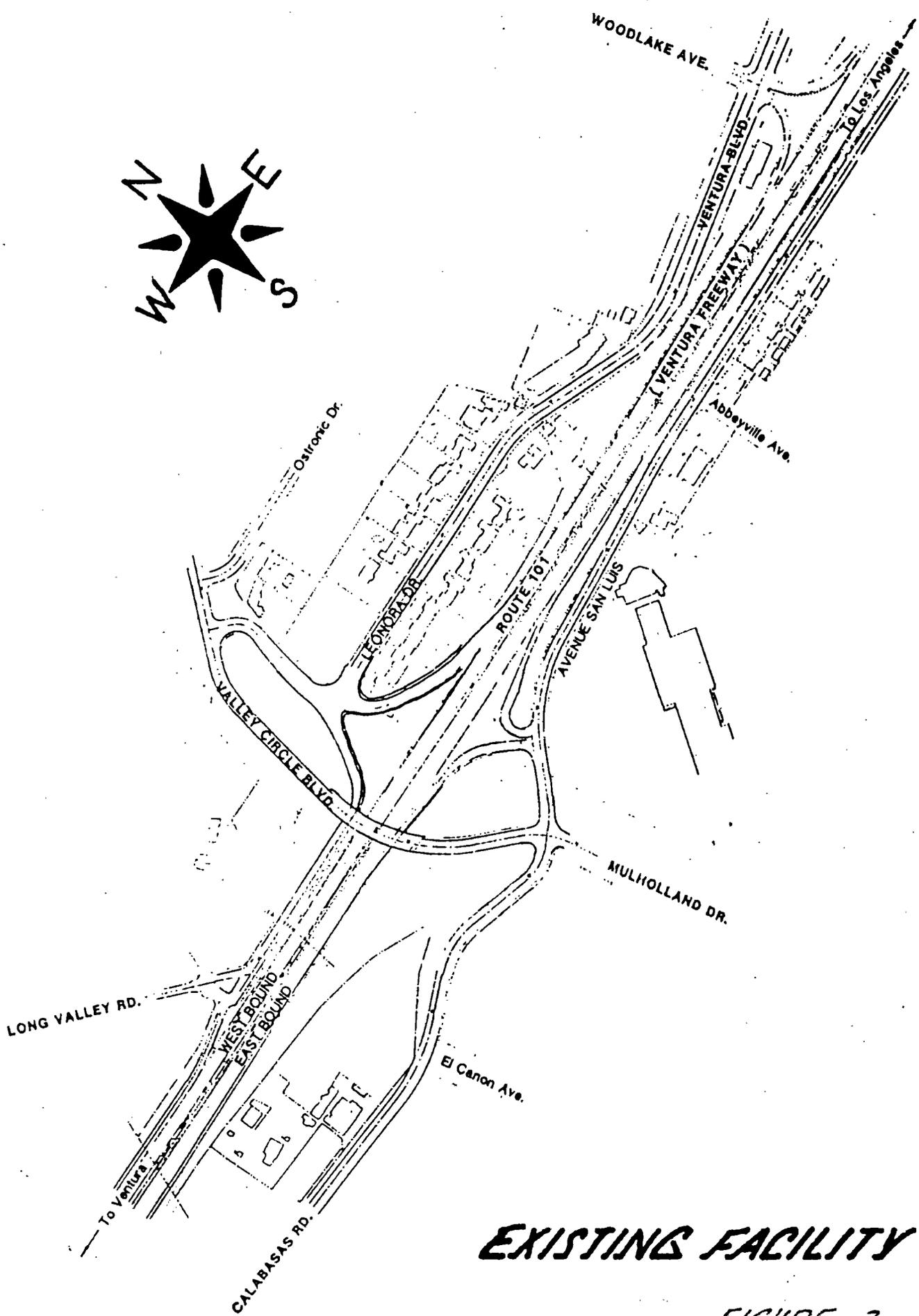
**REGIONAL LOCATION**  
COUNTY OF KERN, CALIFORNIA



**PROJECT  
LOCATION**

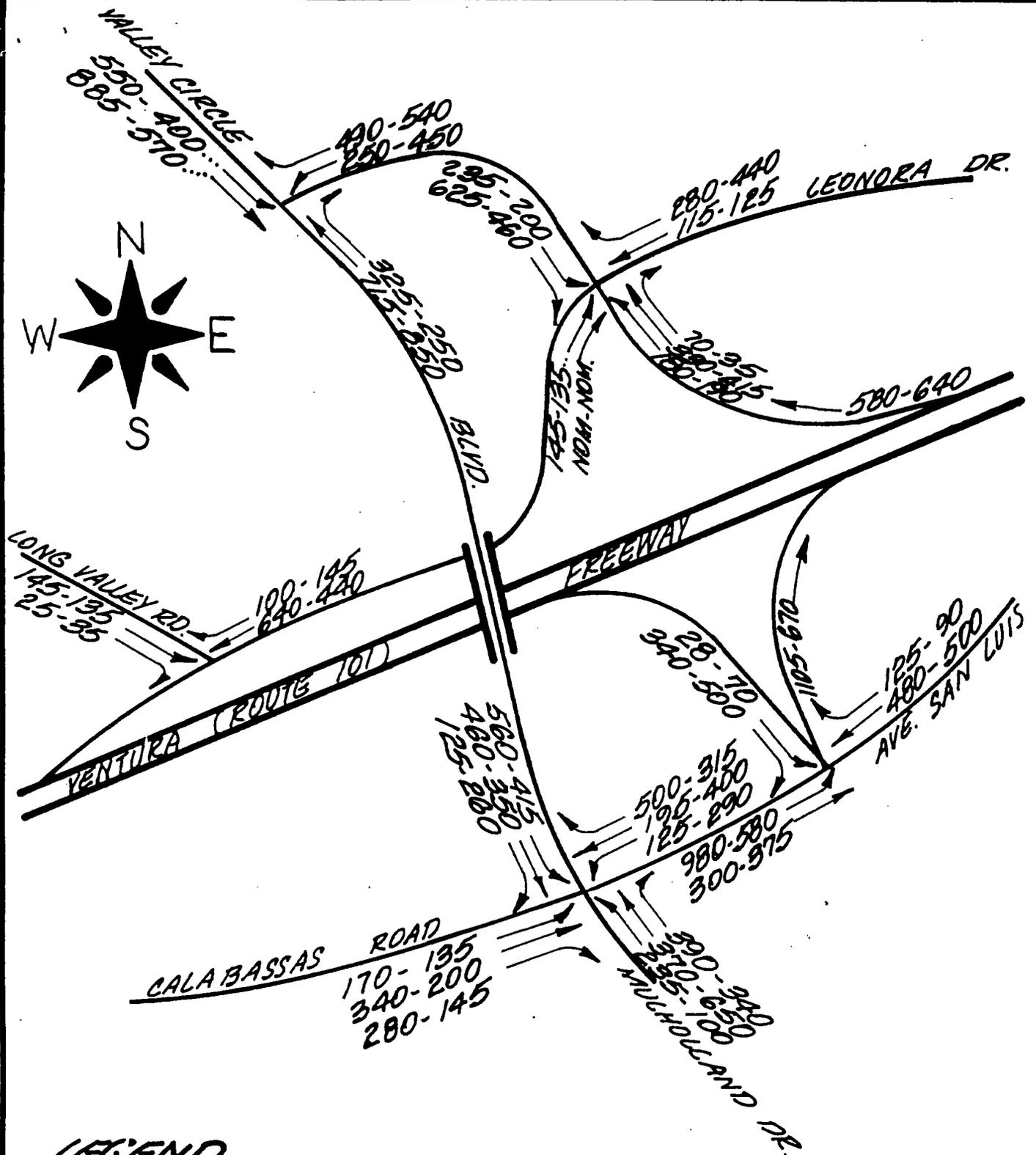


**STRIP MAP**



**EXISTING FACILITY**

FIGURE 2



**LEGEND**

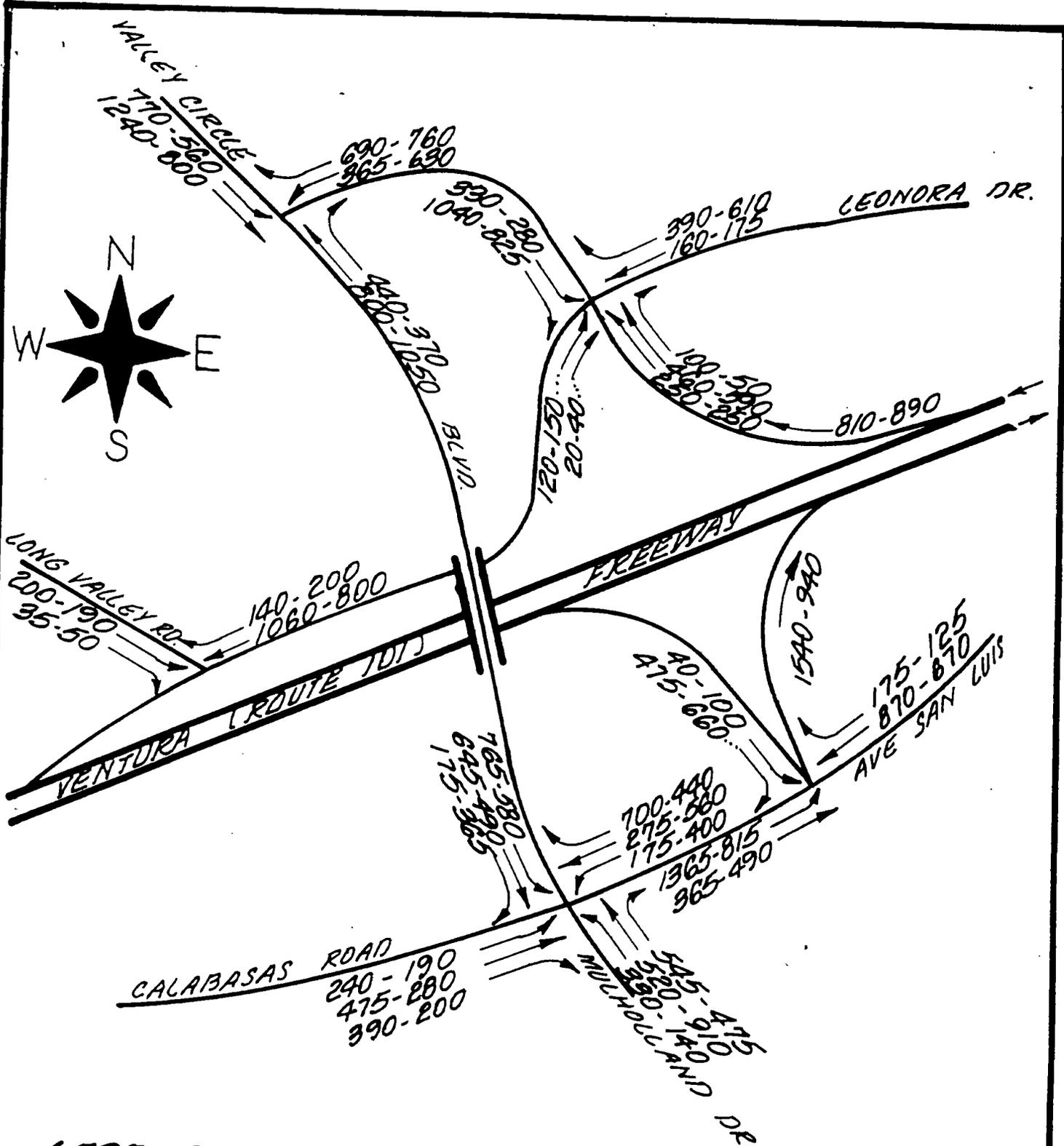
000-000 = AM-PM  
 NOM = NOMINAL

**1990 A.M.-P.M. PEAK HOUR TRAFFIC VOLUMES**

**EXISTING INTERCHANGE**

SOURCE: IAPPC - 1990





**LEGEND**

DDD-DDD = AM-PM  
 NDM = NOMINAL

**2010 A.M.-P.M. PEAK HOUR TRAFFIC VOLUMES**

**EXISTING INTERCHANGE**

SOURCE: LARTS - 1990



## II. ALTERNATIVES

### Proposed Project

The proposed re-building of the interchange at Valley Circle Boulevard/Mulholland Drive and the Ventura Freeway is proposed to consist of the following features:

- The proposed structure will be aligned approximately 82 feet to the east of the existing overcrossing (measured from centerline to centerline of the two structures). The overall width of the overcrossing will be 101 feet, and will accommodate the following features:

- . Five 12-foot traffic lanes (2 northbound, 3 southbound;
- . One 11-foot median;
- . One 5-foot sidewalk
- . One 10-foot equestrian pathway
- . Two 5-foot bike lanes

- A new pair of eastbound on- and off-ramps would replace the present ramps. The new ramp pair would connect to Calabasas Road approximately 415 feet west of the Calabasas Road/Mulholland intersection. An additional on-ramp to the eastbound freeway would be provided for vehicles traveling north on Mulholland Drive. The entrance to this ramp would be located just north of the Valley Circle/Mulholland/Calabasas/Avenue San Luis intersection.

- The modifications to intersections and frontage roads would include the following:

1. The widening of Calabasas Road between its intersection with Mulholland Drive and the proposed ramps to two westbound and two eastbound through lanes, plus turn pockets. West of El Canon Avenue, Calabasas Road would revert to its present width of one lane in each direction plus a left-turn lane in the median.
2. The intersection at Calabasas Road and Mulholland Drive would be modified in order to connect with the proposed overcrossing. The revised intersection would be raised approximately 12 feet in elevation in order to maintain standards of structure clearance and sight distance. Retaining walls would be constructed to eliminate the need for slope easements onto adjacent property.
3. Ventura Boulevard would be realigned between Valley Circle Boulevard and Dry Canyon Creek. The 1,350-foot, re-routed street segment would consist of four 11-foot lanes, and intersect directly with Valley Circle Boulevard.
4. The westbound on- and off-ramps would be realigned to intersect directly with Valley Circle Boulevard.

5. Leonora Dr. would be made into a cul-de-sac, severing the connection with Ventura Boulevard. A new outlet to Ostronic Drive would be provided for the street's residents.

- Traffic signals would be installed at the following intersections:

1. Eastbound on- and off-ramps and Calabasas Road.
2. Westbound on- and off-ramps and Valley Circle Boulevard.
3. Ventura Boulevard and Valley Circle Boulevard.

- Soundwalls will be constructed in each of the four quadrants of the intersection.

The configuration of the proposed interchange is depicted on Figure 5.

The proposed realignment of Ventura Boulevard will require the removal of the residential properties owned by Caltrans which are located along the south side of Leonora Drive. Five of these homes are presently standing. No other residential or commercial properties would need to be acquired as part of the proposed project. Overall, the proposal's right-of-way requirements include the acquisition of approximately 0.25 acre in the interchange's southwest quadrant. Additionally, approximately 0.6 acre of right-of-way will be set aside for a temporary construction easement during the construction of the project.

Various utility and sewer lines may have to be relocated as a result of modification to the horizontal and vertical alignments of ramps and local streets within the project area. A 60-inch water transmission line is known to be located near the Mulholland Dr./Calabasas Road intersection.

The proposed overcrossing will feature a bicycle lane along both sides of the overcrossing. The lanes will be a Class II Bikeway, meaning that the right-of-way will be restricted for the use of cyclists. Horses and their riders will be able to utilize the equestrian pathway that will be built in conjunction with the reconstruction of the interchange. This facility will enhance access to trails in the Santa Monica Mountains for those riders coming from north of the freeway. Lastly, parking will be prohibited on the overcrossing.

The estimated cost of construction of this proposed project is \$18 million. This total includes the estimated value of the right-of-way acquisition and utility relocation of \$3 million. Construction of the rebuilt interchange is programmed for 1992/94.

#### The No-Build Alternative

This alternative to the above proposal would entail no physical

improvements to the present interchange facility, and thereby would result in no positive change to the existing and projected traffic problems impacting the area. While the capital cost of this alternative is zero, the costs related to local traffic congestion will continue to escalate.

#### Alternatives Withdrawn From Consideration

Since 1969, the Valley Circle Boulevard/Mulholland Drive interchange has been the subject of a number of improvement proposals. As recently as 1988-89, an environmental analysis was conducted for a proposed re-configured interchange. As this particular project is no longer being considered for implementation, the issue of improving the interchange is being re-examined. All proposals, including the subject of this Initial Study, have included a widened overcrossing and the relocation of the eastbound on- and off-ramps to the west of Mulholland Drive. While essentially similar not only to the proposal currently under study but to each other as well, these previous alternatives are no longer being considered because of one or more of the following factors:

1. Cost: The total cost (construction and right-of-way acquisition) of the alternative was in excess of programmed funding.
2. Structural and/or Traffic Deficiencies: The alternative was not cost-effective in terms of meeting possible future mainline freeway needs and/or in satisfying traffic operation needs.
3. Public/Political Acceptance: The alternative did not meet the expectations of the City of Los Angeles or one of the other local jurisdictions in the vicinity of the project, or was unacceptable to various local interests.

The interchange improvement proposal that is the subject of this study is the result of a design process that acknowledges the constraints of these factors.

#### Relationship to other Transportation Projects

The Ventura Freeway has been the scene of a number of recently-completed projects, some of which are in the area of the proposed interchange. The most significant project involved the rehabilitation and reconstruction of the freeway from Wilbur Avenue to a point 0.3 mile west of the present interchange. The freeway between the Valley Circle Boulevard and the Topanga Canyon Boulevard interchanges was widened to four lanes in each direction as a part of the project. No modifications to the overcrossing were made, although the Valley Circle Boulevard off-ramp was realigned to better handle traffic during the period of construction.

There are two potential future projects that are related in varying degrees to the proposed interchange reconstruction. One concerns the Fallbrook Avenue interchange, located approximately one mile south of the Valley Circle facility. Caltrans has recommended that the City of Los Angeles accept the responsibility of constructing a full interchange at this location (at present, there is only one southbound off-ramp to Fallbrook Avenue) prior to the year 2010. The construction of this interchange would replace the westbound on- and off-ramps at Woodlake Boulevard. The connection between this potential project and the Valley Circle/Mulholland interchange is that the future traffic volumes projected for this area will be distributed between these and other facilities. The City of Los Angeles has given its support to this recommendation.

The second future project involves the possibility of widening the Ventura Freeway by up to 5 mixed-flow traffic lanes plus one High Occupancy Vehicle lane in each direction west of Topanga Canyon Boulevard. This configuration has been identified in Caltrans' Route Concept Report for Route 101 as appropriate to meet traffic volumes on the route by 2010. Apart from inadequate width to accommodate present and projected traffic volumes, the present overcrossing at the Valley Circle/Mulholland interchange is not of sufficient length to accommodate any further addition of lanes to the mainline freeway. The rebuilt overcrossing will be of sufficient length to permit the addition of lanes to the freeway should such action ever be seriously considered.

### III. ENVIRONMENTAL SETTING

#### A. Introduction

The proposed project is located near the western limits of the City of Los Angeles, adjacent to the City of Hidden Hills and the unincorporated community of Calabasas. The Valley Circle Boulevard/Mulholland Drive interchange provides the primary access to and from the Ventura Freeway for residential and commercial developments located adjacent to as well as some distance from the project site.

#### B. Natural Features

The project is located in a gently rolling foothill area of the Coast Range. Native vegetation has been replaced to a large extent by introduced species; for example, a number of pepper trees border each side of the freeway from the vicinity of the present interchange to approximately Topanga Canyon Boulevard. Oak trees are indigenous to the area, and several varieties are represented in the project's study area.

#### C. Hydrology

Calabasas Creek and Dry Canyon Creek pass through or near to the project study area; Calabasas Creek passes under the freeway through a reinforced concrete box (RCB) culvert about 0.1 mile west of the interchange; Dry Canyon Creek also flows under the freeway via an RCB culvert approximately 0.2 mile to the east.

The Calabasas Creek drainage system presently supports such vegetation as oak, willow, and pine trees, as well as grasses and shrubbery. The stream channel to the south of the freeway passes through a reinforced concrete arch culvert under Calabasas Road and borders the parking lot of an adjacent restaurant before continuing under the freeway. To the north of the freeway, the creek passes through a commercial tree and plant nursery, and the channel here has been altered to some extent by grading. Beyond the nursery the creek enters the lined channel of the Calabasas Creek storm drain.

Dry Canyon Creek's channel in the vicinity of the project site is a concrete-lined storm drain.

#### D. Biota

There are no sensitive, rare, or endangered plants, animals, or habitats within the limits of the project study area.

#### E. Community Land Use

Land uses adjacent or near to the Caltrans right-of-way, within which the interchange is located include a mixture of residential, commercial, and specialized developments. The

specific land uses located within the four "quadrants" of the project area (viewing the configuration of the freeway with Valley Circle Boulevard and Mulholland Drive as an "x") include the following:

Northwest - A commercial planned nursery; entry gates to City of Hidden Hills

Northeast - A number of single-family homes located on Leonora and Ostronic Drives; two 2-story office buildings.

Southeast - The El Camino Shopping Center; Kingdom Hall of Jehovah's Witnesses; several single-family homes.

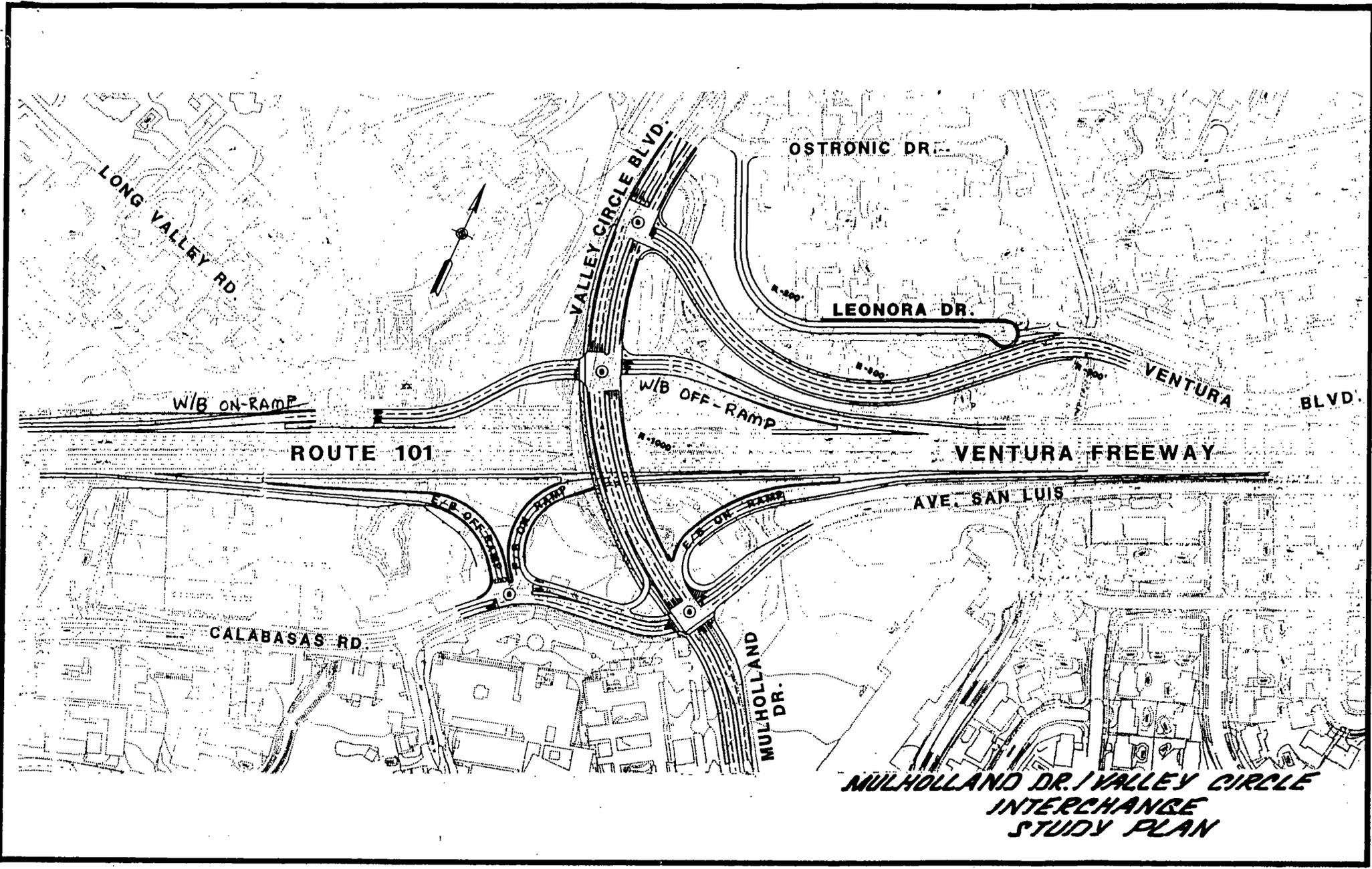
Southwest - The Motion Picture County Home and Hospital; a restaurant; the Leonis Adobe historic site; a vacant commercially-zoned parcel.

Land under the jurisdiction of Los Angeles County is immediately to the west of the project area. The communities of Calabasas and Calabasas Park are the scene of large-scale residential and commercial developments.

The 1969 Freeway Agreement between the City of Los Angeles and the State of California contained provisions for the reconstruction of the Valley Circle Boulevard/Mulholland Drive interchange. Some city streets such as Leonora Drive and Ventura Boulevard were included in the planned for reconstruction.

#### F. Historic and Cultural Resources

An Area of Potential Effects (APE) was designated for the project in order to ascertain whether any buildings or other structures, objects and sites located within the APE were of enough significance to be placed on the National Register of Historic Places. Besides the Leonis Adobe, which is on the National Register, no other properties located in the APE were found to be eligible.

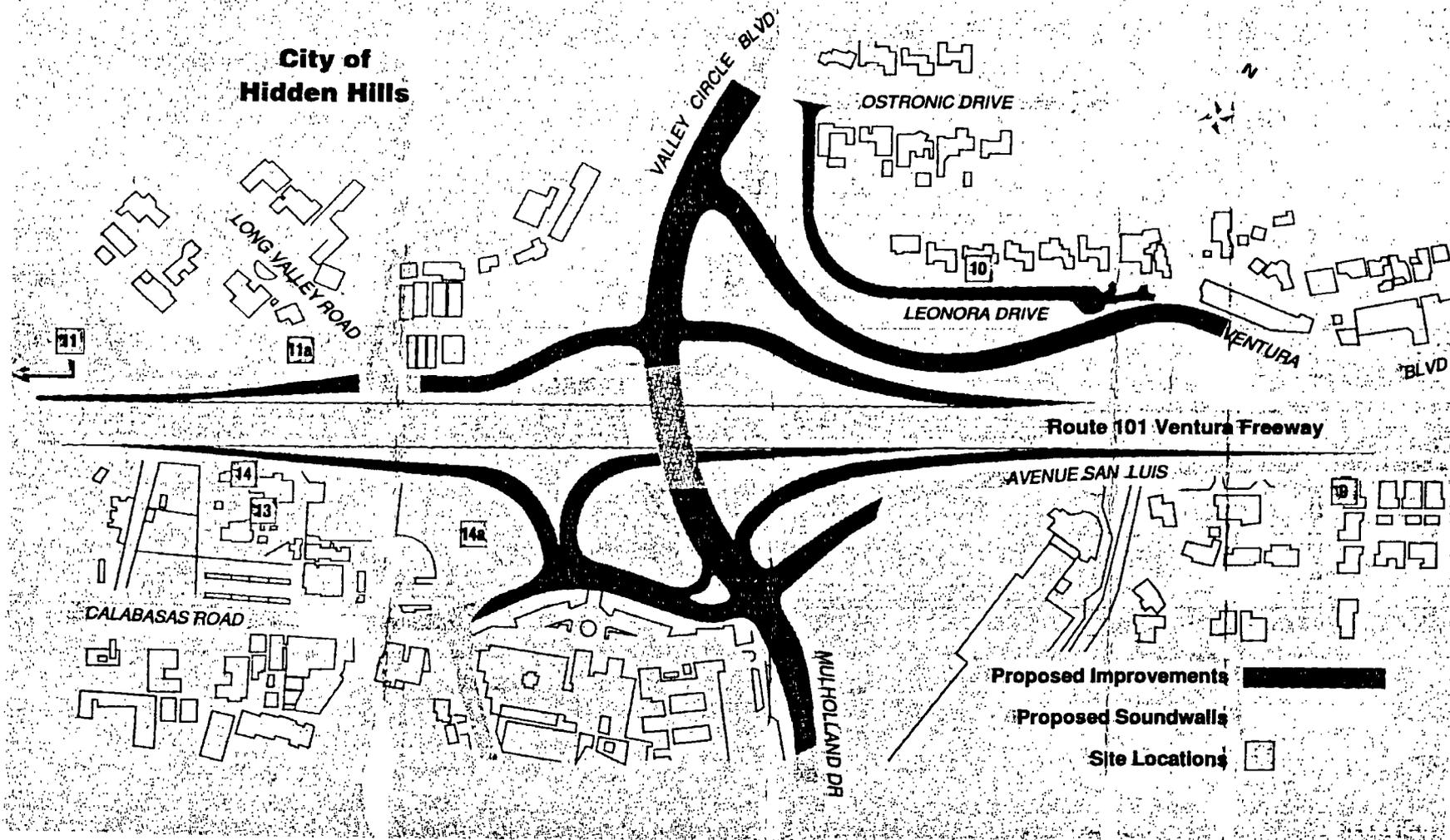


ROUTE 101

VENTURA FREEWAY

**MULHOLLAND DR. / VALLEY CIRCLE  
INTERCHANGE  
STUDY PLAN**

# Air Quality/Noise Level Study Sites



#### IV. ENVIRONMENTAL EVALUATION AND MITIGATION MEASURES

##### A. Environmental Significance Checklist

The following checklist was used to focus this study on any physical, biological, social, and economic factors which might be impacted by the proposed project. In many cases, existing studies and other background information indicate the project will not affect a particular item. In these cases, a "No" answer is shown in the first column. When the answer is "Yes", a response is made in the second column as to whether or not the effect is significant. In either case, where there is a need for clarifying discussion, an asterisk is shown next to the answer. A narrative discussion of potential impacts for those indicated items follows the checklist.

Note: Much of the following discussions were drawn from material that appeared in the 1988-89 Initial Study/Environmental Assessment prepared for the proposed Valley Circle/Mulholland Drive interchange reconstruction.

ENVIRONMENTAL SIGNIFICANCE CHECKLIST

This checklist was used to identify physical, biological, social and economic factors which might be impacted by the proposed project. In many cases, the background studies performed in connection with this project clearly indicate the project will not affect a particular item. A "NO" answer in the first column documents this determination. Where there is a need for clarifying discussion, an asterisk is shown next to the answer. The discussion is in the section following the checklist.

PHYSICAL. Will the proposal (either directly or indirectly):	YES OR	IF YES, IS IT
	NO	SIGNIFICANT? YES OR NO
1. Appreciably change the topography or ground surface relief features?	No	
2. Destroy, cover, or modify any unique geologic or physical features?	No	
3. Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?	No	*
4. Result in or be affected by soil erosion or siltation (whether by water or wind)?	No	
5. Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	No	
6. Result in an increase in the rate of use of any natural resource?	No	
7. Result in the substantial depletion of any nonrenewable resource?	No	
8. Violate any published Federal, State, or local standards pertaining to hazardous waste, solid waste or litter control?	No	*
9. Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	Yes	No*
10. Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	Yes	No*
11. Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	No	
12. Result in the use of water in large amounts or in a wasteful manner?	No	
13. Affect wetlands or riparian vegetation?	No	*
14. Violate or be inconsistent with Federal, State or local water quality standards?	No	
15. Result in changes in air movement, moisture, or temperature, or any climatic conditions?	No	
16. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	No	*
17. Result in the creation of objectionable odors?	No	
18. Violate or be inconsistent with Federal, State, or local air standards or control plans?	No	*
19. Result in an increase in noise levels or vibration for adjoining areas?	Yes	No*
20. Result in any Federal, State, or local noise criteria being equal or exceeded?	Yes	No*
21. Produce new light, glare, or shadows?	No	

ENVIRONMENTAL SIGNIFICANCE CHECKLIST (Cont.)

BIOLOGICAL. Will the proposal result in (either directly or indirectly):	YES OR NO	IF YES, IS IT SIGNIFICANT? YES OR NO
22. Change in the diversity of species or number of any species of (including trees, shrubs, grass, microflora, and aquatic plants)?	No	*
23. Reduction of the numbers of or encroachment upon the critical habitat or any unique, threatened or endangered species of plants?	No	*
24. Introduction of new species or plants into an area, or result in a barrier to the normal replenishment of existing species?	No	
25. Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique, or other farmland of State or local importance?	No	
26. Removal or deterioration of existing fish or wildlife habitat?	No	
27. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	No	*
28. Reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of animals?	No	*
29. Introduction of new species of animals into an area, or result in a barrier to the migration of movement of animals?	No	
<b>SOCIAL AND ECONOMIC. Will the proposal (directly or indirectly):</b>		
30. Cause disruption of orderly planned development?	No	
31. Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?	No	
32. Be inconsistent with a Coastal Zone Management Plan?	No	
33. Affect the location, distribution, density, or growth rate of the human population of an area?	No	*
34. Affect life-styles, or neighborhood character or stability?	No	
35. Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?	No	*
36. Divide or disrupt an established community?	No	
37. Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?	Yes	No*
38. Affect employment, industry or commerce, or require the displacement of businesses or farms?	No	*
39. Affect property values or the local tax base?	No	
40. Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?	No	
41. Affect public utilities, or police, fire, emergency or other public services?	No	
42. Have substantial impact on existing transportation systems or alter present patterns of circulation or movement of people and/or goods?	No	*

ENVIRONMENTAL SIGNIFICANCE CHECKLIST (Cont.)

	YES OR NO	IF YES, IS IT SIGNIFICANT? YES OR NO
43. Generate additional traffic?	No	
44. Affect or be affected by existing parking facilities or result in demand of new parking?	Yes	No*
45. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise adversely affect overall public safety?	No	
46. Result in alterations to waterborne, rail or air traffic?	No	
47. Support large commercial or residential development?	No	*
48. Affect a significant archaeological or historic site, structure object, or building?	Yes	No*
49. Affect wild or scenic rivers or natural landmarks?	No	
50. Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	No	
51. Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	Yes	No*
52. Result in the use of any publicly-owned land from a park, recreation area, or wildlife and watertowl refuge?	No	*

MANDATORY FINDINGS OF SIGNIFICANCE.

	YES OR NO
53. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of, restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	No
54. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	No
55. Does the project have environmental effects which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects probable future projects. It includes the effects of other projects which interact with this project and, together, are considerable.	No
56. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No

\* An asterisk indicates that impacts can be mitigated to nonsignificance.

## B. Evaluations and Mitigation Measures

3. Will the proposal result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?

The proposed project is in a seismically active area under the influence of several identified faults. No active or potentially active faults are known to exist at the project site. Potential damage that would occur to the proposed project due to an earthquake would primarily be the result of ground shaking rather than surface rupture.

The hazard from seismic shaking cannot be totally eliminated. Proper design of structures in accordance with the latest Caltrans Guidelines/Specifications for the particular seismic zone will provide adequate protection from seismic shaking.

8. Will the proposal violate any published Federal, State, or local standards pertaining to hazardous waste, solid waste or litter control?

An Initial Site Assessment of the project area was conducted to ascertain whether contaminated wastes are present. Of particular interest was the area along Calabasas Road across from El Canon Avenue. Reputedly the site of a filling station until the late 1940's, investigations have not produced a conclusive answer as to whether or not such a facility was located here or if any residual deposits remain.

Caltrans District 7 Hazardous Waste Coordinator has been informed of the site's status. If underground tanks are found at the site, Caltrans will work in conjunction with the City of Los Angeles to develop a plan for the tanks' removal in accordance with all applicable regulations.

9. Will the proposal modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?

10. Will the proposal encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?

13. Will the proposal affect wetlands or riparian vegetation?

22. Will the proposal cause a change in the diversity of species  
27. or number of any species of plants (including trees, shrubs, grass, microflora, and aquatic plants) or animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?

23. Will the proposal cause a reduction of the numbers of or  
28. encroachment upon the critical habitat of any unique, threatened, or endangered species or plants or animals?

The base flood boundaries of Dry Canyon and Calabasas Creeks would be transversely encroached-upon by the proposed project. As alternative alignments are not feasible, given the relative placement of the present interchange and culverts, the encroachments are unavoidable. The encroachments are in areas that could be subject to flooding during a 100-year frequency storm.

The Los Angeles County Department of Public Works (LACDPW) has proposed a project to improve the Calabasas Creek channel. The proposal consists of the installation of approximately 1,170 feet of improved channel (in reinforced concrete box and pipes) located to the east of the present channel. The proposed improvements are to commence at the natural channel just south of Calabasas Road and extend north across Route 101 to the existing improved section of the Calabasas Creek - McCoy Canyon storm drain. The project includes the construction of a low-flow bypass system that will allow minor storm flows to continue to run in the existing natural channel located between Calabasas Road and Route 101. This feature will allow for the maintenance of the riparian habitat that is currently found there, as well as permit continued groundwater infiltration. The non-improved segment of Calabasas Creek on the north side of the freeway will be replaced by the County's project. This section of the Creek channel has been altered over the years by the operations of the surrounding commercial nursery, and its value as a riparian habitat is not significant.

Caltrans has assisted in the County's storm drain project by replacing and enlarging the present under-freeway culverts for both Calabasas and Dry Canyon Creeks with double 108-inch reinforced concrete pipes (RCP's). The installation of the culverts was completed during the approved pavement rehabilitation of the freeway between Wilbur Avenue and Valley Circle Boulevard. Connections to both ends of the culverts are proposed to be done in cooperation with LACDPW as part of their proposed improvement project. A cooperative agreement with LACDPW will be required to set forth fiscal responsibilities for these drainage improvements.

A complete biological assessment, using the Natural Diversity Data Base, was performed in the field over a period of several months. The assessment concluded that the proposed interchange project would not result in a change in the diversity of plant and animal species in the project area, cause a reduction in critical habitat, or impact any unique, threatened, or endangered species. The proposed interchange's eastbound off-ramp will encroach into the part of the channel that presently parallels and then flows under the freeway via a culvert. This part of the channel will be modified in any case in order to bring the bypass stream flow back to the new Calabasas Creek storm drain.

The State Department of Fish and Game was notified on February 24, 1986 by Caltrans regarding a Section 1601 Agreement for the proposed interchange project and the work associated with the County's flood control project. No response regarding recommendations was ever received from the DFG. The Army Corps of Engineers was also notified regarding a 404 permit.

The land in the vicinity of the proposed project contains a large number of oak trees. Between 1964 and 1973 the Calabasas Chamber of Commerce conducted a program to register the area's largest and/or oldest oak trees; upwards of 150 were registered. The proposed interchange reconstruction will possibly require the removal of two of the trees that were registered as part of the Chamber's program. These trees are located on the south side of the freeway, just west of the Calabasas Creek culvert. These two oaks are alleged by some to be the trees that formed part of the boundary between the El Escorpion and Mission San Fernando ranchos. The trees are located on State right-of-way.

The total number of oak trees, including the aforementioned registered oaks, that could be impacted by the proposed interchange has been estimated to be 10 or fewer. In order to mitigate the potential impact to these trees, and other trees, Caltrans will cooperate with the Leonis Adobe Association (the adjacent property owner) in addressing such matters as: maintaining, where possible, oak trees in place; replacement of trees that will be taken with new plantings; where feasible, the relocation of selected oak trees to new sites; and other measures relating to short-term visual aspects of the site as needed.

16. Will the proposal result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality
18. Will the proposal violate or be inconsistent with Federal, State, or local air standards or control plans?

By the year 2010, there will be a slight decrease of vehicular emissions of carbon monoxide (CO) for most receptors near the preferred alternative when compared with the no-build alternative. Widening the local streets and increasing the lengths of ramps will decrease vehicle congestion which will mean a minor overall reduction of pollutant levels.

Microscale analyses were made at three sites which represent typical sensitive receptors within the project limits. State and Federal 1-hour CO standards will not be exceeded in 1994, the year of completion, or in 2010, the study year. The 8-hour CO standards will not be met in either year. Tables 1 and 2 show the 1-hour and 8-hour roadway contributions at the sensitive sites. Tables 3 and 4 show the same sampling periods but with the ambient and total CO concentrations (ambient plus roadway contributions).

On November 3, 1987, the Ninth Circuit Court of Appeals issued an opinion vacating and ordering disapproval of the Environmental Protection Agency's (EPA) previous approval of ozone and carbon monoxide (CO) control measures for the South Coast Air Basin (SCAB). The State Implementation Plan (SIP) for ozone and CO for SCAG was disapproved by EPA on January 22, 1988. This project is in an area where there is not an approved SIP currently containing any enforceable transportation control measures (TCMs) for ozone and CO. Therefore, the conformity procedures of 23 CFR 770 do not apply to this project. A SIP revision has been developed for this area by the regional air quality and transportation planning agencies, but that SIP revision has not been approved by EPA. The mobile emission analysis of the area's air quality management plan, included in the proposed SIP revision, is based on a Regional Transportation Plan (and Program) that includes this project. Therefore, it is expected that if a SIP revision is approved for this project area, this project would conform to it.

This project has been determined to be exempt from the conformity procedures of the 1989 Air Quality Management Plan (AQMP) as approved by the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD).

19. Will the proposal result in an increase in noise levels or vibration for adjoining areas?

20. Will the proposal result in any Federal, state, or local noise criteria being equalled or exceeded?

Freeway noise levels in the vicinity of the Valley Circle Interchange ranged from 67 to 74 dBA according to measurements taken during 1988 (all measurements use the  $L_{eq}$  noise descriptor). The Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 3 (FHPM 7.7.3) has established design noise criteria of 67 dBA for areas of residential and recreational activities and 72 dBA for commercial uses.

Noise measurements were taken by Caltrans at 7 locations which were selected as being the most representative of activities within the project's limits. Figure 6 shows the locations of the sites. A ten-minute noise level recording was used to represent the average noise level for any one-hour period. Traffic volumes were counted simultaneously with each recording. The traffic data were combined with the roadway's geometrics to provide inputs to the computerized model in order to obtain a calculated existing noise level for each site. The difference between the measured and calculated noise levels was used as an adjustment factor that was subsequently applied to the calculated future noise levels.

TABLE 1

MAXIMUM ROADWAY 1-HOUR CO CONCENTRATIONS (PPM) AT  
SENSITIVE SITES\*

SITE NO. <sup>1</sup>	DIST. <sup>2</sup> (FT.)	1986	1989		2010	
		NO BUILD	NO BUILD	BUILD	NO BUILD	BUILD
9	50	3.0	2.2	2.3	2.0	1.9
	100	2.2	1.6	1.7	1.5	1.4
	200	1.6	1.2	1.2	1.1	1.0
11	50	3.9	2.8	2.8	2.8	2.3
	100	2.9	2.1	2.1	2.0	1.7
	200	2.0	1.5	1.5	1.4	1.2
14	50	3.3	2.4	2.7	2.2	2.2
	100	2.4	1.8	2.0	1.6	1.6
	200	1.6	1.2	1.3	1.1	1.1

<sup>1</sup>See Figure 6 for site locations.

<sup>2</sup>Referenced distance is from edge of freeway roadway.

\*Does not include Ambient CO Concentration

TABLE 2

MAXIMUM ROADWAY 8-HOUR CO CONCENTRATIONS (PPM) AT  
SENSITIVE SITES\*

SITE NO. <sup>1</sup>	DIST. <sup>2</sup> (FT.)	1986	1989		2010	
		NO BUILD	NO BUILD	BUILD	NO BUILD	BUILD
9	50	2.1	1.5	1.6	1.4	1.3
	100	1.5	1.1	1.2	1.1	1.0
	200	1.1	0.8	0.8	0.8	0.7
11	50	2.7	2.0	2.0	2.0	1.6
	100	1.7	1.5	1.5	1.4	1.2
	200	1.1	1.1	1.1	1.0	0.8
14	50	2.3	1.7	1.9	1.5	1.5
	100	1.7	1.3	1.4	1.1	1.1
	200	1.1	0.8	0.9	0.8	0.8

<sup>1</sup>See Figure 6 for site locations.

<sup>2</sup>Referenced distance is from edge of freeway roadway.

\*Does not include Ambient CO Concentrations

TABLE 3

MAXIMUM TOTAL 1-HOUR CO CONCENTRATIONS (PPM) AT  
SENSITIVE SITES

SITE NO. <sup>1</sup>	DIST. <sup>2</sup> (FT.)	1986		1989			2010		
		AMB.	NO <sup>3</sup> BUILD	AMB.	NO <sup>3</sup> BUILD	BUILD <sup>3</sup>	AMB.	NO <sup>3</sup> BUILD	BUILD <sup>3</sup>
9	50	16.0	19.0	11.6	13.8	13.9	9.7	11.7	11.6
	100	16.0	18.2	11.6	13.2	13.3	9.7	11.2	11.1
	200	16.0	17.6	11.6	12.8	12.8	9.7	10.8	10.7
11	50	16.0	19.9	11.6	14.4	14.4	9.7	12.5	12.0
	100	16.0	18.9	11.6	13.7	13.7	9.7	11.7	11.4
	200	16.0	18.0	11.6	13.1	13.1	9.7	11.1	10.9
14	50	16.0	19.3	11.6	14.0	14.3	9.7	11.9	11.9
	100	16.0	18.4	11.6	13.4	13.6	9.7	11.3	11.3
	200	16.0	17.6	11.6	12.8	12.9	9.7	10.8	10.8

<sup>1</sup>See Figure 6 for site locations.

<sup>2</sup>Referenced distance is from edge of freeway roadway.

<sup>3</sup>Includes Roadway Plus Ambient Concentrations

TABLE 4

MAXIMUM TOTAL 8-HOUR CO CONCENTRATIONS (PPM) AT  
SENSITIVE SITES

SITE NO. <sup>1</sup>	DIST. <sup>2</sup> (FT.)	1986		1989			2010		
		AMB.	NO <sup>3</sup> BUILD	AMB.	NO <sup>3</sup> BUILD	BUILD <sup>3</sup>	AMB.	NO <sup>3</sup> BUILD	BUILD <sup>3</sup>
9	50	14.1	16.2	10.3	11.8	11.9	8.4	9.8	9.7
	100	14.1	15.6	10.3	11.4	11.5	8.4	9.5	9.4
	200	14.1	15.2	10.3	11.1	11.1	8.4	9.2	9.1
11	50	14.1	16.8	10.3	12.3	12.3	8.4	10.4	10.0
	100	14.1	15.8	10.3	11.8	11.8	8.4	9.8	9.6
	200	14.1	15.2	10.3	11.4	11.4	8.4	9.4	9.2
14	50	14.1	16.4	10.3	12.0	12.2	8.4	9.9	9.9
	100	14.1	15.8	10.3	11.6	11.7	8.4	9.5	9.5
	200	14.1	15.2	10.3	11.1	11.2	8.4	9.2	9.2

<sup>1</sup>See Figure 6 for site locations.

<sup>2</sup>Referenced distance is from edge of freeway roadway.

<sup>3</sup>Includes Roadway Plus Ambient Concentrations

TABLE 5  
NOISE BARRIER ANALYSIS ( $L_{eq}$ ) FOR THE YEAR 2010

SITE NO.	EXIST.	PREDICTED NOISE LEVEL		BEGIN/END <sup>2</sup> WALL STATIONS	REFERENCE ELEVATION	PREDICTED NOISE LEVELS BARRIER HEIGHT ALTERNATIVES*				
		NO PROJECT	WITH PROJECT			6'	8'	10'	12'	14'
9	73	76	76	542+00/549+40	SB RW	73	72	70*	68	(66) <sup>1</sup>
10	61	62	69	548+50/556+00	Ven. Bl. RW	66	65	64	(62*)	61
11	70	72	72	566+00/24+00	NB FWY EP	69	68	(66*) <sup>1</sup>	64	63
11a	70	72	72	563+70/567+50	NB FWY EP	69	68	(66*) <sup>1</sup>	64	63
13	67	68	68	SAME AS SITE 14	SB RW	66	64*	(62)	60 <sup>1</sup>	59
14A	74	75	75	562+40/567+30	SB RW	69	68	67	(65*) <sup>1</sup>	63
14	71	73	73	567+30/571+50	SB RW	69	(67*)	65	63 <sup>1</sup>	61

\* Lowest height that breaks the line of sight between 11.5' truck exhaust and receptor.

( ) Meets design criteria

<sup>1</sup> Recommended wall height

<sup>2</sup> See Figure 6

Note: Final barriers locations, heights, and lengths will be determined during final engineering design and will be based upon cost effectiveness criterion.

Table 5 shows both the existing noise levels and those predicted to occur at noise sensitive receptors exposed to the freeway traffic's noise. Noise walls will be constructed as part of the interchange reconstruction to mitigate noise levels at receptors that exceed the 67 dBA noise design criteria. The heights, lengths, and locations of the walls are shown on Table 5 and Figure 6. The approximate overall length of the proposed walls is 5,700 feet. The cost of the walls has been estimated to be approximately \$1.25 million.

All soundwalls on the north side of the freeway will be included as a part of the interchange improvement project; on the south side, only those soundwalls that are proposed at the Leonis Adobe and from Dry Canyon Creek east to Abbeyville Avenue will be included in the project.

33. Will the proposal affect the location, distribution, density, growth rate of the human population of the area?
47. Will the proposal support large commercial or residential development?

The proposed project will replace certain features of an existing interchange (the overcrossing structure, pairs of on- and off-ramps) with an improved facility. The proposed reconstruction will improve the interchange's operational characteristics and assist in the circulation of local traffic. The improvement to the interchange is not expected to directly result in either the creation of additional housing or to an increase in the local or regional population level. The proposed interchange improvement is in response to long-term (dating from 1969, if not earlier) local requests for changes to the interchange as well as to the continuing residential and commercial development that is occurring in the Calabasas, Calabasas Park, and Calabasas Highlands areas. According to a study of traffic impacts related to a proposed extension of Calabasas Road (Linscott, Law, and Greenspan, April 1988) over 3,000 residential units and several hundred thousand square feet of commercial developments were planned for these locations. Much of the traffic generated by these proposed developments will use the Valley Circle interchange to gain access to the Ventura Freeway or to areas north of the interchange.

35. Will the proposal affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?
42. Will the proposal have substantial impact on existing transportation systems or alter present patterns of circulation or movement of people and/or goods?

The proposed reconstructed interchange will incorporate design features so that the use of the overcrossing by non-motorized travelers will be continued. A bikeway will be located on each side of the Mulholland Drive/Valley Circle Boulevard overcrossing

between the sidewalks and the traffic lanes. The bikeway will be a Class II facility, providing a restricted right-of-way designated for use of bicycles. The lanes will be a minimum of four feet wide. The bikeways on the proposed overcrossing will link with designated bikeways on Valley Circle Boulevard and Mulholland Drive.

The City of Los Angeles as well as Los Angeles County have adopted equestrian trail plans that show an equestrian trail crossing in the vicinity of the Valley Circle interchange. Concern has been expressed to Caltrans by local equestrian groups and by the Santa Monica Mountains Conservancy that the proposed interchange will not provide for a replacement of a safe trail crossing over, or under, the Ventura Freeway. Horseback riders currently cross the freeway on the existing overcrossing. The new interchange will not sever this existing trail crossing, but instead provide a larger, wider facility. The new facility will therefore maintain equestrian access to trails north and south of the freeway.

Suggestions have been made by representatives of local equestrians for a crossing that utilizes the Calabasas Creek culvert that passes under the freeway west of the present Valley Circle/Mulholland overcrossing. Although possibly used at one time to cross under the freeway, no horseback riders have passed through the culvert in many years. Obstacles to equestrians using the present culvert include the following:

- Unsafe footing for horses on the floor of the culvert;
- Culvert's confined dimensions requires riders to dismount;
- Access to the culvert is impeded both by private property and barriers at the culvert's northern end.

The County Department of Public Works has examined the culvert for use as an equestrian trail after it is replaced by the new Calabasas Creek culvert. The County has concluded that the culvert in its present form would not provide a usable means for an equestrian crossing. Caltrans has identified two options for modifying the culvert. In the first option, the existing culvert would be lengthened to the new right-of-way limits at a cost of approximately \$350,000. (The cost of gaining access to the culvert through the adjacent properties would have to be secured by others.) The second option, converting the culvert to a full-standard 10-foot x 10-foot box underpass including extension to the new right-of-way limits, would cost approximately \$663,000. The access requirements identified in the first option would also be applicable here.

Because of the cost and difficulty associated with the conversion of the culvert to equestrian use, changes in the design of the interchange to specifically accommodate equestrian traffic are now being examined even though such facilities were originally not part of the consideration of the project. One potential design change would be to widen along one side of the proposed Valley Circle overcrossing by approximately 10 feet in order to accommodate a separate equestrian trail. Equipped with barriers

between the roadway, the trail, and the outside edge of the overcrossing, this option would be acceptable if a determination can be reached between Caltrans and the cities of Hidden Hills and/or Los Angeles concerning the sources and availability of financing for the widening. The cost of widening the overcrossing is approximately \$236,000.

The Los Angeles County Department of Parks and Recreation has obtained grants that will enable it to fund the widening of the bridge structure. The County Department will also undertake the responsibility for providing the maintenance of and liability for the equestrian facilities.

37. Will the proposal affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?
38. Will the proposal affect employment, industry or commerce, or require the displacement of businesses or farms?
44. Will the proposal affect or be affected by existing parking facilities or result in demand for new parking?

The configuration of the proposed project will require the acquisition of approximately 0.25 acre of additional right-of-way from adjacent properties. The right of way in question would be located in the interchange's southwest quadrant on the north side of Calabasas Road. The property presently belong to the Leonis Adobe Association.

Besides the acquisition of the 0.25 acre, the proposed project will utilize right-of-way that is already in State ownership. The use of this property will impact the Sage Brush Cantina, where part of the restaurant's parking lot has inadvertently included a portion of highway right-of-way for a number of years. The reclaimed right-of-way will be used for the alignment of the proposed eastbound off-ramp. The restaurant's management will need to make its own arrangements concerning the replacement of the parking spaces.

Caltrans presently owns and leases to tenants approximately five residential homes located along the south side of Leonora Drive. These houses will be removed to accommodate the proposed realignment of Ventura Boulevard. Apart from these structures that are located in State right-of-way, the proposed project will not require the taking of any private residences, in whole or in part, office buildings, or other structures in the project area. No businesses are expected to be displaced. There may be some temporary inconvenience and/or impact during the construction phase due to minor detours and other construction work, but access to the commercial establishments at the shopping center and in Calabasas is not expected to be impeded to any significant degree.

48. Will the proposal affect a significant archaeological or historic site, structure, object, or building?
52. Will the proposal result in the use of any publicly-owned land from a park, recreation area, or wildlife and waterfowl refuge?

An Historic Property Survey conducted for the Mulholland Drive/Valley Circle Boulevard interchange project identified one National Register property within the Area of Potential Effects: the Leonis Adobe at 23537 Calabasas Road, in the City of Los Angeles. The Adobe was listed in the National Register of Historic Places on May 29, 1975. On January 4, 1988, the State Historic Preservation Officer concurred that the Leonis Adobe is the only property eligible for the National Register within the Area of Potential Effects. (See Appendix, Items A and C.) The Leonis Adobe Association operates the Adobe as a historical museum.

The preferred alternative will not require the acquisition of any property in the vicinity of the Leonis Adobe for the purpose of right-of-way for the alignment of the proposed eastbound off-ramp. The present right-of-way line, which is approximately 19 feet from the corners of the National Register property, will not be altered. The distance from the shoulder of the proposed off-ramp to the back of the Adobe's barn, which is the structure closest to the freeway, will be approximately 40 feet. The boundaries of the Leonis Adobe National Register property and the positioning of the proposed freeway improvements relative to the property are shown on Figure 7.

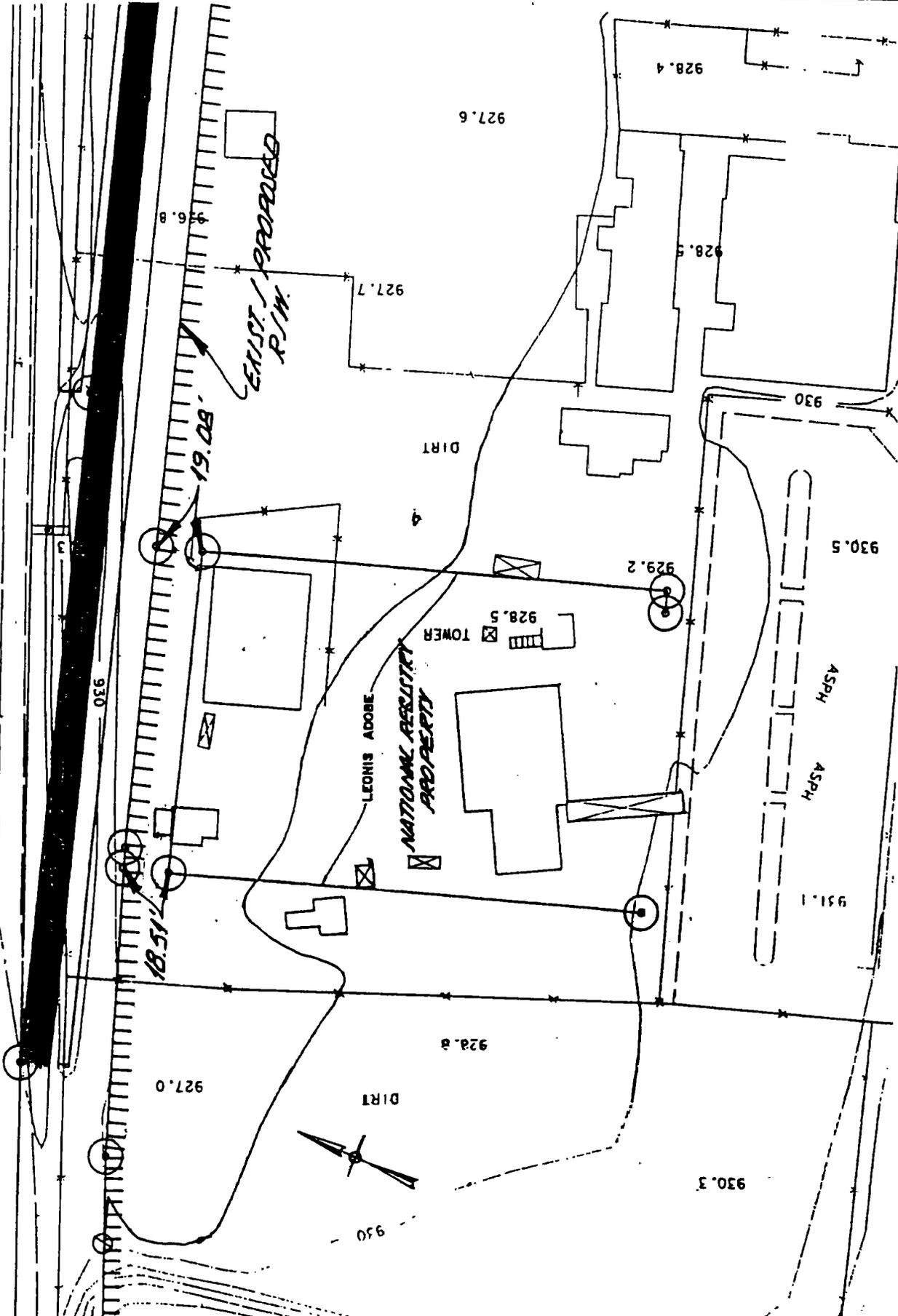
Because the preferred alternative's eastbound off-ramp will move the edge of the freeway closer to the Adobe, Caltrans is proposing to construct a soundwall along the right-of-way line between the freeway and the National Register property. The proposed wall will reduce the noise experienced on the grounds of the Adobe to levels that are below the Federal Aid Highway Program Manual criterion of 67 dBA ( $L_{eq}$ ) for areas of residential and recreational activities. Please refer to Table 5 and Figure 6 for the specific information concerning noise levels and wall locations.

The proposed soundwall will be constructed in a similar fashion to other soundwalls along Route 101 in the vicinity of Calabasas. Materials will consist of buff-colored masonry similar in appearance to adobe. Past and ongoing discussions with officials of the Adobe Association indicate that the construction of a soundwall is greatly desired, and would enhance the interpretive uses of the Leonis Adobe facility.

↑  
TO LOS ANGELES

ROUTE 101  
(VENTURA FREEWAY)

EXIST. E.P.



**LEGEND**

-  EASTBOUND OFF RAMP
-  LEONIS ADOBE

**LIMITS OF PROPOSED  
VALLEY CIRCLE INTERCHANGE  
R.I.W. @ LEONIS ADOBE**

In the event that unanticipated sub-surface historical/archaeological materials are discovered during construction of the proposed ramp or soundwall, work in the immediate vicinity of the find would be stopped in order to evaluate the materials as per CFR 36 800.11.

The preferred alternative would not require any physical changes to the Adobe historic property; the chain-link fence that is presently located on State property near the Freeway right-of-way would be replaced with a soundwall built along the right-of-way line. The proposed wall will reduce the freeway noise levels experienced by visitors to the Adobe historical property.

The Federal Highway Administration determined on September 30, 1988, that the preferred alternative would have no adverse effect upon the Leonis Adobe historic property as per 36 CFR 800.9(b). On October 12, 1988, the State Historic Preservation Officer (SHPO) concurred with this determination, which was reaffirmed on March 1, 1989. The FHWA then forwarded SHPO's findings to the Advisory Council on Historic Preservation (ACHP) for its review. The Advisory Council notified FHWA of its acceptance of the determination of no adverse effect, subject to the following conditions:

1. The formulation of a plan that would encompass design of the soundwall, new landscaping, and replanting of specified oak trees in the vicinity of the Leonis Adobe;
2. The preparation of a process for review of the plan that involves interested and reviewing parties;
3. The provision of the Council on Historic Preservation with oversight of the plan's review process.

The FHWA has agreed to these conditions, and is proceeding towards finalizing of a Memorandum of Agreement with the ACHP, the SHPO, and the Leonis Adobe Association that will provide the basis for accomplishing the ACHP's requirements. (See Appendix, Item D.)

The proposed eastbound off-ramp will also require approximately 0.25 acre of land to be acquired from the Leonis Adobe Association's property lying between the Sage Brush Cantina eastward to Mulholland Drive. Contained within the limits of their property the Association has created a picnic area, known as "Calabasas Creek Park", along the east bank of Calabasas Creek across from the parking lot of the Sage Brush Cantina. This informal facility, which contains some tables, benches, and a grill, is open for use by the public. The Association has expressed an interest to Caltrans to continue to develop the present "park" as a privately owned and supported facility, open to the public, alongside of the natural channel of Calabasas Creek.

In the absence of any specific proposals for the development of the site, Caltrans has configured the eastbound off-ramp to terminate as far to the east of the Creek as is feasible, in order to leave the Association with as much usable space as the design will permit. Caltrans will also extend the proposed Leonis Adobe soundwall along the new off-ramp to reduce freeway noise in the vicinity of the present picnic area.

Because the site in question is not part of a publicly owned public park, Section 303 of Title 49 U.S.C., also known as "Section 4(f)", is not applicable, and no evaluation of the "Calabasas Creek Park" property need be performed. With regard to the Leonis Adobe property, to which Section 4(f) is applicable, since none of the National Register property is being taken for right-of-way, and because it has been demonstrated that there is no constructive use of the site, it has been determined that no 4(f) evaluation needs to be prepared.

51. Will the proposal result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?

The proposed reconstruction of the Valley Circle interchange will have a number of short-term environmental impacts such as dust, noise, waste disposal, etc. In order to mitigate the nuisance value of these impacts, Caltrans will ensure that procedures and practices as per the State Standards and Specifications are followed. Steps will be taken to reduce the impact of construction noise; to ensure that no significant effect on the local or regional physical environment is caused by solid wastes generated by the project; to identify possible locations of surface and/or subsurface contamination, and develop means of remedying them.

All local streets as well as commercial and residential driveways will remain in service throughout the construction period; local traffic circulation will be maintained in as near a "normal" state as possible.

At the present time, the construction associated with the interchange improvement is not anticipated to cause extended closure of the off- and on-ramps at both Valley Circle Boulevard/Mulholland Drive and Woodlake Avenue interchanges. (Extended closure is defined as a period of at least 10 consecutive days.) It is planned that either new or existing ramps will serve the interchange area during the construction period. If circumstances require prolonged ramp closures, Caltrans will conduct a ramp closure study to investigate ways of minimizing the adverse conditions that may result.

## V. CONSULTATION AND COORDINATION

Consultations regarding the design of the proposed interchange reconstruction project have been held with representatives of the community of Calabasas, the City of Los Angeles, and local elected officials. The Initial Study for this project was made available for comment on October 5th of this year; the comment period ran from October 5 to November 5.

The following parties received copies of the Initial Study:

Office of Planning and Research/State Clearinghouse  
Honorable Ed Davis  
Honorable Gary Hart  
Honorable Marian LaFollette  
Honorable Terry Friedman  
Honorable Mike Antonovich  
Honorable Joy Picus  
Honorable Mavin Braude  
Southern California Association of Governments  
Los Angeles Transportation Commission  
City of Los Angeles, Department of Transportation  
City of Los Angeles, Department of Public Works  
City of Hidden Hills  
Mr. William Bridgers  
Mr. Robert Crommelin  
Mr. Jared Jussim  
Mr. Paul Kahn  
Ms. Marsha Mednick  
Mr. Vic Thomason  
Ms. Marcia Weidman  
Leonis Adobe Association

A public hearing for the project was held at Woodland Hills' El Camino Real High School on Thursday, October 25, from 7:00 PM to approximately 8:30 PM. The hearing was preceded at 6:00 PM by a display of project drawings and other information. Notices advertising the availability of the project document and the hearing appeared in both the Los Angeles Times (Valley edition) and the Los Angeles Daily News. Over 450 notices were mailed to individuals and others. An example of the notice is shown on Figure 8.

The purpose of the hearing was to receive public comments regarding the proposed project and the associated environmental document. Fifty-three persons registered their names on the hearing's attendance sheet; actual attendance may have been slightly higher. (For those interested in what occurred at the Public Hearing, the Transcript and Record of the Public Hearing on the Route 101/Valley Circle Project is available for examination at the CALTRANS Public Information Office, 120 S. Spring Street, Los Angeles.)

After Caltrans personnel made brief presentations on the proposal, the floor was opened to those who wished to make oral comments. The following people made presentations:

Elaine Miller (representing Senator G. Hart)  
Lisa Kramer (representing Assemblyman T. Friedman)  
Rita Schneir (representing Councilwoman J. Picus)  
Paul Kahn (Woodland Hills Homeowners Organization)  
P. Kanter (Self)  
Gordon Murley (President, Fed. of Hillside & Canyon Association)  
Stan Opatowsky (Self)  
Jack Rubens (Attorney for the Leonis Adobe Association and others)  
Michael Schaaf (Self)  
Jim White (Chairman, Hidden Hills Trails Committee)  
Marilyn Witte (Santa Monica Mountains Trails Council)

The following is a summary of the speakers' comments, with responses.

**COMMENT:** Several of the speakers, while supporting the proposed project, wanted to know if additional improvements to traffic circulation could be made on the north side of the freeway. No specific improvement measures were identified by the speakers.

**RESPONSE:** Caltrans and the City of Los Angeles have examined additional improvements to the north side of the interchange. These improvements, including the realignment of Ventura Boulevard, creating a cul-de-sac of Leonora Drive, and associated revisions to off- and on-ramps and signalized intersections, are discussed beginning on page II-1.

**COMMENT:** A question was raised regarding the placement of the eastbound freeway on-ramp between the signalized intersection of Mulholland Drive/Calabasas Road/Avenue San Luis and the proposed overcrossing. At present, northbound traffic can turn right at the intersection to Avenue San Luis to reach the on-ramp.

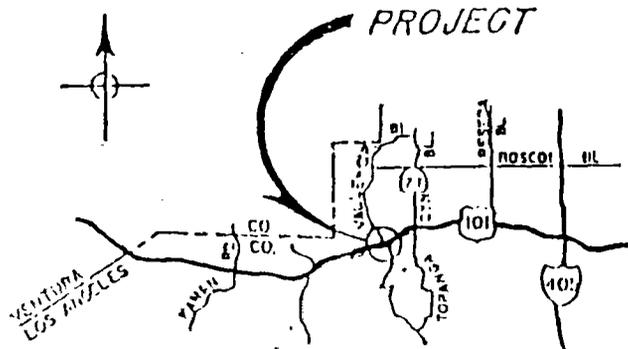
**RESPONSE:** The relocation of the eastbound on-ramp will not appreciably delay traffic on Mulholland Drive that is headed for the freeway.

**COMMENT:** Concern was voiced over whether or not the proposed project would preclude construction of an overpass connecting Ventura Boulevard with Calabasas Road. If this connection is possible, why was it not covered in the project description and analysis of this environmental document?

**RESPONSE:** The Caltrans' proposal for improving the Valley Circle interchange does not include the planning, financing, or construction of such a direct connection between Ventura Boulevard and Calabasas Road. Therefore, discussion of such a feature in the analysis of the project was not considered to be necessary.



## AVAILABILITY OF STUDY & PUBLIC HEARING



### WHAT'S BEING PLANNED?

CALTRANS (California Department of Transportation) is planning to reconstruct the Ventura Freeway Interchange at Valley Circle Boulevard-Mulholland Drive in the City of Los Angeles.

### WHY THIS AD?

CALTRANS has studied the effects this project may have on the environment. Our studies show that it will not significantly affect the quality of the environment. The report that explains why is called a Negative Declaration/Environmental Assessment (ND/EA). This notice is to tell you of the preparation of the Negative Declaration/Environmental Assessment and of its availability for review, and to offer the opportunity for comments at the public hearing.

### WHAT'S AVAILABLE?

The Negative Declaration/Environmental Assessment is available for review at:

CALTRANS District Office  
120 So. Spring St.  
Los Angeles  
7:30 a.m. - 3:30 p.m.

Hidden Hills City Hall  
24549 Long Valley Road  
Hidden Hills

### WHERE YOU COME IN

Do you have any comments about the findings of our studies? If so, please submit any written comments no later than November 5, 1990 to:

Ronald Kosinski  
120 S. Spring Street  
Environmental Planning Branch  
Los Angeles, CA 90012

Or, you may present your comments regarding environmental issues and design features to project staff.

### WHEN AND WHERE?

#### PUBLIC HEARING

October 25, 1990, 7:00 p.m.

El Camino Real High School - Multi-Purpose Room  
5440 Valley Circle Boulevard  
Woodland Hills

There will be an open house before the public hearing from 6:00 p.m. until 7:00 p.m. Here you will have an opportunity to view maps and displays, and question CALTRANS' staff.

### CONTACT

For more information please call:

Ronald Kosinski  
Chief Environmental Planning Branch  
(213) 620-5335

The proposed interchange design will not result in rendering the construction of such a connection either impossible or infeasible. However, the responsibility of undertaking such a development in the future would rest with the City of Los Angeles. Staff at the City's Department of Transportation has informed Caltrans that there is at this time no funding available for such a connection, and so a direct linkage of Ventura Boulevard with Calabasas Road is not planned for the foreseeable future. If and when conditions change, the City may propose the Ventura Boulevard/Calabasas Road connection as an independent improvement project and subject it to the appropriate design and environmental approval processes.

COMMENTS: Will the proposed interchange permit equestrian and bicycle traffic to cross the freeway?

RESPONSE: The proposed overcrossing will be of sufficient width to accommodate a bicycle lane in each direction. Horseback riders, who have used the present overcrossing facility for the past several decades, will be able to make use of a dedicated equestrian path on the overcrossing. The "path" will be a 10-foot extension to the width of the overcrossing that will be funded through grants obtained by the Los Angeles County Department of Parks and Recreation, which will also take the responsibility for providing maintenance and liability protection for the equestrian facility. (See also pp. IV-15-16 in the Negative Declaration for further discussion of this matter.)

COMMENT: With regard to the Leonis Adobe, has the Section 106 process of the National Historic Preservation Act been concluded?

RESPONSE: The Federal Highway Administration (FHWA), as the Federal agency with jurisdiction, is in the process of concluding Section 106 for this project. A Memorandum of Agreement (MOA) between FHWA and the Advisory Council on the Historic Preservation (ACHP) has been prepared stating the conditions under which ACHP would concur with the determination of no adverse effect made by both FHWA and the State Historic Preservation Officer. The MOA is shown in Exhibit D.

COMMENT: Does this project include a High Occupancy Vehicle (HOV) lane on the freeway?

RESPONSE: No. Speakers who protested the consideration of an HOV lane as part of this project apparently misconstrued the discussion of the Ventura Freeway's possible future widening which appears on pg. II-4 of the Initial Study.

A small number of written comments regarding the project were submitted during the Initial Study's review period (10/5 - 11/5/90). These comments are reproduced on the following pages, with responses provided where appropriate. Note that several of the written comments were addressed in the responses to the Public Hearing comments.

## OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET  
SACRAMENTO, CA 95814



Nov 27, 1990

KREIG LARSON  
CALTRANS  
120 S. SPRING STREET  
LOS ANGELES, CA 90012

Subject: VENTURA FREEWAY (ROUTE 101) AT VALLEY CIRCLE BLVD.  
SCH # 90010974

Dear KREIG LARSON:

The enclosed comments on your draft environmental documents were received by the State Clearinghouse after the end of the state review period. We are forwarding these comments to you because they provide information and raise issues which may assist you in project review.

Lead agencies are not required to respond to late comments. However, you may wish to incorporate these additional comments into the preparation of your final environmental document.

Please contact Terri Lovelady at (916) 445-0613 if you have any questions concerning the review process. When you contact the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

A handwritten signature in black ink, appearing to read "David C. Nunenkamp".

David C. Nunenkamp  
Deputy Director, Permit Assistance

Enclosures

cc: Resources Agency

State Capitol  
P.O. Box 942849  
Sacramento, CA 94249-0001  
(916) 445-4956

District Office  
14144 Ventura Blvd #100  
Sherman Oaks, CA 91423  
(818) 501-8991

# Assembly California Legislature

**TERRY B. FRIEDMAN**

ASSEMBLYMAN, FORTY-THIRD DISTRICT

CHAIRMAN  
Ways and Means Subcommittee  
on Health & Human Services  
Public Safety Subcommittee  
on Drug Abuse

MEMBER  
Education  
Judiciary  
Natural Resources  
Public Safety  
Ways and Means

October 25, 1990

Mr. Jerry B. Baxter  
District Director  
Caltrans  
120 South Spring Street  
Los Angeles, CA 90012

Dear Mr. Baxter:

I regret that I am unable to attend the hearing here tonight and have asked my field representative, Lisa Kramer, to read this statement on my behalf concerning the Valley Circle Boulevard and Mulholland Drive interchange on the 101 Freeway.

I commend Caltrans for developing a plan that solves most of the congestion problems at the interchange, and which is acceptable to most area residents. While the plan greatly improves conditions to the south of the interchange, it does not address the need for improvements to relieve congestion at intersections north of the interchange. The congestion at these intersections poses a hazard for the people who live to the north, and it is important that those problems be dealt with during this process. I therefore urge you to include in your plan improvements to these intersections.

Sincerely,

  
TERRY B. FRIEDMAN

TBF:lmk



# JOY PICUS

CITY OF LOS ANGELES  
COUNCILWOMAN, THIRD DISTRICT  
City Hall, Los Angeles, CA 90012, (213) 485-3486, FAX (213) 485-8988  
District Office, 19040 Vanowen St., Reseda, CA 91335, (818) 344-3541  
FAX (818) 902-2179, TDD (818) 345-6624 Hearing and Speech Impaired Only

October 25, 1990

Mr. Ronald Kosinski, Chief  
Environmental Planning Branch  
Caltrans  
120 South Spring Street  
Los Angeles, CA 90012

Dear Mr. Kosinski:

I appreciate this opportunity to comment on the proposed project to reconstruct the Ventura Freeway interchange at Mulholland Drive and Valley Circle Boulevard. In 1979, I launched a campaign, with solid community support, to convince the State to allocate the funds to widen the bridge, construct new ramps, and make other improvements so that this interchange will better serve the volume of traffic which moves through this area.

In the 11 years since I began working on this project, we have seen many design proposals and a variety of plans. Amid the various controversies, one principle has remained clear -- there is no doubt that the interchange is woefully inadequate to handle existing traffic and it must be improved.

Caltrans has presented a plan which, though it may not satisfy every interest, will provide additional capacity to move traffic through the interchange. More modest than earlier proposals, this design responds to community concerns over the preservation of the atmosphere of Old Town Calabasas and the Leonis Adobe.

I want to make sure that the design for this project also addresses the problems to the north which are directly caused by vehicles using the freeway and the ramps. Residents on Calenda Drive and on Ostronic Drive must be provided safe ingress and egress to and from Valley Circle. They now face an intolerable situation in having to compete with fast-moving traffic going to and from the freeway.

In addition, the residents on Leonora Drive have long been promised relief from the heavy volume of traffic in front of their homes and that promise must be kept. Their difficult situation was created when the freeway was built and, as a "temporary" measure, Leonora Drive became an extension of Ventura Boulevard. Recently, as part of the freeway widening project, Leonora was widened and now carries more traffic than ever, moving at faster speeds.

October 25, 1990  
Mr. Ronald Kosinski  
Page 2

As part of this plan, a soundwall is shown between Leonora Drive and the freeway, and that will help by reducing the noise level on Leonora, Ostronic and Calenda. However, more work remains to be done by the State and the City working together, within the project budget, to resolve the traffic problems which impact the northeast quadrant.

The needs of the people living immediately north of the freeway MUST be addressed and my staff and I anticipate working with the community and with City and State traffic engineers to achieve realistic solutions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Joy Picus". The signature is written in black ink and is positioned above the typed name.

JOY PICUS  
Councilwoman  
Third District

JP:RS:lj

SHEPPARD, MULLIN, RICHTER & HAMPTON

A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

ATTORNEYS AT LAW

FORTY-EIGHTH FLOOR

333 SOUTH HOPE STREET

LOS ANGELES, CALIFORNIA 90071

TELEPHONE (213) 620-1780

FACSIMILE (213) 620-1398

CABLE SHEPLAW

TELEX 19-4424

ORANGE COUNTY OFFICE  
SEVENTH FLOOR  
4695 MACARTHUR COURT  
NEWPORT BEACH, CALIFORNIA 92660  
(714) 752-6400

WRITER'S DIRECT DIAL NUMBER

(213) 617-4216

RECEIVED

NOV 5 1990

ENVIRONMENTAL  
SAN FRANCISCO OFFICE  
SEVENTEENTH FLOOR  
FOUR EMBARCADERO CENTER  
SAN FRANCISCO, CALIFORNIA 94111  
(415) 434-4914

SAN DIEGO OFFICE  
NINETEENTH FLOOR  
501 WEST BROADWAY  
SAN DIEGO, CALIFORNIA 92101-3505  
(619) 239-3669

OUR FILE NUMBER

ECA-38721

November 2, 1990

**BY TELECOPIER AND  
CERTIFIED MAIL, RETURN RECEIPT REQUESTED**

Mr. Ronald Kosinski  
Chief, Environmental Planning Branch  
District 7  
California Department of Transportation  
120 South Spring Street, 1-8A  
Los Angeles, California 90012

Re: P.M. 26.9/27.9;  
Initial Study/Environmental Assessment  
for Valley Circle/Mulholland Drive  
Interchange Project

Dear Mr. Kosinski:

As you know this firm represents the Leonis Adobe Assn. (the "Association") and a number of homeowner groups in the Calabasas/Woodland Hills area.

On October 25, 1990, Caltrans held a public hearing with respect to the Initial Study/Environmental Assessment (the "Initial Study") prepared by the California Department of Transportation ("Caltrans") and the Federal Highway Administration ("FHWA").

The purpose of this letter is to summarize the issues that we raised at the public hearing, as follows:

1. The Initial Study fails to discuss whether or not the City of Los Angeles (the "City") or another public or private entity intends to construct a flyover at the Valley Circle/Mulholland Drive interchange (the "Interchange") similar to the flyover in the preferred alternative recently withdrawn from consideration by Caltrans. The Initial Study also fails to discuss the extent to which Caltrans will design the new preferred alternative to make it compatible with a subsequent

SHEPPARD, MULLIN, RICHTER & HAMPTON

Mr. Ronald Kosinski  
November 2, 1990  
Page 2

flyover project. From our discussions with various officials, it is our understanding that the City has requested design modifications to the project that would make it more compatible with the flyover.

Even if Caltrans has no intention of subsequently adding a flyover, the Initial Study must analyze the cumulative environmental impacts relating to the flyover if the subsequent construction of the flyover by the City (or any other public or private entity) is reasonably foreseeable. The final Initial Study should contain a complete discussion of this issue. City officials should be contacted for a detailed explanation of the City's future plans for the Interchange. If the City does intend to subsequently construct a flyover, then, as set forth in our various letters regarding the previous project, an environmental impact report/environmental impact statement must be prepared for the new project.

2. The Initial Study states (at page IV-18) that the Section 106 process has concluded because the Advisory Council on Historic Preservation (the "Advisory Council") has accepted FHWA's determination of no adverse effect on the Leonis Adobe property. In support of that statement, the Initial Study references a letter dated September 26, 1989 from the Advisory Council to FHWA.

The Initial Study misrepresents the position of the Advisory Council and the status of the Section 106 process. In a letter dated October 25, 1990 from the Advisory Council to FHWA (a copy of which is enclosed), the Advisory Council advised FHWA that the Advisory Council's conditional withdrawal of its finding of adverse effect in the September 26 letter violated the Advisory Council's own regulations (set forth in 36 CFR Part 800). As a result, the Advisory Council formally rescinded the conditional withdrawal of its finding of adverse effect in the October 25 letter. The Initial Study fails to disclose the October 25 letter.

We note that the Advisory Council's concerns focus primarily on the impact of the new eastbound off-ramp behind the Leonis Adobe, rather than the flyover. Therefore, the Advisory Council's concerns are equally applicable to the new project since it also includes the eastbound off-ramp.

The October 26 letter enclosed a proposed Memorandum of Agreement ("MOA") to be entered into by the various parties

Mr. Ronald Kosinski  
November 2, 1990  
Page 3

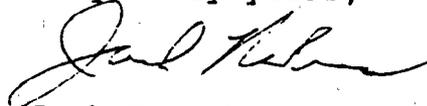
(a copy of which is enclosed). Pursuant to the Advisory Council's regulations, the parties should now meet and negotiate the MOA. Representatives of the Association are available to meet with Caltrans and FHWA representatives at your convenience. Preliminarily, we note that the Association would like to include more detailed provisions in the MOA regarding (a) the design, location and composition of the sound barriers and (b) the removal, replacement and/or replanting of various trees and other landscaping located at the northerly and easterly boundaries of the Leonis Adobe property.

It is our clients' position that the new Interchange project cannot be approved until the Section 106 process has been completed.

3. Our clients concur with numerous other residents and elected representatives that the new Interchange project should include road improvements for the northeast quadrant of the interchange area.

If you have any questions concerning these comments, please feel free to call me.

Very truly yours,



Jack H. Rubens

for SHEPPARD, MULLIN, RICHTER & HAMPTON

2\RV\LD18334F.LSB  
Enclosures

cc: Mr. Ray Phillips,  
Leonis Adobe Assn. (w/encl.)  
Bryce H. Neff, Esq. (w/encl.)  
Donald Diamond, Esq.,  
Calabasas Park Homeowners Association (w/encl.)  
L. Glenn Hardie, Esq.,  
Las Virgenes Homeowners Federation, Inc. (w/encl.)  
Mr. Robert Gross,  
Woodland Hills Homeowners Organization (w/encl.)  
Mr. Bruce E. Cannon,  
Federal Highway Administration (w/encl.)  
Ms. Lee Keatinge,  
Advisory Council on Historic Preservation (w/encl.)

**SANTA MONICA MOUNTAINS CONSERVANCY**

SOLSTICE CANYON PARK  
3700 SOLSTICE CANYON ROAD  
MALIBU, CA 90265  
(213) 456-5046



November 5, 1990

Mr. Ronald Kosinski  
California Dept. Of Transportation  
Environmental Planning Branch  
120 S. Spring St.  
Los Angeles, CA 90012

RE: Negative Declaration - Ventura Freeway Interchange Project  
Valley Circle Boulevard - Mulholland Drive  
State Clearing House #90010974

Dear Mr. Kosinski:

1

The Santa Monica Mountains Conservancy opposes the certification of a Negative Declaration pursuant to Division 13 of the Public Resources Code, on the basis that the Environmental Assessment has not satisfied the California Environmental Quality Act (CEQA) and has not fully addressed or resolved the federally designated Juan Bautista de Anza National Historic Trail and provide for a viable wildlife corridor. Before this project can receive an environmental clearance, Caltrans must comply with the 106 process of the State Historic Preservation Office (SHPO) because of the potential loss of the historical de Anza trail by the construction of the interchange project. The United States Congress established the "Juan Bautista de Anza National Historic Trail Act" earlier this year and amended the National Trails System Act to include the de Anza historical trail designation.

Furthermore, the Environmental Assessment made no mention of the grants to the County of Los Angeles for the construction of the equestrian trail overcrossing:

- \$110,000 from the California Department of Parks and Recreation
- \$136,000 from the Santa Monica Mountains Conservancy

2

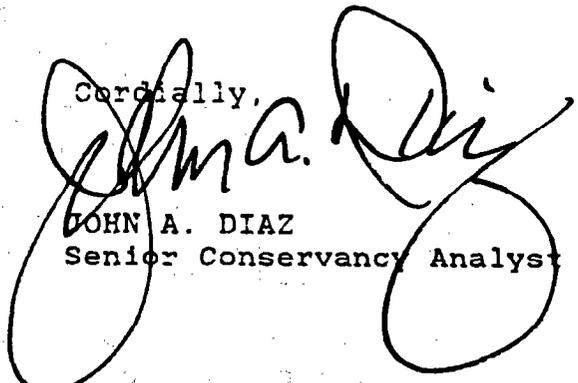
for a total of \$246,000. In recognition of the importance of this trail linkage, the State Parks Department and the Conservancy granted these funds with the understanding from Caltrans that these funds would guarantee the construction of an equestrian trail overcrossing at Valley Circle, thereby protecting the integrity of the historic de Anza Trail. In fact, Caltrans specifically stated in its last Negative Declaration that the trail could be built for \$236,000. The fact that park agencies are willing to commit their own limited funds toward the mitigation of this Caltrans project (which under CEQA should be the responsibility of Caltrans) reflects the very high significance that park agencies attach to this trail.

Mr. Ronald Kosinski  
November 5, 1990  
Page Two

3  
Additionally, the existing culvert under the Valley Circle Overcrossing provides a wildlife corridor for small animals and there is a potential for larger animal movement provided the construction fence is removed. Very few points along the Ventura Freeway allow access for wildlife between the coastal mountains and the inland mountains. In fact, this undercrossing is the most easterly wildlife corridor along the Ventura Freeway. We strongly recommend that the interchange project provide access for this wildlife movement.

In closing, we recommend that a full environmental impact report be prepared to fully address and mitigate the loss of the wildlife corridor and the severance of the Juan Bautista de Anza National Historic Trail. You will also find attached, the staff report and resolution authorizing the grant to the County of Los Angeles for the construction of the de Anza trail overcrossing, federal legislation establishing the de Anza trail as a national historic trail and several letters relating to the interchange project spanning 53 months - we request that these documents be incorporated into the record along with our comments above. The Conservancy stands ready to work with Caltrans in designing an environmentally sensitive project which supports wildlife and needed public access.

Cordially,

  
JOHN A. DIAZ  
Senior Conservancy Analyst

# INFORMATION CARD

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
P.O. BOX 2304 TERMINAL ANNEX  
LOS ANGELES, CA 90051

TO BE MADE  
PART OF RECORD



DISTRICT 7

NAME H. GEORGE OLTMAN, JR  
ADDRESS 23411 DALROSA ST  
REPRESENTING SELF

DATE 10/25/90  
CITY W.H.  
PHONE (818) 348-1697  
AREA CODE

- I wish to speak.  I would like to have the following question(s) answered:  
 I would like to have the following statement filed for the record:

THE PRESENT PLAN DOES NOT ACCOMMODATE THE NEED OF THE PEOPLE LYING IN THE SW CORNER FOR ACCESS TO VENTURA BLVD AND WOODLAND HILLS SHOPPING SERVICES. THIS NEED SHOULD BE ADDRESSED IN THE PRESENT PLAN. THE WEST BOUND VENTURA FREEWAY AND BLVD MUST COMMUTERS ~~BE~~ IN ORDER TO REACH THE SW CORNER MUST PASS THRU 4 TRAFFIC LIGHTS, PASS OVER THE OVERPASS AND PASS THRU A CONGESTED INTERCHANGE. A MORE DIRECT PATH SHOULD BE INCLUDED IN THIS PROPOSAL.

mailed

# INFORMATION CARD

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
P.O. BOX 2304 TERMINAL ANNEX  
LOS ANGELES, CA 90051



NAME John Campbell  
ADDRESS 22905 Crespi St  
REPRESENTING self

DATE 10/25/90  
CITY Woodland Hills, Ca 91364  
PHONE (818) 347-2941  
AREA CODE

- I wish to speak.
- I would like to have the following question(s) answered:
- I would like to have the following statement filed for the record:

As the owner of a home near the intersection of Ave San Luis & Fallbrook Ave I am disappointed to see that the proposed project retains the existing tortuous connection between Calabasas Road & Ventura Blvd. The San Luis/Fallbrook and Fallbrook/Ventura Blvd intersections are currently severely loaded. The massive development of office & retail space now underway in Calabasas promises to add significantly to the congestion. The proposed project seemingly (except for the wider bridge) makes no improvements north of the freeway. I understand that public agencies already own much land north of the freeway. I recommend that a single lane down ramp be provided between the south bound Valley Circle Blvd & the west bound Ventura freeway on ramp. South of the freeway the project aims Calabasas Rd right (i.e. to the frontage road leading to the on ramp) (over)

at Ave San Luis, which will choke. This will spill traffic into residential streets like Calabasas St (with its school), Crespi St, & Rigoletto St. While a solution is not obvious to me I encourage you to do all you can to ease the transition, both ways, between Leandra Dr and the bridge over the freeway.

7-OPA-16 AUG 83



# City of Hidden Hills

24549 Long Valley Road • Hidden Hills, California 91302  
(818) 888-9281

November 5, 1990

Mr. Ronald Kosinski  
Chief-Cal Trans District 7  
Environmental Planning Branch  
P.O. Box 2304  
Los Angeles, CA 90051

Re: 101 Improvement Plans/Hidden Hills Sound Wall

Dear Mr. Kosinski:

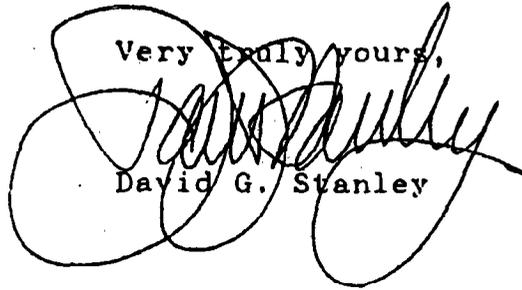
I learned late Friday afternoon that all comments in connection with the proposed improvements to Highway 101 in and around the Valley Circle/Mulholland interchange needed to be received by your office immediately. Although I have not personally been involved in the ongoing discussions in connection with those improvement plans, it has always been my understanding that the sound wall to be constructed between the freeway and Hidden Hills was to extend from the Valley Circle interchange northward along the east side of the freeway.

I now understand that the current plans would only include construction of that wall north of Long Valley Road. I was advised by one of our local residents that the Boething Company supports the construction of the wall beginning at the interchange itself, and I wanted to advise you that although I have not had the opportunity to discuss the matter with the council (I will do so at the next regularly scheduled meeting) I believe the council as well as all residents of the city would support the construction of the sound wall as originally conceived and described above.

(Continued)

If you require anything further from the city in connection herewith, please let me know. I would appreciate hearing from you with regard to the status and future of this project.

Very truly yours,

A large, stylized handwritten signature in black ink, appearing to read 'David G. Stanley', is written over the typed name below.

David G. Stanley

DGS02:tk

cc: Kathleen D. Bartizal  
H. Brian Herdez  
Michael Jenkins  
Howard Klein  
Cherie Paglia  
Susan Norris Porcaro  
Hidden Hills Community Association

COMMENT: Friedman and Picus

RESPONSE: The project as described in this document reflects the concerns voiced over additional improvements to the interchange's north side.

COMMENT: Rubens/Leonis Adobe

RESPONSE: 1. The Federal Highway Administration (FHWA) will sign a Memorandum of Agreement between the Advisory Council on Historic Preservation, the State Historic Preservation Officer, and the FHWA. This Memorandum will conclude the Section 106 process. Please refer to p. IV-18, Item D in the Appendix, and the Responses to Speakers' Comments for additional information on this matter.

COMMENT: Santa Monica Mountains Conservancy

RESPONSES: 1. The resource in question, the DeAnza National Historic Trail, does not appear to be eligible for the National Register of Historic Places. The Section 106 process is not, therefore, applicable in this case.

2. This Agency applauds the fact that the Los Angeles County Department of Parks and Recreation was awarded grants to fund the addition of the equestrian pathway to the proposed overcrossing. This feature will be incorporated into the bridge's final design. Caltrans does not agree that, under CEQA, the provision of a separate equestrian facility was its responsibility. This Agency's position on the matter is presented on pages IV-15 and -16 of this document.

3. While we do not dispute the possibility that small animals may utilize the Calabasas Creek culvert to cross from one side of the freeway to the other, we have no evidence in hand that the culvert functions to any significant degree as a wildlife corridor. Furthermore, we wish to point out that the proposed interchange project will not result in the closure of the present culvert. The decision to do so, if ever, will rest with the Los Angeles County Department of Public Works.

COMMENT: City of Hidden Hills

RESPONSE: The expansion of improvements to the interchange's north side will incorporate a lengthened soundwall in the area referred to in the letter. See Figure 6.

VI. ENVIRONMENTAL PERSONNEL

Ronald J. Kosinski - Chief, Environmental Planning Branch

Kreig Larson - Senior Environmental Planner

Oscar Villacorte - Senior Transportation Engineer

Ralph Thunstrom - Associate Transportation Engineer

GRAPHICS

Patricia Williamson - Senior Delinator

Duncan McIntosh - Senior Graphic Artist

VII. DETERMINATION

On the basis of this initial evaluation, it is determined that the appropriate environmental document for the proposal is a Negative Declaration. The proposal could not have a significant effect on the environment.

Randall Kosinski  
Chief, Environmental Planning Branch

9-12-90  
Date

[Signature]  
Project Development Team Leader

9-12-90  
Date

APPENDIX

OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION  
OFFICE BOX 942896  
SACRAMENTO, CALIFORNIA 94296-0001  
916-8006



January 4, 1988  
PHWA871217A

Bruce E. Cannon, Division Administrator  
Federal Highway Administration  
Region 9  
P.O. Box 1915  
Sacramento, CA 95809

Re: SR101, Mullholland/Valley Circle, Calabasas

Dear Mr. Cannon:

Thank you for the opportunity to review the proposed project to reconstruct the Mullholland/Valley Circle interchange on SR101, in Calabasas.

We are pleased to concur with your determination that the Leonis Adobe, a property listed on the National Register of Historic Places, is the only National Register eligible property within the Area of Potential Effect. The Historic Property Survey Report appears to be an adequate survey of properties within the APE.

Thank you for consulting the Office of Historic Preservation. If you have any questions, please call staff historian Dorene Clement at (916) 322-9600.

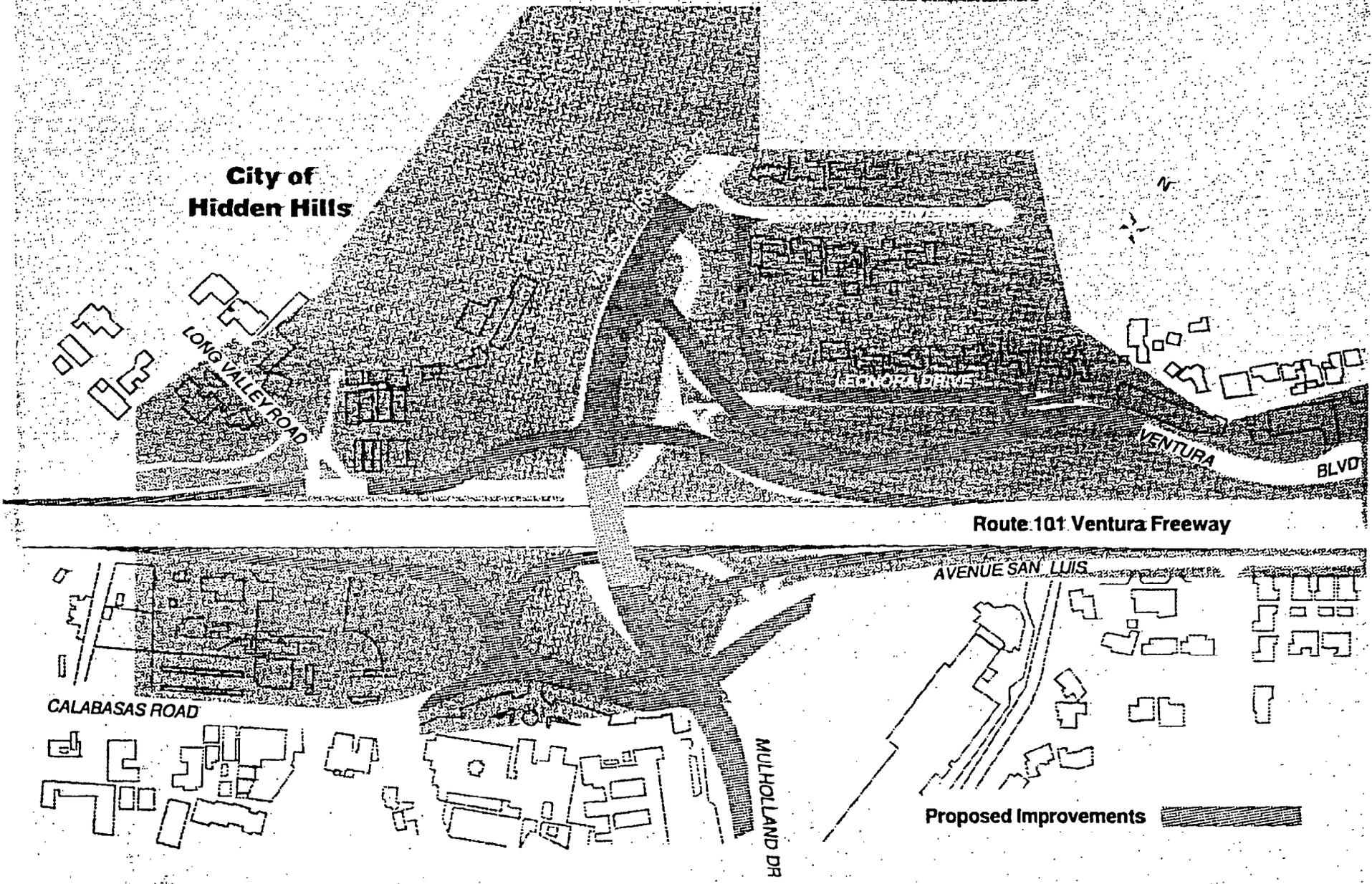
Sincerely,

A handwritten signature in cursive script that reads "Kathryn Gualtieri".

Kathryn Gualtieri  
State Historic Preservation Officer

# Area of Potential Effect

City of  
Hidden Hills



Route 101 Ventura Freeway

AVENUE SAN LUIS

CALABASAS ROAD

MULHOLLAND DR

Proposed Improvements 

OFFICE OF HISTORIC PRESERVATION  
 DEPARTMENT OF PARKS AND RECREATION  
 POST OFFICE BOX 942896  
 SACRAMENTO, CALIFORNIA 94296-0001  
 (916) 445-8006



FHWA871217A  
 March 1, 1989

Bruce E. Cannon, Division Administrator  
 Federal Highway Administration  
 Region Nine  
 P. O. Box 1915  
 Sacramento, CA 95812-1915

Re: SR 101 interchange, Calabasas (07-LA-101-26.9/27.4)

Dear Mr. Cannon:

Thank you for responding to our concerns regarding the proposed State Route 101 interchange at Mulholland Drive and Valley Circle Boulevard in Calabasas, Los Angeles County.

We appreciate the efforts you have made to resolve the question of public participation in relation to the Leonis Adobe property. The evidence you presented and the redesign of the project to avoid intruding on the adobe grounds satisfy our concerns. We can now affirm our concurrence with your determination of no adverse effect. Please request the concurrence of the Advisory Council on Historic Preservation in this finding, including public participation correspondence with your documentation.

Thank you for your response to the issues which were raised. If you have any questions, please call staff historian Dorene Clement at (916) 322-9600.

Sincerely,

Kathryn Gualtieri  
 State Historic Preservation Officer

cc: Robert Fink, ACHP

REC'D	
MAR 6 1989	
A	I
	DIV AD
	ADA
	ADMIN
	PROG OP
	CF HSG
	PLG ENV
	BRIDGE
	ROW
	DIST A
	B
	C
	D
	OMCS

## MEMORANDUM OF AGREEMENT

WHEREAS, the Federal Highway Administration (FHWA) has determined that the modifications to State Route 101, the Ventura Freeway, at Calabasas, California (07-LA-101 26.9/27.4) will have an effect upon the Leonis Adobe, a property included in the National Register of Historic Places, and has consulted with the California State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (Council) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S. C. #470f)

WHEREAS, the California Department of Transportation, (Caltrans), and the Leonis Adobe Association participated in the consultation and have been invited to concur in this Memorandum of Agreement;

NOW, THEREFORE, FHWA, the California SHPO, and the Council agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

### (Stipulations)

FHWA will ensure that the following measures are carried out:

1. FHWA shall require Caltrans to develop plans for the design of the soundwall and new landscaping in the vicinity of the Leonis Adobe, and proposals for replanting the oak trees numbered 12, 14, and 23 in the Valley Circle/Leonis Adobe Tree Survey in adequate and sufficient time for the comments of all of the reviewing parties to be incorporated into the final designs.
2. FHWA shall forward all plans, specifications, and any other pertinent materials regarding proposals for replanting the three oak trees as well as the design of the soundwall and new plantings to the SHPO and the Leonis Adobe Association for a 30 day review period. If one of the parties does not respond to FHWA in the 30 day review period FHWA may assume that this party approves of the submitted plans. These reviewing parties may request additional documentation if necessary to complete the review, but must do so within the thirty day review period. Such party shall have thirty additional days to review the additional documentation.
3. At the same time that FHWA requests the SHPO and the Leonis Adobe Association to review the materials outlined in Stipulation 2., it shall also notify all known interested parties that this documentation has been developed and has been submitted by FHWA for review by the SHPO and the Leonis Adobe Association. This notice shall also inform these interested parties where the plans may be available for public inspection.

4. If the SHPO and the Leonis Adobe Association approve of the plans either specifically in writing or tacitly through the failure of a party to respond by the end of the thirty day review period, the undertaking may proceed as proposed.

5. If the SHPO or the Leonis Adobe Association objects in writing to any aspect of the submitted plans, FHWA shall confer with that party and attempt to identify an acceptable solution to the disagreement. If an acceptable solution cannot be found, FHWA shall request the further comments of the Council pursuant to 36 CFR §800.6(b). Any Council comment provided in response to such a request will be taken into account by FHWA in accordance with 36 CFR §800.6(c)(2) with reference only to the subject of the dispute; and FHWA's responsibility to carry out all actions under this determination that are not the subjects of the dispute will remain unchanged.

6. FHWA shall be responsible for the identification of interested parties. Caltrans, the SHPO and the Council shall provide FHWA with names of any interested parties of which they are aware.

EXECUTION OF THIS MEMORANDUM OF AGREEMENT and implementation of its terms evidence that FHWA has afforded the Council an opportunity to comment on the modifications to State Route 101, the Ventura Freeway, at Calabasas, California (07-LA-101-26.9/27.4) and its effects on historic properties, and that FHWA has taken into account the effects of the undertaking on historic properties.

ADVISORY COUNCIL ON HISTORIC PRESERVATION

By: Robert D. Bush Date: 7/12/91  
Title: \_\_\_\_\_

FEDERAL HIGHWAY ADMINISTRATION

By: E. G. Clinton Date: FEB 26, 1991  
Title: FOR ACTING DIVISION ADMINISTRATOR

CALIFORNIA STATE HISTORIC PRESERVATION OFFICER

By: Stade R. Cruise Date: June 25, 1991  
Title: \_\_\_\_\_

CONCUR:

CALIFORNIA DEPARTMENT OF TRANSPORTATION

By: Ronald Tominski Date: 2-14-91  
Title: \_\_\_\_\_

LEONIS ADOBE ASSOCIATION

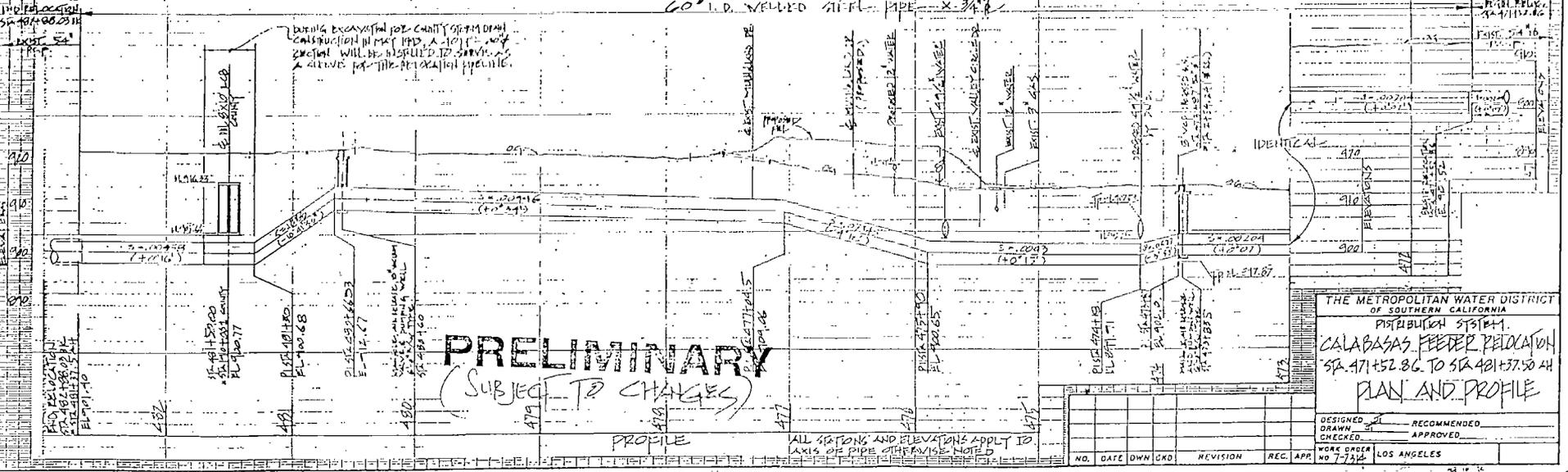
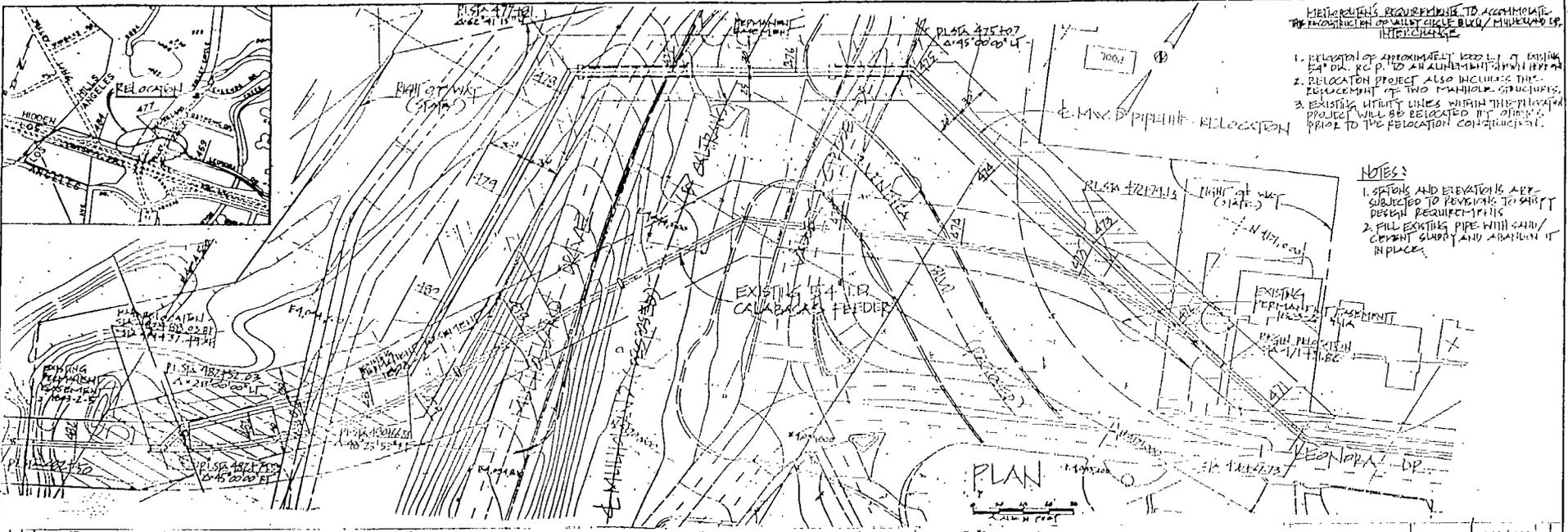
By: [Signature] Date: 2/15/91  
Title: \_\_\_\_\_

THE CONTRACTOR IS REQUIRED TO ACCOMMODATE THE RELOCATION OF ALL EXISTING WATER MAINS AND FEEDERS TO THE CALABASAS FEEDER INTERCHANGE.

1. RELOCATION OF APPROXIMATELY 1000' OF EXISTING 36" DIA. RCP TO AN ALUMINUM DUCT WITH AN INTERCHANGE.
2. RELOCATION PROJECT ALSO INCLUDES THE REPLACEMENT OF TWO EXISTING STRUCTURES.
3. EXISTING UTILITY LINES WITHIN THE PROJECT AREA WILL BE RELOCATED BY OTHERS PRIOR TO THE RELOCATION CONTRACTOR'S START.

NOTES

1. STATIONS AND ELEVATIONS ARE SUBJECT TO REVISIONS TO SUIT DESIGN REQUIREMENTS.
2. ALL EXISTING PIPE WITH SAND/CEMENT GUTTER AND ABANDON IT IN PLACE.



**PRELIMINARY**  
(SUBJECT TO CHANGES)

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA  
DISTRIBUTION SYSTEM  
CALABASAS FEEDER RELOCATION  
SR 471+52.86 TO SR 481+37.50 AH  
PLAN AND PROFILE

DESIGNED BY	RECOMMENDED
DRAWN BY	APPROVED
CHECKED BY	
WORK ORDER NO. 7-734	LOS ANGELES

REVISION	COORDINATION CHECK	DATE
ORIGINAL	WEEK 1	10/1/88
RELEASE		

NO.	DATE	OWN	CHKD.	REVISION	REC.	APP.