MEETING NOTES
CALABASAS PEAK MOTORWAY RESIDENCES SCOPING MEETING

The following comments were received from participants at the scoping meeting held for the proposed Calabasas Peak Motorway Residences projects August 31, 2011 at the Topanga Community House. The meeting was held to solicit public input as to what should be addressed in the EIR being prepared for the projects in addition to the issues set forth in the Notice of Preparation. The following comments were received.

Project Description/General Comments

- Need to address cumulative impacts of all four residences, but also recognize units could be developed individually.
- What is the potential for additional dwelling units to be built within the project site (e.g., second units)?
- Why is the water tank necessary? Can the proposed residences be served without constructing the water tank?
- Will it serve only the four propose residences, or is it designed to serve other properties? If so, what other properties is it designed to serve?
- The EIR should clearly describe where Calabasas Peak Motorway runs from/to, and clearly identify what portions are public and what portions are private.
- The location of easements for Calabasas Peak Motorway should be clearly identified and compared to the actual location of the roadway.
- Based on the existing easements, who is permitted to use Calabasas Peak Motorway?
- Who is responsible to pay for improvements? Who is responsible to pay for fixing problems that might arise as the result of the proposed project (e.g., landslides, rupture of the water tank)?
- Are the projects consistent with the County's ridgeline ordinance?
- Where will the water come from to support project development?
- Need to analyze impacts of water consumption during construction.
- A clear description needs to be provided as to what will happen to the existing trail.
- The project is "urban" character, and inconsistent with the "rural" character residents desire.
- The EIR should address where soils will be exported to, and how they will be hauled.

Geotechnical Hazards

- Information should be provided to indicate the actual steepness of slopes being graded throughout the project site (e.g. slope map in relation to grading plan).
- Project needs to be analyzed in relation to the location of landslides that have occurred in the area.
- A 3 dimensional model of proposed grading and development should be provided.
- Potential impacts of required brush clearance on erosion potential needs to be addressed.
- What happens if there is nowhere to haul excess soil materials generated onsite to? Where will they be stored? Will development be allowed to continue?

Flood Hazards

- Assumptions used to determine runoff quantities following development should account for concrete patios, swimming pools, and other impermeable surfaces that might be built by homeowners within the project site.
- Then EIR should recognize that impacts will also occur on the north side of the ridge.
- Who will be liable for damages should the water tank rupture and downstream residences are flooded?
- Hydrology studies need to recognize effects of global climate change.

Traffic Hazards

- Where is proposed emergency access? Is only one point of access proposed?
- Impacts of the lack of secondary access on fire safety should be addressed. If it is determined that a secondary (emergency) access route is needed, the EIR should also address the impacts of that route (e.g., grading, visual qualities, etc.).
- Safety issues related to gating access to the residences needs to be addressed.
- The EIR should analyze what access will be available during "red flag" days when the roadway is closed as a fire safety measure.
- The impacts of truck hauling soil offsite need to be addressed (numbers of trucks, safety issues related to large number of trucks using the areas narrow roadways, etc.). Can fully loaded trucks hauling soil to offsite locations safely travel through the Santa Monica Mountains?
- Is there adequate sight distance along roadways project traffic will use and at Old Topanga Road?
- Impacts created by trail users parking along the trail should be analyzed.

Water Quality

- Analysis of water quality impacts needs to address runoff from Calabasas Peak Motorway after it is paved, as well as runoff from the residences, recognizing that pesticides, herbicides and fertilizers will likely be used.

- The potential effects of erosion on area water quality should be addressed.

Biological Resources

- Analysis of impacts needs to address not only areas graded for the construction of residences, access, and the water tank, but also the effects of required brush clearance on biological habitats.
- The EIR needs to address "edge effects" and impacts on wildlife movement.
- Potential impacts related to introduction of non-native vegetation and domesticated pets into a natural setting should be addressed.
- In addition to impacts resulting for removal of natural vegetation, the EIR should evaluate the potential for impacts to result from changes in drainage resulting from site grading and development.
- Effects of the project on compliance with the provisions of the migratory bird treaty should be addressed. Potential impacts to nesting sites should be addressed.
- Impacts of extending utilities to the site on biological resources should be addressed.

Cultural Resources

No additional analyses beyond what is already identified in the NOP were requested.

Visual Qualities

- Need to make sure visual analyses evaluate a sufficient number of vantage points to provide a full picture of how visible proposed development will be.
- Will views of the project site continue to be "rural" in character following development?
- Impacts related to views of the proposed development from the Mulholland scenic corridor and Cold Creek preserve should be addressed.
- The EIR should indicate from how far the project will be visible.
- Impacts on maintaining a dark night sky should be evaluated, including the possibility that future residents will add ornamental lighting to their homes and along the roadway.
- Impacts of extended power lines and other utilities should be addressed? Will all utilities be underground?

Fire/Sheriff Services

- The methodology for evaluating fire risks needs to be clearly identified.
- Fire safety and impacts of constructing new units on the ability of the Fire Department to respond to an emergency and protect residences in an emergency needs to be addressed.
- The EIR should address not only the safety of the units being proposed, but service impacts of the proposed project and their effect on the safety of existing residents of the area.
- Will keeping the road open during "red flag" days increase fire hazards?
- Is it reasonable to think people could be evaluated in the event of a wildfire?

- The EIR should address the ability of the Fire and Sheriff's Department to respond during peak travel hours.

Population/Housing Recreation

- Project-related impacts on recreational resources of the Santa Monica Mountains needs to be addressed in addition to impacts on the existing trail.
- What are the impacts of realigning the trail?

Alternatives

- The potential for clustered to development to reduce grading and related effects should be explored.
- Development with smaller residences should be explored.
- Alternatives with development occurring outside of the protected ridgeline zone should be evaluated.
- Alternatives should also explore methods of reducing required to grading to less than 5,000 cubic yards (e.g., smaller houses, use of custom foundations, clustering).
- A "balanced grading" alternative should be evaluated.

Other CEQA Sections

- Growth inducement is important to analyze. How many additional dwelling units could be built by providing access along Calabasas Peak Motorway and providing the 277,000 Waterworks District 29 tank?