

CITY *of* CALABASAS



2030 GENERAL PLAN

October 2021



CITY *of* CALABASAS

2030 General Plan

Prepared by:

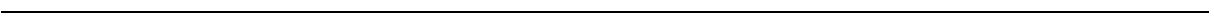
**City of Calabasas
Planning Division
100 Civic Center Way
Calabasas, California 91302**

Prepared with the assistance of:

**Rincon Consultants, Inc.
RRM Design Group
Associated Transportation Engineers
Karen Warner Associates
The Natelson Dale Group**

October 2021

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RESOLUTION NO. 2008-1159

A RESOLUTION OF THE CITY COUNCIL TO CERTIFY AN ENVIRONMENTAL IMPACT REPORT AS BEING ADEQUATE AND CONSISTENT WITH THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND THE CEQA GUIDELINES, AND APPROVING FILE NO. 080000815, AMENDING THE GENERAL PLAN FOR THE CITY OF CALABASAS BY ADOPTING THE 2030 GENERAL PLAN UPDATE.

SECTION 1. The City Council has considered all of the evidence submitted into the administrative record which includes, but is not limited to:

1. Agenda reports were prepared by the Community Development Department.
2. Staff presentation at the public hearing held on October 15, 2008 before the City Council.
3. The City of Calabasas Land Use and Development Code, General Plan, and all other applicable regulations and codes.
4. Public comments, both written and oral, received and/or submitted at or prior to the public hearing, supporting and/or opposing the applicant's request.
5. Testimony and/or comments from the applicant and its representatives submitted to the City in both written and oral form at or prior to the public hearing.
6. All related documents received and/or submitted at or prior to the public hearing.

SECTION 2. Based on the foregoing evidence, the City Council finds that:

1. On September 27, 2006 the Calabasas City Council approved Council Resolution No. 2006-1050, which directed staff to proceed with a work plan for the development of an update to the City's General Plan, and created the General Plan Advisory Committee (GPAC), to be comprised of twenty members of the community, to oversee the process.
2. On December 6, 2006 the Calabasas City Council approved a professional services agreement with Rincon Consultants, a professional planning and environmental services consulting firm, for the preparation of the General Plan Update, Environmental Impact Report, and Development Code.

3. On January 18, 2007 the GPAC convened to initiate work on the update, and continued to meet regularly for a total of seventeen meetings, which meetings were publicly noticed and open to the public.
4. On March 29, 2007, May 17, 2007, May 18, 2007, and August 16, 2007 public workshops were conducted to receive public input into the preparation of the draft General Plan Update.
5. The Planning Commission was regularly updated on the progress of the GPAC meetings and the preparation of the draft General Plan Update, with such updates occurring at the Commission's meetings of February 22, 2007, June 28, 2007, August 9, 2007, October 18, 2007, October 25, 2007, January 31, 2008, February 28, 2008, March 13, 2008, April 10, 2008, and May 22, 2008.
6. On April 17, 2008, the GPAC completed a draft General Plan update and recommended that the draft Plan be forwarded to the Planning Commission.
7. An Environmental Impact Report (EIR) has been prepared, which identifies the potential environmental impacts associated with the General Plan update, including analyses of alternative land use and housing scenarios and a "no project" alternative.
8. The draft EIR for the General Plan update was completed and released for public and agency review on July 7, 2008, with the 45-day public comment period ending on August 20, 2008.
9. The draft General Plan update and the draft General Plan EIR were both made available for public review on the City's web site.
10. On September 4, 2008 and September 25, 2008 the Planning Commission conducted a public hearing on the proposed 2030 General Plan Update and EIR, and the Commission adopted Planning Commission Resolution No. 08-434 on September 25, 2008 recommending that the 2030 General Plan Update be approved by the City Council.
11. Notice of the December 10, 2008 City Council public hearing included the notice requirements set forth in Government Code Section 65090, and was posted at Juan de Anza Bautista Park, the Calabasas Tennis and Swim Center, Gelson's Market and at Calabasas City Hall.
12. Pursuant to Government Code section 65091, notice of the December 10, 2008 City Council public hearing was published in *The Los Angeles Daily News* ten

days prior to the date of the public hearing, and in *The Acorn*, a weekly newspaper of general circulation in Los Angeles County, prior to the hearing.

SECTION 3. In view of all of the evidence and based on the foregoing findings, the City Council concludes as follows:

FINDINGS

Section 17.76.050(A) Calabasas Municipal Code allows the Planning Commission to recommend, and allows the City Council to approve, a General Plan Amendment provided that the following findings are made:

- 1. The proposed amendment is internally consistent with the General Plan;*

Because the proposed General Plan Update is a comprehensive update of all elements of the City's General Plan, and the proposed General Plan update includes all seven elements required under State law (Land Use, Housing, Open Space, Noise, Circulation, Safety, and Conservation), as well as four optional elements (Community Design, Parks and Recreation, Cultural Resources, and Services, Infrastructure & Technology), internal consistency of the General Plan has not only been maintained, but improved. Moreover, the level of development intensity authorized by the Land Use and Housing Elements is consistent with the analysis of the remaining elements of the General Plan.

- 2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City;*

The updated Plan will not be detrimental to public interest, health, safety, convenience, or welfare of the City because the Plan establishes new and updated policies and programs for accommodating future growth, development, and conservation, to include more diverse housing opportunities, enhanced parks and open space resources, more walkable commercial centers (including mixed-use development), and improved circulation systems; and such policies and programs have been crafted under the oversight and direction of a twenty-member citizen advisory committee (the GPAC) over the course of eighteen months and involving more than twenty publicly noticed meetings and workshops. Furthermore, the draft updated Plan and associated draft EIR have been reviewed by various public agencies, such as the Los Angeles County Fire Department, the Los Angeles County Sheriff's Department, and the Las Virgenes Municipal Water District.

- 3. The site is physically suitable (including, but not limited to access, provision of utilities, compatibility with adjoining land uses, and absence of physical constraints) for the requested/anticipated land use development(s);*

The draft General Plan Update does not pertain to a singular site,; rather it applies to all properties in the City and to many outside the existing city limits as well. The proposed land use patterns in the proposed updated General Plan have been specifically planned in a manner which avoids and minimizes impacts to such physical constraints as flood hazard areas, steeply sloped areas, and seismic hazard zones, and which conforms to and benefits from infrastructure availability and existing land uses. Therefore, the land area which comprises the whole of the City of Calabasas and surrounding areas is physically suitable for the anticipated land use development.

4. The proposed amendment is in compliance with the provisions of the California Environmental Quality Act (CEQA).

An Environmental Impact Report has been prepared and circulated for public review in compliance with State law and the City's adopted CEQA guidelines, as evidenced in Section 4, below.

SECTION 4. In view of all of the evidence and based on the following findings and conclusions, the City Council certifies the adequacy of the final Environmental Impact Report (EIR), in accordance with CEQA Guidelines, Sections 15090 and 15091 and adopts a statement of overriding consideration.

- A. The City Council has read and considered the Final EIR, which consists of the draft EIR, including appendices thereto, the written comments received within the public review period for which notice was given and review provided as required by CEQA, a list of persons, organizations, and public agencies commenting on the draft EIR through written comments received by the City prior to the end of the public review period, and the written responses to comments that were prepared. The City Council adopts the responses to comments as complete and adequate responses to the written comments, and finds that copies of such responses to comments were provided to those submitting written comments within the statutory period provided by CEQA.
- B. The City Council further finds that the Final EIR contains all of the mandatory contents of Environmental Impact Reports, as contained in Section 21000-21177, of the California State Public Resources Code. In addition, all of the procedures for preparation and review of Environmental Impact Reports required by Article 7 of the State CEQA Guidelines have been complied with.
- C. The City Council has reviewed and considered the Final EIR, which is incorporated herein and made a part hereof. The Final EIR considers all potentially significant environmental impacts of the 2030 General Plan Update, and the Final EIR is complete and adequate and fully complies with CEQA.

D. The City Council acknowledges that pursuant to Section 15091 of the CEQA Guidelines: "No public agency shall approve or carry out a project for which an Environmental Impact Report has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

- 1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
- 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the final EIR.

E. Because the Final EIR identifies one or more significant environmental effects of the project, the City Council hereby recommends the Statement of Facts and Findings set below as required by Section 15091 of the CEQA Guidelines:

1. Supporting Statement of Facts and Findings with Respect to Air Quality (freeway-related health risks) Impacts.

Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

The 2030 General Plan would facilitate residential development in proximity to the Ventura Freeway. Recent studies have indicated the potential for elevated health risks for residences within 500 feet of a freeway. Because the draft General Plan does not include policies or actions to address such risks, impacts associated with placement of residential development near the freeway would be significant. The EIR includes the following mitigation measure, which would reduce this significant impact to a less than significant level.

AQ-4. Add the following policy to subsection IV.C of the Conservation Element of the 2030 General Plan:

- Require applicants for projects containing sensitive receptors (such as residences, schools, day care centers, and medical facilities) on sites within 500 feet of the Ventura Freeway to demonstrate that health risks relating to diesel particulates would not exceed SCAQMD health risk standards prior to project approval.

Based on the above facts, the City Council finds that:

Feasible and reasonable mitigation for the identified significant air quality impact related to health risks due to proximity of residential development to the Ventura Freeway has been identified in the EIR and is included in the Mitigation Monitoring and Reporting Program and Conditions of Approval for the project. The proposed mitigation measure will reduce impacts relating to air quality to a level of insignificance pursuant to Section 15091(a)(1) of the CEQA Guidelines.

2. Supporting Statement of Facts and Findings with Respect to Geology (liquefaction) Impacts.

Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Future seismic events could result in liquefaction of soils in portions of the Calabasas plan area. Development in these areas could be subject to liquefaction hazards. Compliance with the UBC would generally address liquefaction hazards, but the draft General Plan does not include any specific policy requirements relating to liquefaction. Impacts would therefore be significant. The EIR includes the following mitigation measure to address impacts relating to liquefaction:

GEO-2: Add the following policy to the 2030 General Plan Safety Element:

- Prior to approval of development projects within the liquefaction or landslide hazard zones depicted on Figure VII-2 or other areas identified by the City Engineer as having significant liquefaction or landslide hazards, require applicants to prepare site-specific liquefaction and/or landslide studies and mitigation. Such studies shall be subject to review and approval by the City Engineer.

Based on the above facts, the City Council finds that:

Feasible and reasonable mitigation for the impact relating to liquefaction has been identified in the EIR and is included in the Mitigation Monitoring and

Reporting Program and Conditions of Approval for the project. The proposed mitigation measure will reduce impacts relating to liquefaction to a level of insignificance pursuant to Section 15091(a)(1) of the CEQA Guidelines.

3. Supporting Statement of Facts and Findings with Respect to Geology (landslide hazard) Impacts.

Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

The Calabasas plan area contains numerous steep slopes, which present a moderate slope stability hazard. Landsliding has the potential to damage and destroy structures, roadways and other improvements as well as to deflect and block drainage channels, causing further damage and erosion. Compliance with the Uniform Building Code would generally address landslide hazards. However, because the draft General Plan does not include specific requirements to address landslide hazards, impacts would be significant.

Measure GEO-2 above would require applicants for projects within Identified landslide hazard zones to prepare site-specific landslide studies and identify and implement appropriate mitigation for such hazards. This measure would reduce impacts to a less than significant level.

Based on the above facts, the City Council finds that:

Feasible and reasonable mitigation for landslide impacts has been identified in the EIR and is included in the Mitigation Monitoring and Reporting Program and Conditions of Approval for the project. The proposed mitigation measure will reduce impacts relating to landslides to a level of insignificance pursuant to Section 15091(a)(1) of the CEQA Guidelines.

4. Supporting Statement of Facts and Findings with Respect to Transportation and Circulation (all intersections except Calabasas Road/Valley Circle Boulevard).

Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Development facilitated by the 2030 General Plan could result in deficiencies to the local circulation system based on recommended level of service standards. Intersections projected to experience deficiencies include:

- Lost Hills Road/Agoura Road (P.M.)
- Las Virgenes Road/Agoura Road (P.M.)
- Calabasas Road/Ventura Freeway SB ramps - West (A.M./P.M.)
- Parkway Calabasas/Ventura Boulevard (P.M.)
- Calabasas Road/Valley Circle Boulevard (P.M.)

Impacts at these locations would be significant.

The EIR includes the following mitigation measures to address transportation and circulation impacts:

TC-1(a): Agoura Road/Lost Hills Road and Agoura Road/Las Virgenes Road. These intersections are forecast to operate at LOS E at maximum buildout of the 2030 General Plan. A portion of the traffic added to these intersections would be generated by maximum buildout of the West Village mixed use area, located along Agoura Road. In order to achieve an acceptable LOS (LOS C), the options described below have been identified for these intersections.

- Option #1. Reduce the allowable floor-to-area ratio (FAR) in the West Village mixed-use area from 0.75 to 0.60 (to achieve a 40% reduction in the allowable increase in development as compared to maximum buildout). In addition, for the Agoura Road/Lost Hills Road intersection, add a westbound right-turn overlap arrow phase to the signal system and re-stripe the northbound and eastbound approaches to provide separate right-turn lanes. For the Agoura Road/Las Virgenes Road intersection, re-stripe the southbound approach to provide a right-turn lane and two through lanes. This option would achieve LOS C at both intersections, which meets the LOS C standard outlined in the Circulation Element for City intersections.
- Option #2. Retain the 0.75 FAR, but limit the maximum allowable development in the West Village mixed use area to 1.725 million square feet (an approximately 500,000 square foot increase above existing development). In addition, for the Agoura Road/Lost Hills Road intersection, add a westbound right-turn overlap arrow phase to the signal system and re-stripe the northbound and eastbound approaches to provide separate right-turn lanes. For the Agoura Road/Las Virgenes Road intersection, re-stripe the southbound approach to provide a right-turn lane and two through lanes. This option would achieve LOS C at both intersections, which meets the LOS C standard outlined in the Circulation Element for City intersections.

TC-1(b): Ventura Freeway SB Ramps/Calabasas Road (West). The Ventura Freeway SB Ramps/Calabasas Road (West) is forecast operate at LOS E during the A.M. peak hour period at maximum buildout of the 2030 General Plan. Additional east-west capacity would be required at the intersection to accommodate buildout volumes. To accomplish this, the westbound approach could be widened to provide two through lanes and a right-turn lane. This would improve future operations to LOS C-D under buildout of the General Plan in 2030, which is acceptable for freeway ramp intersections. It is noted that this intersection is operated by Caltrans. Thus, any improvements that are implemented at this location will need to be coordinated with this agency.

TC-1(c): Parkway Calabasas/ Ventura Boulevard. This intersection is forecast to operate at LOS E at maximum buildout of the 2030 General Plan. The majority of the future traffic added to this intersection would be generated by buildout of the Craftsman's Corner area, located north of the freeway and east of this intersection. No programmed improvements have been identified for this intersection. In order to achieve an acceptable LOS (LOS C), the following options have been identified for this location.

- Option #1. Reduce the allowable floor-to-area ratio (FAR) in the Craftsman's Corner mixed use area from 1.0 to 0.95 (to achieve a 5% reduction in the allowable increase in development as compared to maximum buildout). In addition, the northbound approach lane could be widened and re-striped to provide a shared left-turn-through lane and a separate right-turn lane. The southbound approach could be re-striped to provide a shared left-through lane and a shared through-right-turn lane. This would require removal of the on-street parking along Parkway Calabasas. These improvements would provide for LOS C operations with the maximum buildout volumes, which meets the LOS C operating standard outlined in the Circulation Element for City intersections.
- Option #2. Retain the 1.0 FAR, but limit development within the Craftsman's Corner mixed use area to 2.2 million square feet (an approximately 1.185 million square foot increase over existing development). In addition, the northbound approach lane could be widened and re-striped to provide a shared left-turn-through lane and a separate right-turn lane. The southbound approach could be re-striped to provide a shared left-through lane and a shared through-right-turn lane. This would require removal of the on-street parking along Parkway Calabasas. These improvements would provide for LOS C operations with the maximum buildout volumes, which meets the LOS C operating standard outlined in the Circulation Element for City intersections.

TC-1(e): Calabasas Road Corridor Plan. It is recommended that a corridor plan be developed for the section of Calabasas Road between Parkway Calabasas and the Old Town area to address future traffic growth resulting from General Plan buildout. The corridor plan would provide a focused study of the roadway segment and would identify options for improving vehicle flow and overall mobility along the segment.

Based on the above facts, the City Council finds that:

Feasible and reasonable mitigation measures for transportation/circulation impacts at the five identified intersections have been identified in the EIR and are included in the Mitigation Monitoring and Reporting Program and Conditions of Approval for the project. The proposed mitigation measures will reduce impacts relating to transportation and circulation impacts at these locations to a level of insignificance pursuant to Section 15091(a)(1) of the CEQA Guidelines.

F. The City of Calabasas has considered all significant impacts, mitigation measures, and project alternatives identified in the Final EIR. The City Council finds that all potentially significant impacts have been lessened or avoided to the extent feasible, and that with respect to those occurrences of significant impacts identified in the Final EIR which cannot be avoided or substantially lessened, namely, the Transportation and Circulation Impacts on Parkway Calabasas/Valley Circle Boulevard, the City Council, in light of the requirement of CEQA that the lead agency state in writing the reasons to support its action based on the Final EIR, finds that the benefits of adopting the 2030 General Plan Update outweighs the unavoidable adverse environmental impacts and adopts this Statement of Overriding Consideration based on the following findings:

1. Development facilitated by the 2030 General Plan could contribute to a level of service deficiency at the Parkway Calabasas/Valley Circle Boulevard location during the P.M. peak hour. The impact at this location would be significant.
2. The EIR includes the following mitigation measure to address the impact at this location:

TC-1(d): Calabasas Road/Valley Circle Boulevard. This intersection is forecast to operate at LOS E at maximum buildout of the 2030 General Plan. No programmed improvements have been identified for this intersection. The degradation in level of service is primarily due to additional left-turns on the eastbound Calabasas Road approach. The left turn volume is forecast to be about 1,300 trips during the P.M. peak hour at maximum buildout of the 2030 General Plan. These volumes indicate the need for triple left-turn lanes

(the approach currently contains two left-turn lanes). Implementing triple lefts would require widening the bridge overcrossing the Ventura Freeway. It is noted that this intersection is located in the City of Los Angeles and is operated by Caltrans as part of the Ventura Freeway interchange. Thus, any improvements that are implemented at this location would need to be coordinated with these two agencies.

Although Mitigation Measure TC-1(d) could reduce impacts to a less than significant level for the Calabasas Road/Valley Circle Boulevard intersection, it is not considered a feasible mitigation measure due to the high costs associated with the improvements. Moreover, because this intersection is located in the City of Los Angeles, the City of Calabasas has no direct control over whether this improvement is implemented. As such, buildup of the draft 2030 General Plan would have an unavoidably significant impact to the Calabasas Road/Valley Circle Boulevard intersection.

3. The City of Calabasas hereby finds that for the reasons set forth below, the economic, social, and other considerations outweigh the unavoidable traffic and circulation impact identified herein as follows:
 - The proposed General Plan update will provide for the orderly development of Calabasas in a manner that will enhance the developed portions of the community while providing for the preservation of natural features in and around Calabasas, including hillsides, ridgelines, and biological resources.
 - The proposed General Plan update will facilitate the designation of additional lands as open space, thus aiding in the preservation of the community's treasured natural resources.
 - The proposed General Plan update includes various policies that will facilitate efforts to minimize the community's impact on regional traffic and air quality through the appropriate community and individual project design.
 - The proposed General Plan update will provide for a variety of housing types that meet the needs of the various socio-economic sectors of the community.
 - The proposed General Plan update will provide for systematic upgrades to City infrastructure that meet the changing needs of the community.
 - The proposed General Plan update will facilitate improvements to the City's recreational facilities and services in order to meet the community's demand for such facilities and services.
 - The proposed General Plan update respects the City's duty to allow reasonable economic use of privately owned land in the City even if that

reasonable development has traffic impacts in the City of Los Angeles which the City of Calabasas lacks the legal power to mitigate.

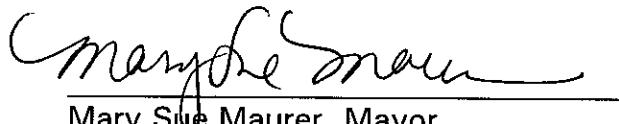
G. The City Council hereby adopts the Mitigation Monitoring and Reporting Program set forth in the Final EIR.

H. The foregoing findings and determinations, which reflect the independent analysis of the City of the matters in the record pertaining thereto and are the independent judgment of the City, are based on the information in the record, including but not limited to the findings set forth herein. The City Council further finds that substantial evidence exists for each of these findings.

SECTION 5. The City Council of the City of Calabasas does hereby adopt the 2030 General Plan Update together with the portions of the existing General Plan of the City which are not amended by that Update in the form on file in the Office of the City Clerk dated December 1, 2008, as the General Plan of the City of Calabasas.

SECTION 6. All documents described in Section 1 of City Council Resolution No. 2008-1159 are deemed incorporated by reference as set forth at length.

PASSED, APPROVED AND ADOPTED this 10th day of December, 2008.



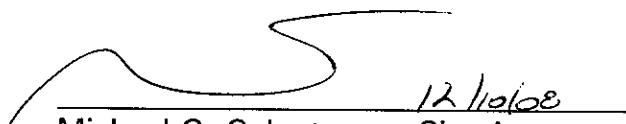
Mary Sue Maurer, Mayor

ATTEST:



Gwen Peirce, CMC, City Clerk

APPROVED AS TO FORM:



12/10/08
Michael G. Colantuono, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF CALABASAS)

I, **GWEN PEIRCE**, City Clerk of the City of Calabasas, California, **DO HEREBY CERTIFY** that the foregoing resolution, being **Resolution No. 2008-1159** was duly adopted by the City Council of the City of Calabasas, at a regular meeting of the City Council held December 10, 2008 and that it was adopted by the following vote, to wit:

AYES: Mayor Maurer, Mayor pro Tem Wolfson, Councilmembers Bozajian, Groveman, and Washburn.

NOES: None.

ABSTAIN: None.

ABSENT: None.



Gwen Peirce, CMC
City Clerk
City of Calabasas, California

RESOLUTION NO. 2013-1388

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALABASAS APPROVING FILE NO. 130000963, ADOPTING THE 2014-2021 HOUSING ELEMENT UPDATE CONSISTENT WITH THE REQUIREMENTS OF STATE HOUSING ELEMENT LAW AS AN AMENDMENT TO THE CITY OF CALABASAS 2030 GENERAL PLAN.

Section 1. The City Council has considered all of the evidence submitted into the administrative record which includes, but is not limited to:

1. Agenda reports prepared by the Community Development Department.
2. Staff presentation at the public hearing held on September 11, 2013 before the City Council.
3. The City of Calabasas Land Use and Development Code, General Plan, and all other applicable regulations and codes.
4. Public comments, both written and oral, received and/or submitted at or prior to the public hearing, supporting and/or opposing the applicant's request.
5. Testimony and/or comments from the applicant and its representatives submitted to the City in both written and oral form at or prior to the public hearing.
6. All related documents received and/or submitted at or prior to the public hearing.

Section 2. Based on the foregoing evidence, the City Council finds that:

1. The Housing Element is a required element of the General Plan per State law (Government Code Section 65302).
2. Per California Government Code Section 65588, the Housing Element must be updated as appropriate, but not less than every eight years.
3. On November 6, 2012, the State Department of Housing and Community Development (HCD) approved SCAG's 5th Cycle RHNA Allocation Plan.
4. The fifth cycle housing element update must be approved and certified as compliant with State law by HCD no later than October 15, 2013.

5. City staff and housing policy consultant, Karen Warner Associates, Inc. (KWA), initiated preparation of the housing element update in December 2012.
6. On February 7, 2013, Planning staff and Ms. Warner of KWA conducted a public workshop before the Planning Commission to solicit input on housing needs and to confirm policy direction in the Element.
7. On July 1, 2013, staff submitted the Draft 2014-2021 Housing Element to HCD for a streamlined review.
8. On July 19, 2013, HCD issued a letter to the Community Development Director stating that the draft element meets the statutory requirements of the State's housing element law and that the element could be certified after it has been adopted by the City.
9. An addendum to the 2030 General Plan EIR was completed on July 31, 2013.
10. On August 15, 2013, Planning Commission reviewed the draft housing element update and associated addendum to the 2030 General Plan's EIR at a noticed public hearing and voted unanimously to recommend adoption of the 2014-2021 housing element update.
11. Notice of the September 11, 2013 City Council public hearing was posted at Juan Bautista de Anza Park, the Calabasas Tennis and Swim Center, Gelson's market and at Calabasas City Hall.
12. Notice of City Council public hearing included the notice requirements set forth in Government Code Section 65009 (b)(2).

Section 3. In view of all of the evidence and based on the foregoing findings, the City Council concludes as follows:

FINDINGS

Section 17.76.050 of the Calabasas Municipal Code (CMC) allows the City Council to approve a proposed **General Plan Amendment** provided that the following findings are made:

1. *The proposed amendment is internally consistent with the General Plan;*

The City's current 2008-2014 Housing Element was developed in conjunction with the 2030 General Plan, and is entirely consistent with the policies and

proposals set forth by the Plan. The Draft 2014-2021 Housing Element update maintains this internal consistency. No sites are to be rezoned; therefore, the update requires no amendments to the land use map, nor any zoning map amendments. With the exception of a few new programs, most updates to the Element are minor in nature. Whenever any element of the General Plan may be amended in the future, the Housing Element will be reviewed and modified, if necessary, to ensure continued consistency among General Plan elements.

2. *The proposed amendment would not be detrimental to the public interest, health, safety, convenience or welfare of the city;*

The proposed housing element update is mandated by the State to assure that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. Calabasas' Housing Element identifies strategies and programs that focus on: 1) conserving and improving existing housing; 2) providing adequate housing sites; 3) assisting in the provision of affordable housing; 4) removing governmental constraints to housing development; and 5) promoting fair and equal housing opportunities. In effect, the housing element update is beneficial to the public interest, convenience and welfare of the City and, therefore meets this finding.

3. *The site is physically suitable (including access, provision of utilities, compatibility with adjoining land uses, and absence of physical constraints) for the requested/anticipated land use development(s); and*

The City plans to fulfill its share of regional housing needs using a combination of residential projects with development entitlements, vacant residential sites, underutilized residentially zoned and mixed-use zoned sites, and second residential units. The RHNA is being met using existing sites and existing zoning. No rezoning is proposed for this update; therefore no changes to the land use element or the zoning map are necessary or proposed.

4. *The proposed amendment is in compliance with the provisions of the California Environmental Quality Act (CEQA).*

Pursuant to CEQA, an addendum to the 2030 General Plan's EIR was prepared for the housing element. In preparing the Addendum, staff independently reviewed, evaluated, and exercised judgment over the project and the project's environmental impacts. Because the residential land use assumptions from the 2030 General Plan's 2008-2014 Housing Element remain valid and because the few new programs are not expected to have any

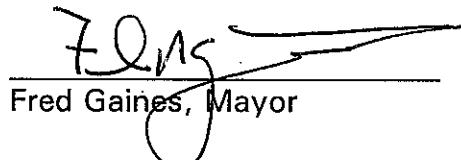
environmental impacts, an addendum to the prior EIR is the appropriate environmental document under CEQA.

The proposed housing element update is consistent with the Final EIR that was certified by the City in December 2008. Consequently, the proposed housing element update would not create any new significant impacts or increased severity impacts as compared to what was identified in the Final EIR.

Section 4. In view of all of the evidence and based on the foregoing findings and conclusions, the City Council approves File No. 130000963.

Section 5. All documents described in Section 1 of Resolution No. 2013-1388 are deemed incorporated by reference as if fully set forth.

PASSED, APPROVED AND ADOPTED this 11th day of September, 2013.



Fred Gaines, Mayor

ATTEST:



Maricela Hernandez, MMC
City Clerk

APPROVED AS TO FORM:



Scott H. Howard
Interim City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF CALABASAS)

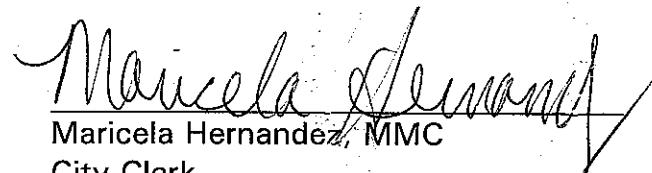
I, MARICELA HERNANDEZ, MMC, City Clerk of the City of Calabasas, California, DO HEREBY CERTIFY that the foregoing resolution, being **Resolution No. 2013-1388** was duly adopted by the City Council of the City of Calabasas, at a regular meeting of the City Council held September 11, 2013, and that it was adopted by the following vote, to wit:

AYES: Mayor Gaines, Mayor pro Tem Shapiro and Councilmembers Martin and Maurer.

NOES: Bozajian.

ABSTAIN: None.

ABSENT: None.



Maricela Hernandez, MMC
City Clerk
City of Calabasas, California

CITY *of* CALABASAS

2030 General Plan

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The following individuals contributed to the preparation of the 2030 General Plan:

City Council

Mary Sue Maurer, Mayor
Jonathon Wolfson, Mayor pro Tem
James Bozajian, Councilmember
Barry Groveman, Councilmember
Dennis Washburn, Councilmember

Planning Commission

Mark Sikand, Chair
John Mueller, Vice Chair
David Brown
Martha Scott Fritz
Gary S. Klein
Rick Shumacher, Alternate Member

General Plan Advisory Committee

Gary S. Klein, Chair
Dana Ashton, Vice Chair
David Brown
Michelle Dornfest
Michael Friedman
Alan Horwitz
Michael Kaplan
Peter Kraut
Kim Lamorie

Robert Lia
Mireille Neumann
Robert Odello
Melissa Olen
Jolie Pfahler
Robert Pope
Mark Shear
Peter Valk
Candice Weber

City Staff

Maureen Tamuri, Community Development Director
Robert Yalda, Public Works Director/City Engineer
Gary Lysik, Chief Financial Officer
Jeff Rubin, Director of Community Services
Deborah Steller, Media Operations Director
Tom Bartlett, City Planner
Alex Farassati, Environmental Services Supervisor
Arvin Petros, Media Operations Supervisor
Michael Hafken, Public Information Officer
Glenn Michitsch, Senior Planner
Geoffrey Starns, Senior Planner

Marc Seferian, Senior Civil Engineer
Karlo Gorgin, Senior Media Specialist
Isidro Figueroa, Planner
Taly Mirzakhanian, Planner
Michael Klein, Associate Planner
Andrew Cutler-Cohen, Associate Planner
Krystin Rice, Planning Assistant
Jason Lee Meir, Media Production Specialist
Elizabeth Parker, Executive Assistant II
Nina Harvey, Executive Assistant
Molly Richmond, Executive Assistant



City of Calabasas

2030 GENERAL PLAN

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Consultants

Rincon Consultants, Inc.

Stephen Sverte, AICP, President
Joe Power, AICP, Principal
Patrick Nichols, Associate
Sean Wazlaw, Associate
Mark Neumeister, Associate
Matthew Maddox, Associate
Katherine Warner, GIS Specialist

RRM Design Group

Erik Justesen, ASLA
Diane Bathgate, AICP
Wendy Smith

Associated Transportation Engineers

Scott Schell, AICP, Principal
Dan Dawson, Senior Engineer

Karen Warner Associates

Karen Warner

The Natelson Dale Group

Roger Dale, Principal



CITY *of* CALABASAS 2030 General Plan

TABLE OF CONTENTS

	Page
I. Introduction	
I.A General Plan Background	I-1
I.B Nature and Purpose of the General Plan	I-5
I.C Internal General Plan Consistency: Competing Objectives.....	I-7
I.D General Plan Format & Organization.....	I-8
I.E Community Vision	I-10
I.F Comparison of California General Plan Requirements to the Organization of the Calabasas General Plan	I-13
II. Land Use Element	
II.A Municipal Boundaries	II-1
II.B Community Structure.....	II-4
II.C General Plan Land Use Districts	II-9
III. Open Space Element	
III.A Open Space.....	III-1
III.B Hillside Management	III-12
IV. Conservation Element	
IV.A Biotic Resources.....	IV-1
IV.B Urban Forestry	IV-7
IV.C Air Quality	IV-9
IV.D Water Resources	IV-12
IV.E Soil Conservation and Preservation.....	IV-17
IV.F Energy Resources.....	IV-18
IV.G Solid Waste Management	IV-22
IV.H Mineral Resources.....	IV-23
V. 2021–2029 Housing Element	
V.A Introduction.....	V-1
V.B Residential Sites Analysis.....	V-7
V.C Housing Conservation and Maintenance.....	V-27
V.D Variety of Housing Sites.....	V-32
V.E Development of Affordable Housing	V-37
V.F Removal of Constraints to Housing.....	V-42
V.G Equal Housing Opportunities and Special Needs.....	V-46



**City of Calabasas
2030 GENERAL PLAN**

TABLE OF CONTENTS

VI. Circulation Element	
VI.A Vehicular Circulation.....	VI-2
VI.B Bikeway System.....	VI-20
VI.C Pedestrian Circulation	VI-24
VI.D Transit.....	VI-26
VII. Safety Element	
VII.A Geology and Seismicity	VII-2
VII.B Stormwater Management and Flooding	VII-9
VII.C Fire Hazards	VII-10
VII.D Radon Gas	VII-14
VII.E Hazardous Materials	VII-17
VII.F Disaster Response	VII-18
VIII. Noise Element	
VIII.A Noise Background.....	VIII-1
VIII.B Noise Levels in Calabasas.....	VIII-3
VIII.C Noise Objective and Policies.....	VIII-9
IX. Community Design Element	
IX.A Citywide Community Design	IX-7
IX.B Neighborhoods	IX-12
IX.C Scenic Corridors	IX-27
X. Parks, Recreation & Trails Element	
X.A Active Use Facilities	X-2
X.B Trail System.....	X-10
X.C Recreation Programs.....	X-14
XI. Cultural Resources Element	
XI.A Pre-Historic Resources.....	XI-1
XI.B Historic Resources	XI-5
XI.C Cultural Amenities	XI-8
XII. Services, Infrastructure & Technology Element	
XII.A Fiscal Management	XII-1
XII.B Municipal Services.....	XII-3
XII.C Educational Services.....	XII-6
XII.D Water Service & Infrastructure	XII-7
XII.E Wastewater Service & Infrastructure	XII-9
XII.F Storm Drains.....	XII-10
XII.G Technological Infrastructure	XII-12
XIII. General Plan Implementation	
XIII.A Follow-Up Studies and Actions.....	XIII-1
XIII.B Intergovernmental Coordination and Community Involvement.....	XIII-6
XIII.C Strategic Planning Programs.....	XIII-12



TABLE OF CONTENTS

List of Figures

Figure I-1	Municipal and Plan Area Boundaries	I-3
Figure II-1	Land Use Map	II-18
Figure III-1	Designated Open Space in Calabasas.....	III-3
Figure III-2	Open Space Ownership in Calabasas	III-5
Figure III-3	Potential Areas for Development Rights Retirement and Open Space Designation	III-9
Figure III-4	Significant Ridgelines in Calabasas	III-15
Figure IV-1	Significant Ecological Areas, Linkages, and Corridors	IV-3
Figure IV-2	Sensitive Biological Resources in and Around Calabasas	IV-5
Figure IV-3	Drainages and Floodways in Calabasas.....	IV-15
Figure VI-1	Calabasas Roadway System	VI-3
Figure VI-2	Existing and Planned Bicycle Facility System	VI-21
Figure VII-1	Regional Earthquake Faults	VII-3
Figure VII-2	Seismic Hazard Zones	VII-7
Figure VII-3	FEMA Flood Zones.....	VII-11
Figure VII-4	Radon Potential Zone Map.....	VII-15
Figure VIII-1	Existing Noise Levels.....	VIII-5
Figure VIII-2	Existing Noise Contours	VIII-7
Figure VIII-3	Land Use Compatibility for Community Noise Environments	VIII-10
Figure IX-1	Calabasas Neighborhoods	IX-13
Figure IX-2	West Village	IX-17
Figure IX-3	West Village Sketches	IX-19
Figure IX-4	East Village	IX-23
Figure IX-5	Scenic Corridors.....	IX-29
Figure X-1	Existing and Potential Recreational Facilities.....	X-5
Figure X-2	Existing and Planned Trail System	X-11
Figure XI-1	Potential Cultural Resource Areas.....	XI-3

List of Tables

Table I-1	Index to Location of State-Mandated General Plan Issues	I-14
Table II-1	General Plan Land Use Districts	II-11
Table III-1	Open Space Acreage and Ratios in Calabasas (2008)	III-2
Table V-1	Residential Projects with Entitlements.....	V-8
Table V-2	Vacant Residential Sites Inventory.....	V-9
Table V-3	Multi-Family and Mixed-Use Housing Opportunity Sites.....	V-11
Table V-4	Comparison of Residential Sites Inventory RHNA.....	V_24
Table V-5	Housing Programs Summary	V-50
Table V-6	Summary of Quantified Objectives.....	V-55
Table VI-1	Signalized Intersection Level of Service Definitions	VI-8
Table VI-2	Planned Vehicular Circulation Improvements on Arterial Roadways ...	VI-10
Table VI-3	Project-Related Traffic Increases that Constitute a Significant Impact where Roadway Performance Standards are or will be Exceeded	VI-17
Table VIII-1	Typical Noise Levels	VIII-2
Table VIII-2	Measured Noise Levels	VIII-4
Table X-1	Summary of Parks and Recreational Areas By Type	X-3



City of Calabasas
2030 GENERAL PLAN

TABLE OF CONTENTS

Table X-2	Existing LVUSD Facilities Used for Non-School Recreational Activities	X-7
Table XIII-1	Types of General Plan Amendments	XIII-14

Appendices

Appendix A:	Policy Terms
Appendix B:	Glossary
Appendix C:	Housing Element Appendices
	C1. Glossary
	C2. Affirmatively Furthering Fair Housing (AFFH)
	C3. Residential Sites Inventory
	C4. Affordable Housing Overlay Feasibility Analysis
	C5. CoStar Office Submarket Report
	C6. Public Participation
	C7. Housing Element Background Report



CITY *of* CALABASAS
2030 General Plan



I – Introduction



CITY *of* CALABASAS **2030 General Plan**



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CITY *of* CALABASAS

CITY *of* CALABASAS 2030 General Plan

I. INTRODUCTION

The Calabasas General Plan represents the City's comprehensive effort to define what makes Calabasas a special place, delineate a vision for its future, and formulate action-oriented programs to achieve that future. The Plan functions as a blueprint that defines not only how the City will evolve through 2030, but the steps the community will take to make this vision a reality.

Calabasas is located in western Los Angeles County along the heavily traveled Ventura Freeway, approximately 25 miles from downtown Los Angeles. Neighboring cities include Los Angeles, Agoura Hills, and Hidden Hills. A portion of the City's northern boundary also borders Ventura County. As of 2014, the City of Calabasas' corporate boundaries encompassed approximately 13.8 square miles, or 8,804 acres of land. The City's 2013 population is estimated at 23,802. In addition, the General Plan addresses unincorporated areas surrounding the City that may be considered for future annexation. As of 2014, these unincorporated areas total about 3.2 square miles (2,022 acres) and include residential neighborhoods, commercial areas, open space, and a public school. Planning boundaries are shown on Figure I-1.

I.A General Plan Background

History of Planning in Calabasas

Prior to incorporation, Calabasas was an unincorporated community governed by the County of Los Angeles. The formation of the city in 1991 represented an effort by local residents to exercise local control of the community's future. Among the original goals of incorporation were placement of greater emphasis on environmental protection and design compatibility, and creation of transitions between urban and rural land uses.

Calabasas adopted its first General Plan in 1995. That plan, which was the result of a four-year planning effort, established three dominant themes for the community: (1) environmental responsibility; (2) local management and control; and (3) community image. The plan included all elements required by California General Plan law, but



CITY OF CALABASAS
2030 GENERAL PLAN

I. INTRODUCTION

organized the elements in a somewhat non-traditional format. In addition, unlike most general plans, the document was accompanied by a General Plan Implementation Guide that included specific performance standards for new development in the community. This guide was needed at the time because the City did not yet have its own development code.

The City subsequently adopted a municipal code in 1998. At that point, the City had two documents containing development standards with which to implement the General Plan – the General Plan Implementation Guide and the Calabasas Development Code. The two documents were generally in agreement, but certain inconsistencies between the two documents created uncertainties as to how General Plan policies were to be implemented. Therefore, a goal of the 2030 General Plan is to eliminate the Implementation Guide and incorporate the principles and standards from the Implementation Guide into an updated development code.

Genesis of the 2030 General Plan

The preparation of the 2030 General Plan involved an approximately 21-month process involving the City Council and Planning Commission, a General Plan Advisory Committee (GPAC) made up of 20 individuals representing broad segments of the community, key community stakeholders, City and consultant staff, and the public at large. The extensive public involvement process for developing the General Plan included:

- *Establishment of the GPAC by the City Council*
- *A series of 17 meetings with the GPAC to obtain input on the issues of concern and preferred approaches to resolving these issues*
- *Two public workshops to gather input from the community on the direction of the plan*
- *A two-day visioning charrette where public input was gathered and a series of concepts for land use and parks were developed for key areas of the community*
- *A communitywide telephone survey to gauge community opinion regarding a range of issues relevant to the General Plan*
- *A 4th of July booth providing information about the General Plan update and gathering community input on the General Plan*
- *Development and maintenance of a web page providing information to the community about the General Plan process and work products*



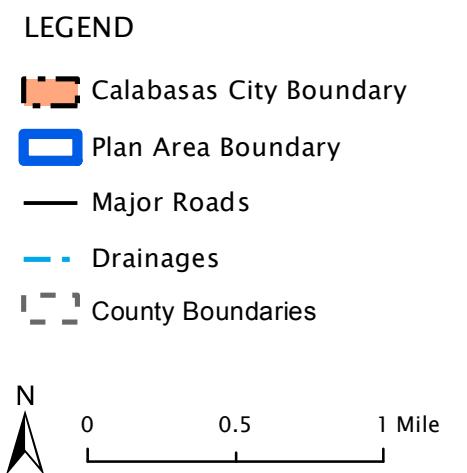
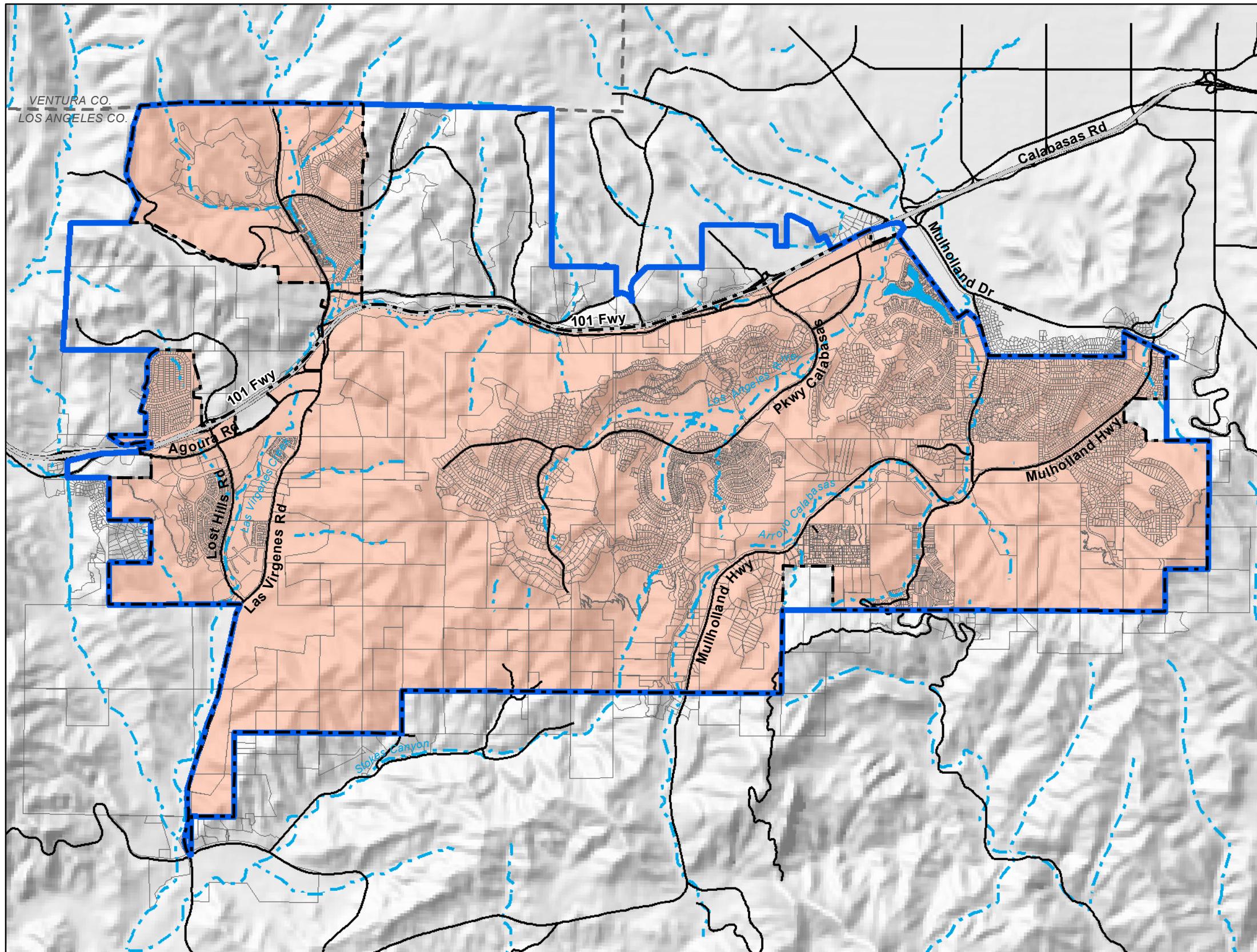


Figure I-1
Municipal and
Plan Area Boundaries



I. INTRODUCTION

I.B Nature and Purpose of the General Plan

The Calabasas General Plan functions as a guide to the type of community that Calabasas citizens desire for their future and provides the means by which that desired future can be achieved. The General Plan is a "constitution" for local decision making that addresses the range of immediate, mid-, and long-term issues with which the community is concerned, including but not limited to environmental sensitivity and preservation, public services, and economic vitality. The Plan is intended to allow land use and policy determinations to be made within a comprehensive framework that incorporates public health, safety, and "quality of life" considerations in a manner that recognizes the resource limitations and the fragility of the community's natural environment.

According to the State guidelines for the preparation of general plans, the role of the General Plan is to establish a document that will "...act as a 'constitution' for development, the foundation upon which all land use decisions are to be based. It expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private" (General Plan Guidelines, 2003). As further mandated by the State, the General Plan must serve to:

- *Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area as they relate to land use and development;*
- *Provide a framework within which the City's Planning Commission and City Council can make land use decisions;*
- *Provide citizens the opportunity to participate in the planning and decision-making process affecting the City and its surrounding planning area; and*
- *Inform citizens, developers, decision-makers, and other agencies, as appropriate, of the City's basic rules which will guide both environmental protection and land development decisions within the City and surrounding planning area.*

State law requires that the General Plan include seven mandatory elements, but allows flexibility in how each local jurisdiction structures these elements. The general contents of the seven state-mandated elements are described on the following page.



I. INTRODUCTION

Mandated General Plan Elements

- ◆ *The LAND USE ELEMENT designates the general distribution and intensity of uses of the land for housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private use.*
- ◆ *The CIRCULATION ELEMENT is correlated with the land use element, and identifies the general location and extent of existing and proposed major thorough-fares, transportation routes, terminals, and other local public utilities and facilities.*
- ◆ *The HOUSING ELEMENT is a comprehensive assessment of current and projected housing needs for all economic segments of the community. It embodies policy for providing adequate housing and includes action programs.*
- ◆ *The CONSERVATION ELEMENT addresses the conservation, management, and use of natural resources, including water, soils, biological habitats, and mineral deposits.*
- ◆ *The OPEN SPACE ELEMENT details programs for preserving open space for natural resource protection, the managed production of resources, outdoor recreation, and protection of public health and safety.*
- ◆ *The NOISE ELEMENT identifies and appraised noise problems within the community and forms the basis for land use distribution.*
- ◆ *The SAFETY ELEMENT establishes policies and programs to protect the community from risk associated with seismic, geologic, flood, and fire hazards.*

The Calabasas General Plan also includes four elements beyond those required by State law. These include:

- ***Community Design:*** This element establishes policies and programs relating to the overall design of the community, including guidelines relating to architectural design, building height and massing, and landscaping.
- ***Parks, Recreation, and Trails:*** This element establishes policies and programs for the maintenance and enhancement of municipal parks, recreational services, and trails.



I. INTRODUCTION

- ***Cultural Resources:*** This element establishes policies and programs relating to the preservation of existing cultural resources within the community and development of cultural amenities that community residents desire.
- ***Services, Infrastructure, and Technology:*** This element establishes policies and programs relating to municipal and education services, water, sewer, and storm drain facilities, and technological infrastructure and development.

Though not mandated by State law, these General Plan elements have the same force and effect as the elements required by the State.

I.C Internal General Plan Consistency: Competing Objectives

In addition to providing a comprehensive view of the community's future physical, social, and economic environments, general plans must be internally consistent. In order to function as a useful statement of local policy, the various components of the General Plan need to "comprise an integrated, internally consistent and compatible statement of policies for the adopting agency" (Government Code, Section 65300.5). The following factors must be considered with respect to internal consistency:

- ***Equal Status Among General Plan Elements*** – All elements of the General Plan have equal legal status. Because no element is legally subordinate to another, the General Plan must resolve potential conflicts between or among the elements through clear language and policy consistency.
- ***Consistency Between Elements and Within Individual Elements*** – All General Plan elements must be consistent with one other. Any individual provision of the General Plan should not require the City to take an action prohibited by another General Plan provision. In addition, the assumptions and vision used to create individual portions of the General Plan need to be uniform and consistent.
- ***General Plan Text and Diagram Consistency*** – Because General Plan text and diagrams are both integral parts of the General Plan, they must be consistent with each other. Thus, the diagrams of the General Plan are intended to be a graphic reflection of the General Plan text.
- ***Competing Objectives*** – Although the General Plan must be internally consistent, it is important to recognize that community objectives are sometimes inherently in conflict. Therefore, blind pursuit of one objective may, in some cases, inhibit the achievement of other community objectives.



I. INTRODUCTION

For example, the Calabasas General Plan recognizes the need to minimize water consumption in light of limited water resources. However, to eliminate watering of sites being graded for permitted development or eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the General Plan, decisionmakers must strike a balance between competing objectives, recognizing that all objectives cannot be fully implemented all the time.

I.D General Plan Format & Organization

The Calabasas General Plan is organized into 13 chapters, which include this Introduction, 11 General Plan elements, and a chapter describing General Plan implementation programs. An appendix describing policy terms used in the Plan is also included, as is a glossary. The 11 General Plan elements encompass all of the elements required by California General Plan law as well as several optional elements. The content of each of the 13 General Plan chapters is summarized below.

The **Introduction** (Chapter I) provides an introduction to the community of Calabasas, the overall General Plan document, and an overview of Calabasas' vision for the future.

The **Land Use Element** (Chapter II) details Calabasas' program to manage its physical environment, and meets State requirements for the Land Use Element. Land use objectives, general plan approaches, and policies are presented. In addition, Chapter II delineates the land use districts presented on the General Plan Land Use Map. The land use districts define acceptable land uses throughout the General Plan study area as well as allowable development intensities for each defined use.

The **Open Space Element** (Chapter III) details Calabasas' commitment to preserving open space in and around the City. It also identifies additional areas that the City may wish to set aside as open space and describes methods by which the City will manage hillside areas and associated resources.

The **Conservation Element** (Chapter IV) describes Calabasas' program to manage its natural environment. The primary objective of this element is to define environmental features within the plan area and provide each feature with an appropriate level of protection. With the exception of cultural resources (covered in the Cultural Resources Element in Chapter XI), this element meets State requirements for conservation elements. Specifically, the Conservation Element covers the following issues:



I. INTRODUCTION

- *Biotic Resources*
- *Air Quality*
- *Water Resources*
- *Soil Conservation and Preservation*
- *Energy Resources*
- *Solid Waste Management*
- *Mineral Resources*

The **Housing Element** (Chapter V) presents Calabasas' commitment to provide housing opportunities to meet the needs of all economic segments of the community, and to ensure the continued high quality of the City's housing stock. This element contains the following components.

- ***Housing Needs*** – summarizes existing and projected needs for housing for all economic segments of the community, including new construction needs and particularly the needs of such groups as the handicapped, the elderly, large families, female-headed households, and the homeless
- ***Opportunities for the Creation of New Housing*** – examines the inventory of land that is available to meet identified needs for new housing construction
- ***Constraints on the Production of Housing*** – explores governmental and non-governmental obstacles that need to be overcome if the City of Calabasas is to meet its housing needs
- ***Housing Goals, Quantified Objectives, Programs, and Specific Actions*** – outlines the specifics of Calabasas' housing improvement program for the years 2014 to 2021

The **Circulation Element** (Chapter VI) outlines the City's program to provide mobility within the General Plan study area. This element addresses motor vehicle, bicycle, and pedestrian circulation, as well as parking issues. A major thrust of this element is to ensure that roadways and transportation facilities support, rather than lead, the type of community which Calabasas wishes to maintain. Thus, environmental considerations have been incorporated into the Circulation Element and recommendations to increase the traffic carrying capacity of the area's roadway system were designed to recognize and protect significant environmental features.

The **Safety Element** (Chapter VII) addresses the relationship between natural and manmade hazards and existing and future development. Key features of this element are the definition of "acceptable risk" and identification of the extent to which natural and manmade hazards will be managed in order to protect public health and safety. The Safety Element meets State requirements and addresses the following specific topics:



I. INTRODUCTION

- *Geology and Seismicity*
- *Stormwater Management and Flooding*
- *Fire Hazards*
- *Hazardous Materials*
- *Disaster Response*

The **Noise Element** (Chapter VIII) identifies existing and projected future noise sources and levels throughout the City. It also provides policies and standards to limit noise exposure. The Noise Element meets the requirements of State General Plan law.

The **Community Design Element** (Chapter IX) establishes policies and programs relating to the overall design of the community, including guidelines relating to architectural design, building height and massing, and landscaping. This is an optional element that is not mandated by State General Plan law.

The **Parks, Recreation, & Trails Element** (Chapter X) identifies recreational needs and establishes policies and programs for the maintenance and enhancement of municipal parks, recreational services, and trails. This is an optional element that is not mandated by State General Plan law.

The **Cultural Resources Element** (Chapter XI) identifies community cultural resources and establishes policies and programs relating to the preservation of existing cultural resources within the community as well as development of cultural amenities that community residents desire. This is an optional element that is not mandated by State General Plan law.

The **Services, Infrastructure, and Technology Element** (Chapter XII) establishes policies and programs relating to municipal and education services, water, sewer, and storm drain facilities, and technological infrastructure and development. This is an optional element that is not mandated by State General Plan law.

General Plan Implementation Programs (Chapter XIII) defines the specific programs and actions that the City will undertake to ensure implementation of its General Plan goals, objectives, approach, and policies.

I.E Community Vision

The Calabasas General Plan is intended to provide a vehicle for maintaining the community qualities that make Calabasas a desirable place to live while facilitating



I. INTRODUCTION

limited changes that will further enhance the quality of life that Calabasas residents enjoy. Keys to maintaining the desirability of Calabasas are:

- *Protection of the natural environment that attracted many residents to the area;*
- *Managing municipal affairs in a manner that is consistent with local social values; and*
- *Enhancing the physical appearance of the community's built environment.*

Calabasas is located in a beautiful natural setting that the community intends to protect for the enjoyment of future generations. The current density of population within the community is low to moderate and continuation of this characteristic is a key part of Calabasas' vision. In recognition of the importance of retaining the characteristics that make Calabasas a special place, the General Plan is strongly oriented toward protecting the natural environment and managing the manmade environment, thereby ensuring that future development occurs in a manner that is consistent with local community values.

The General Plan provides a long-term action agenda to follow in achieving the vision of Calabasas residents, which is expressed in three dominant themes:

- *Environmental Responsibility - preservation/enhancement of natural resources and living within the limits imposed by available resources*
- *Community Character - protection of Calabasas' special character*
- *Quality of Life - maintaining an outstanding quality of life for Calabasas residents*

Environmental Responsibility

Maintenance of a high quality of life is dependent upon a high quality environment. Thus, the area's natural environment is invariably cited as the key to Calabasas' desirability and preservation of open space is generally cited as the community's number one priority. Protecting the area's remaining natural hillsides, ridgelines, and significant habitat areas, as well as preserving remaining open lands in their natural state, are important concerns of area residents.

Calabasas' view of environmental issues is broad, extending beyond the City's immediate physical environment to such issues as water resource conservation, solid



I. INTRODUCTION

waste management, night sky and glare considerations, air quality, and energy conservation. This broad view of the environment also extends geographically, and is reflected in the community's participation in regional planning and visioning programs, including programs that only indirectly affect the City of Calabasas.

Environmental Responsibility Goals

1. Recognize that the area's natural environment is a critical community asset.
2. Place the highest priority on protection and stewardship of designated open space and acquisition of additional land for designation as open space.
3. Minimize the environmental impacts of development, including impacts to landscape and viewsheds, through excellent community and project design.
4. Minimize the environmental impacts of City activities by making environmental sensitivity a key consideration in the provision of municipal services and facilities.
5. Become a municipal role model in addressing global environmental issues.

Community Character

Because no two sites or neighborhoods are exactly alike, working with nature does more than protect the inherent environmental or visual value of natural resources. It can also give developers and site planners greater opportunities to create built environments of a higher quality, with a more distinctive local identity, and with reduced impacts on the region as a whole. As such, working with nature is an important complement to another priority – ensuring that the built environments themselves are of the highest possible quality. This is the focus of the community character theme.

The community character theme in Calabasas has many components. Foremost is the community's identification with the area's natural environment and remaining open lands, which is also discussed as part of the environmental responsibility theme. Other components involve the maintenance of existing established neighborhoods and enhancement of specific local areas to improve the overall image of the community.

Community Character Goals

1. Provide guidelines for public and private development that recognize, maintain, and enhance the scenic beauty afforded by Calabasas' natural environment.
2. Define and preserve the character of established residential neighborhoods.
3. Facilitate appropriately-scaled infill development in existing commercial districts.
4. Facilitate design that provides neighborhood and communitywide meeting places and encourages public interaction.



I. INTRODUCTION

5. Provide a balanced transportation system that facilitates a variety of ways to move through the community and emphasizes neighborhood and environmental protection.

Quality of Life

No single definition of “quality of life” applies universally as the term means very different things to different people. Nevertheless, the citizens of Calabasas have defined a number of specific goals for enhancing the overall quality of life in the community. These goals complement the environmental responsibility and community character goals listed above to identify the keys to maintaining a high quality of life in Calabasas.

Quality of Life Goals

1. Encourage a high level of citizen involvement in shaping the community's future.
2. Provide municipal infrastructure and services that are responsive to the community's needs and priorities.
3. Preserve and enhance areas of visual, cultural, historical, archaeological, and urban design significance.
4. Provide recreational and cultural activities and facilities that meet community needs and preferences.
5. Provide for a variety of housing types that meet the needs of Calabasas citizens in a manner consistent with the City's environmental responsibility and community character goals.
6. Facilitate high quality economic development that meets the community's employment and service needs in a manner consistent with the City's environmental responsibility and community character goals.

I.F Comparison of California General Plan Requirements to the Organization of the Calabasas General Plan

Table I-1 lists the various issues defined by the California General Plan Guidelines and identifies where in the Calabasas General Plan these issues are addressed.



CITY OF CALABASAS
2030 GENERAL PLAN

I. INTRODUCTION

Table I-1
Index to Location of State-Mandated General Plan Issues

Issues	General Plan Elements										
	Land Use	Open Space	Conservation	Housing	Circulation	Safety	Noise	Community Design	Parks, Recreation & Trails	Cultural Resources	Services, Infrastructure & Technology
Land Use											
Distribution of housing, business, industry	■			■							
Distribution of open space	■	■									
Distribution of mineral resources	■		■								
Distribution of recreation facilities	■								■		
Location of educational facilities	■										■
Location of public buildings	■						■				
Location of future solid and liquid waste facilities	■		■								■
Identification of areas subject to flooding			■			■					
Circulation											
Major thoroughfares					■						
Transportation routes					■						
Terminals					■						



I. INTRODUCTION

Table I-1
Index to Location of State-Mandated General Plan Issues

Issues	General Plan Elements										
	Land Use	Open Space	Conservation	Housing	Circulation	Safety	Noise	Community Design	Parks, Recreation & Trails	Cultural Resources	Services, Infrastructure & Technology
Other local public utilities & facilities	■				■						■
Housing											
Preservation of housing				■							
Maintenance of housing				■							
Improvement and conservation of housing				■							
Development of housing				■							
Adequate sites for housing	■			■							
Adequate provision of housing for projected needs				■							
Promotion of equal housing opportunities				■							
Conservation											
Water			■								
Soils			■								
Rivers and other waters			■								
Wildlife			■								



I. INTRODUCTION

Table I-1
Index to Location of State-Mandated General Plan Issues

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	Land Use	Open Space	Conservation	Housing	Circulation	Safety	Noise	Community Design	Parks, Recreation & Trails	Cultural Resources	Services, Infrastructure & Technology
Minerals			■								
Other natural resources			■								
Water program			■								
Reclamation of land and waters			■								
Prevention of pollution of streams and other waters			■								
Regulation of land in stream channels	■		■								
Protection of watersheds	■		■								
Flood control			■			■					■
Open Space											
Open space for preservation of natural resources	■	■	■								
Open space for managed production of resources	■	■	■								
Open space for outdoor recreation	■	■							■		
Open space for public health and	■	■				■					



I. INTRODUCTION

Table I-1
Index to Location of State-Mandated General Plan Issues

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safety											
Trail-oriented recreational uses	■	■							■		
Noise											
Major noise sources							■				
Existing and projected noise contours							■				
Determination of noise problems							■				
Noise attenuation							■				
Safety											
Seismic hazards						■					
Slope instability and mudslides	■					■					
Subsidence and geologic hazards						■					
Flooding						■					■
Wildland and urban fires			■			■					
Evacuation routes					■	■					
Water supply requirements			■			■					■
Emergency road widths					■	■					
Clearance around structures						■					



CITY OF CALABASAS
2030 GENERAL PLAN

I. INTRODUCTION

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CITY *of* CALABASAS
2030 General Plan



II – Land Use Element



CITY *of* CALABASAS **2030 General Plan**



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CITY *of* CALABASAS

CITY of CALABASAS 2030 General Plan

II. LAND USE ELEMENT

The Land Use Element of the General Plan establishes Calabasas' vision and fundamental land use philosophy, including directing development to the most suitable locations, and maintaining the environmental, social, physical, and economic health and vitality of the area. The Element therefore focuses on the organization of the community's physical environment into logical, functional, and visually pleasing patterns that are consistent with local social values. Of primary concern are the *type, intensity, location, and character* of land uses that will be permitted in the future.

Calabasas' land use pattern is well established and is not intended to change over time. Future growth will primarily consist of infill development, and minor extension of rural residential development at the edge of the urban area. Nevertheless, as development occurs, the City will continue to face significant challenges. Calabasas' natural setting and significant environmental features need to be protected and preserved, and at the same time, private property rights must be recognized and respected.

It is the goal of the Land Use Element to:

- ❖ Direct the amount and location of land uses in conformance with environmental carrying capacities and the other goals of the General Plan.
- ❖ Within the constraints of these carrying capacities, provide a distribution of land uses that maintains, yet also enhances the environmental, social, physical, and economic well-being of Calabasas.

II.A Municipal Boundaries

Objective

Maintain and adjust City boundaries in a manner that encompasses the entire Calabasas community and that provides for rational management of the area's natural environment.



CITY OF CALABASAS
2030 GENERAL PLAN

II. LAND USE ELEMENT

General Plan Approach

The central concept of Calabasas' approach to the possible extension of its present boundaries is to emphasize the following:

- *Defining those areas that have traditional social and cultural ties to Calabasas, and which are generally considered to be part of the community of Calabasas*
- *Identifying lands that have a significant physical and/or infrastructure relationship to the City of Calabasas*
- *Initiating cooperative planning programs with residents and landowners in unincorporated areas being considered for annexation*
- *Allowing residents and landowners in adjacent incorporated and unincorporated areas to choose through the democratic process whether they wish to become part of Calabasas*

Annexations to Calabasas must be approved by the Los Angeles County Local Agency Formation Commission (LAFCO), which is responsible for coordinating logical and timely changes in local governmental boundaries. Territory must be within a city or district's sphere in order to be annexed.

California annexation law requires the consent of landowners within uninhabited areas, and of registered voters within inhabited areas, in order to permit lands to be annexed into a city. The wide variation in the circumstances of unincorporated lands surrounding Calabasas necessitates different approaches to annexation policy in different areas.

It is not the intent of the City to offer increases in the planned development intensity of unincorporated lands as an inducement for landowners to annex property into the City of Calabasas. For the most part, land uses in the areas being considered for future annexation would not be expected to change upon annexation. The one exception is the Craftsman's Corner area north of the Ventura Freeway and generally east of Parkway Calabasas. This area is within the City of Hidden Hills' sphere of influence (SOI) and would therefore need to be removed from the Hidden Hills SOI and included within the Calabasas SOI prior to any annexation of that area. If annexed in the future, that area may be contemplated for a mix of residential and non-residential uses, possibly including a performing arts venue or other similar facility. For those properties not



II. LAND USE ELEMENT

already located within Calabasas' corporate boundaries, the land use designations shown on the General Plan Land Use Map (Figure II-1, page II-18) are those that the City of Calabasas intends to apply upon annexation. Previously unforeseen annexation opportunities involving properties not indicated on Figure II-1 may arise from time to time and the City may consider such annexations as appropriate. Such consideration shall require an amendment to the General Plan.

Policies

- II-1 Work with residents and landowners of the unincorporated areas contemplated for annexation to determine whether any interest exists in these communities for annexation to the City of Calabasas.
- II-2 Facilitate future annexations by coordinating the definition of sphere of influence boundaries with surrounding cities.
- II-3 Pursue annexation of those areas where residents (in inhabited areas) or landowners (in uninhabited areas) desire to become part of the City of Calabasas.
- II-4 Specifically pursue annexation of the Craftsman's Corner area in unincorporated Los Angeles County, north of the Ventura Freeway and east of Parkway Calabasas. Within this area, facilitate a mix of commercial, institutional, and residential uses, potentially with a focus on creative and/or performing arts.
- II-5 Require annexation proposals to demonstrate a positive relationship between City facility and service costs and the revenues that will be generated subsequent to annexation with the exception of areas to be annexed for the purpose of parks, schools, open space, and other public facilities.
- II-6 Oppose the creation of any other urban entities where such entities would have a negative impact on Calabasas.
- II-7 For any annexation territory, all vested entitlements shall be recognized and retained by the City upon annexation, unless otherwise revised by mutual agreement of the City and the affected property owners, such that any revisions to vested entitlements will result in improved development patterns and conditions having less environmental impact. Because previously vested projects may not be fully consistent with the provisions of this General Plan,



II. LAND USE ELEMENT

modifications to such projects may be found consistent with the General Plan if the following criteria are met:

- *The overall density/intensity of the modified project is no greater than that of the vested project;*
- *The modified project will not result in any environmental impacts greater than those which would have resulted from the vested project; and*
- *The modified project achieves a substantially greater degree of consistency with the policies and objectives of the General Plan and complies more fully with the standards and requirements of the Development Code than the vested project.*

II.B Community Structure

Objectives

- ❖ Maintain Calabasas as a predominantly residential community with commercial, office, and business park uses playing a secondary, supporting role.
- ❖ Maintain a well-designed, high quality, and functional mix of open space, urban and rural residential, and supporting commercial and business park land uses which reflects local community values and integrates the resolution of other general plan issues into a cohesive pattern.

General Plan Approach

Calabasas' vision is to continue to be a low intensity, primarily residential community nestled in a natural environmental setting. In general, urban development will not extend beyond the areas that are now developed or designated for urban development. Rural residential uses will be located at the fringe of the urban area, transitioning into primarily open space uses with widely scattered home sites. Thus, consistent with Los Angeles County's Santa Monica Mountains North Area Plan and Local Coastal Plan, it is the City's vision that the rural, open character of lands to the south of existing urban development and approved urban density projects be preserved, including lands along Las Virgenes Road south of Lost Hills Road and lands along Mulholland Highway west of Old Topanga Canyon.

Low intensity rural residential and open space designations have been provided on the General Plan Land Use Map to recognize those areas that have already been committed



II. LAND USE ELEMENT

to those uses, as well as to ensure that the intensity of future residential development is compatible with local social values and the significance and sensitivity of the area's natural environment. It is the City's vision that any new development occurring within these rural and undeveloped areas fit in with, rather than replace, the area's existing natural environment.

Land uses within Old Town and adjacent areas to the west along Calabasas Road up to Parkway Calabasas will continue to emphasize a pedestrian-oriented mix of retail and office uses. It is the City's desire to recreate the character of the traditional small town's "downtown" within this area, emphasizing the area's function as a community gathering place. Thus, the combination of individual developments within and adjacent to Old Town along Calabasas Road should provide a variety of plazas, as well as indoor and outdoor gathering areas that are accessible to the public. Old Town will retain its unique character and continue to provide restaurant and specialty commercial uses. Enhancement of the area's western character will continue to be undertaken in accordance with the Old Town Master Plan and Design Guidelines.

Calabasas Road will retain its current urban character between Old Town and Parkway Calabasas. The City's vision is that future redevelopment of lands along both sides of Calabasas Road with a mix of office, retail, and residential uses would complement the uses planned for Old Town Calabasas and provide the impetus for creating the pedestrian-oriented "city center" and gathering place that is desired.

The current mix of uses along the north side of the Ventura Freeway, from the Parkway Calabasas interchange to the westerly City limits, will generally be retained, though the area northeast and southeast of the Mureau Road/Las Virgenes Road intersection, which is currently developed with business park uses, may transition to a mix of office, retail, and multi-family residential uses. The City's vision for commercial development along Calabasas Road between Parkway Calabasas and Mureau Road is for low key commercial uses that are compatible with the area's biological sensitivity, and that will not dominate views of natural oak studded hillsides from the Ventura Freeway.

Natural hillsides will continue to dominate the Ventura Freeway corridor west to the Las Virgenes Road interchange. The office/business park uses in the northeast quadrant of the interchange may gradually transition to a mix of office, retail, and multi-family residential uses that create a village ambiance. Development of the northwest quadrant will be limited to the lower portions of the hillside so as preserve the existing oak woodlands, and not dominate views from the Ventura Freeway. Freeway-oriented commercial uses will continue in the southern quadrants of the Las Virgenes



II. LAND USE ELEMENT

interchange, focusing on urban design improvements to reduce the visual clutter created by a proliferation of driveways and signs. New commercial development and residential development may occur along the east side of Las Virgenes Road at Agoura Road. The Agoura Road corridor, currently dominated by suburban-scaled office and business park uses will gradually transition to a mix of office, retail, and residential uses that creates a strong “sense of place.”

The planned mixed uses along Agoura Road will transition to the existing business park uses west of Lost Hills Road. Business park uses will extend west along Agoura Road and the southerly freeway frontage to the western city limits. Commercial retail uses will be located at the northeast corner of the Agoura Road/Lost Hills Road intersection.

Policies

- II-8 Emphasize retention of Calabasas' natural environmental setting, neighborhood character, and scenic features as a priority over the expansion of urban areas.
- II-9 Require that development be compatible with the overall residential character of the community.
- II-10 Promote an assembly of distinct neighborhoods that encompass a range of housing types that:
 - *Are visually attractive and compatible in intensity, dwelling unit size, and structural design with the need to protect the surrounding natural environment; and*
 - *Meet the needs and suit the small town and rural lifestyles of present and future residents.*
- II-11 Promote a mix of diverse retail and service commercial, office, and business park areas that:
 - *Meet the retail and service needs of Calabasas citizens;*
 - *Provide jobs for residents of all skill and education levels; and*
 - *Contribute to a sound local economic base; and*
 - *Are visually attractive and compatible in number, intensity, building scale, and architectural design with the community's natural environment and character.*



II. LAND USE ELEMENT

- II-12 Promote a citywide open space system consisting of not less than 3.0 acres per 1,000 population of active recreational land (i.e., public parks) and 4,000 acres of designated open space. The location and size should represent an extensive network of protected areas with a high degree of continuity and a systematic order of purposes, including resource conservation, recreation, and protection of public safety.
- II-13 Designate sufficient lands for needed public, quasi-public, and institutional activities in a manner that is compatible with Calabasas' natural environmental setting and the community's small town and rural character.
- II-14 Limit approval of new discretionary development projects to those that can be integrated into the community, providing for the protection of existing neighborhoods, desirable non-residential land uses, and open space.
- II-15 Discretionary development projects are permitted the basic development intensity of their site as indicated on the General Plan Land Use Map (**Figure II-1**) and General Plan Land Use Districts table (**Table II-1**) if the proposed project is consistent with General Plan goals, objectives, approaches, and relevant policies and performance standards. Development intensities greater than the basic development intensity outlined in **Table II-1** may be permitted, up to the maximum development intensity identified in **Table II-1**, only if the impacts of the proposed development are less than those identified in "Maximum Acceptable Development Impacts" table in the Municipal Code where specifically noted in Table II-1.
- II-16 All development agreements adopted after the adoption of the Calabasas General Plan shall be consistent with the provisions of the General Plan.
- II-17 Encourage the clustering of development as a means of preserving significant environmental features. Clustered development shall meet the following criteria:
- *The clustering of development shall occur pursuant to a specific plan, planned development, or equivalent mechanism;*
 - *The overall density of the project area shall not exceed the maximum specified in **Table II-1**, calculated as if there were no clustering;*
 - *The resulting project will not require a greater level of public services and facilities than would have an equivalent non-clustered project;*



CITY OF CALABASAS
2030 GENERAL PLAN

II. LAND USE ELEMENT

- *The result of clustering development shall yield a more desirable and environmentally sensitive development plan, create usable open space areas for the enjoyment of project residents, and preserve significant environmental features; and*
- *The net intensity of the developed area that results from clustering is compatible with the surrounding environment.*

- II-18** Increase the opportunity for affordable housing development within the City by implementing the Affordable Housing Overlay (AHO) designation. The AHO designation shall supplement the underlying land use designation of an area by expanding density maximums on key housing opportunity sites identified in the Housing Element, and on the General Plan Land Use Map.
- II-19** As housing redevelopment opportunities may arise for existing commercial properties located within the same underlying land use designation as the specifically identified AHO sites; and where such properties would be adjacent to, or otherwise in close proximity to, the AHO designated sites; strong consideration should be given to expansion of the AHO to include these properties. Such consideration shall be on a case-by-case basis, require City Council approval after appropriate noticed public hearings and community input, and would be predicated on the ability for any such property redevelopment proposal to address the City's affordable housing needs in a manner found to be consistent with the purposes and policies of the Housing Element.
- II-20** Enforce fair housing laws to ensure housing opportunities for all races, gender identities, and socioeconomic classes.
- II-21** Promote inclusion of different socioeconomic groups in governmental processes, programs, and decisions
- II-22** Continue to distribute public facilities equitably throughout the city, avoiding overconcentration in areas that are well-served, and ensure that facility location and design are compatible with nearby land uses.



II. LAND USE ELEMENT

II.C General Plan Land Use Districts

Table II-1 outlines the various districts that are delineated on the Calabasas General Plan Land Use Map (**Figure II-1**). Three levels of land use are designated. At the broadest level, urban land uses are distinguished from non-urban and open space uses.

At the second level, urban land uses are organized into Residential, Business, Mixed Use and Public Facilities land use types. Non-urban and open space uses include rural and open space uses. Each of these general land use types is assigned a "Basic Land Use Intensity."

At the most detailed level, specific land uses are designated. For each land use, a description of appropriate uses is provided along with a definition of the maximum allowable intensity that may be permitted. As discussed in Land Use Policy II-14, the assignment of maximum development intensity to the land uses identified on the General Plan Land Use Map does *not* imply that all parcels could be developed at their maximum intensity or that any specific parcel is entitled to the maximum intensity. If a proposed project is consistent with General Plan goals, objectives, approaches, and policies, as well as performance standards contained in the Development Code, the basic development intensity identified in **Table II-1** and on **Figure II-1** may be exceeded, up to but not beyond the maximum intensity.



II. LAND USE ELEMENT

Guidelines for Clustered Development

Avoid:

- *Disturbing areas within or adjacent to floodplains, stream buffer areas, wetlands, oak woodlands, habitat linkages, or other sensitive biological features;*
- *Developing on steep slopes, hilltops, and ridges where development would be highly visible;*
- *Placing numerous houses with access drives along collector and arterial roads;*
- *Backing houses directly or visibly onto collector and arterial roads; and*
- *Destroying existing tree stands, especially along rights-of-way.*

Require:

- *The resulting development after clustering to be consistent with the development's natural setting and the adjacent residential neighborhoods, if any;*
- *Substantial buffering and screening for development near all public rights-of-way;*
- *Preservation or enhancement of existing wooded areas and sensitive environmental areas;*
- *Homeowner-managed recreation areas and common spaces within larger clusters;*
- *Covenants and/or easements to permanently protect the undeveloped open space areas that remain after clustering is accomplished; and*
- *Appropriate sites for community facilities.*

Permit/Encourage:

- *Refinement of road and street design to better protect existing topography and landscape features such as streams and drainage patterns (measures include narrower road sections, steeper grades, reduced curve radii, no curbs, etc.); and*
- *Private courts and lanes instead of flag lots.*



II. LAND USE ELEMENT

Table II-1
General Plan Land Use Districts

Urban Land Uses	
<i>Urban-Residential</i>	
R-SF Residential – Single Family	<p>The R-SF designation accommodates single family detached housing units, including large lot estates and typical suburban tract developments, as well as small lot single family residences.</p> <p><i>Basic Land Use Intensity: 2 du/ac</i> <i>Maximum Land Use Intensity: 6 du/ac; 12 du/ac for senior residential projects</i> <i>Anticipated Maximum Population Intensity: 16.8 persons/ac</i></p>
R-MF (12) Residential – Multiple Family (12 du/ac)	<p>The R-MF (12) designation accommodates attached apartments, condominiums, townhomes, and duplexes.</p> <p><i>Basic Land Use Intensity: 2 du/ac, 0.2 FAR for visitor serving uses</i> <i>Maximum Land Use Intensity: 12 du/ac; 0.2 FAR for visitor-serving uses</i> <i>Anticipated Maximum Population Intensity: 32 persons/ac</i></p>
R-MF (16) Residential – Multiple Family (16 du/ac)	<p>The R-MF (16) designation accommodates attached apartments, condominiums, townhomes, visitor-serving uses, and duplexes.</p> <p><i>Basic Land Use Intensity: 2 du/ac; 0.2 FAR for visitor serving uses</i> <i>Maximum Land Use Intensity: 16 du/ac; 0.2 FAR for visitor-serving uses</i> <i>Anticipated Maximum Population Intensity: 43 persons/ac</i></p>
R-MF (24) Residential – Multiple Family (24 du/ac)	<p>The R-MF (24) designation accommodates attached apartments, condominiums, townhomes, visitor-serving uses, and duplexes.</p> <p><i>Basic Land Use Intensity: 2 du/ac; 0.2 FAR for visitor serving uses</i></p>



CITY OF CALABASAS
2030 GENERAL PLAN

II. LAND USE ELEMENT

Table II-1
General Plan Land Use Districts

	<p><i>Maximum Land Use Intensity: 24 du/ac; 0.2 FAR for visitor-serving uses</i> <i>Anticipated Maximum Population Intensity: 65 persons/ac</i></p>
R-MH Residential – Mobile Home	<p>The R-MH designation accommodates mobile home parks.</p> <p><i>Basic Land Use Intensity: 2 du/ac</i> <i>Maximum Land Use Intensity: 8 du/ac</i> <i>Anticipated Maximum Population Intensity: 18.4 persons/ac</i></p>
<i>Urban-Business</i>	
B-LI Business – Limited Intensity	<p>The B-LI designation accommodates low intensity retail and commercial services on lands that, because of their unique locations, need special attention in order to maintain compatibility with adjacent uses or environmental features. Appropriate uses include limited retail and commercial services, restaurants, nurseries, convalescent facilities and professional offices.</p> <p><i>Basic Land Use Intensity: FAR of ≤ 0.2</i> <i>Maximum Land Use Intensity: FAR of 0.2</i></p>
B-R Business–Retail	<p>The B-R designation accommodates general shopping and commercial services. Appropriate land uses include general retail, markets, commercial services, restaurants, automotive repair and service, hardware and home improvement, durable goods sales, commercial recreation, and automotive sales. Business offices, such as real estate offices, providing direct services to consumers may also be permitted within an overall retail setting. Multiple family residential uses are conditionally allowed.</p> <p><i>Basic Land Use Intensity: FAR of ≤ 0.2</i> <i>Maximum Land Use Intensity: FAR of 0.4; 20 du/ac for multiple family residential</i></p>



II. LAND USE ELEMENT

Table II-1
General Plan Land Use Districts

B-PO Business-Professional Office	The B-PO designation accommodates office uses. Appropriate land uses include business, professional, and medical offices, as well as ancillary service functions. <i>Basic Land Use Intensity: FAR of ≤ 0.2</i> <i>Maximum Land Use Intensity: FAR of 0.5</i>
B-BP Business Park	The B-BP designation accommodates office and light industrial uses. Business park uses should generate minimal truck traffic and should provide employment opportunities and a net positive income stream to the City. Warehousing and distribution are not appropriate primary uses within the B-BP designation. <i>Basic Land Use Intensity: FAR of ≤ 0.2</i> <i>Maximum Land Use Intensity: FAR of 0.6</i>
B-OT Business-Old Town	The B-OT designation defines the limits of Old Town Calabasas. It accommodates a variety of office, retail, and commercial services. All development within the B-OT designation is to be designed to preserve and enhance the area's historic character. Multiple family residential uses are conditionally allowed. <i>Basic Land Use Intensity: FAR of ≤ 0.2</i> <i>Maximum Land Use Intensity: FAR of 1.0; 20 du/ac for multiple family residential</i>
Urban-Mixed Use	
MU 0.60 Mixed Use (Maximum FAR of 0.60)	The MU 0.60 designation accommodates a broad range of office, retail, visitor-serving uses, and commercial services, as well as higher density residential uses. Institutional and entertainment uses may also be accommodated. This designation is intended to provide for innovative site design and the creation of relatively high intensity, pedestrian-oriented environments with an integrated mix of uses. <i>Basic Land Use Intensity: FAR of ≤ 0.2</i> <i>Maximum Land Use Intensity: FAR of 0.6; maximum</i>



CITY OF CALABASAS
2030 GENERAL PLAN

II. LAND USE ELEMENT

Table II-1
General Plan Land Use Districts

	<i>residential density of 20 du/ac</i>
MU 0.95 Mixed Use (Maximum FAR of 0.95)	<p>The MU designation accommodates a broad range of office, retail, visitor-serving uses, and commercial services, as well as higher density residential uses. Institutional and entertainment uses may also be accommodated. This designation is intended to provide for innovative site design and the creation of relatively high intensity, pedestrian-oriented environments with an integrated mix of uses.</p> <p><i>Basic Land Use Intensity: FAR of ≤ 0.2 Maximum Land Use Intensity: FAR of 0.95; maximum residential density of 20 du/ac</i></p>
MU 1.0 Mixed Use (Maximum FAR of 1.0)	<p>The MU designation accommodates a broad range of office, retail, visitor-serving uses, and commercial services, as well as higher density residential uses. Institutional and entertainment uses may also be accommodated. This designation is intended to provide for innovative site design and the creation of relatively high intensity, pedestrian-oriented environments with an integrated mix of uses. All projects must include a residential component that constitutes a minimum of 50% of the overall project floor area.</p> <p><i>Basic Land Use Intensity: FAR of ≤ 0.2 Maximum Land Use Intensity: FAR of 1.0; maximum residential density of 20 du/ac</i></p>
PD Planned Development	<p>The Planned Development designation denotes an area under single or common ownership that warrants detailed planning because of the presence of unique features, environmental conditions, or development constraints. The designation is intended to accommodate a mix of uses with special standards that address the unique features, conditions, and constraints present.</p> <p>Please refer to the vision plans in the Community Design Element for an illustration of what could be</p>



II. LAND USE ELEMENT

Table II-1
General Plan Land Use Districts

	<p>accommodated under the Planned Development designation. Maximum allowable development on the PD site is as follows:</p> <p>60 multiple family residences 155,000 square feet of commercial (office/retail) development</p>
<i>Public Facilities</i>	
PF-I Public Facilities–Institutional	The PF-I designation accommodates a variety of public and quasi-public uses. Appropriate land uses include governmental, public, and quasi-public uses, including schools and municipal facilities. Maximum land use intensity of the facilities shall be determined on a case-by-case basis consistent with the provisions of the “Maximum Acceptable Development Impacts” table of the Municipal Code.
PF-R Public Facilities–Recreational	The PF-R designation accommodates lands held by public agencies for the primary purpose of providing active and/or passive recreational opportunities. Maximum land use intensity of the facilities shall be determined on a case-by-case basis consistent with the provisions of the “Maximum Acceptable Development Impacts” table of the Municipal code.
<i>Non-Urban Uses</i>	
Because of physical constraints and safety issues on certain properties, there may be non-urban parcels that cannot be built upon.	
HM Hillside Mountainous	<p>The HM designation accommodates single family detached housing in a very low intensity, rural setting.</p> <p><i>Basic Land Use Intensity: 1 du/40 ac or 1 du per existing legal lot</i></p> <p><i>Maximum Land Use Intensity: 1 du/10 ac or 1 du per existing legal lot</i></p> <p><i>Anticipated Maximum Population Intensity: 0.28 persons/ac</i></p>



CITY OF CALABASAS
2030 GENERAL PLAN

II. LAND USE ELEMENT

RR Residential Rural	<p>The RR designation accommodates single family detached housing in a low intensity, rural setting.</p> <p><i>Basic Land Use Intensity: 1 du/10 ac or 1 du per existing legal lot</i></p> <p><i>Maximum Land Use Intensity: 1 du/ac or 1 du per existing legal lot</i></p> <p><i>Anticipated Maximum Population Intensity: 2.8 person/ac</i></p>
RC Rural Community	<p>The RC designation accommodates single family detached housing that recognizes existing rural development patterns.</p> <p><i>Basic Land Use Intensity: 1 du/10 ac or 1 du per existing legal lot</i></p> <p><i>Maximum Land Use Intensity: 2 du/ac or 1 du per existing legal lot</i></p> <p><i>Anticipated Maximum Population Intensity: 5.6 person/ac</i></p>
<i>Non-Urban Open Space</i>	
OS-R Open Space-Recreational	<p>The OS-R designation applies to lands under public or private ownership whose primary purpose is the provision of active and/or passive recreation.</p> <p><i>Basic Land Use Intensity: 1 du per existing legal lot</i></p> <p><i>Maximum Land Use Intensity: 1 du per existing legal lot</i></p>
OS-RP Open Space-Resource Protection	<p>The OS-RP designation applies to lands whose primary purpose is the protection of public health and safety, preservation of sensitive environmental resources, or resource management.</p> <p><i>Open Space (OS) Zoning</i></p> <p><i>Basic Land Use Intensity: 1 du per existing legal lot</i></p> <p><i>Maximum Land Use Intensity: 1 du/160 ac or 1 du per legal lot</i></p> <p><i>Open Space - Development Restricted (OS-DR) Zoning</i></p> <p><i>Basic Land Use Intensity: None allowed</i></p> <p><i>Maximum Land Use Intensity: None allowed</i></p>



II. LAND USE ELEMENT

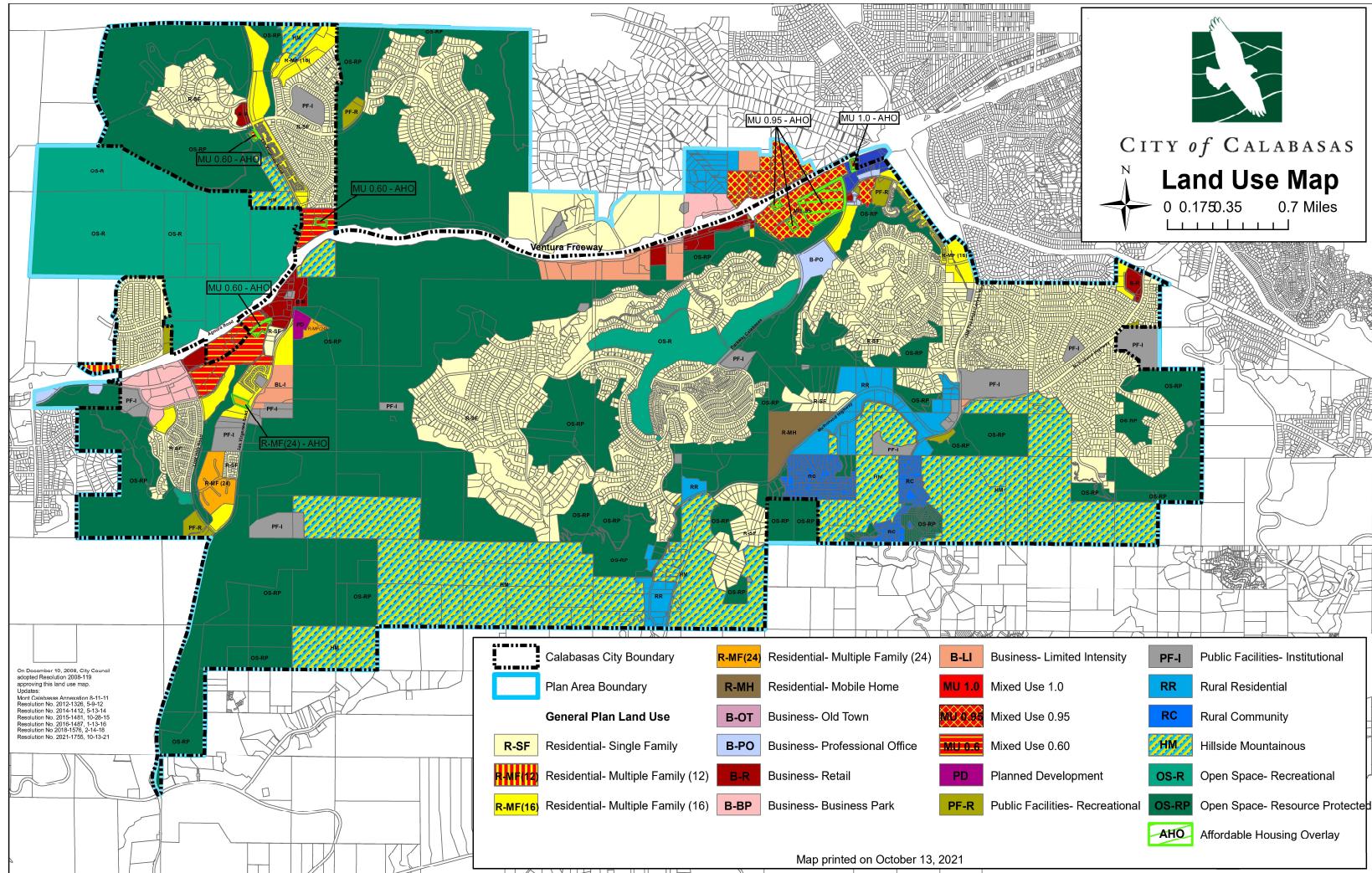
<i>Affordable Housing Overlay</i>	
AHO Affordable Housing Overlay	<p>The AHO is an overlay designation that denotes an area with expanded density allowances intended to facilitate the development of affordable housing.</p> <p><i>Lands within the AHO have an expanded maximum allowable density of 40 du/ac. Low-income senior housing developments on lands within the AHO have an expanded maximum allowable density of 50 du/ac.</i></p> <p>The AHO designation applies to specified land within the following General Plan Land Use Designations:</p> <p style="padding-left: 40px;">MU .60</p> <p style="padding-left: 40px;">MU .95</p> <p style="padding-left: 40px;">MU 1.0</p> <p style="padding-left: 40px;">RM-F (16)</p> <p style="padding-left: 40px;">RM-F (24)</p> <p>The AHO is limited to the lands specified within the Calabasas General Plan Housing Element and on the General Plan Land Use Map.</p>



CITY OF CALABASAS 2030 GENERAL PLAN

II. LAND USE ELEMENT

Figure II-1 Land Use Map



CITY *of* CALABASAS
2030 General Plan



III – Open Space Element



CITY *of* CALABASAS **2030 General Plan**



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CITY *of* CALABASAS

CITY of CALABASAS

2030 General Plan

III. OPEN SPACE ELEMENT

III.A Open Space

The preservation of the remaining open space lands within Calabasas and acquisition of new lands for open space designation are consistently identified as the community's highest priority. Open space is a key component of the City's character, representing a scenic resource of great value and importance to the quality of life for Calabasas residents. Open space protection contributes to public health and safety, and creates opportunities for public recreation. It also protects significant environmental resources as many of the open space areas within and around Calabasas contain an abundance and variety of sensitive vegetative and wildlife habitats.

As of 2014, the current inventory of designated open space within City boundaries is approximately 3,805 acres. **Figure III-1** shows designated open space lands, while **Figure III-2** shows the ownership of open space lands in Calabasas. **Table III-1** shows the acreage of land within the City boundaries that is

either designated as open space under the General Plan or zoned as open space. **Table III-1** also lists the average number of acres of each type of open space per 1,000 residents based on the estimated 2013 population.¹

The National Park and Recreation Association recommends a standard of 15 acres of open space per 1,000 people. Calabasas' overall open space inventory far exceeds this national standard, while the approximately 302 acres of City-owned open space alone constitute

As used in this element, the term "open space" refers to land that is either designated or zoned "Open Space." "Vacant land," on the other hand, is land that is not developed, but has a land use designation other than "Open Space." In most cases, it is anticipated that vacant land may or will be developed at some point in the future.

¹ Note that lands designated and/or zoned OS allow for low density single family residential development, while the OS-DR and REC zoning classifications do not allow development other than the recreational facilities permitted under REC.



CITY OF CALABASAS
2030 GENERAL PLAN

III. OPEN SPACE ELEMENT

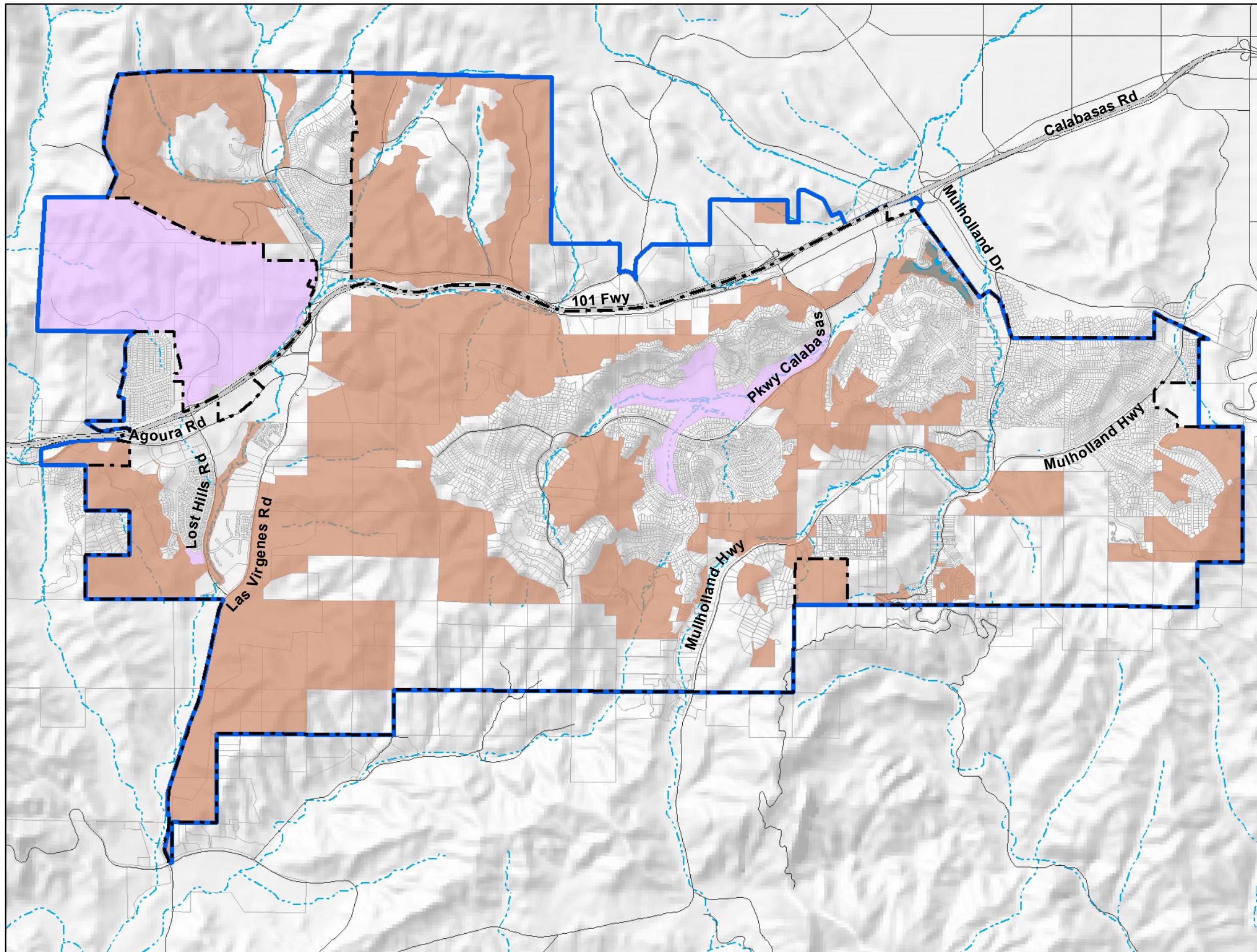
Table III- 1
Open Space Acreage and Ratios in Calabasas (2008)

<i>General Plan Land Use Designation</i>	<i>Estimated Acres within City boundaries</i>	<i>Acres per 1,000 Residents^a</i>
<p>Open Space- Resource Protection (OS-RP): <i>Primary purpose is protection of public health and safety, preservation of sensitive environmental resources, or resource management.</i></p> <p><i>Open Space (OS) Zoning</i> <i>Max intensity: 1 dwelling unit/160 acres or 1 dwelling unit per legal lot</i></p> <p><i>Open Space - Development Restricted (OS-DR)</i> <i>Zoning</i> <i>Maximum Land Use Intensity: None allowed</i></p>	3,627	152.4
<p>Public Facilities- Institutional (PF-I): <i>Intended for a variety of public and quasi-public uses.^b</i></p>	11 (Bay Laurel Elementary)	0.5
<p>Open Space- Recreational (OS-R): <i>Public or private ownership, primary purpose is provision of active or passive recreation. Max intensity: 1 dwelling unit per lot of record.</i></p>	167 (Calabasas Golf Club)	7.0
TOTAL	3,805	159.9

^a Based on population estimate of 23,802 from State of California, Department of Finance, 2013.

^b Although the Bay Laurel Elementary School site has a PF-I land use designation, it is zoned Open Space (OS); therefore, it is included in the estimate of open space acreage.





Basemap imagery provided by USGS, 2002. Additional data layers from City of Calabasas, 2007, and Rincon Consultants, 2009. Updated March 2014.

Figure III-1
Designated Open Space
in Calabasas



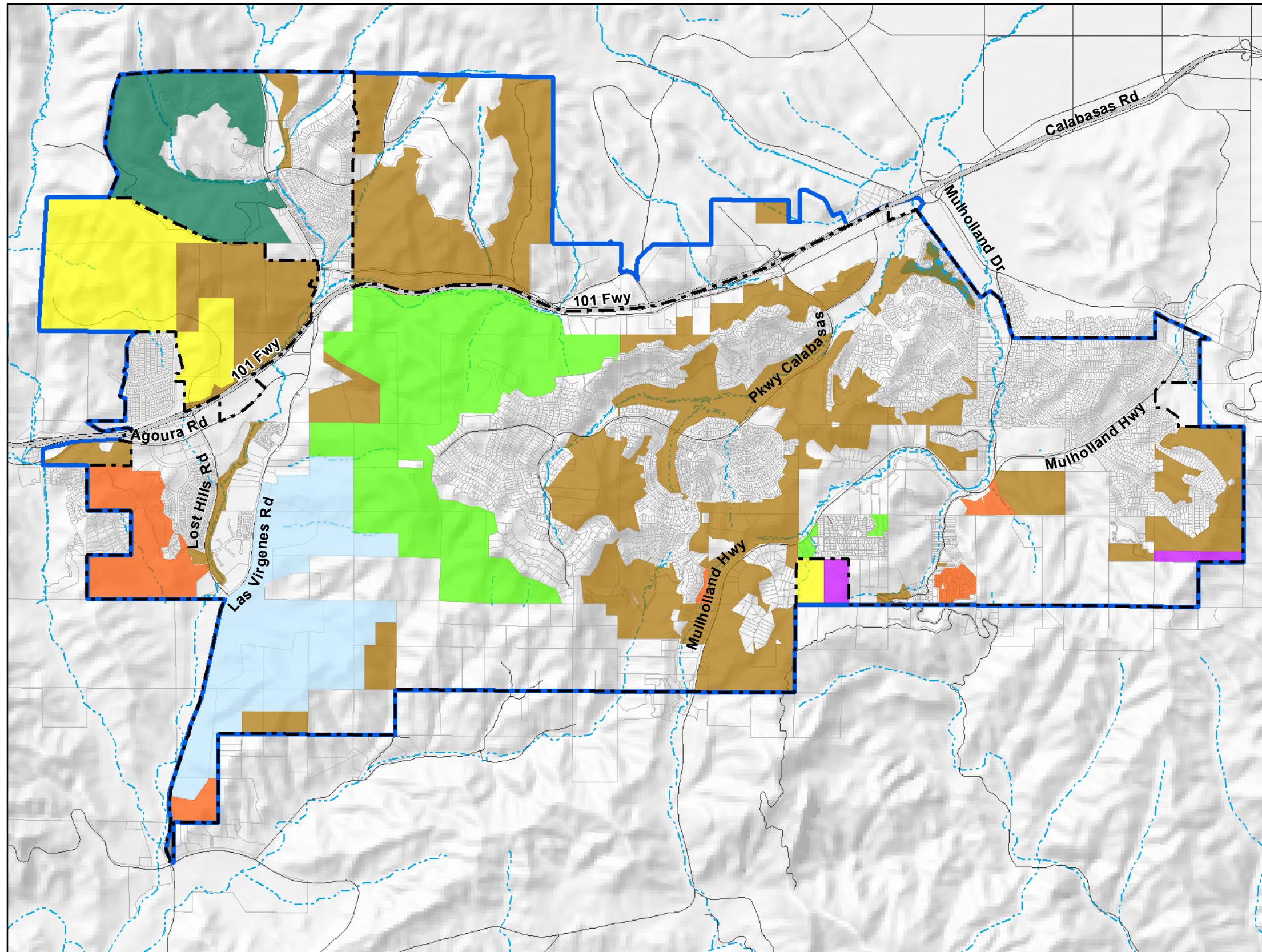


Figure III-2
Open Space
Ownership in Calabasas



III. OPEN SPACE ELEMENT

about 12.7 acres per 1,000 residents. Other open space–designated lands in and around the City are owned by various public agencies, homeowner associations, and other private parties.

Objectives

- ❖ Maintain a citywide open space system that conserves natural resources, preserves scenic beauty, promotes a healthful atmosphere, provides space for a variety of recreational activities, and protects public safety.
- ❖ Continue to acquire additional land for open space designation with the goal of increasing the inventory of designated open space within the City to 4,000 acres.

General Plan Approach

The high quality of life for Calabasas residents is dependent upon a high quality natural environment and protection of the area's beauty. The preferred method of managing remaining open space is to set such lands aside in large natural parks or conservation areas. However, protecting such resources requires more vigorous action than simply setting them aside. Because the City's fiscal resources are not sufficient to purchase all remaining undeveloped lands, a crucial issue is how to protect environmental resources while recognizing the property rights of private landowners. Thus, the Calabasas General Plan recognizes basic property rights, and limits the intensity of area development to that which is consistent with environmental values and the carrying capacity of the land.

One of the keys to maintaining the overall environmental health of the Calabasas area is to combine open space preservation with environmental design and site planning that works with nature to minimize the loss of such resources, reduce the offsite impacts of development, and restore, where possible, the environmental and landscape quality that may have been destroyed by past actions. To that end and because no two sites are exactly alike, development requirements in Calabasas must demand protection of the environment, but must also be realistically flexible to allow developers and builders to better match their proposals to the environmental and landscape resources of their sites.

Open space in Calabasas should represent an extensive network of protected areas with a high degree of visual and physical continuity, and a systematic order of purpose. As noted above, the preservation of remaining open space lands and acquisition of new lands for open space designation is the highest priority of the community.



III. OPEN SPACE ELEMENT

The 1995 General Plan identified a target of 3,000 total open space acres for Calabasas. This goal has been achieved and a new goal of 4,000 open space acres has been established. Therefore, in addition to continuing to seek the retirement of development rights for additional lands, improving the management of lands already designated as open space will be a priority for the City. For example, the City does not currently have a centralized mechanism for coordinating protection or management of this land use type. Many open space areas are the result of set-asides that were features of past development agreements. In some cases, management responsibility for these areas has not been made clear as part of the approval process. This situation can be avoided in the future by ensuring that when an open space dedication is associated with approval of a project, management responsibilities are made clear, and possible endowments for management funding are arranged before final approval is given for the project.

Acquisition efforts, which could include a benefit assessment district or bond issue, should focus on high priority parcels. Lands that are potential candidates for acquisition and designation as open space, in whole or in part, include several hillside properties that are current designated Hillside Mountainous (HM) (see **Figure III-3**).

Policies

- III-1** Continue to acquire desirable lands for open space designation through dedications, purchases, and/or annexations.
- III-2** Limit the permitted intensity of development within lands designated as open space to that which is consistent with the community's environmental values and that will avoid significant impacts to sensitive environmental features, including but not limited to woodlands, riparian areas, wildlife habitats, wildlife movement corridors, and habitat linkages.
- III-3** Partner with the Santa Monica Mountains Conservancy and the Mountains Restoration Trust in their development rights purchase programs to retire development rights for key properties within the City; support the efforts of the National Park Service and California Department of Parks and Recreation to expand areas devoted to regional recreational open space within and adjacent to Calabasas.



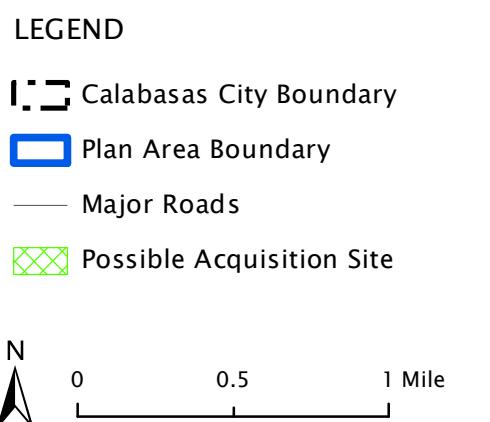
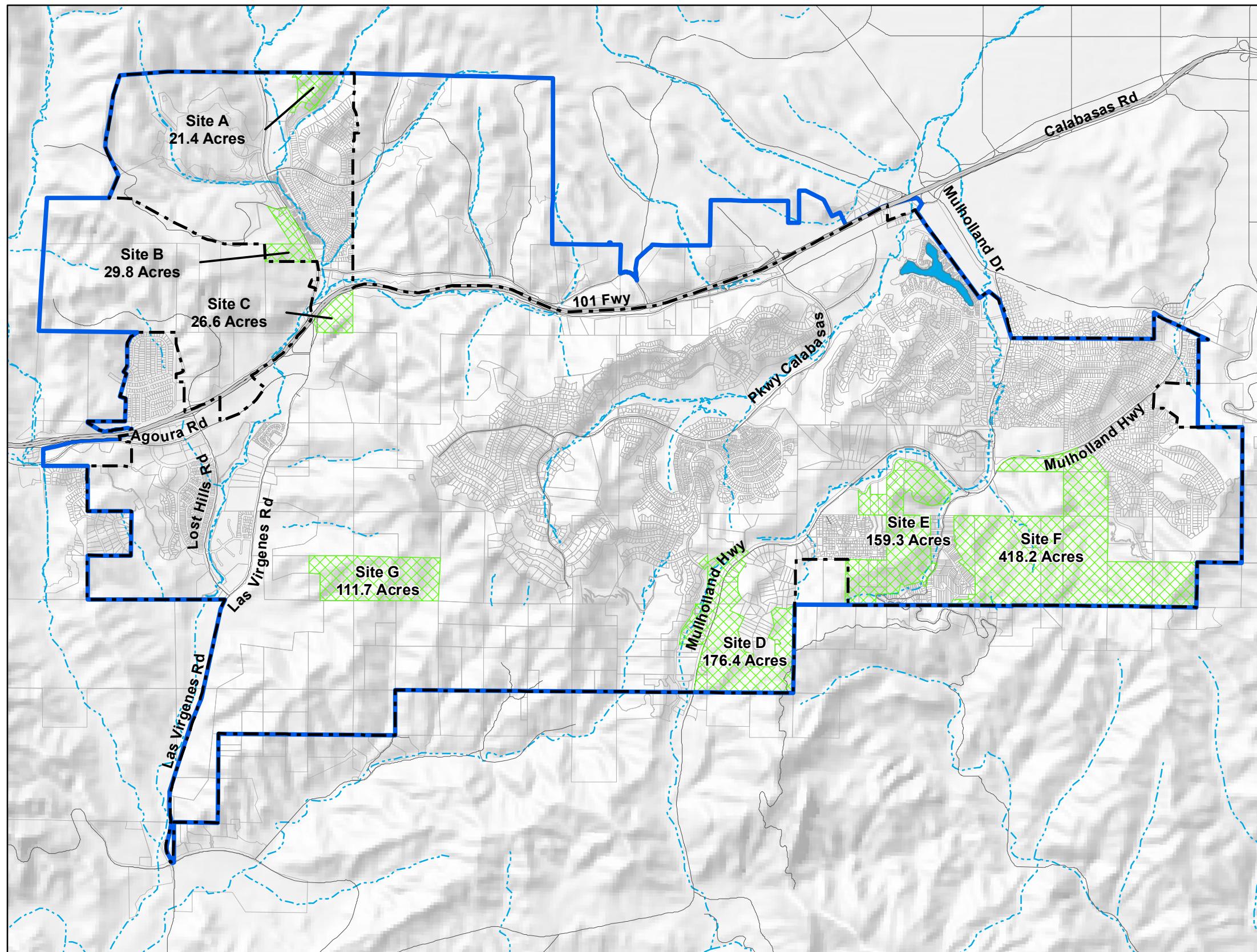


Figure III-3
Potential Areas for
Development Rights Retirement and
Open Space Designation



III. OPEN SPACE ELEMENT

Open Space Functions

Protection of Significant Environmental Resources

Much of the designated open space within Calabasas contains an abundance and variety of sensitive vegetative and wildlife habitats and linkages. It also represents a scenic resource of great value and importance to the quality of life of area residents and enhances the visual experience of visitors to the area.

Protection of Public Health and Safety

Hillside areas within Calabasas are potentially unstable platforms for development and are also susceptible to wildfire. Thus, the General Plan includes policies and criteria to provide a margin of safety and protection against slope failure and wildfire. The application of these criteria will minimize the extent of hillside development and potentially increase the amount of land designated as open space. Also, maintaining open space lands in their natural state, and, correspondingly, restricting new development to infill areas and along only the fringes of the City's existing built-up areas, reduces exposure to wildfire.

Managed Production of Resources

Open space for the managed production of resources typically includes areas reserved for mineral extraction or agricultural production. There are no areas within Calabasas that have been determined to either contain significant mineral resources, as defined by the Surface Mining and Reclamation Act, or that would be appropriate for mineral extraction if significant resources are found at some future date. In addition, although some areas within Calabasas are used for grazing, the preservation of lands for production of resources does not appear to be warranted in light of other substantial concerns such as environmental protection and public health and safety.

Public Recreation

These open space areas include public parks managed by the City of Calabasas and Los Angeles County, as well as active recreation areas owned and managed by the National Park Service as part of the Santa Monica Mountains National Recreation Area. It is the intent of the City to preserve existing recreational areas and expand the amount of land devoted to public recreation to meet a performance standard of 3.0 acres of active local recreational land per 1,000 residents.



III. OPEN SPACE ELEMENT

- III-4** Partner with adjacent jurisdictions to retire development rights for key properties in and around the City.
- III-5** Limit and direct landform modification within areas designated as open space areas to preserve ridgelines and other significant landforms.
- III-6** Limit road access into areas designated as open space in order to protect environmental resources and preserve the visual character of designated open space lands.
- III-7** Require that development within and adjacent to designated open space areas be screened with native or transitional landscaping in order to minimize the prominence of the development and emphasize natural features.
- III-8** Improve public access to designated open space areas in a way that protects environmental resources, but increases the ability of the public to enjoy and benefit from the open space.
- III-9** Establish coordinated management of open space functions at the City.
- III-10** Ensure that deed restrictions on, and conveyances of, designated open space are properly recorded so that ownership and land management responsibilities are clear.

III.B Hillside Management

Objective

Maintain and/or restore significant natural systems and resources associated with hillside environments, including but not limited to, primary ridgelines, sensitive vegetation and wildlife habitats, special geologic features, natural drainage swales and canyons, and steep slopes exceeding 20%.

General Plan Approach

The natural hillside areas within Calabasas are significant visual and biological resources as well as a key factor in the City's unique setting and community character. Remaining hillside and canyon areas encompass the majority of the remaining oak woodlands and riparian areas and form much of the basis of Calabasas' natural beauty.



III. OPEN SPACE ELEMENT

Hillside settings offer a variety of amenities such as reduced densities, a more rural character, significant views of valleys and hills, proximity to large natural open space areas, and privacy. If development is improperly planned, the very amenities that people seek as precious attributes of hillside living can be altered or destroyed. In addition, the cumulative effects of improper hillside development can include alteration of sensitive biological habitats and habitat linkages, erosion and degradation of water quality, increased downstream runoff and flooding problems, slope failures, fire hazards, high utility costs, and lack of safe access for emergency vehicles.

Proper planning of hillside areas is also required for safety reasons. Generally speaking, hillsides are unstable landforms. Consequently, development on hillsides increases the likelihood of soil erosion, silting of lower slopes, slope failure, and flooding. In addition, despite the best efforts of geologists and civil engineers, manmade slopes created by development within hillside areas can be subject to slope failure.

Overall, the preferred option for undeveloped hillside lands is to maintain them in their natural condition. However, as a means of balancing the desire and need for preserving hillside areas with a recognition of property rights, the General Plan defines those areas that, because of their environmental significance, require varying degrees of protection, and also provides for areas where development and varying degrees of landform modification may occur.

A key concept of the Calabasas General Plan is to define permitted land use intensities within remaining open hillside areas on the General Plan land use map in a manner that is consistent with Calabasas' vision. The basic development intensities of the land use map in the Land Use Element aim to maximize the amount of hillside area left in a natural state.

Policies

- III-11 Maintain the existing visual character of hillsides, recognizing both the visual importance of hillsides from public view areas and the importance of providing panoramic views from hillsides.
- III-12 Minimize the alteration of existing landforms and maintain the natural topographic characteristics of hillside areas, allowing only the minimal disruption required to recognize basic property rights.
- III-13 Protect the natural character of hillside areas through land sculpturing (contour grading) that blends graded slopes and terraces with the natural topography.



III. OPEN SPACE ELEMENT

- III-14** Preserve all significant ridgelines and other significant topographic features such as canyons, knolls, rock outcroppings, and riparian woodlands. Significant ridgelines are shown on **Figure III-4**. Exceptions may be granted to accommodate General Plan designated trails, viewpoints, and fuel modification measures needed for the protection of public health and safety.
- III-15** Preserve natural drainage courses and provide drainage in a more natural appearing condition rather than with standard concrete box drainage channels.
- III-16** Avoid mass graded "mega-pads" for development. Smaller steps or grade changes shall be used over single large slope banks.
- III-17** Protect graded areas from wind and water erosion through slope stabilization methods (i.e., planting, walls, or netting). Interim erosion control plans shall also be required.
- III-18** Prohibit new development, except for trails, on slopes of 50% or greater, unless either development is required for safety reasons or allowing such development would be more protective of ridgelines or other hillside resources.



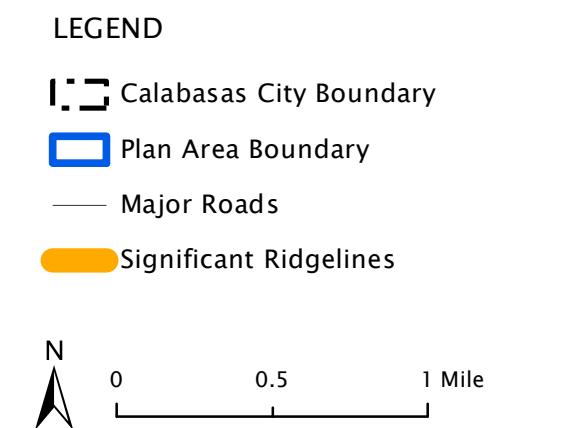
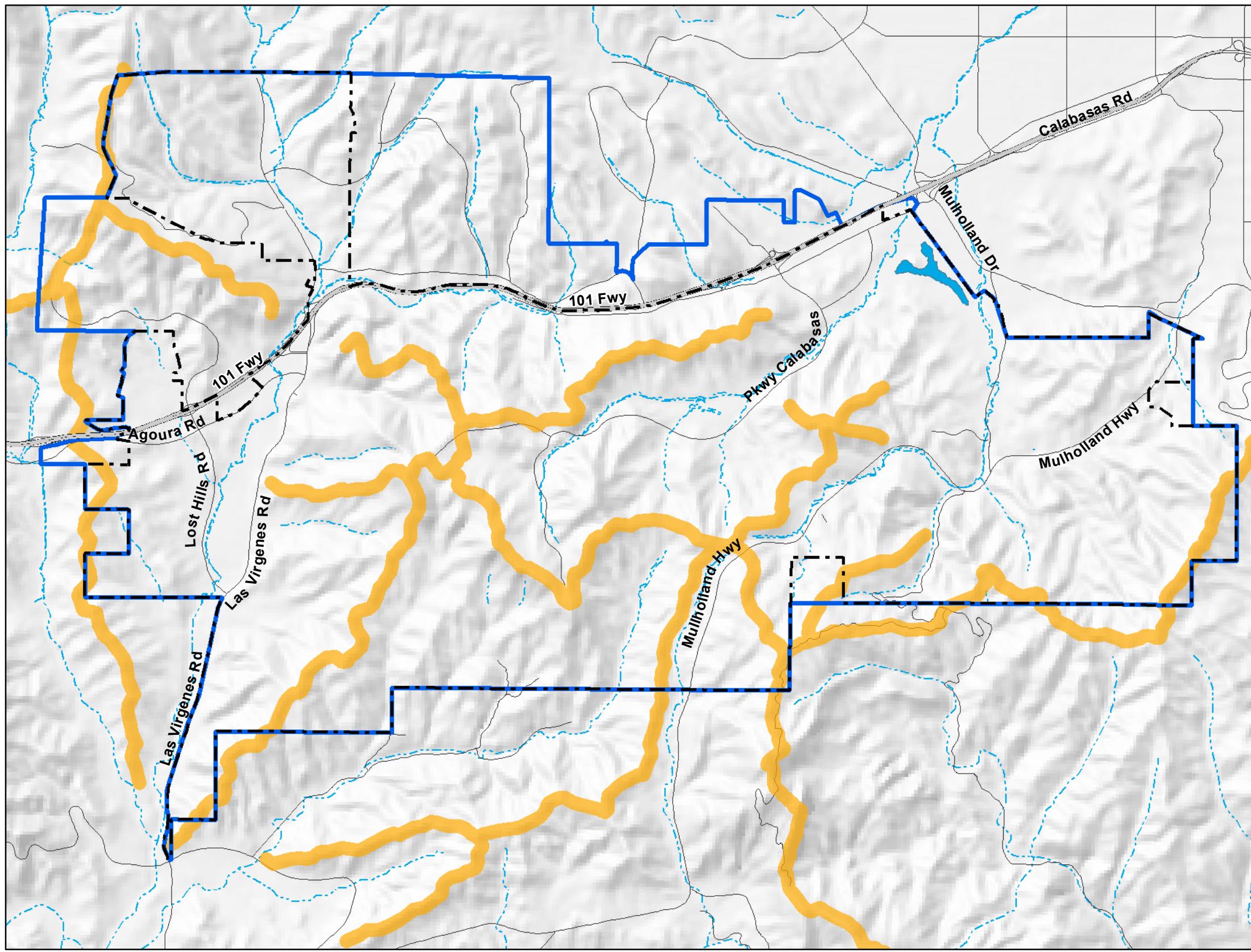


Figure III-4
Significant Ridgelines in Calabasas



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2030 General Plan



IV – Conservation Element



CITY *of* CALABASAS **2030 General Plan**



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CITY *of* CALABASAS

CITY of CALABASAS

2030 General Plan

IV. CONSERVATION ELEMENT

Calabasas recognizes its role as steward of all lands within its jurisdiction, as well as its responsibility to promote and participate in solutions to the global environmental concerns. The City will continue to take an active role in the management of its natural resources for the benefit of present and future residents.

The general goals of the Conservation Element are to:

- *Preserve significant environmental features within Calabasas and provide for their wise management.*
- *Minimize the consumption of natural resources needed to support life in Calabasas and ensure the wise use of those resources.*

Open space and hillside management issues are covered in the Open Space Element (Chapter III). Issues covered in this Conservation Element include:

- *Biotic Resources*
- *Mineral Resources*
- *Soil Conservation and Preservation*
- *Air Quality*
- *Water Resources*
- *Energy Resources*
- *Solid Waste Management*

IV.A Biotic Resources

Objective

Preserve critical biotic resources and enhance habitat value and biotic resource diversity within the Calabasas area.



I V. CONSERVATION ELEMENT

General Plan Approach

Calabasas is home to large expanses of open land, natural hillsides, natural stream channels, wildlife, and panoramic views. It is a high priority of the City to protect and, where feasible, enhance the biological productivity and quality of vegetative and wildlife habitats in Calabasas. Thus, the City will continue to take a proactive approach to the management of biological resources, focusing on promoting the continued existence and enhancement of habitats that support native flora and fauna.

It is the City's intent to preserve large self-sustaining habitat management areas within Calabasas. To that end, the City will continue to facilitate, where possible, public acquisition of lands and open space easements within significant resource areas, while recognizing the existence of private property rights. Calabasas will also continue to work with federal, state, and private entities involved in the protection of the Santa Monica Mountains to establish multi-species habitat conservation programs within the National Recreation Area. Such conservation programs may include acquisition of land and development rights within the National Recreation Area for habitat preservation.

Figure IV-1 illustrates identified ecological areas, linkages, and wildlife movement corridors in Calabasas, while **Figure IV-2** illustrates the locations of potentially sensitive biological resource areas within and proximate to Calabasas. The General Plan establishes a number of policies and requirements for maximizing the preservation of the habitat areas to the maximum extent feasible while allowing property owners to maintain basic property rights. Programs include development clustering, development rights purchase programs, and financial participation by new development to support these programs.

Sensitive species are specific organisms that have regionally declining populations such that they may become extinct if declining population trends continue.

Policies

- IV-1** Maintain an up-to-date inventory and map of sensitive, threatened, and endangered flora and fauna within Calabasas, as well as sensitive biological habitat areas and habitat linkages.



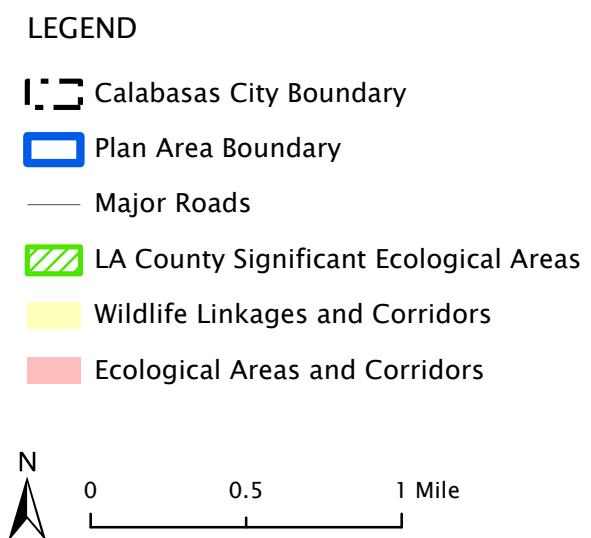
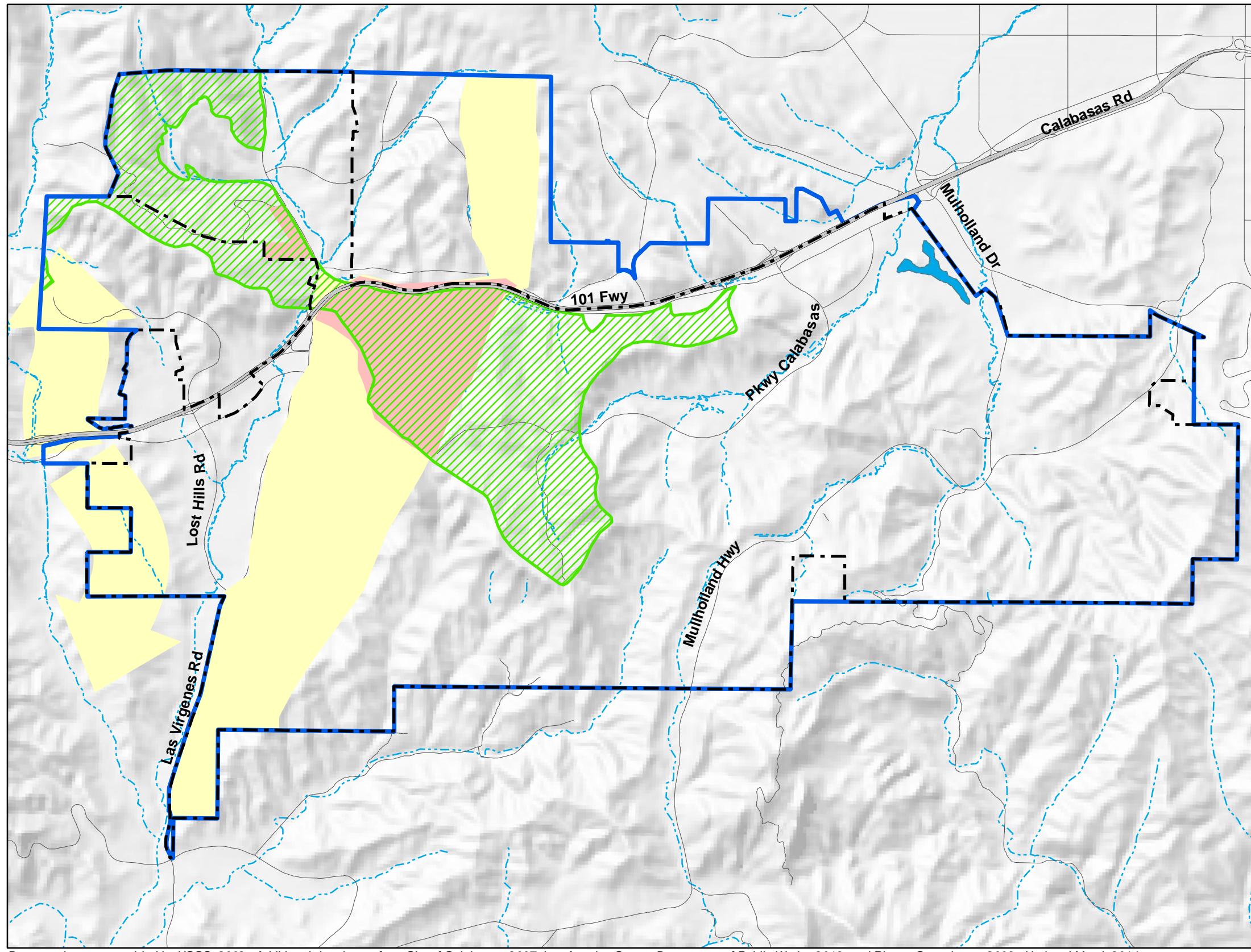
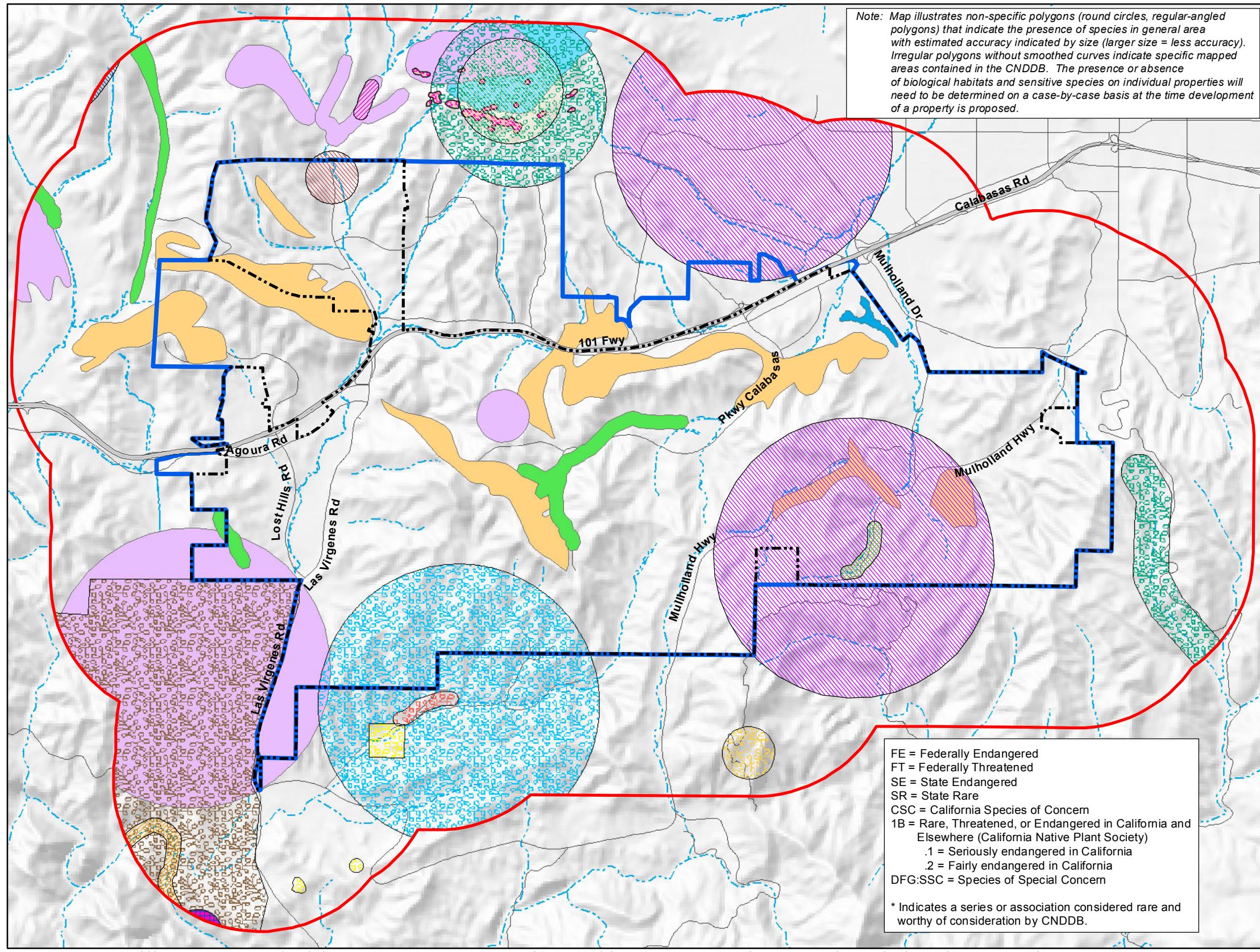


Figure IV-1
Significant Ecological Areas,
Linkages, and Corridors





LEGEND

Calabasas City Boundary
Plan Area Boundary
Major Roads
One-Mile Buffer
Riparian Corridor

Animals

- California red-legged frog
- Gertsch's socalchemmis spider
- Arroyo chub
- Burrowing owl
- Coast (San Diego) horned lizard
- Coastal California gnatcatcher
- Golden eagle

Plants

- Braunton's milk-vetch
- Malibu baccharis
- Plummer's mariposa-lily
- San Fernando Valley spineflower
- Santa Susana tarplant
- Marcescent dudleya
- Round-leaved filaree
- Slender mariposa-lily

Habitats

- California Walnut Woodland
- Southern Coast Live Oak Riparian Forest
- Valley Needlegrass Grassland
- Valley Oak Woodland

N 0 0.5 1 Mile

Figure IV-2
Sensitive Biological Resources
In and Around Calabasas



IV. CONSERVATION ELEMENT

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

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

- IV-3** Require new developments on properties that include sensitive biotic habitats to cluster development in the least sensitive portions of the property and preserve and/or restore the most sensitive resources without creating urban development patterns in rural areas.
- IV-4** As feasible and without creating public safety concerns, restore riparian corridors to a natural or quasi-natural condition.
- IV-5** Maintain buffers between natural riparian areas and development in order to avoid disturbance of riparian habitat and wildlife movement.
- IV-6** Require separation of construction activities from sensitive biological resources through the use of buffers, setbacks, and temporary protective fencing.
- IV-7** Regulate construction activities to eliminate potentially destructive practices that adversely affect environmentally sensitive areas.
- IV-8** Maintain strategic alliances with federal and state agencies involved in the Santa Monica Mountains National Recreation Area to ensure the ongoing management of areas that are preserved because of their biological significance.

IV.B Urban Forestry

Objective

Create and sustain an urban forest that enhances the quality of life within Calabasas.



IV. CONSERVATION ELEMENT

General Plan Approach

An urban forest is the sum total of all vegetation growing in an urban area. The quality of landscaping and the existence of an urban forest within a community helps determine the overall visual character of the built environment. Restoration and maintenance of the urban forest requires the development and implementation of an urban forestry management program.

The benefits of urban trees are numerous. Trees beautify the City, and give the streets their character. They protect the quality of scenic corridors by screening unsightly features and reinforcing the natural character of such areas. Trees strengthen the visual quality of the streetscape, providing the basic structure around which all activity occurs. Thematic planting programs unify a neighborhood, providing a sense of identity.

Even in the most urban environment, trees increase contact with nature, presenting birds and sights that vary over the seasons. Trees mitigate the effects of air pollution, urban "heat island" effect, and solar heat reflection. Finally, trees enhance and protect values within the community. All of the benefits described above are goals that the City will achieve through implementation of an urban forestry program.

Calabasas has adopted an Oak Tree Ordinance that requires reforestation, registration, and preservation of all healthy oak trees, unless reasonable and conforming use of a property justifies the removal, transplanting, altering, and/or encroachment into the oak tree's protected zone. The Ordinance also requires establishment of an Oak Habitat Preservation Program to provide for reforestation and replacement of woodlands, public acquisition of woodlands, and public education regarding habitat preservation. Continued enforcement of the Oak Tree Ordinance will be a key component of the maintenance and enhancement of the urban forest in Calabasas.

The City has also adopted an Urban Forestry Strategic Plan to create and maintain an urban forest that enhances the quality of life in Calabasas. The plan's objectives include visual quality enhancement, resource protection, and pollution abatement. This plan will also continue to be an important component of the City's program to enhance the urban forest.

Policies

IV-9 Continue to enforce the City's Oak Tree Ordinance.



IV. CONSERVATION ELEMENT

- IV-10** Preserve existing mature trees, unless they are detrimental to public health and safety.
- IV-11** Promote the planting of additional trees in urban locations. Plantings should include replacement of trees that are, or have been, removed and new trees in locations where none are currently present.
- IV-12** Provide adequate resources to maintain the urban forest in a safe and healthy manner.
- IV-13** Expand the inventory of City street trees.

IV.C Air Quality

Objectives

- ❖ Achieve and maintain air quality levels that meet or exceed Federal and State standards by achieving consistency of General Plan policies and subsequent new development projects with the South Coast Air Quality Management Plan (AQMP) and the air quality provisions of the Regional Transportation Plan (RTP) prepared by the Southern California Association of Governments (SCAG).
- ❖ Reduce greenhouse gas emissions to 1990 levels as stipulated in the California Global Warming Solutions Act (AB 32).

General Plan Approach

Good air quality is important for the health of those who work and live in Calabasas, and for the visual beauty of the area. Calabasas is located at the northwestern boundary of the South Coast Air Basin, and is a route for air exchange between the coastal and inland valley areas. The ocean breezes create relatively good air quality conditions in Calabasas compared to much of the Basin. However, air pollution produced by activities in Calabasas is carried downwind to other parts of the Basin. Therefore, the City has an obligation, as well as a desire, to reduce local air pollutant emissions and contribute to the improvement of regional air quality. In addition to the direct health threats posed by many air pollutants, certain pollutants are considered greenhouse gases that, when emitted into the atmosphere, contribute to global climate change. Greenhouse gases include carbon dioxide (CO₂), methane, and nitrous oxide, all of which are generated in part by human activity. Thus, actions taken by the City to reduce air pollution in the



IV. CONSERVATION ELEMENT

Calabasas area will also help reduce the City's contribution to global climate change. This is consistent with AB 32, which calls for a greenhouse gas emissions cap for 2020 that would reduce such emissions to 1990 levels (essentially a 25% reduction below 2005 emission levels).

Automobiles are the primary sources of air pollution in Calabasas. Secondary sources include individual facilities such as residences and commercial establishments and equipment on construction sites. The potential adverse health effects from air pollution can be significant, both in the short term during smog alerts, and in the long term from prolonged exposure to pollutants.

AB 32 mandates annual reporting of greenhouse gas emissions from greenhouse gas sources and sets emission limits to cut the California's greenhouse gas emissions to 1990 levels by 2020.

While the majority of the populace can overcome short periods of poor air quality, selected segments of the population are more vulnerable. Specifically, young children, the elderly, and people with existing health problems are most susceptible to respiratory complications. These segments of the population tend to congregate in land uses that are thereby designated sensitive receptors, including schools (particularly pre-schools and nursery schools), hospitals, and senior housing. Sensitive receptors in Calabasas include the Motion Picture and Television Fund facility, the Silverado Senior Living community, and local schools. The City places special emphasis on protecting these sensitive receptors from unacceptable concentrations of air pollutants.

To address air quality issues in southern California, the South Coast Air Quality Management District has developed an Air Quality Management Plan (AQMP). The policies in this Air Quality section of the Conservation Element reflect Calabasas' intent to implement the provisions of this regional plan at the local level.

Policies in the AQMP address air pollution generated directly from individual facilities, such as sulfur oxide emitted from industrial facilities, through a permitting process and onsite control measures. Calabasas will also work to reduce the amount of air pollution indirectly generated by facilities, such as the emissions generated by a remotely located power plant as a result of electricity use at a facility within the City, by promoting energy conservation.

Emissions from existing transportation activities pose a more complex problem, as they are related to development patterns and lifestyle choices made by local residents.



IV. CONSERVATION ELEMENT

Sprawling development and the widespread use of single occupant vehicles have been major reasons for the air pollution problems in the South Coast Air Basin. The cities and communities within the greater Los Angeles area have largely been laid out in a manner that is dependent on the automobile, linked together with an extensive street and freeway system dedicated primarily to the private automobile.

Reliance on the private automobile can be reduced through innovative transportation control measures and transportation demand management programs, as well as communitywide public awareness and governmental leadership to promote alternatives to the private automobile. Reducing dependency on the use of single occupant automobiles, both now and in the future, will reduce the overall number of vehicle trips and will have a positive effect on the regional air emission burden.

Emissions from new development, including construction emissions and the emissions from vehicle trips generated by the development, are addressed through the project review process. For any proposed development that entails more than the "basic land use intensity" described in **Table II-1** of the Land Use Element, the City will require specific emission reductions for new development as compared to "unmitigated" emissions. Such emission reductions can be achieved through implementation of a variety of possible control measures for different project types, including energy conservation measures, alternative energy measures, and trip reduction measures. Development proponents are allowed to select the specific control measures that are most appropriate to their project.

Policies

- IV-14** Minimize reliance on single occupant vehicle travel and reduce the number of vehicles on City streets during peak travel hours by maintaining transportation demand management programs in commercial and business park developments consistent with the South Coast Air Quality Management Plan.
- IV-15** Minimize the need for vehicular travel through incorporation of transit and other transportation alternatives such as walking and bicycling into the design of new commercial, office, and business park developments.
- IV-16** Consistent with the City's Bicycle Master Plan, promote a system of bicycle routes within Calabasas that provide recreational opportunities and represent viable routes for travel between home and school or work.



IV. CONSERVATION ELEMENT

- IV-17** Ensure that construction activity within Calabasas complies with applicable South Coast Air Quality Management District rules and policies.
- IV-18** Minimize emissions of air pollutants, including greenhouse gases, generated by electricity and natural gas consumption through implementation of the energy conservation policies listed in subchapter IV.F and the solid waste recycling policies listed in subchapter IV.G.
- IV-19** Reduce per capita emissions of greenhouse gases by at least 25% from 2005 levels as stipulated in AB 32.
- IV-20** Require applicants for projects containing sensitive receptors (such as residences, schools, day care centers, and medical facilities) on sites within 500 feet of the Ventura Freeway to demonstrate that health risks relating to diesel particulates would not exceed SCAQMD health risk standards prior to project approval.

IV.D Water Resources

Objectives

- ❖ Minimize water consumption by existing and new development through an emphasis on drought-tolerant planting techniques, use of water-efficient plumbing, and water reclamation.
- ❖ Limit development in Calabasas to levels that are within the service capabilities of the Las Virgenes Municipal Water District (LVMWD).
- ❖ Meet National Pollution Discharge Elimination System (NPDES) water quality standards for runoff from developed areas.
- ❖ Maintain water quality within natural drainage courses in order to avoid adverse effects upon resource dependent recreation as well as the biological carrying capacity of the riparian areas associated with the drainage courses.

General Plan Approach

Calabasas recognizes the critical nature of water resources relative to regional growth in southern California. Water service in the City is provided by the Las



IV. CONSERVATION ELEMENT

Virgenes Municipal Water District (LVMWD), which purchases imported water from Metropolitan Water District of Southern California, a water wholesaler. Calabasas has no local source of drinking water. However, the LVMWD uses recycled water, recovered from the wastewater treatment process at the Tapia Water Reclamation Facility, for irrigation of public landscaping such as highway medians, golf courses, and school grounds.

Reducing the City's dependence on imported water through the use of water conservation measures increases the chances of recovery in the event of drought or other emergency and saves money and energy associated with transporting water. Water conservation methods apply to all new developments, including proposals to intensify or remodel existing office, business park, retail, or multi-family developments. The City's water conservation performance objectives and LVMWD requirements for strict water conservation include: water conserving fixture design and installation; ultra-low flow toilets; hot water circulation systems; use of drought tolerant plantings and efficient irrigation systems and techniques; and maximum use of recycled water during and after construction.

Landscaping on residential and commercial properties is subject to City review consistent with the City's Water Efficient Landscape Ordinance. Commercial properties requiring service are subject to LVMWD review of plumbing plans prior to approval, and onsite inspections once constructed to ensure proper compliance. The LVMWD reviews residential proposals for adequate fire sprinkler flows and proper meter sizing. Conservation measures will continue to be implemented to achieve the City's objective of minimizing the per capita rate of water consumption within Calabasas.

Another challenge involving water resources in Calabasas is the maintenance of good water quality through stormwater management. Surface water bodies in Calabasas and associated floodplains are shown on **Figure IV-3**.

The City addresses water quality concerns by ensuring that designs for pollutant management are part of the overall planning and approval processes for new development proposals. As a "co-permittee" under the Federal Clean Water Act (National Pollutant Discharge Elimination System – NPDES), the City has adopted the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP) and has updated the SUSMP in accordance with regional requirements issued by the Los Angeles Regional Water Quality Control Board. The City will continue to fulfill its water quality responsibilities as a co-permittee under the NPDES program by requiring the use of best management practices (BMPs) on new development and redevelopment. Calabasas will



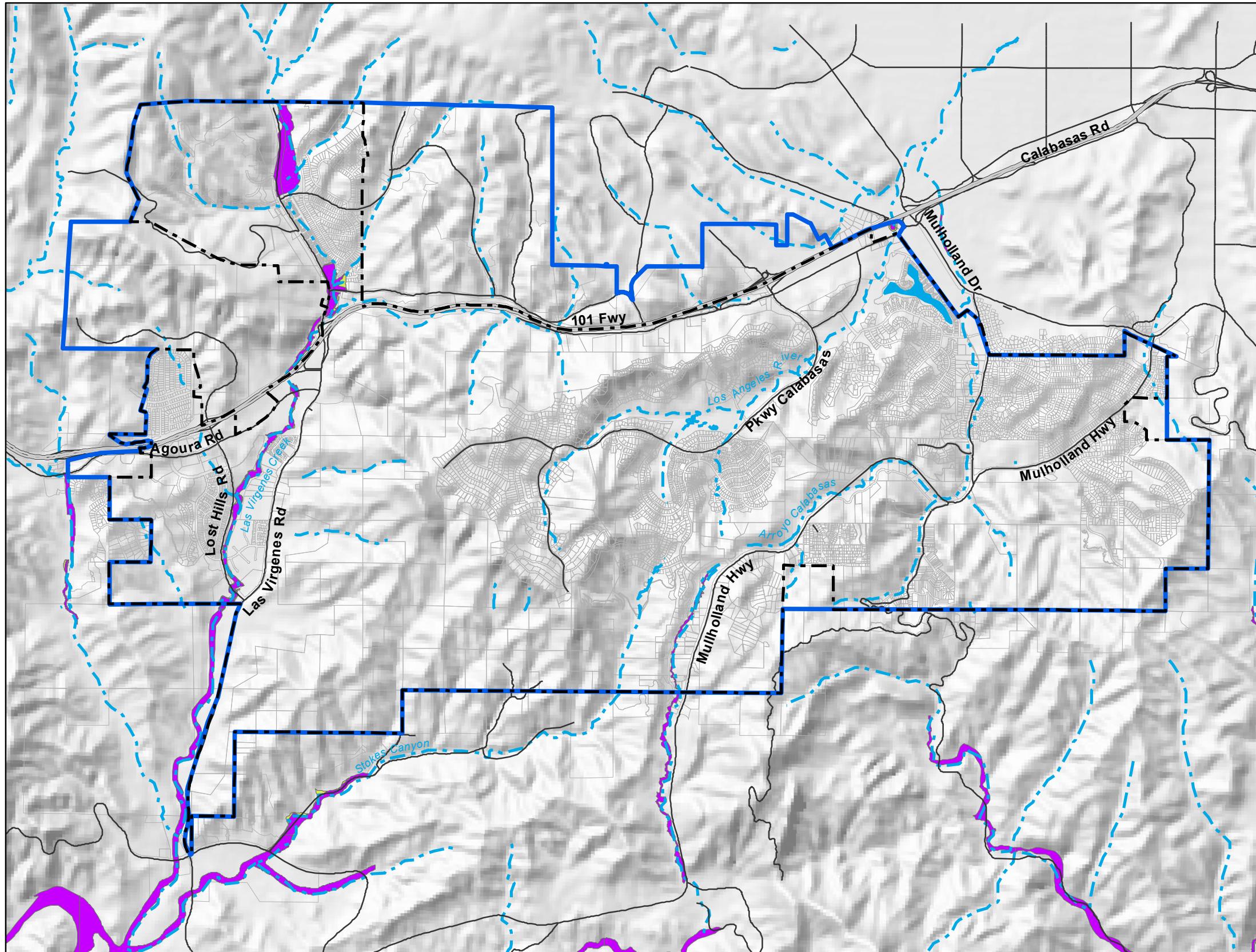
IV. CONSERVATION ELEMENT

also continue to monitor emerging technologies and techniques of minimizing water quality impacts from municipal runoff, and to require the implementation of new BMPs as they are devised.

Policies

- IV-21** Coordinate land development review with the Las Virgenes Municipal Water District to ensure that adequate water supplies are available to support any new development.
- IV-22** Ensure that new buildings are designed to minimize domestic water use based on the requirements of the City's Green Building Ordinance and consider establishing incentives to achieve greater water use efficiencies than are required by the Ordinance.
- IV-23** Promote the use of drought-tolerant plants and efficient landscape irrigation design in existing developed areas and as part of new public and private development approvals.
- IV-24** Where reclaimed water service is or can be made available, promote the use of dual water systems on new development to facilitate the use of reclaimed wastewater for landscape irrigation.
- IV-25** Protect natural drainage courses within Calabasas and maintain appropriate setbacks from riparian habitats.
- IV-26** Continue undertaking the activities necessary to fulfill the City's responsibilities as a co-permittee under the Federal Clean Water Act, including implementation of the Los Angeles County Standard Urban Stormwater Mitigation Plan. Continue to monitor emerging technologies and techniques for minimizing water quality impacts from municipal runoff, and update the SUSMP as new Best Management Practices are established.
- IV-27** Require runoff mitigation plans as part of the application and development review process that illustrate the Best Management Practices (BMPs) to be employed to prevent pollutants from running off the project site into area waterways. BMPs may include, but are not limited to, the use of biofiltration techniques and/or provision of subsurface filtering.





Basemap imagery provided by USGS, 2002. Additional data layers from: Federal Emergency Management Agency Q3 Flood Data, May 1996, FIRM Panel No. 060749000A, Rincon Consultants, Inc., 2008, and City of Calabasas, 2007. Updated March 2014.

Figure IV-3
Drainages and Floodways
in Calabasas



IV. CONSERVATION ELEMENT

- IV-28 Continue to require the use of BMPs during site grading and construction to control temporary erosion and offsite deposition of soils.
- IV-29 Continue to promote the reduction of waterborne pollutants and sedimentation from existing uses through public education, erosion control, and implementation of Best Management Practices.

IV.E Soil Conservation and Preservation

Objective

Avoid potentially significant impacts relating to soil erosion through the application of appropriate soil management techniques.

General Plan Approach

Grading and construction associated with development projects can cause soil erosion, including removal of topsoil, and can create large amounts of dust. The City will continue to require developers to implement water erosion control plans in accordance with National Pollutant Discharge Elimination System (NPDES) requirements and dust control plans in accordance with South Coast Air Quality Management District (SCAQMD) requirements.

Grading can also result in significant changes to site topography, which can in turn result in long-term topsoil loss. In addition, unbalanced grading can create the need for transport of soils on or offsite. Consequently, to the maximum extent practical, alteration of natural landforms should be minimized and grading should be balanced onsite.

Policies

- IV-30 Require the use of best management practices for soil erosion control as part of any grading activity or natural landform alteration. Additionally, require erosion control measures prior to grading operations commencement.
- IV-31 Promote balanced onsite grading operations to eliminate the need for transporting soils on or offsite. In addition, promote phased grading operations instead of mass grading. The extent of clearing and grubbing



IV. CONSERVATION ELEMENT

operations, as well as the area being graded at any particular point in time, should be limited to the minimum necessary.

- IV-32** Regulate construction activities to eliminate potentially destructive practices that remove topsoil or place soils in areas intended to be preserved in open space, as well as practices such as dumping of construction wastes in unauthorized areas, washing out concrete trucks and spreading lime-laden water.

IV.F Energy Resources

Objective

Minimize per capita consumption of non-renewable energy resources within Calabasas through promotion of efficient land use patterns, reductions in vehicle miles traveled, incorporation of best management practices for energy conservation into new and existing development, and increased use of alternative sources of energy.

General Plan Approach

Reducing the amount of non-renewable energy consumed by Calabasas residents and businesses will reduce air pollution and greenhouse gas emissions, and will allow many users to save money over time through reduced utility costs. Opportunities for the City to promote energy conservation are available at the community/neighborhood, site, and building design scales (see the box on the following page).

Energy can be saved by incorporating passive heating and cooling measures such as south facing windows that allow heat from the sun in, so that active measures such as a natural gas-powered furnace are not necessary. Energy consumption through indirect uses can often be reduced through careful planning, such as reviewing landscape plans to ensure that the design requires minimal water and fuel to maintain the landscape. The City of Calabasas will continue to promote such energy conservation measures.

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is a nationally accepted benchmark for the design, construction and operation of high performance green buildings. Though largely focused on energy efficiency, LEED promotes a whole-building approach to sustainability that also considers sustainable site development, water savings, materials selection and indoor environmental quality.



IV. CONSERVATION ELEMENT

Energy Conservation Opportunities

Community/Neighborhood Design: The City can reduce the consumption of gasoline and diesel fuel in vehicles by improving pedestrian and bicycle circulation within Calabasas, and promoting mixed use development where residents can live near where they work and shop, thus reducing the need for, and distance of, vehicle trips.

Site Design: Site design affects energy consumption in several ways. Structure orientation and placement partly determine the effectiveness of passive heating and cooling design measures at the building scale. Structure orientation affects the amount of solar gain and the effectiveness of solar shading devices (e.g. shade trees near building facades, permanent awnings, and solar shade screens). Site design can influence the natural ventilation and shading during the cooling season, and the use of south facing facades for passive solar heating systems. Site design can also have an effect on indirect energy uses, such as water use for irrigation.

Building Design: The energy used to operate a building can be categorized into direct and indirect uses. Space conditioning (heating and cooling) and appliance operation are the most direct energy uses. Water supply, waste water treatment, and solid waste disposal consume energy indirectly. Use of energy efficient or alternative energy technologies as well as technologies that minimize water use and waste generation can substantially reduce overall energy consumption.

The City has embraced the LEED system and will continue to do so in the future. The City's Green Building Ordinance requires new non-residential structures of between 500 and 5,000 square feet to achieve a LEED "Certified" rating and requires buildings of over 5,000 square feet to achieve at least a "Silver" rating. In addition, the Calabasas Civic Center is the first municipal complex of its kind in the United States to achieve Gold LEED certification from the U.S. Green Building Council.



IV. CONSERVATION ELEMENT

Policies

IV-33 Continue to implement the City's Green Building Ordinance to achieve energy efficiency and consider establishing incentives to achieve energy efficiencies higher than those required by the Ordinance.

IV-34 Promote community/neighborhood designs that minimize energy use. For example:

- *Identify and implement programs to facilitate safe and pleasant pedestrian circulation.*
- *Establish and maintain a communitywide system of bicycle lanes and coordinate the development of a regional bicycle system with neighboring jurisdictions.*
- *Promote the development of fueling facilities for alternative fuel vehicles.*
- *Promote development and redevelopment of mixed use designs that allow residents to live near where they work and shop.*

IV-35 Promote site designs that minimize energy use. For example:

- *Develop building groups or clusters with plazas or open areas that promote exterior accessibility and enjoyment within a protected environment.*
- *Construct internal circulation roadways at the minimum widths necessary for safe circulation to minimize solar reflection and heat radiation.*
- *Where possible, locate reflective surfaces on the north and east side of buildings to minimize potential heat gain and reflection to adjacent buildings.*
- *Use light-colored pavement to reduce the urban "heat island" effect.*
- *Orient the maximum amount of non-reflective glass possible toward the south to maximize solar access.*
- *Incorporate the use of broad, deciduous trees in landscaping plans, especially near buildings and in and around large expanses of parking lots or other paved areas.*

IV-36 Promote building designs that minimize energy use. For example:

- *Use appropriate building shapes and locations to promote maximum feasible solar access to individual units.*



IV. CONSERVATION ELEMENT

- *Design individual buildings to maximize natural internal lighting through the use of court wells, interior patio areas, and building architecture.*
- *Promote light colored roofs to reduce the urban heat island effect, unless a passive heating system is incorporated with a darker roof.*
- *Use canopies and overhangs to shade windows during summer months while allowing for reflection of direct sunlight during winter months.*
- *Install windows and vents in commercial and industrial buildings to provide the opportunity for natural ventilation.*
- *Incorporate deciduous vines on walls, trellises and canopies to shade south and west facing walls to cool them in summer months.*

- IV-37** Promote the incorporation of feasible energy conservation measures into existing and new developments and structures. Feasible measures may include, but are not limited to, the use of evaporative cooling systems and the incorporation of solar panels.
- IV-38** Minimize the amount of energy consumed by City operations by taking a leadership role in the application of new technologies, and work toward incorporating technologies such as fuel cells, solar energy, and co-generation into new development and expansion of City facilities. Where appropriate, cooperate with Southern California Edison, The Gas Company, and the South Coast Air Quality Management District to set up energy conservation demonstration projects, and to serve as a laboratory for testing new energy conservation techniques.
- IV-39** Promote the use of alternative energy sources such as solar energy, co-generation, and non-fossil fuels. Ways in which alternative energy can be promoted include, but are not limited to, incorporation of solar panels on structures and provision of fueling stations for alternative fuel vehicles.
- IV-40** Support State and Federal legislation that would, in an appropriate manner, make progress toward eliminating wasteful energy consumption.



I V. CONSERVATION ELEMENT

IV.G Solid Waste Management

Objective

Minimize the amount of solid waste generated within Calabasas and maximize participation in source reduction, recycling, and composting activities.

General Plan Approach

As in most cities, there is great potential to reduce solid waste generation within Calabasas. Recycling and composting help divert waste from landfilling, and often result in cost savings. Calabasas has met the State goals of Assembly Bill (939), which requires 50% solid waste diversion. New regulations are currently being reviewed that would increase the diversion rate to 75% by 2020. The City will continue to make efforts to achieve diversion goals.

The Calabasas Sanitary Landfill is expected to close during the lifetime of the General Plan. Calabasas realizes the urgency of the situation and plans on making arrangements to ensure that waste disposal needs are met. In response, the City promotes solid waste reduction through 35 diversion programs aimed at reducing the amounts of solid waste going to landfills. Major programs include residential and commercial site pickup, government source reduction, greenwaste reduction, electronic disposal, recycling, economic incentives, and educational programs.

Policies

IV-41 Continue to meet or exceed state requirements for the diversion of solid waste from landfills.

IV-42 Adhere to the following hierarchy of integrated solid waste management options:

- *Recognize source reduction as the waste management option of choice.*
- *Exhaust source reduction, recycling, and composting possibilities before resorting to landfilling of solid wastes.*

IV-43 To reduce the volume and toxicity of products and packaging, encourage the purchase of products and packaging that: (1) are recyclable and/or are made with recyclable materials; (2) use minimal packaging; and (3) have reduced toxicity.



IV. CONSERVATION ELEMENT

IV-44 To change patterns of consumption that produce unnecessary waste generation, encourage the following:

- *Replacement of disposable materials and products with reusable materials and products*
- *Reduction of yard waste through backyard composting and low maintenance landscaping*
- *Purchase of products with longer life spans, and products that are easily repairable*
- *Recycling of construction wastes*
- *Purchase of products that reduce energy consumption*

IV-45 Ensure that adequate landfill capacity is available to meet the City's future solid waste disposal needs.

IV.H Mineral Resources

Objective

Manage mineral resources, if any, within Calabasas in a manner that emphasizes the significance and sensitivity of the local natural environment rather than the conservation and development of identified mineral resources.

General Plan Approach

The primary mineral resource found in southern California is construction aggregate. The City of Calabasas lies mainly on sedimentary rock, which is typically not associated with aggregate resources. A 1994 report by the California Geological Survey designated areas in the western portion of Calabasas as Mineral Resource Zone (MRZ) 1, indicating that no significant mineral deposits are present. The California Surface Mining and Reclamation Act (SMARA) of 1975 does not require local governments to protect land designated as MRZ 1.

The remainder of the City is designated MRZ 3, indicating that the significance of mineral resources could not be evaluated from available data. The City is responsible for recognizing lands designated as MRZ 3 and, if significant aggregate resources are ultimately found, State policy favors conservation and development of those resources. However, the City is permitted to adopt plans that discourage development of mineral



CITY OF CALABASAS
2030 GENERAL PLAN

I V. CONSERVATION ELEMENT

resources, subject to the approval of the State Mining and Geology Board, if existing land uses or sensitive environmental conditions preclude safe, environmentally sound mineral extraction.

Policy

- IV-46** Continue to prohibit the establishment of mineral extraction operations that could result in significant biological, traffic, air quality, visual, hillside preservation, or quality of life impacts.



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2030 General Plan**



V – 2043-202; Housing Element

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2030 General Plan

V-2021-2029 HOUSING ELEMENT

OCTOBER 2021

**CITY OF CALABASAS
COMMUNITY DEVELOPMENT DEPARTMENT
100 CIVIC CENTER WAY
CALABASAS, CA 91302**



City of Calabasas 2030 General Plan

Chapter V. Housing Element

TABLE OF CONTENTS

A.	Introduction	V-1
B.	Residential Sites Analysis.....	V-7
C.	Housing Conservation and Maintenance.....	V-27
D.	Variety of Housing Sites.....	V-32
E.	Development of Affordable Housing.....	V-37
F.	Removal of Governmental Constraints.....	V-42
G.	Equal Housing Opportunities.....	V-46

LIST OF TABLES

V-1	Residential Projects with Entitlements	V-8
V-2	Vacant Residential Sites.....	V-9
V-3	Multi-family and Mixed-Use Housing Opportunity Sites.....	V-11
V-4	Comparison of Sites Inventory with RHNA	V-24
V-5	Housing Programs Summary.....	V-50
V-6	Summary of Quantified Objectives.....	V-55

LIST OF FIGURES

V-1	Housing Inventory Sites Map	V-12
-----	-----------------------------------	------

Appendices

- C1. Glossary
- C2. Affirmatively Furthering Fair Housing (AFFH)
- C3. Residential Sites Inventory
- C4. Affordable Housing Overlay Feasibility Analysis
- C5. CoStar Office Submarket Report
- C6. Public Participation
- C7. Housing Element Background Report

V. HOUSING ELEMENT 2021-2029 UPDATE

V.A Introduction

State housing element statutes (Government Code Sections 65580–65589.8) mandate that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law recognizes that in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, State housing policy rests largely upon the effective implementation of local General Plans and in particular, local Housing Elements. Housing element statutes also require the State Department of Housing and Community Development (HCD) to review local housing elements for compliance with State law.

California's Housing Element law requires that each city and county develop local housing programs to meet its "fair share" of existing and future housing needs for all income groups. The Southern California Association of Governments (SCAG) is responsible for developing and assigning these regional needs, or "RHNA", to Southern California jurisdictions. Pursuant to the RHNA planning period and consistent with State Law, the Calabasas Housing Element is an eight-year plan extending from 2021–2029.

Calabasas' Housing Element identifies strategies and programs that focus on: 1) conserving and improving existing housing; 2) providing adequate housing sites; 3) assisting in the provision of affordable housing; 4) removing governmental constraints to housing development; and 5) promoting fair and equal housing opportunities.



CITY OF CALABASAS
2030 GENERAL PLAN

V. HOUSING ELEMENT 2021-2029 UPDATE

Public Participation

The City of Calabasas solicited input from the public throughout the Housing Element update process. As required by State law, all economic segments of the community were provided an opportunity to review and comment on the Housing Element. As part of the development of the Housing Element, which also requires revisions to the Safety Element, the City implemented the following public outreach program.

Public Outreach & COVID-19

Much of the Housing Element update process occurred during the COVID-19 pandemic. Restrictions on public gatherings prevented the City from holding traditional public workshops. Instead, the city utilized online engagement tools, including a community survey, virtual community workshops and stakeholder meetings, and online documents to provide opportunities for the community to share their feedback.

Housing Element Website

A City website specifically for the Housing Element update was established to provide: 1) an overview of the Housing Element process; 2) FAQs; 3) allow for citizen input on potential housing sites and for providing other comments to the City; and 4) to announce future events (i.e., workshops, survey). In addition, presentations from public outreach meetings were available for viewing, and documents related to the Housing Element were linked to the website, including the results of the Housing Element and Senior Needs surveys. This is the webpage link:

[2021-2029 Housing Element Update | City of Calabasas, CA](#)

Public Study Sessions

The City's Housing Element update process was initiated with the Calabasas Planning Commission "Housing Element 101" teleconference study session on July 16, 2020, which informed the Commission members and the Calabasas community of the proposed update of the Element. In addition to the information provided by the City team, a representative of the State Department of Housing and Community Development (HCD) presented information on the new Housing Element sites requirements, and responded to questions.

A second public study session was held before the Planning Commission on October 15, 2020 to discuss the results of the online survey (see page V-4) and input received at the Community Workshop (discussed below). The Commission provided staff with direction on potential Housing Element sites, and requested staff return to a future meeting to



V. HOUSING ELEMENT 2021-2029 UPDATE

finalize the housing sites inventory based on feedback from the community and Commissioners.

A third public study session was held before the Planning Commission on February 4, 2021. Staff presented the Commission with two options ("A" and "B") of housing inventories that incorporated different strategies to address the RHNA, and the Commission unanimously stated a preference for Option A, which employed a strategy focused on infill and redevelopment.

On March 18, 2021, the City Council conducted a study session to review feedback from the Planning Commission and the general community, and to provide direction to staff on finalizing the Housing Element sites inventory.

Public Workshop

On September 30, 2020, City Community Development Department staff conducted a virtual community workshop to solicit public input on the Housing Element update. Sixteen members of the public participated in the workshop, and provided feedback via on-line polling, question and answers, and voting on 28 potential sites. The following summarizes input received at the workshop.



- Housing for Calabasas' workforce was identified as the community's most important housing need, followed by housing for seniors and housing for families with children.
- There was strong support to address the RHNA through intensification of uses along Calabasas Road/East Village, followed by transitioning office and business park uses in the Las Virgenes/Mureau Road area and the Agoura Road/West Village corridor.
- The following potential housing sites received the greatest number of votes:
 - Old Town office buildings (*included in sites inventory*)
 - Parking lot next to City Hall (*included in sites inventory*)
 - Office buildings next to Post Office
 - Old golf course driving range on Calabasas Road
 - 3 office buildings on Calabasas Road (*included in sites inventory*)
- The office building on Mureau Road (already zoned Mixed Use) was a new site suggested by a member of the public, which was added to the Housing Element sites inventory.



V. HOUSING ELEMENT 2021-2029 UPDATE

The community workshop is available for viewing on the Calabasas Housing Element website under the “Get Involved” tab. A summary of feedback received at the workshop is included in Appendix C6.

Public Noticing

Notices for the study sessions and community workshop were posted on the City website and project webpage, on the City’s social media accounts, and a press release included in the City’s e-newsletter. Direct invitation letters and emails were sent to local housing service providers and stakeholders. Announcements regarding the community workshop were made at City Council and Planning Commission meetings, and a postcard was mailed to every household in the City, reaching all economic segments and special needs populations in the community.

The City received the State Department of Housing and Community Development’s (HCD) written comments on the draft Housing Element on September 3, 2021, and the City made revisions to the Element in response to the State’s comments. The revised Element was made available to the public through posting the Element on the City’s website beginning on September 20th, providing the public an opportunity to comment prior to the City Council meeting on September 28th, and three weeks prior to the City Council’s meeting to consider readoption on October 13th. The City has received five comment letters on the Draft Element (included in Appendix C6), and has considered and, as deemed appropriate, addressed these comments in the Element.

Housing Element Surveys

Another component of the outreach effort was the Housing Needs Survey, posted on the City’s website from August 24 – September 30, 2020. A total of 913 completed surveys were received.¹ The following summarizes some of the primary input received from the housing needs survey, with the complete survey results included in Appendix C6.

- The following were identified as the top three housing priorities (out of 6):
 - Housing concentrated within existing developed areas and/or cluster/compact housing in order to preserve surrounding open space
 - Encouraging the maintenance and rehabilitation of older housing stock
 - Creating mixed-use (commercial/office and residential) projects in the community that encourage walkable neighborhoods and reduce dependency on automobiles

¹ The response level of the survey provides a 99% confidence level the results fall within a 5% margin of error to apply to the entire Calabasas population.



V. HOUSING ELEMENT 2021-2029 UPDATE

- The following were identified as the top three housing development strategies (out of 7):
 - Redevelop over time the office and business park uses in the **Agoura Rd/ Las Virgenes** corridor to a mix of office, retail and residential uses
 - Redevelop over time office/business park uses in the **Las Virgenes/ Mureau** area to a mix of office, retail and multi-family residential uses
 - Redevelop and intensify existing uses along **Calabasas Road/ East Village** to create a mix of office, retail, and residential uses
- The following were common write-in comments on strategies to create more housing opportunities:
 - Don't build on open space areas - keep as much open space as possible
 - Annex Craftsman Corner and explore as an option for affordable housing
 - We need more senior housing
 - Agoura Road/Las Virgenes corridor has strong potential for development

In order to solicit input from one of Calabasas' most vulnerable populations – senior citizens – the City conducted a Senior Housing Needs survey. This survey was distributed in the following ways:

- Posted on the Housing Element Update webpage and City main page
- Emailed the survey link to the Savvy Seniors
- Emailed the survey link to members signed up for the Senior Center updates
- Hard copies distributed to senior housing complexes and Calabasas Village Mobile Estates

A total of 324 senior citizen residents completed the Senior Housing Needs Survey. Highlights of the survey responses include:

- 73% of respondents visit the Senior Center and/or receive the City's E-News
- 59% did not think adequate information was provided about housing programs for seniors such as senior housing, rental assistance, and help with housing maintenance
- On scale of 1-5 (5 being highest), senior housing near medical facilities and shopping in Calabasas received an average score of 3.87, followed by additional affordable senior housing (3.35).
- 25% of respondents would like information on how to provide an ADU on their property

Relationship to Other General Plan Elements

The Calabasas 2030 General Plan is comprised of the following eleven elements: Land Use; Circulation; Housing; Conservation; Open Space; Parks and Recreation; Noise; Safety; Community and Economic Design; Cultural Resources; and Communications,



CITY OF CALABASAS
2030 GENERAL PLAN

V. HOUSING ELEMENT 2021-2029 UPDATE

Technology and Infrastructure. The City's 2008–2014 Housing Element was developed in conjunction with the 2030 General Plan and, as such, was entirely consistent with the policies and proposals set forth by the Plan. The subsequent 2014 – 2021 Housing Element update was likewise prepared and adopted so as to be entirely consistent with the policies and proposals set forth by the other ten elements of the 2030 General Plan. The current 2021–2029 Housing Element update maintains this internal General Plan consistency. Whenever any element of the General Plan is amended in the future, the Housing Element will be reviewed and modified, if necessary, to ensure continued consistency among General Plan elements.

Resources for Program Implementation

Calabasas has one primary funding source available for implementation of Housing Element programs – the Affordable Housing Fund, generated from inclusionary housing in-lieu fee and commercial affordable housing impact fee revenues. The Housing Element recommends allocation of the current \$1.65 million Affordable Housing Fund balance towards Affordable New Construction and the Home Repair/ADU Assistance Program. Other funding resources include Community Development Block Grant, which funds the Single-Family Rehabilitation Program, and General Fund monies, which fund the Rental Assistance Program. In addition, the City will continue to generate modest levels of inclusionary in-lieu and commercial affordable housing impact fee revenues which will further support affordable production and preservation activities.



V. HOUSING ELEMENT 2021-2029 UPDATE

V.B Residential Sites Analysis

California Housing Element law requires that each jurisdiction develop local housing programs to meet their “fair share” of existing and future housing needs for all income groups. This “fair share” allocation concept seeks to ensure that each jurisdiction accepts responsibility for the housing needs of not only its resident population, but also for the jurisdiction’s projected share of regional housing growth across all income categories. Regional growth needs are defined as the number of units needed to accommodate forecasted household growth, as well as units needed to compensate for anticipated demolitions and changes to achieve an “ideal” vacancy rate.

In the Southern California region, the agency responsible for assigning these regional housing needs to each jurisdiction is the Southern California Association of Governments (SCAG). The regional growth allocation process begins with the State Department of Finance’s projection of Statewide housing demand, which is then apportioned by the State Department of Housing and Community Development (HCD) among each of the State’s official regions. For the 6th cycle Housing Element planning period of 2021–2029, SCAG was allocated a total housing need for 1.34 million new housing units.

SCAG has determined the projected housing needs throughout its region for the 6th cycle Housing Elements, and has allocated this housing need to each jurisdiction by income category. This Regional Housing Needs Assessment (RHNA) represents the minimum number of new housing units each community must plan for by providing “adequate sites” through general plan and zoning. An important component of the Housing Element is the identification of adequate sites for future housing development to address the City’s RHNA. Calabasas’ 2021–2029 RHNA allocation is 354 total units, distributed among the following income groups: 66 extremely low income; 66 very low income; 71 low income; 70 moderate income; and 81 above moderate-income units.

The City plans to fulfill its share of regional housing needs using a combination of the following methods:

- Residential projects with development entitlements;
- Vacant single-family residential sites;
- Multi-family residential and mixed-use opportunity sites; and
- Accessory dwelling units.

Calabasas’ residential sites capacity from the above sources provides for approximately 1,200 additional units, including sites suitable for development of 318 lower income



CITY OF CALABASAS
2030 GENERAL PLAN

V. HOUSING ELEMENT 2021-2029 UPDATE

(which includes both very low income and low income), 17 moderate income and 865 above moderate-income units, reviewed in detail in the following narrative. A parcel-specific site inventory and site maps are included in Appendix C3.

Projects with Entitlements

Calabasas currently has one residential project with development entitlements that will contribute towards addressing its future RHNA needs during the 6th cycle Housing Element as presented in **Table V-1**.

Table V-1 Residential Projects with Entitlements (Occupancy post June 30, 2021)			
Project Name	Total Units	Very Low Income	Market Rate
Calabasas Creekside Apartments (Raznick)	42	5	37

Source: Calabasas Community Development Department, 2021.

Calabasas Creekside Apartments

(previously “Raznick Mixed Use”) involved rezoning a 1.92-acre Commercial Office (CO) site to Commercial Mixed Use (CMU) to allow for replacement of an existing 2-story office building with 42 residential units (age restricted for residents 55 years old or greater), surface level parking and indoor/outdoor common space. The applicant received a height concession and density bonus for providing five (10%) very low-income units. The project also includes a 1,590 square-foot commercial/retail building along Park Sorrento.



Vacant Single-Family Residential Sites

The City’s 2030 General Plan included a parcel-specific inventory of all vacant residential land in Calabasas. The inventory is hereby updated for the 2021–2029 Housing Element. The land survey documents a total of 112.3 vacant residential acres



V. HOUSING ELEMENT 2021-2029 UPDATE

designated for single-family residential use, summarized in **Table V-2**, with parcel specific details provided in the Appendix.

Table V-2 Vacant Single-Family Residential Sites			
Zoning Category	Density	Acreage	Unit Potential
Hillside Mountainous (HM)	1 unit/40 acres	65.4 acres	18
Rural Residential (RR)	1 unit/10 acres	42.1 acres	10
Residential Single-Family (RS)	6 units/acre	4.8 acres	16
Total		112.3 acres	44 units

Notes:

1. For single-family residential zoned areas (HM, RS, and RR zones), estimated build-out is based on one dwelling per existing legal lot.
2. Vacant lots zoned Rural Community (RC) have not been included in the sites inventory as most are undevelopable due to a variety of significant site constraints, and thus realistic unit potential is minimal.

Although the majority of the vacant acreage in Calabasas is in the Hillside/ Mountainous (HM) district, only relatively few numbers of units can be developed in HM areas due to severe physical constraints, lack of roads and sanitary sewers, and safety issues. Other vacant single-family land is limited to areas designated Rural Residential (RR), also subject to significant development constraints related to topography and access. Less than five acres of vacant, unconstrained Residential Single-Family (RS) land remains in Calabasas, supporting densities up to 6 units/acre. In total, approximately 44 new single-family housing units can be developed on sites that have not already received land use entitlements.

Multi-family Residential and Mixed-Use Opportunity Sites

The Calabasas 2030 General Plan identified the following three distinct areas as appropriate for long-term transition to relatively high intensity, pedestrian-oriented environments with an integrated mix of commercial and residential uses:

- **West Village** – The Agoura Road corridor is currently dominated by office and business park uses. The Land Use Plan's vision is to transition the corridor to a mix of office, retail, and residential uses that creates a village ambiance and strong “sense of place.” Approximately 80 acres are designated for mixed use in the West Village area.



V. HOUSING ELEMENT 2021-2029 UPDATE

- **East Village** – The approximately 80-acre mixed use area along both sides of Calabasas Road provides an opportunity for redevelopment and intensification of existing uses to create a mix of office, retail, and residential uses to complement the uses in Old Town Calabasas and to provide the impetus for creating a pedestrian-oriented "city center" and gathering place.
- **Las Virgenes/Mureau Road** – City Hall, including the City library, vacated its original Business Park location when the new Calabasas Civic Center and Library opened in 2008. The General Plan envisions the 28 acres of existing office/business park uses in this area transitioning to an integrated mix of office, retail, and multi-family residential uses.

Each of these areas are designated commercial mixed-use (CMU) in the 2030 General Plan, allowing for residential densities up to 20 units/acre, in addition a specified floor area ratio for the non-residential component. The CMU zone requires all projects to include a residential component that constitutes at least 20 percent of the overall floor area, with CMU 1.0 requiring a minimum 50 percent residential. Two sites previously developed with commercial uses were rezoned from Commercial Office to Commercial Mixed Use – the prior Calabasas Inn site which was developed with the 80-unit Avanti project, and most recently, an office building on Park Sorrento, which was approved and entitled for redevelopment as a 42-unit project (Calabasas Creekside Apartments).

For purposes of identifying properties suitable for intensification during the 6th cycle Housing Element, City staff conducted a land use survey of parcels in the commercial mixed-use (CMU) and residential multi-family (RM) zoning districts. Parcels were identified based on the following criteria: 1) significant underutilization of permitted density or floor area (FAR); 2) existing use approximately 30+ years old, surface parking lot, or vacant site; 3) low building to land value ratio; 4) developer and/or property owner interest. The City developed an inventory of potential mixed use and multi-family sites in the fall of 2020, and continued to refine this inventory based on input from the community, Planning Commission and City Council.

As summarized in Table V-3 and depicted in the Sites Map which follows, twelve sites totaling approximately 84 acres of RM and CMU designated parcels met the City's sites criteria and were identified as suitable for development within the 2021–2029 planning period. These include a balance of CMU sites in the East Village, West Village, and Las Virgenes/Mureau Road areas, as well as three RM sites, and one CMU site in Craftsman Corner to be annexed into the City. Each of these sites is described in the narrative which follows, with parcel specific site inventories and maps included in the Appendix to the Element.



V. HOUSING ELEMENT 2021-2029 UPDATE

Table V-3 Multi-family and Mixed-Use Housing Opportunity Sites					
Site No.	Site Description	Acres	Existing Zoning	Affordable Housing Overlay	Net Unit Potential
1	Raznick Office Building ¹	1.93	CMU .95	No	42
2	Rancho Pet Kennel	6.84	RM (12)	No	60
3	Private Parking Lot ²	1.96	CMU .95	Yes	78
4	Old Town Vacant Site ²	0.96	CMU 1.0	Yes	48
5	Las Virgenes Shopping Center ²	0.88	CMU .60	Yes	36
6	Church ²	2.47	RM (16)	Yes	99
7	Downtown Offices ²	1.34	CMU .95	Yes	54
8	Avalon Apartments	30.5	RM (16)	No	71
9	Agoura Road Offices	2.78	CMU .60	Yes	111
10	Mureau Road Offices	1.59	CMU .60	Yes	64
11	Commons Shopping Center	25.0	CMU .95	Yes	202
12	Craftsman Corner	9.8	CMU .95	No	196
Total Opportunity Sites		84.12			1,019

¹ Site has an approved project and already accounted for under Table V-1, and therefore not included in the total acreage or unit count in this Table.

² Vacant sites included in two consecutive previous planning periods (4th and 5th cycle inventories) or underutilized site identified in the 5th cycle sites inventory, and identified in 6th cycle to address a portion of lower income housing needs. Consistent with State law (Gov. Code Section 65583.2(c)), and per Housing Element Policy V-11, the City will allow developments that include at least 20 percent affordable units by-right.

Affordable Housing Overlay (AHO) Sites

Based on past performance, the average rate of production for affordable housing in Calabasas is approximately 10% of new development, resulting from requirements under the City's inclusionary housing ordinance. At a rate of 10%, the City would need to develop a housing inventory with enough feasible sites to accommodate approximately 3,000 new residential units, which would yield the 300 affordable units needed to meet the City's RHNA allocation for very low-, low- and moderate-income households.

In order to increase the production of affordable housing, and reduce the total need for additional residential units, Calabasas intends to adopt an Affordable Housing Overlay (AHO) zone in conjunction with the 6th cycle Housing Element. The overlay would layer



CITY OF CALABASAS
2030 GENERAL PLAN

V. HOUSING ELEMENT 2021-2029 UPDATE

Figure V-1

Housing Inventory Site Map



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CITY of CALABASAS

V. HOUSING ELEMENT 2021-2029 UPDATE

on top of the base zoning regulations, leaving in place the option to develop under the base zoning, but providing the opportunity to develop to a greater intensity in exchange for providing a given percentage of affordable units without the requirement for a General Plan amendment or zone change.

The City has identified eight sites for designation with an Affordable Housing Overlay: seven with a mixed-use base zone, and one with a base zone of RM-16. The City contracted with an economic consultant to confirm the affordability requirements in the Overlay are adequately offset by the added density to ensure development projects are financially feasible (refer to Appendix D for the complete economic feasibility analysis). Based on the analysis, the AHO would allow for 20 – 40 units/ acre on designated sites in exchange for inclusion of the following amounts of affordable units:

- Rental projects: 25% lower income units (min. ¼ very low income)
- Ownership projects: 25% moderate income units

In addition, the Housing Overlay will include an option for affordable senior housing, allowing for densities of 20 – 50 units per acre for projects with 100% lower income units.

The AHO modifies certain development standards to accommodate the higher densities (refer to Table 27 in Appendix C7), including:

- Increased densities
- Increased height limits
- Increased floor area ratios
- Reduced project-specific open space standards

Realistic Capacity

For purposes of identifying unit capacities on the AHO sites, seven of the sites are assumed to develop at the 40 unit/acre density, with one site assumed to develop with senior housing at the permitted 50 units/acre. As with any other residentially zoned property, property owners utilizing the affordable housing overlay are also eligible for further density increases and incentives available under State density bonus law, including reduced parking requirements.

There are several factors which support the assumption that sites will develop under the AHO and be developed at the upper end of the density range:



V. HOUSING ELEMENT 2021-2029 UPDATE

- The AHO Feasibility analysis tested development feasibility under the base RM zone at 24 units/acre with a 5% very low income inclusionary requirement compared to 3 rental scenarios under the AHO: 1) 35 units/acre with 25% affordability requirement (50% very low, 50% low); 2) 40 units/acre with 30% affordability requirement (50% very low, 50% low); and 3) 40 units/acre with 25% affordability requirement (25% very low, 75% low). The results of the analysis show that only under scenario #3 is the return on cost preferable to the base scenario, in addition to generating 50% greater net operating income. So, in other words, it is more financially advantageous to a developer to build to a 40 unit/acre density than 35 units/acre under the AHO, or to 24 units/acre under the City's inclusionary ordinance.
- The AHO Feasibility Analysis also tested development feasibility for a 100% affordable senior project at 50 units/acre. As described under Program #14 (Affordable Housing Development Assistance), the City is committing to allocate \$1 million in Affordable Housing Funds towards development of an affordable senior project. Incorporating this level of subsidy into the senior housing pro forma results in the project being feasible under 9% Low Income Housing Tax Credits. Furthermore, the 100% affordable Canyon Creek senior apartments which received Tax Credits and \$1 million in City subsidies are developed at a density of 75 units/acre, supporting the 50 unit/acre density assumption, with higher densities available utilizing State density bonus law.



Canyon Creek Apartments

- The AHO has been structured to incentivize its use over the base zoning designation. Projects proposed under the AHO will be subject only to Site Plan review by the Planning Commission, providing greater certainty to the entitlement process. Objective development standards including reduced open space and parking, and allowance for increased building heights and FARs will enable achievement of densities at the top end of the density range. The sites schematics included in Appendix C reflect the AHO development standards and achievement of maximum densities on a prototypical two-acre site.
- Development trends in nearby San Fernando Valley communities over the past several years indicate that developers are building multi-family projects at densities in excess of 40 units per acre. The San Fernando Valley Multi-family Projects Table in Appendix C provides a summary of multi-family projects built



V. HOUSING ELEMENT 2021-2029 UPDATE

in the last several years in nearby communities. These projects have an average density of 95 units per acre. This analysis supports the assumption that development at higher densities is both feasible and preferable for residential developers.

Housing Opportunity Site Descriptions

- **Site 2** is a 6.6-acre site partially developed with the Rancho Pet Kennel. While the northern portion of the site is hilly, a sizable flat area of approximately 4 acres is readily buildable, and the property owner has been in recent discussions with the City about development. The existing kennel facility consists of an 800 square-foot main house over 60 years in age, and a series of peripheral structures which house the dogs and serve as storage. County Assessor records indicate the value of site improvements comprise just one percent of the property's total assessed value, further indicating the existing uses are economically obsolete. In terms of potential environmental constraints, because the site is located within 500 feet of a freeway, the General Plan will require a health risk analysis to demonstrate residents would not be exposed to health risks exceeding SCAQMD standards. In addition, the General Plan will require mitigation to achieve acceptable interior noise levels, and depending on the layout of the project, may also require mitigation for exterior noise.
- **Site 3** is a 1.96-acre parcel adjacent to Calabasas City Hall and currently improved as a private surface parking lot. The parking lot provides overflow parking spaces for City Hall employees, Senior Center visitors, and employees in the office buildings across the street. The General Plan designates the site for mixed use, and the property owner is very interested in developing the site with housing and hosted a Community Development Forum to solicit public input prior to submittal of a formal application. The site is located in the heart of the City's downtown and, with the lone improvement being a parking lot, would require only minor demolition and development preparation. Additionally, the existing parking offered by this site would need to only be partially replaced upon redevelopment because it serves as overflow only.
- **Site 4** is a vacant, one-acre parcel located on the north side of Calabasas Road on the eastern edge of Old Town Calabasas, and was included in the City's 4th and 5th cycle Housing Elements. The site is flat and well situated to



V. HOUSING ELEMENT 2021-2029 UPDATE

infill development, located less than $\frac{1}{4}$ mile to transit and shopping, including a grocery store. The General Plan designates the site as Mixed Use 1.0, providing residential uses at densities of 20 units per acre, as well as accommodating commercial uses at a combined intensity up to 1.0 FAR. The Mixed Use 1.0 designation requires residential uses to constitute a minimum 50% of the overall project floor area.

- **Site 5** is an underutilized commercial property comprised of two adjacent parcels under common ownership totaling 39,300 square–feet. The main parcel, abutting Las Virgenes Road, is 28,700 square–feet and is developed with a 12,100 square–foot commercial building (shopping center) and a portion of the associated parking lot. The second parcel is 10,625 square feet and houses the remainder of the parking lot for the shopping center. The existing building is currently occupied by a variety of commercial uses such as small restaurants, a laundromat, a liquor store, a beauty supply, and a vacant store front. The building dates from 1965, is in poor physical condition, and fails to meet current building codes. Additionally, the current zoning designation of CMU permits a floor area ratio (FAR) of 0.6, compared to the existing developed FAR of just 0.4.
- **Site 6** consists of a single, 2.5-acre parcel located at 4235 Las Virgenes Road. Roughly one-third (0.95 acres) of the property is currently developed with the Calabasas Presbyterian Church and adjacent parking lot. To the rear of the church building on 0.25 acres are three prefabricated, temporary buildings dating from 1991 and totaling 7,650 square–feet and a 400 square–foot shed constructed in 1963. The remaining 1.3 acres behind the church and temporary buildings is undeveloped. The site is zoned RM-16 and allows for a site coverage of 55%. With an existing FAR of 0.1 and site coverage of just 8.8%, this site is significantly underutilized. Additionally, the four structures are functionally obsolete and the City does not anticipate that the buildings have a much longer functional life span. City Planning staff fielded an inquiry regarding development of multi–family residences on the undeveloped portion of this site, and City staff is currently in discussions with Church leadership about their interest in affordable housing on the underutilized site. Given the small size of the church relative to the entire site, combined with the shared parking arrangements permissible under AB 1851,² the site could readily accommodate

² Per AB 1851, the City would allow a 50% reduction in religious use parking spaces to accommodate affordable housing, and would allow the number of religious use parking spaces available after completion of an affordable housing project to count towards the housing project's parking requirements.



V. HOUSING ELEMENT 2021-2029 UPDATE

housing with the Church remaining in place. As documented in *Making Housing Happen: Faith-Based Affordable Housing Models*,³ there is a growing trend of congregations providing affordable housing to serve those in need. Considering the age of the buildings and how greatly underutilized this site is, potential for redevelopment or partial redevelopment is high.

- **Site 7** is a 1.3-acre site located in the East Village mixed use area developed with a 53,000 square-foot, two-story office building. The building is 35+ years in age, does not comply with current building codes and is considered sub-standard when compared to the existing office buildings across the street and elsewhere in the area. This site occupies the center portion of the East Village where, as stated in the 2030 General Plan, opportunities for more of a pedestrian-focused downtown environment are unmet. Planning staff has fielded inquiries from developers interested in purchasing this and adjacent parcels and redeveloping the properties in compliance with the General Plan policies and the CMU 0.95 zoning.
- **Site 8** is a 30.5-acre site located just north of the intersection at Las Virgenes Road and Lost Hills Road, developed with a 600-unit apartment complex. The apartment complex is made up of 23 two-story residential buildings, indoor and outdoor amenities, surface level parking with covered (simple carports) and uncovered spaces. The surface parking lot represents underutilized areas of the site that can accommodate at least 71 new multi-family residential units. One scenario would be to add six new 12-unit, two-story structures to be placed among and between the existing buildings, with the current access drives and surface level parking reconfigured to accommodate. Assuming six units per level, the necessary building footprint would not likely exceed 12,000 sq ft., or approximately 72,000 sq.ft. of total area, comprising less than two acres of the entire 30-acre complex. The property owner has expressed strong and continued interest in developing the underutilized portions of this site. Once the site's zoning has been adjusted to RM 24 in conjunction with the Housing Element adoption, development consistent with the RM 24 zoning designation would be subject only to Site Plan review before the Planning Commission, and would not be subject to voter referendum.

³ Shook, J. (2012). *Making Housing Happen: Faith-Based Affordable Housing Models* (2nd ed). Wipf and Stock Publishers.



V. HOUSING ELEMENT 2021-2029 UPDATE

- **Site 9** consists of office buildings located at 25620 and 25640 Agoura Road. 26520 Agoura Road is developed with a 14,440 square-foot two-story office building and surface parking on a 1.47-acre lot. With an existing FAR of 0.22 the site is significantly underutilized. 26540 Agoura Road is developed with a 30,444 square-foot office building and surface parking on a 1.3-acre lot. The one and two-story office buildings were constructed in 1978 and do not meet current building codes or ADA access requirements. Both properties are located in the West Village area of the 2030 General Plan, in which the vision is to transition the corridor to a mix of office, retail, and residential uses that creates a village ambiance and strong “sense of place.”
- **Site 10** is a 1.59-acre site developed with a 47,184 square-foot office building and surface level parking. The site is surrounded by larger two- and three-story office buildings totaling more than 340,000 square feet of office space within a 500-foot radius. With vacancy rates for office buildings on the rise in 2021, the City anticipates that redevelopment of medium sized office buildings such as this is very likely.

Site 11 is a 25-acre property made up of 6 parcels and is developed with the Commons Shopping Center. The 220,000 square-foot shopping center includes a mix of high-end retail, dining, entertainment, surface parking and public spaces. While the shopping center remains very popular, it was constructed in 1998 and is in need of updating. The property owner has met with the City multiple times to discuss their interest in accomplishing major updates and renovations to include new multi-family residential units consistent with the mixed-use zoning district of the site. Furthermore, the Commons Shopping Center is the primary destination of the East Village area, and is identified in the 2030 General Plan for “infill” development with high potential for new residential units. With a developed FAR of just 0.20 and a large surface parking lot, the site has plenty of opportunity for “infill” development.



V. HOUSING ELEMENT 2021-2029 UPDATE

The property owner is proposing to develop on only the extreme southwestern portion of the Commons property -- entirely within an area currently developed with commercial uses and surface parking. Three acres of open space is located immediately south of the planned development site, but is not an impediment to the planned development and will not be affected in any way. Also, a high-pressure natural gas line terminates at the far northeastern portion of the overall property, but the gas line is more than 400 feet away from the planned development site and does not present an impediment to the planned multi-family housing development on the subject site.

- **Site 12** consists of three individual properties within the Craftsman's Corner area of the unincorporated territory of Los Angeles County. The City has a completed application with the Los Angeles County Local Agency Formation Commission (LAFCO) to annex the Craftsman's Corner area into the City of Calabasas. Furthermore, in 2020 LAFCO approved an expanded Sphere of Influence (SOI) boundary for the City, so that the City's current SOI now encompasses all of the proposed annexation territory. In anticipation of a successful annexation, the City pre-zoned certain areas for mixed-use development. 5034 Parkway Calabasas is a 4.86-acre property developed with several outdated buildings that include a mix of office and fitness uses. With a low FAR of 0.16 and buildings constructed in 1926, this site has a high likelihood of redevelopment, as confirmed by the property owner who continues to express development interest to City staff. APN 2049-022-040 is a 3.83-acre vacant parcel pre-zoned for mixed-use and can accommodate up to 77 new residential units. 5124 Douglas Fir Road is a 1.12-acre property developed with modular structures and unimproved surface parking. The modular structures were constructed in 1969 and are in poor shape. With an improvement-to-land value ratio of just 0.68, this property is ripe for redevelopment.

Suitability of Nonvacant Sites and Likelihood of Development

Because nonvacant sites comprise more than half of Calabasas' sites inventory, Government Code Section 65583.2(g)(2) requires that the City analyze the extent to which existing uses may constitute an impediment to additional residential development, past experience in converting existing uses to higher density residential development, market trends and conditions, and regulatory or other incentives to encourage redevelopment. Table V-4 documents residential development trends in Calabasas and provides examples of redevelopment of existing uses, as well as the strong demand for residential development in the area.



CITY OF CALABASAS
2030 GENERAL PLAN

V. HOUSING ELEMENT 2021-2029 UPDATE

Non-vacant sites were selected for inclusion in the sites inventory based on several factors supporting redevelopment, including: 1) significant underutilization of permitted density or floor area; 2) existing use greater than 30+ years old; 3) surface parking lot use; 4) low building to land value ratio; and 5) property owner or developer interest.

The narrative description of each of the Focused Development Sites above provides the required substantial evidence that the existing use on each site does not serve as an impediment to residential development over the next eight years. The City Council Resolution adopting the Housing Element includes the following Finding:

The City Council finds that, as result of obsolescent buildings, design, and market placement, declining uses, low existing floor area ratio, the significant impact of the COVID-19 pandemic and related shifts in the commercial and residential real estate markets and development expectations, and as further evidenced by recent site development inquiries, each as further specified on a site-by-site basis in the 2021–2029 Housing Element Update, that the existing uses on each existing, non-vacant site identified for inclusion within the Affordable Housing Overlay Zone, and thereby zoned to accommodate the City's needed lower income housing needs, are likely to be discontinued during the planning period, and thereby the fact that these sites are not currently vacant is not an impediment to additional residential development during the planning period for the 2021–2029 Housing Element.

Calabasas Development Projects and Trends

Project	Zoning	Acreage	# Units	Built Density	Allowable Density	Prior Use	Affordability	Project Notes
Canyon Creek	CT	1.0	75	75 du/ac	N/A	Vacant	54 very low, 20 low income	Senior
Avanti Calabasas	Rezone from CO to CMU	5.43	80	17.8 du/ac	20 du/ac	Event facility	8 very low income	Height concession
Paxton Calabasas	CL	21.77	78	3.58 du/ac (15.6 du/ac net)	N/A	Vacant	4 very low income	Inclusionary housing requirement
Calabasas Creekside Apartments	Rezone from CO to CMU	1.92	42	22 du/ac	20 du/ac	2 story office building	5 very low income units	Density bonus and height concession
Horizons 55 Condos	CMU	2.78	60	21.5 du/ac	20 du/ac	Vacant	None	Senior
Belmont Senior Living	Comm-PD	4.98	140	28 du/ac	NA	Vacant	None	In Craftsman Corner - developed under County



V. HOUSING ELEMENT 2021-2029 UPDATE

In terms of the likelihood of non-residential development occurring on the Mixed Use sites in the sites inventory, the Zoning Code requires projects in the CMU zone to include at least 20 percent of the floor area for residential use, with the CMU 1.0 zone requiring at least 50 percent residential. In addition, development trends, as evidenced by recent inquiries and approved projects (e.g., Avanti & Raznick), support predominately residential uses in the CMU zones with limited supporting commercial; no predominately commercial projects have been developed in the CMU zone over the past ten years.

The following market trends further support development on non-vacant sites:

Office Conversion Sites: Three of the sites in the inventory are developed with existing older office buildings (sites 7, 9 and 10). A recent CoStar office report of the Calabasas/Westlake Village submarket indicates office vacancies have been on the rise over the past year and are presently at 12%, and vacancy rates are projected to increase to over 13% in 2022 (Refer to Appendix C5 for a copy of the Report). The report indicates the submarket has seen very little in the way of new office inventory during the past decade, and no new space is under construction. (Relatedly, in the City of Calabasas no new office development projects have been entitled in more than ten years, and no new office projects are pending.) And while companies are preparing to re-enter the office as the novel coronavirus COVID-19 pandemic moves into its next phase, office size requirements are decreasing as a result of downsizing and hybrid work schedules. As such, even when tenants do move back into the office, their smaller footprint will result in a higher vacancy rate than before the pandemic, resulting in significant excess office space available for conversion.

The three office sites identified in the inventory total approximately 150,000 square feet, representing just seven percent of the total 2.6 million square feet in office inventory in Calabasas. The market supports the conversion of underutilized office space to residential, as evidenced by redevelopment of the two-story Raznick office building with the 42-unit Calabasas Creekside Apartments, and two recent inquiries received by City staff from developers interested in residential-to-office conversions. The City supports the conversion and/or redevelopment of excess office inventory to residential, and has included a program in the Element to facilitate the repurposing of office space to residential.⁴

⁴ <https://www.archpaper.com/2019/12/los-angeles-defunct-office-buildings-residential-conversions/>
One advantage of reusing a commercial building is the relative openness of its plan. New living areas can be planned and fitted into the office open space, using simple lightweight partition walls. Large open office spaces usually surround a service core. The core contains lifts, plumbing, bathrooms and equipment. Wet



V. HOUSING ELEMENT 2021-2029 UPDATE

Conversion of Surface Parking: Several of the sites may involve development on surface parking lots, and replacement with structured parking to accommodate multi-family or mixed-use development. The Los Angeles region has numerous examples of this trend of utilizing underutilized parking as an opportunity for development of higher density multi-family residential, providing a higher return on investment. The surface parking on Site 5 (Las Virgenes Shopping Center), for example, is valued at less than one percent of the value of the land. And over the longer term, the rise of autonomous vehicles will transform the way people commute, and result in significant reductions in the amount of parking ultimately needed.

Site Size

Per State law, sites smaller than half an acre or larger than 10 acres are not considered adequate to accommodate lower income housing need unless it can be demonstrated that sites of equivalent size were successfully developed during the prior planning period, or other evidence is provided that the site can be developed as lower income housing.

The lower-income sites inventory does not include any sites less than 0.5 acres, though two sites are larger than 10 acres. During the last planning period, the 78-unit Paxton Calabasas was successfully developed on a 22-acre site, including four very low income units required under the City's inclusionary ordinance. In addition, the Housing Element includes Program 8a to facilitate affordable housing development on large sites. The two 10+ acre sites in the Sites Inventory have been reviewed closely to determine appropriate residential development assumptions, as described below.

Site 8 is a 30.5 unit site developed with the 600 unit Avalon Apartment complex. The project's large surface level parking lot provides significant infill potential, as evidenced by the previous engineered site plan that showed capacity to add an additional 161 units to the parcel. The sites inventory assumes less than half this amount, and as detailed in the site description above, the 71 additional units assumed on this parcel would comprise less than two acres of the entire 30-acre complex. Further, as discussed above, after the final approval of the Housing Element and implementing zoning ordinance, a project proposed for this site of up to an additional 71 units, if it met the base density of 24 units per acre and all other applicable requirements, would be

areas such as kitchens, bathrooms and laundry can be located against the core and easily connected to the building services and systems. It is even possible for some office building floors to have part of their outside walls removed and refitted inside the floor slabs, which creates open-space balconies and gardens.



V. HOUSING ELEMENT 2021-2029 UPDATE

processed as a standard land use entitlement, not a legislative action subject to referendum.

Site 11 is a 25-acre site comprised of six parcels and is developed with The Commons shopping center and surface parking. The property owner is proposing to develop on only the extreme southwestern portion of the Commons property. The sites inventory assumes capacity for 202 units on this site based on the property owner's preliminary plans for development, the site's large surface parking lots, low floor area ratio, and demonstrated history by the property owner of combining residential and commercial-retail uses on mixed use sites, such as The Americana at Brand and Palisades Village.

Sites Identified in Previous Housing Elements

Government Code Section 65583.2(c) specifies that a non-vacant site identified in the previous planning period or a vacant site that has been included in two or more previous consecutive planning periods cannot be used to accommodate the lower income RHNA unless the site is subject to a policy in the housing element requiring rezoning within three years of the beginning of the planning period to allow residential use by right for housing developments in which at least 20 percent of the units are affordable to lower income households.

The following sites included in the inventory for lower-income housing were included in previous Housing Element planning periods: Sites 3, 4, 5, 6, 7 (Site 2 – Rancho Pet Kennel – was included in the prior Housing Element, but based on its RM 12 zoning density, has not been identified to accommodate any lower income units). Housing Element Policy V-9a commits the City to allowing residential use by right on these sites for housing developments in which at least 20 percent of the units are affordable to lower income households.

Accessory Dwelling Units

Accessory dwelling units (ADUs), also referred to as second units and granny flats, are small, self-contained units that provide a kitchen, bathroom and sleeping area. The unit can be attached to the main home with a separate entrance or can be a small detached unit in the rear yard or above a garage. ADUs offer several benefits. First, they typically rent for less than apartments of comparable size, and can offer affordable rental options for seniors, college students and single persons. Second, the primary homeowner receives supplementary income by renting out their ADU, which can help many modest income and elderly homeowners remain in and afford their homes.



V. HOUSING ELEMENT 2021-2029 UPDATE

Between 2017–2019, the State adopted a series of additional requirements related to ADU ordinances. Calabasas has continually updated its ADU ordinance to align with state law and better facilitate the production of ADUs and Junior ADUs. The City has been successful in its efforts, with 22 building permits issued for ADUs between 2017 – June 2021, and an additional 9 applications in process (July 2021). Pursuant to AB 671, the Housing Element includes a program to further incentivize the production of affordable ADUs through the creation of architect-designed ADU construction plans that can be pre-approved and customizable at minimal cost to the applicant. The City will also continue to offer loans under the Home Repair Program to income qualified homeowners for the creation of an ADU or junior ADU.

Given Calabasas' growing track record in producing ADUs, combined with the incentive of pre-approved construction plans and funding assistance, the sites inventory projects a minimum of 12 new ADUs to be produced annually, or 96 over the 2021–2029 planning period. The projected affordability of these ADUs is based on SCAGs Regional Accessory Dwelling Unit Affordability Analysis (December 2020). The City will monitor the extent and affordability of ADU production to ensure that the ordinance is being successful and that the Housing Element goals and RHNA production can be met.

Development Potential Compared with Calabasas' Regional Housing Needs

Table V-4 compares Calabasas' residential unit potential described in the sections above and provides a comparison with the City's 2021–2029 Regional Housing Needs.

Table V-4 Comparison of Sites Inventory with Regional Housing Growth Need (RHNA)							
Income Group	Entitled Projects	Minimum Density Guidelines	Vacant Single-family Residential Sites	Multi-family & Mixed-Use Opportunity Sites	Accessory Dwelling Units	Total Unit Potential	RHNA
Very Low	5	≥ 20 du/acre		198	58	261	132
Low							71
Moderate		≥ 12 du/acre		68	6	74	70
Above Moderate	37	≤ 12 du/acre	44	753	32	866	81
Total	42		44	1,019	96	1,201	354



V. HOUSING ELEMENT 2021-2029 UPDATE

To evaluate the adequacy of sites to address the affordability targets established by the RHNA, State statutes provide for use of “default densities” to assess affordability. Calabasas falls within the default density of 20 units per acre for providing sites affordable to very low- and low-income households; sites suitable for moderate income households can be provided at 12 units per acre. The City has used these default density thresholds as a guide in allocating the sites inventory by income category, as presented in Table V-4.⁵ Applying this income distribution to the City’s sites inventory demonstrates sufficient sites at appropriate densities to accommodate Calabasas’ regional housing needs.

It is to Calabasas’ benefit that its residential site capacity exceeds the minimum RHNA required within each income category to help offset any sites that may be developed with fewer units or with a higher affordability. A healthy buffer above the required RHNA provides a “margin of safety” from having to rezone additional sites during the 2021–2029 Housing Element planning period.⁶

Availability of Public Services and Facilities

The Las Virgenes Municipal Water District (LVMWD) provides both water and wastewater service in Calabasas. As part of the 2030 General Plan update, the City worked with LVMWD to ensure coordination of the updated Land Use Plan with the district’s water and sewer facilities master plans. The General Plan directs new development to areas with adequate water and sewer facilities, or where facilities are planned consistent with the LVMWD’s master plan.

LVMWD indicates projected water supply is adequate to serve the expected demand from incremental new development, and does not identify any wastewater treatment capacity issues.⁷ As part of the development process, the City determines whether projects are required to submit water pressure and flow demand calculations to provide information to determine if adequate line capacity exists. Similarly, a sewer study may

⁵ While sites with min. 20 du/acre densities are considered suitable for the provision of lower income housing, without incentives or financial assistance, market rate units at these densities are typically not affordable. Therefore, the City has chosen to allocate its 20+ du/acre sites among the various income categories based on its Inclusionary requirements, or as applicable, the Affordable Housing Overlay.

⁶ Government Code section 65863 (“No Net Loss” Law) requires enough sites to be maintained to address the RHNA for all income categories throughout the planning period.

⁷ Las Virgenes Municipal Water District. 2016. 2015 Urban Water Management Plan Final. <https://www.lvmwd.com/home/showdocument?id=6877>



V. HOUSING ELEMENT 2021-2029 UPDATE

be required to determine if adequate line capacity exists and to project future flow volume and remainder capacities in the downstream segments.

All Housing Element sites are adjacent to existing public roadways and are serviceable by Los Angeles County Sheriff and Los Angeles County Fire departments, the Las Virgenes Municipal Water District, and private companies that provide phone, cable, gas, and electric service.

State law requires water and sewer providers to grant priority for service allocations to proposed developments that include units affordable to lower income households. Pursuant to these statutes, upon adoption of its Housing Element, the City will provide the Element to the Las Virgenes Municipal Water District.

Environmental Constraints

Portions of Calabasas are subject to seismically induced liquefaction and expansive soils. However, with implementation of the Calabasas Building Code and policies contained in the Safety Element that require site specific engineering studies prior to development, the General Plan EIR concludes that these geologic impacts are less than significant. The entire City of Calabasas is located within a Very High Fire Severity Zone. The Safety Element being updated in conjunction with the Housing Element establishes policies to address wildfire hazards and development in the City.

While several sites along Mulholland Highway that were evaluated for potential inclusion in the Element have topographic constraints, the community and City decision-makers ultimately decided not to include these in the inventory. The only site in the inventory which is partially constrained by slope is the Rancho Pet Kennel site, but which contains a buildable flat area of about four acres and has been designated at a lower 12 unit/acre density. Because the Pet Kennel site is within 500 feet of a freeway, it will require a health risk analysis to confirm residents would not be exposed to air pollution exceeding SCAQMD standards and will require mitigation to achieve acceptable interior noise levels. In conclusion, none of the sites included in the Sites Inventory have significant environmental constraints which impede their development.



V. HOUSING ELEMENT 2021-2029 UPDATE

V. C Housing Conservation and Maintenance

Objective

Conserve and improve existing housing in Calabasas.

General Plan Approach

While the vast majority of housing in Calabasas is in excellent condition, the City does contain several older neighborhoods beginning to exhibit signs of deferred maintenance. The City also contains rent-restricted housing provided through the City's inclusionary housing policy, as well as through public assistance, important to preserve as affordable. Additionally, Calabasas Village Mobile Estates provides 210 mobile home park spaces with relatively affordable rents. Maintaining the quality and affordability of existing housing is an important goal for Calabasas.

Policies

- Policy V-1** Maintain the character, scale and quality of established residential neighborhoods.
- Policy V-2** Offer rehabilitation and home improvement assistance to low- and moderate-income households, seniors and the disabled.
- Policy V-3** Improve and implement the code enforcement program to ensure a high quality of life is maintained within the City's residential neighborhoods.
- Policy V-4** Preserve rent-restricted units as long-term affordable housing.
- Policy V-5** Encourage retention of Calabasas Village Mobile Estates as mobile home park use to provide a relatively affordable form of housing, and maintain permanent mobile home park zoning.
- Policy V-6** Provide limited rental assistance to lower income, senior, and disabled tenants to address increasing rents in the community. Maintain a rent database to track changes in the local rental market.
- Policy V-7** Conserve existing rental housing by continuing to regulate the conversion of apartments into condominium ownership.



V. HOUSING ELEMENT 2021-2029 UPDATE

Programs

1. Residential Rehabilitation Program: The City of Calabasas receives approximately \$100,000 annually in Community Development Block Grant (CDBG) funds through the County which it allocates towards the residential rehabilitation program. This program provides up to \$15,000 in grants to lower income owner-occupants of mobile homes, single-family homes and condominiums for projects such as new roofs, ADA handicapped accessibility modification, heating, air conditioning and ventilation systems replacements, energy efficient water heaters and windows for lower income residents. The program typically runs a wait list of six-plus months, with an average of 4-5 households assisted annually.

2021-2029 Objective: Continue to provide rehabilitation grants to qualified homeowners. The objective is to assist an average of five households on an annual basis, for 40 households over the planning period.

2. Home Repair/ADU Assistance Program: (**Expanded**) In 2012, the City initiated a program to assist low- and moderate-income property owners of severely dilapidated units cited for code violations to make needed repairs to make the units safe and habitable. The program is intended for single-family home properties and permitted accessory dwelling units with a Notice of Violation on file and documented code deficiencies requiring repairs, replacement, or reconstruction to such an extent that the value of the work is expected to exceed \$15,000. The City has allocated \$500,000 in Affordable Housing Funds to the program, and has adopted program guidelines which provide for loans of up to \$100,000 for repairs necessary to bring substandard properties into conformance with the Calabasas Building Code (including plumbing, electrical and structural). The program was expanded in 2019 to also offer loans to income qualified homeowners for the creation of an accessory dwelling unit (ADU) or junior ADU.

2021-2029 Objective: Coordinate with code enforcement to identify low- and moderate-income homeowners in need of substantial rehabilitation improvements, and provide loans on an as-needed basis. Annually advertise the availability of funds for income qualified homeowners to add an ADU to their property in conjunction with the City's annual monitoring under the Rental Registration Program.

3. Rental Assistance Program: Since 2004, the City has provided a Rental Assistance Program for extremely low- and lower-income senior and disabled residents in



V. HOUSING ELEMENT 2021-2029 UPDATE

Calabasas Village Mobile Estates, expanded in 2007 to encompass qualifying residents in the City's apartment complexes. The program capacity is to assist up to 50 households with a monthly subsidy amount of \$250, plus a yearly increase based on the Consumer Price Index. The Rental Assistance Program helps to address one of Calabasas' primary affordable housing needs – rental overpayment – and encompasses assistance to those most in need, households earning extremely low incomes.

***2021–2029 Objective:** Continue to provide rental assistance to extremely low to low-income senior and disabled households at-risk of displacement. Provide ongoing assistance to 50 households, contingent on availability of funds.*

4. Rental Registration Program: In June 2004, the City Council adopted Ordinance No. 2004-191, establishing a Rental Registration Program as a means of developing an inventory of rental units, monitoring rent levels, and minimizing renter displacement resulting from rapidly increasing rents. The ordinance requires owners of four or more rented dwellings (including mobile homes) to annually register units with the City and to report any increase in rent of 5% or greater, except those associated with a new tenancy. The ordinance requires the City to be notified of the increase at least 60 days prior to the effective date of the increase.

Planning staff annually contact rental property owners to maintain the rent database. The database includes property owner information; annual rental rates; and all reported increases for each unit. 1,410 apartment units, 210 manufactured home spaces, and 24 condominium units are currently registered (as of January 2021).

***2021–2029 Objective:** Continue to maintain the Rental Registration Database as a tool to monitor rent levels in the community and ensure 60-day notification to the City of significant (>5%) increases in rents.*

5. Mobile Home Park Preservation: Calabasas contains one mobile home park – the 210 space Calabasas Village Mobile Estates. As described under the Rental Assistance Program (#3), as a means of assisting extremely low to lower income park tenants affected by rising park space rents, the City offers a rental assistance program.

Recognizing that mobile homes provide relatively affordable housing for many seniors and lower income households, the City is committed to preserving Calabasas Village Mobile Estates. The City's General Plan and Development Code establish a distinct mobile home park designation. With these designations in place, a park owner seeking closure would have to first justify a General Plan amendment and zone change to the



V. HOUSING ELEMENT 2021-2029 UPDATE

Planning Commission and City Council, and comply with State regulations governing mobile home park closures. By preserving Calabasas Village Mobile Estates, the City is helping address the housing needs of extremely low-, low- and modest-income residents.

The State Department of Housing and Community Development (HCD) offers a Mobile Home Park Resident Ownership Program (MPROP) to assist resident organizations, non-profit housing providers, or local public agencies to acquire and own mobile home parks. The program offers low interest loans for the purchase or rehabilitation of a mobile home park.

2021-2029 Objective: Should tenants of the park indicate interest in acquiring the park as a means of maintaining control over space rents, provide information on available State MPROP funding, as well as any local funds available for leverage, and assist with the subdivision map waiver process consistent with the Subdivision Map Act.

6. Preservation and Monitoring of Assisted Housing: (**Expanded**) Calabasas' portfolio of rent-restricted housing currently consists of Canyon Creek Apartments (74 low-income units), Avanti (8 very low-income units), Paxton Calabasas (4 very low-income units), and the soon to be developed Calabasas Creekside (5 very low-income units). These projects all have long term affordability controls, with affordability period expiration dates spanning from 2046 – 2077. Future projects provided through the City's inclusionary housing ordinance, the Affordable Housing Overlay ordinance, or subsidized through the city's Affordable Housing Fund will carry minimum 55-year affordability covenants.

As Calabasas' affordable housing portfolio continues to grow to include locally funded projects and projects restricted based on local requirements and incentives (including Inclusionary requirements, the new Affordable Housing Overlay, and density bonuses), monitoring of these projects will become the City's responsibility. Given the administrative burden associated with monitoring and the expertise required, combined with Calabasas's small staff size, the City will consider "outsourcing" some or all of the monitoring and program administration. The City will consider the following as it evaluates outsourcing: the availability of internal resources for monitoring, which functions of each program (and monitoring) does the City want to control more closely; and the experience, resources, and services offered by organizations.



V. HOUSING ELEMENT 2021-2029 UPDATE

2021-2029 Objective: *By 2022, establish annual monitoring procedures for rent restricted units provided through City housing ordinances, programs, incentives and/or financial assistance. Conduct annual monitoring in conjunction with the City's annual monitoring under the Rental Registration Program.*

7. Condominium Conversion Ordinance: Apartment projects proposed for conversion to condominium ownership are subject to the City's Residential Condominium Conversion regulations (Section 17.34.310). The City mandates a Relocation Assistance Program to assist displaced tenants in finding equivalent or better housing. Under the City's General Plan, the City will not approve any condominium conversion when the vacancy rate within the City for multifamily housing is less than four percent.

2021-2029 Objective: *Implement the City's Condominium Conversion Ordinance.*



V. HOUSING ELEMENT 2021-2029 UPDATE

V.D Variety of Housing Sites

Objective

Provide adequate housing sites through appropriate land use and zoning designations to accommodate the needs of existing and future Calabasas residents.

General Plan Approach

A key element in satisfying the housing needs of all segments of the community is the provision of adequate sites for a range of types, sizes and prices of housing. The City's 2030 Land Use Plan provides for a mix of housing, including single-family homes, condominiums, apartments, residential/commercial mixed use, and accessory dwelling units. Future housing growth in Calabasas will be accommodated on vacant residential sites, development of mixed-use infill on key commercial corridors, and annexation of unincorporated areas adjacent the City.

Policies

- Policy V-8** Provide site opportunities for development of housing that respond to the diverse housing needs of Calabasas residents and workforce in terms of density, location and cost.
- Policy V-9** Provide opportunities for multi-family housing and mixed-use development consistent with the City's regional housing needs requirement (RHNA), as mandated by the State.
- Policy V-9a** Pursuant to AB 1397, allow housing developments with at least 20 percent affordable housing by-right, consistent with objective design standards, on lower-income housing sites that have been counted in previous housing element cycles. **(New)**
- Policy V-10** Pursue opportunities to integrate housing in underutilized commercial centers, and to reuse excess or obsolete commercial buildings for housing. **(New)**
- Policy V-11** Facilitate the creation of accessory dwelling units in all residential districts as a means of dispersing small, affordable units throughout the community. **(Modified)**



V. HOUSING ELEMENT 2021-2029 UPDATE

Policy V-12 Implement annexation of the Craftsman Corner territory, which is now within the City's sphere of influence, to provide additional housing growth opportunities. **(Modified)**

Programs

8. Residential Sites Inventory: **(Modified)** As part of the Calabasas 2030 General Plan, the City undertook an extensive public process to identify sites for multi-family housing and residential/commercial mixed use, designating suitable sites for multiple future Housing Element cycles. For purposes of identifying properties suitable for intensification during the 6th cycle planning period, the City further evaluated parcels in the commercial mixed-use (CMU) and multi-family residential (RM) zoning districts, and with input from the public and City decision-makers, identified twelve sites which met the criteria as suitable for development within the planning period.

The residential sites analysis demonstrates the availability for development of approximately 1,000 multi-family and mixed-use units during the 2021–2029 Housing Element time frame, including over 330 units on sites suitable to support housing affordable to low- and moderate-income households. To provide consistency with State statutes regarding *minimum* 20 unit/acre “default densities” for sites to be considered suitable for accommodating lower income housing, the City will adjust the permitted densities for the CMU and RM-16/20 zones to a range of 20 to 24 units/acre.

2021-2029 Objective: *Maintain a current inventory of vacant and underutilized residential sites, and provide to interested developers in conjunction with information on available development incentives. Update the CMU and RM-16 and RM-20 General Plan and zoning category designations to establish a density range of 20 – 24 units/acre, and adopt these Zoning Code and Land Use Element Amendments in conjunction with Housing Element.*

8a. Facilitate Affordable Housing on Large Sites: **(New)**

The City shall facilitate meetings between property owners of large sites (e.g., more than 10 acres) and interested affordable housing developers. To assist the development of housing for lower income households on these sites, the City shall strive to streamline the approval process for land divisions, lot line adjustments, and/or specific plans or master plans resulting in parcel sizes that enable affordable housing development, and process fee deferrals related to projects including at least 20 percent of the units affordable to lower income households.



CITY OF CALABASAS
2030 GENERAL PLAN

V. HOUSING ELEMENT 2021-2029 UPDATE

2021-2029 Objective: Target production of 52 lower-income units on large sites through this program by 2029.

9. Affordable Housing Overlay: (**New**) Affordable Housing Overlay (AHO) zones provide a package of incentives to developers who include a specified percentage of affordable units in their projects. They are called “overlay” zones because they layer on top of established base zoning regulations, leaving in place opportunities for property to develop under the base zoning. An important advantage of the overlay zone approach (in contrast to up-zoning) is that it does not create non-conforming uses.

The City has identified eight sites in the Housing Element sites inventory for designation with an Affordable Housing Overlay: seven with a mixed-use base zone, and one with a base zone of RM-16. The Affordable Housing Overlay will allow for 20 – 40 units/acre on designated sites in exchange for inclusion of the following affordable units:

- Rental projects: 25% lower income units (min. ¼ very low)
- Ownership projects: 25% moderate income units

The Housing Overlay will also include an option for affordable senior housing, allowing for densities of 20 – 50 units per acre for projects with 100% lower income units. (Refer to Program #14 for further incentives for development of affordable senior housing under the Overlay).

The AHO will provide modify certain development standards (refer to Table 27 in Appendix C7) in order to accommodate the proposed higher density, including:

- Increased densities
- Increased height limits
- Increased floor area ratios
- Reduced project-specific open space standards

As an additional incentive, developers can access state density bonus law in addition to using the densities allowed in the overlay.

2021-2029 Objective: Adopt an Affordable Housing Overlay (AHO) Ordinance in conjunction with adoption of the Element.

10a. Promote Accessory Dwelling Units: (**Modified**) Between 2017–2019, the State adopted a series of additional requirements for local governments related to ADU ordinances. In response to these new ADU laws, the City has continually updated its ordinance to align with state law and better facilitate the production of ADUs and Junior



V. HOUSING ELEMENT 2021-2029 UPDATE

ADUs. For example, the City eliminated the prior lot coverage requirement, provided reduced setbacks, and allowed for increased unit sizes. Calabasas has been successful in its efforts, with 22 building permits issued for ADUs between 2017 – June 2021, and an additional 9 applications in process. Furthermore, SCAG's affordability analysis estimates that in the Las Virgenes subregion, 2/3s of ADUs are provided at rents affordable to lower and moderate-income households.

Pursuant to AB 671, the Housing Element is now required to include plans to incentivize and encourage affordable ADU rentals. In addition to the City's current streamlined ADU processing procedures in which plans can be submitted electronically and are processed within a maximum of 60 days, the City will develop an ADU Design Workbook that provides sample floor plans and illustrated examples of design standards and styles to assist property owners, developers, and architects and to encourage context-sensitive design. For ADUs to be created through conversion of an existing garage, the City will provide a set of pre-packaged and pre-approvable construction plans free of charge to the applicant. The City will also continue to offer loans of up to \$100,000 under the Home Repair Program to income qualified homeowners for the creation of an ADU or junior ADU.

2021–2029 Objective: Initiate an education and marketing program for homeowners on the benefits of ADUs and the availability of City funds for ADU development (2022). Develop an ADU Design Workbook and pre-approvable construction plans (2023). Achieve the production of an average of 12 ADUs annually, for a total of 96 ADUs over the planning period.

10b. Track and Monitor Accessory Dwelling Units: The City will track new accessory dwelling units to collect information on the use and affordability of these units. Halfway through the planning period (2025) if it is determined these units are not meeting a lower-income housing need, the City shall ensure other housing sites are available to accommodate any unmet portion of the lower-income RHNA.

2021–2029 Objective: Establish an ADU tracking system to track use and affordability (2022); conduct a mid-cycle review and report to HCD (2025). If actual production and affordability is far from projected trends, rezone an additional site within one year (as may be necessary) to offset any lower income RHNA shortfall; if actual production and affordability is near projected trends, conduct expanded marketing and outreach within 6 months.



CITY OF CALABASAS
2030 GENERAL PLAN

V. HOUSING ELEMENT 2021-2029 UPDATE

11. Annexation of Craftsman Corner: (**Modified**) The 2030 General Plan identifies Craftsman's Corner, located north of the Ventura Freeway and east of Parkway Calabasas, as a priority for annexation. The Land Use Plan designates most of the 145-acre Craftsman's Corner area as Mixed Use at a 0.95 FAR, and in 2015, the Calabasas City Council passed an Ordinance to pre-zone the area in conformance with land use designations in the City's General Plan. In 2020, the area was added to Calabasas' sphere of influence, and the City is currently working with the Los Angeles County Board of Supervisors to prepare an appropriate tax-sharing resolution.

The Housing Element sites inventory identifies three parcels totaling approximately ten acres in Craftsman Corner (with capacity for 196 units⁸ under the current CMU .95 zoning) as suitable for development within the planning period. Because the City is relying on these parcels to accommodate its RHNA, the City must commit to completing the annexation within three years of the planning period, or to identify alternative replacement sites. In addition, the annexed sites identified in the sites inventory will be subject to the requirements of the adequate sites program (Cal. Government Code section 65583.2(h) and (i)), summarized as follows:

- Permit owner-occupied and rental multi-family uses by-right in which 20 percent of more of the units are affordable to lower income households
- Permit a minimum density of 20 units per acre
- Allow a minimum of 16 units per site
- Ensure a) at least 50 percent of the lower income shortfall be accommodated on sites designated for residential use only, or b) allow for 100 percent residential use on mixed use sites and require residential use to occupy at least 50 percent the floor area in a mixed-use project

2021–2029 Objective: *Complete annexation of Craftsman Corner by October 2024. Should the annexation not be completed by this date, re-evaluate the Housing Element sites inventory and rezone additional sites as necessary to maintain adequate sites to address the City's RHNA.*

⁸ 20 of these units have been identified as lower income and will contribute to addressing the RHNA shortfall.



V. HOUSING ELEMENT 2021-2029 UPDATE

V.E Development of Affordable Housing

Objective

Assist in the provision of a variety of housing types to address the needs of all economic segments of the Calabasas community.

General Plan Approach

Similar to most of southern California, housing affordable to lower and moderate-income households in Calabasas is not being produced without some level of subsidy and/or development incentive. To supplement the City's inclusionary housing ordinance that requires market-rate housing developments to include a portion of affordable units, the City is establishing an Affordable Housing Overlay to provide meaningful incentives to increase the production of needed affordable housing.

Policies

- Policy V-12** Continue to require new housing development to set-aside a portion of units for lower and moderate-income households through the Inclusionary Housing Ordinance. Only if inclusion of affordable housing units within the new project is not economically feasible, allow for payment of an in-lieu fee, but this is considered the less desirable alternative.
- Policy V-13** Support the provision of affordable housing to employees in Calabasas through the Commercial/Industrial Development Impact Fee Program.
- Policy V-14** Utilize an Affordable Housing Overlay as a tool to provide meaningful incentives for the inclusion of affordable units on designated sites. (New)
- Policy V-14** Provide financial and/or regulatory incentives to facilitate the development of affordable housing.
- Policy V-15** Encourage affordable housing units to be dispersed throughout a project, and not grouped together in a single area.
- Policy V-16** Encourage use of sustainable and green building design in new and existing housing to reduce energy and water consumption.



V. HOUSING ELEMENT 2021-2029 UPDATE

Programs

12. Inclusionary Housing Program: Calabasas' Inclusionary Housing Program⁹ requires all residential projects of five or more units to provide 5–20% of the total number of units in a project at affordable rent or sales levels. Instead of requiring a fixed percentage of all units to be allocated for affordable housing, the City's program allows for a range of affordable units depending on whether the units are targeted toward very low-, low- or moderate-income households.

Where the Planning Commission determines that provision of onsite affordable units is not feasible, the Commission may approve one or more of the following alternatives to satisfy the inclusionary requirement:

- Offsite construction of affordable units within ½ mile of the project site
- Offsite construction of special needs housing, such as emergency shelters, special care homes, employee housing, senior housing and hospices (1 special needs unit shall satisfy requirement of 2 required affordable units)
- Conversion of market-rate housing to deed-restricted affordable levels
- Rehabilitation of substandard housing deemed uninhabitable by the City
- Preservation of existing affordable housing at-risk of conversion to market rate within a five-year period
- Payment of in-lieu housing fees to be deposited into an Affordable Housing Fund to be used for the preservation and development of housing affordable to very low-, low- and moderate-income households.

The City's in-lieu fee is structured to reflect the gap between market rate housing and the cost of providing an affordable unit, and has resulted in most recent projects providing the affordable units on site.

2021-2029 Objective: *Continue to utilize the Inclusionary Housing Ordinance as a tool to integrate affordable housing within market rate developments, or alternatively, to provide affordable units in offsite locations or generate in-lieu fee revenues. Provide developers with information on options and incentives to fulfill inclusionary requirements.*

⁹ Chapter 17.22 (Affordable Housing) of the Calabasas Municipal Code.



V. HOUSING ELEMENT 2021-2029 UPDATE

13. Commercial Affordable Housing Impact Fee Program: The Calabasas Housing Element also establishes the commercial/industrial impact fee program to mitigate the impact of new commercial/industrial development on the need for affordable housing. Under this program, new commercial, office or manufacturing development that introduces new workers into the community and thereby creates a need for more new housing than is available within a five-mile radius of the site, shall either, as determined to be appropriate by the Community Development Director:

- Design the development as a mixed-use project, providing housing affordable to employees within the project site; or
- Pay a housing impact fee to the Affordable Housing Fund

To date, all new commercial/industrial developments have opted to pay the impact fee, which is deposited into the Affordable Housing Fund.

2021–2029 Objective: Continue to implement the Commercial Impact Fee Program as a means of generating funds to provide affordable housing opportunities to Calabasas' workforce.

14. Affordable Housing Development Assistance: **(Modified)** The City's Affordable Housing Fund, generated from Inclusionary Housing In-lieu fee and Commercial Impact Fee revenues, serves as the primary source of funds to support the production of affordable housing in the community. The City has a current balance of approximately \$1.65 million in the fund, having previously spent \$1 million in support of the 75-unit Old Town Senior Housing project and \$50,000 on the conversion of a garage into an ADU for a modest income senior homeowner. As indicated in the Affordable Housing Overlay Feasibility analysis (refer to Appendix C4), a 100% affordable senior housing project requires at least \$1 million in public subsidy to become eligible for 9% Low Income Housing Tax Credits. To close this affordability gap, the City will issue a Request for Proposals for development of affordable senior housing on one of the designated Affordable Housing Overlay (AHO) sites, and contribute up to \$1 million in Affordable Housing Funds to the successful project.

Calabasas is also eligible for approximately \$3.2 million under the Disaster Recovery Multifamily Housing Program (DR-MHP) administered by State HCD. These funds can be combined with local funds and are focused on providing rental housing for lower income (80% AMI) households for projects that can begin construction by December 2023.



CITY OF CALABASAS
2030 GENERAL PLAN

V. HOUSING ELEMENT 2021-2029 UPDATE

2021-2029 Objective: *Provide financial, regulatory and site identification assistance to facilitate production of affordable housing consistent with the General Plan. Allocate \$1 million in Affordable Housing Funds towards construction of affordable senior housing, and issue a Request for Proposal (RFP) for development on one of the AHO sites (2022). Pursue funding under the DR-MHP Program to leverage local funds.*

15. Green Building: “Green buildings” are structures that are designed, renovated, reused or operated in a manner that enhances resource efficiency and sustainability. These structures reduce water consumption, improve energy efficiency, lessen a building’s overall environmental impact, and are more efficient and less costly to operate (and therefore more affordable). As part of the City’s Green Initiative, Calabasas has taken a number of significant actions towards becoming a sustainable city, including:

- Adoption of a Green Building Ordinance applicable to all new construction, and completion of the Civic Center to the LEED gold standard
- Implementation of an aggressive recycling program, with a goal to exceed the State mandated 50% diversion rate
- Provision of educational information to residents on how to improve home energy efficiency and sustainability
- Promotion of available green rebates and financial incentives for single-family homes, multi-family structures and commercial properties, including participation in the County’s Property Assessed Clean Energy (PACE) Program.
- Transition to alternative fuel vehicles for the City’s fleet of automobiles, trucks and vans for City employees, and public transit and old-fashioned trolley cars that serve the public
- Adoption of a second-hand smoke ordinance and ban on use of polystyrene in food establishments
- Conversion of the City’s vehicular fleet to alternative fuel vehicles
- Implementation of a “Dark Skies” ordinance to encourage lower-level illumination during night-time hours

The 2030 General Plan is predicated on making Calabasas a more sustainable community. The Land Use Element established a new Mixed-Use designation where people can live, work and shop without having to rely upon automobiles, and promoting the integration of residential uses in most commercial districts. The Conservation



V. HOUSING ELEMENT 2021-2029 UPDATE

Element establishes numerous policies in support of sustainable development, including:

- Promote community/neighborhood designs that minimize energy use – e.g., mixed use development to allow residents to live where they work and shop
- Promote site design to minimize energy use – e.g., maximize solar access by use of non-reflective glass on south facing walls
- Promote building designs that minimize energy use – e.g., design buildings to maximize natural internal lighting
- Promote incorporation of energy conservation measures in existing and new developments

2021-2029 Objective: *Implement the 2030 General Plan which sets forth land use and conservation strategies to address energy conservation and climate change. In conjunction with adoption of the new State Building Energy Efficiency Standards (Energy Code) in 2022, prepare an updated Green Building Checklist and provide to building applicants upon inquiring about project development.*



V. HOUSING ELEMENT 2021-2029 UPDATE

V.F Removal of Constraints to Housing

Objective

Address and remove governmental constraints that may hinder or discourage housing development in Calabasas.

General Plan Approach

The Housing Element must address, and where possible, remove governmental constraints affecting the maintenance, improvement, and development of housing. Calabasas will implement the following policies and programs to mitigate governmental constraints on residential development and facilitate a variety of housing types.

Policies

Policy V-17 Offer regulatory incentives and concessions, including density bonuses, to offset or reduce the costs of developing affordable housing.

Policy V-18 Promote the timely processing and approval of residential projects that meet General Plan policies and City regulatory requirements.

Programs

16. Density Bonus Ordinance: (**Modified**) Zoning Code Section 17.22 sets forth the City's density bonus incentives consistent with State law¹⁰, updated most recently in March 2021 in compliance with AB 2345. In summary, applicants of residential projects of five or more units may apply for a density bonus and additional incentive(s) if the project provides for one of the following:

- Minimum 5% of the total units for very low-income households; or
- Minimum 10% of the total units for lower income households; or
- Minimum 10% of the total dwelling units in a condominium for moderate income households; or
- 100 percent of units for very low-, low- and moderate-income households (with maximum 20 percent moderate); or

¹⁰ Projects which comply with the City's inclusionary housing ordinance (and meet the requirements of Code Sections 17.22.020(A) and 17.22.020(B)) are eligible for density bonuses and incentives.



V. HOUSING ELEMENT 2021-2029 UPDATE

- A senior citizen housing development or mobile home park that limits residency based on age requirements for housing for older persons.

The amount of density bonus varies according to the amount by which the percentage of affordable housing units exceeds the established minimum percentage, but generally ranges from 20–80% above the specified General Plan density. In addition to the density bonus, eligible projects may receive 1–4 additional development zoning concessions or incentives, depending on the proportion of affordable units and level of income targeting. In addition to the off-street parking concessions required under State law, the City offers the following development concessions and incentives in conjunction with the density bonus:

- A reduction in parcel development standards (coverage, setback, zero lot line and/or reduced parcel sizes)
- Approval of mixed-use zoning in conjunction with the housing project
- Other regulatory incentives or concessions proposed by the applicant or the City that would result in identifiable cost reductions

Pursuant to State requirements and at the request of the developer, the City will also permit a reduced parking ratio for density bonus projects. To the extent the density bonus cannot be accommodated due to the City's development standards, the City will waive or modify applicable standards to accommodate the bonus.

Several recent inclusionary housing developments have taken advantage of State density bonus incentives and concessions.

2021–2029 Objective: *Encourage the use of density bonus (including associated zoning concessions and incentives) by advertising on the City's website and by providing information on available density and regulatory incentives in conjunction with discussions with development applicants.*

17. Zoning Text Amendments for Special Needs Housing: (New) As presented under the Governmental Constraints analysis and pursuant to State law, several revisions to the Calabasas Development Code have been identified as appropriate to better facilitate the provision of a variety of housing types and for persons with special needs. These Code revisions include:



V. HOUSING ELEMENT 2021-2029 UPDATE

- Allow transitional and supportive housing in all zones where residential is permitted, including mixed use zones, subject to the same restrictions as similar residential uses in the same zone. (per SB 2)
- Allow supportive housing as a use by right in all zones where multi-family and mixed use is permitted; eliminate parking requirements for supportive housing located within ½ mile of public transit. (per AB 2162)
- Reduce the separation requirement between emergency shelters from 1,000 to 300 feet. (per SB 2)
- Amend parking standards for emergency shelters from a ratio based on the size of the structure to a ratio based on to the number of shelter staff. (per AB 139)
- Develop by right processing procedures for Low Barrier Navigation Centers in areas zoned for mixed use and non-residential zones permitting multi-family uses, and should the City receive an application for these uses, process them as required by State law. (per SB 48)
- Review and amend the Zoning Code, as necessary, to ensure requirements for group homes of more than six persons are consistent with State law and fair housing requirements.
- Amend the Zoning Code to remove subjective findings related to neighborhood character as necessary to ensure reasonable accommodation for persons with disabilities and other protected classes.

The City will also amend the Code to specify incentives for the development of housing for extremely low income households (30% AMI). Incentives will include: priority development processing, fee waivers/deferrals, and flexible development standards.

2021–2029 Objective: *Amend the Development Code by 2022 to facilitate housing for Calabasas' special needs and extremely low income (ELI) populations.*

18. Adaptive Reuse of Office Space: (**New**) As discussed under the Residential Sites section, Calabasas has a large inventory of office space with high vacancy rates. The City approved a project for redevelopment of an existing office building with residential use, with this trend evident throughout the State as office demand has diminished and a greater number of office employees are continuing to work from home.



V. HOUSING ELEMENT 2021-2029 UPDATE

While the Housing Element sites inventory includes three office sites as suitable for conversion to residential during the eight-year planning period, the mixed-use zoning is in place for any number of office buildings to convert. In addition to redevelopment, the City supports the repurposing of existing offices to residential use, thereby reducing the environmental impacts associated with new construction. Tools to facilitate the adaptive reuse of offices to residential include:

- Flexibility in use of Building Code, e.g., allow use of State Historic Building Code standards for older offices (but that aren't necessarily historic)
- Establish adaptive reuse ordinance/modified standards for office conversions

2021-2029 Objective: Research modified standards utilized in other jurisdictions to facilitate office conversions, including the cities of Los Angeles, Long Beach, Santa Ana and San Diego. Adopt modified standards as appropriate by 2023.

19. Objective Design Standards: (**New**) A growing number of State laws have taken effect in recent years that require, under specified circumstances, qualifying multi-family housing developments be processed by ministerial review and exempted from CEQA. These laws include the Housing Accountability Act, the Permit Streamlining Act, and the Housing Crisis Act. The creation of objective design and development standards¹¹ is critical to a ministerial approval process, since such projects may only be required to meet objective, not subjective, standards. Many of the City's current standards are subjective and discretionary, requiring the judgment of City decision makers, and by State law cannot be applied to projects eligible for ministerial review.

2021-2029 Objective: Research and develop Objective Design and Development standards for qualifying multi-family and mixed-use development to streamline the review process, provide greater certainty to developers, and facilitate development on Housing Element sites.

¹¹ Objective standards are defined as those that involve no personal or subjective judgement by a public official and being uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official (Government Code section 65589.5(f)).



V. HOUSING ELEMENT 2021-2029 UPDATE

V.G Equal Housing Opportunities and Special Needs

Objective

Promote Equal Housing Opportunities for all persons regardless of race, religion, ethnicity, sex, age, marital status, sexual orientation, disability or household composition.

General Plan Approach

To adequately meet the housing needs of all segments of the community, the housing program must include actions that promote housing opportunities for all persons regardless of race, religion, sex, family size, marital status, ancestry, national origin, color, age, or physical disability. More generally, this program component entails ways to further fair housing practices, including accommodations for persons with disabilities.

Policies

- Policy V-19** Support the provision of fair housing services and tenant/landlord mediation to City residents.
- Policy V-20** Address the special housing needs of persons with disabilities through provision of supportive housing, homeowner accessibility grants, zoning for group housing, reasonable accommodation procedures and encouraging universal design.
- Policy V-21** Support the development and maintenance of affordable senior rental and ownership housing and supportive services to facilitate maximum independence and the ability of seniors to remain in their homes and/or in the community.

Programs

- 20. Fair Housing/Affirmatively Furthering Fair Housing:** **(Modified)** The City uses the services of The Housing Rights Center (HRC), and staff directs any inquiries regarding fair housing issues or tenant/landlord disputes to the HRC. The Council provides services to jurisdictions and agencies, as well as the general public, to further fair housing practices in the sales and rental of housing.



V. HOUSING ELEMENT 2021-2029 UPDATE

Services provided by the Council include:

- Fair Housing Community Education and Outreach
- Investigation of Discrimination Complaints
- Counseling and Referrals for Persons who may have been the Victims of Discrimination
- Specialized Property Owner, Management, and Lender Training

The biggest fair housing issues facing Calabasas are: affordable housing available in a range of types and sizes, maintenance of older units, and fair housing outreach to seniors and persons with disabilities. The new Affirmatively Furthering Fair Housing (AFFH) component of the Housing Element connects these fair housing issues with programs in the Housing Element, as well as additional meaningful actions, the City will undertake to help address them. (Refer to Table B-3 in Appendix C2).

2021–2029 Objective: Continue to utilize the services of The Housing Rights Center to provide fair housing services and educational programs concerning fair housing issues, and to facilitate communication between tenants and landlords. By 2022, assist in program outreach by providing multi-lingual Fair Housing brochures at City Hall, the Library and Community Center, and incorporating fair housing information on the City's website.

21. Housing Opportunities for Persons Living with Disabilities: (Modified) As Calabasas' population continues to age, providing housing that is accessible to people of all abilities becomes increasingly important. The City regularly adopts updates to Uniform Building and Housing Codes to reflect current accessibility requirements in new construction, and has adopted procedures for requesting a Reasonable Accommodation with respect to zoning, permit processing and building codes for persons with disabilities.

The North Los Angeles County Regional Center (NLACRC) is among 21 regional centers operated by the State Department of Developmental Services to provide services and support for adults and children with developmental disabilities. The NLACRC provides services to approximately 150 developmentally disabled residents within the greater Calabasas 91302 zip code. Approximately 97 percent of these disabled residents live with a parent, family member or other guardian, and as these guardians age and become frailer, the disabled individuals they care for may require alternative housing options. The Regional Center has identified several community-based housing types



V. HOUSING ELEMENT 2021-2029 UPDATE

appropriate for persons living with a developmental disability, including: licensed community care facilities and group homes; supervised apartment settings with support services; and for persons able to live more independently, rent subsidized, affordable housing.

Calabasas currently supports the provision of housing for its disabled population, including persons with developmental disabilities, through several means, including:

- By-right zoning for licensed residential care facilities (6 or fewer residents) in all residential zones, and provisions for larger care facilities (7 or more residents) in multi-family residential, mixed use and certain commercial zones, subject to a conditional use permit.
- Treatment of supportive and transitional housing as a residential use of property, and subject only to those restrictions and processing requirements that apply to other residential dwellings of the same type in the same zone.
- Procedures for an individual with a disability to request a Reasonable Accommodation from zoning and building standards. No special permit or fee is required.
- Programs to facilitate affordable housing, including Inclusionary Zoning, Affordable Housing Development Assistance, Density Bonuses and a new Affordable Housing Overlay.
- Supporting the creation of accessory dwelling units in all residential districts.

2021-2029 Objective: Continue to support a variety of housing types to help address the diverse needs of persons living with disabilities, and work with the NLACRC to publicize information on available resources for housing and services. Pursue use of State and Federal funds available for supportive housing and services in future affordable housing developments.

22. Senior Housing Opportunities. Senior citizens (age 65+) have grown to comprise over one-quarter of Calabasas' households, with more than 35 percent of the City's seniors over the age of 75. Of Calabasas' nearly 2,000 senior homeowners, over one-quarter live alone. And over 20 percent of the City's elderly residents have some type of disability. Addressing the housing needs of seniors requires strategies which foster independent living (such as accessibility improvements, accessory dwelling units, and rehabilitation assistance, as described under other Housing Element programs), as well



V. HOUSING ELEMENT 2021-2029 UPDATE

as strategies which encourage the provision of variety of supportive living environments for seniors of all income levels.

Calabasas has several specialized residential facilities for seniors, ranging from independent senior living (both market rate and affordable), assisted living, and memory care. With creation of an Affordable Housing Overlay with incentives for affordable senior housing (refer to Program #9), along with the dedication of City Affordable Housing Funds for development of senior housing on one of the Overlay sites (refer to Program #14), Calabasas is committed to providing expanded housing options for seniors of varying economic means.

2021–2029 Objective: *Continue to actively pursue opportunities to expand housing choice for the growing number of senior citizens in the community. Adopt incentives for development of senior housing in the AHO (2021), and commit Housing Trust Funds and issue an RFP for affordable senior housing on one of the AHO sites (2023).*



CITY OF CALABASAS
2030 GENERAL PLAN

V. HOUSING ELEMENT 2021-2029 UPDATE

Table V-5
Housing Programs Summary

Housing Program	Program Goal	2021-2029 Objective(s)	Time Frame	Funding Source	Responsible Department
<i>Conserving the Existing Supply of Housing</i>					
1. Single-family Rehabilitation Program	Provide grants to lower income homeowners to help improve their homes.	Assist 5 households annually, for 40 units over the planning period.	2021-2029	CDBG	Community Development Dept (Planning Division)
2. Home Repair/ADU Assistance Program	Assist income qualified homeowners to address code violations and to add ADUs to their properties.	Coordinate with code enforcement to identify homes in need of substantial rehabilitation. Advertise funding availability for the creation of ADUs.	Advertise program annually in conjunction with monitoring under the Rental Registration Program.	Affordable Housing Fund	Community Development Dept (Planning Division)
3. Rental Assistance Program	Provide assistance to lower income, senior and disabled households at-risk of displacement due to rising rents.	Provide ongoing assistance to 50 households, contingent on funding.	2021-2029	General Fund	Community Development Dept (Planning Division)
4. Rental Registration Program	Monitor rent levels in the community and ensure 60-day notification of any rent increase of 5% or greater.	Continue to maintain the rental database.	Update the database on an annual basis.	General Fund	Community Development Dept (Planning Division)
5. Mobile Home Park Preservation	Preserve the existing stock of mobile homes in the community.	Provide tenants information on MPROP funding as appropriate.	2021-2029	General Fund; State MPROP funds	Community Development Dept (Planning Division)
6. Preservation and Monitoring of Assisted Housing	Preserve existing affordable housing through long-term affordability controls and monitoring.	Establish annual monitoring procedures for rent restricted units provided through City incentives and/or financial assistance.	Est. monitoring procedures by 2022 and coordinate with annual monitoring under the Rental Registration Program.	General Fund	Community Development Dept (Planning Division)
7. Condominium Conversion Ordinance	Preserve the existing rental stock from conversion to condominium ownership.	Implement the City's current ordinance to provide tenant protections and relocation assistance in the advent of a condominium conversion.	. 2021-2029	General Fund	Community Development Dept (Planning Division)



V. HOUSING ELEMENT 2021-2029 UPDATE

**Table V-5
Housing Programs Summary**

Housing Program	Program Goal	2021-2029 Objective(s)	Time Frame	Funding Source	Responsible Department
<i>Providing Adequate Residential Sites</i>					
8. Residential Sites Inventory	Provide sufficient sites through zoning to address regional housing needs.	Provide information on available sites and incentives to developers. Update the CMU, RM-16 and RM-20 Land Use and Zoning designations to allow densities of 20 - 24 units/acre.	Update Land Use and Zoning categories in conjunction with Housing Element adoption (October 2021)	General Fund	Community Development Dept (Planning Division)
8a. Facilitate Development on Large Sites	Initiate meetings between property owners and affordable housing developers, and provide incentives to facilitate development on large sites.	Target production of 52 lower-income units on large sites.	Initiate meetings beginning in 2022. Achieve affordable units by 2029.	General Fund	Community Development Dept (Planning Division)
9. Affordable Housing Overlay (AHO)	Incentivize development of affordable housing on designated sites.	Provide Incentives for affordable housing on designated sites: <ul style="list-style-type: none">- Increased densities- Increased height- Increased FAR- Reduced open space	Adopt AHO in conjunction with adoption of the Element in 2021. Create Affordable Housing page on City website in 2022 with links to the AHO and other ordinances.	General Fund	Community Development Dept (Planning Division)
10a. Promote Accessory Dwelling Units (ADUs)	Incentivize and encourage the construction of ADUs and JADUs to provide rental housing in existing neighborhoods. Expand housing opportunities for seniors, caregivers, and other modest income households.	Initiate an education and marketing program for homeowners on the benefits of ADUs and the availability of City funds for ADU development. Develop ADU Design Workbook and pre-approvable construction plans. Achieve production of an average of 12 ADUs annually.	ADU marketing program (2022). ADU Design Workbook and Construction Plans (2023).	General Fund	Community Development Dept (Planning Division)



CITY OF CALABASAS
2030 GENERAL PLAN

V. HOUSING ELEMENT 2021-2029 UPDATE

Table V-5
Housing Programs Summary

Housing Program	Program Goal	2021-2029 Objective(s)	Time Frame	Funding Source	Responsible Department
10b. Track and Monitor Accessory Dwelling Units		Establish an ADU tracking system to track use and affordability; conduct a mid-cycle review and report to HCD. If actual production and affordability is far from projected trends, rezone an additional site (as may be necessary) to offset any lower income RHNA shortfall; if actual production and affordability is near projected trends, conduct expanded marketing and outreach.	Tracking system (2022). Conduct mid-cycle review in 2025, and as necessary, expand marketing within 6 months, or rezone within one year.	General Fund	Community Development Dept (Planning Division)
11. Annexation of Craftsman Corner	Increase capacity to accommodate future housing growth.	Complete annexation of Craftsman Corner by October 2024. Should the annexation not be completed by this date, rezone additional sites as necessary to address the City's RHNA.	October 2024	General Fund	Community Development Dept (Planning Division)
<i>Development of Affordable Housing</i>					
12. Inclusionary Housing Program	Integrate housing affordable to lower- & moderate-income households within market rate developments.	Provide developers with information on available options and incentives to fulfill inclusionary requirements.	2021-2029	Affordable Housing Fund	Community Development Dept (Planning Division)
13. Commercial/Industrial Impact Fee Program	Address the impact of job growth on the demand for affordable housing.	Generate funds to assist in providing affordable housing opportunities to Calabasas' workforce.	2021-2029	Affordable Housing Fund	Community Development Dept (Planning Division)
14. Affordable Housing Development Assistance	Facilitate affordable housing development by for-profit and non-profit housing developers.	Allocate \$1 million in Affordable Housing Funds towards construction of affordable senior housing, and issue a Request for Proposal (RFP) for development on one of the AHO sites. Pursue funding under the DR-MHP Program.	Issue RFP in 2022. Submit project application to DR-MHP program by December 2022.	Affordable Housing Fund; Disaster Recovery CDBG Grant; outside funding sources	Community Development Dept (Planning Division)



V. HOUSING ELEMENT 2021-2029 UPDATE

**Table V-5
Housing Programs Summary**

Housing Program	Program Goal	2021-2029 Objective(s)	Time Frame	Funding Source	Responsible Department
15. Green Building	Promote energy conservation and sustainable design in new and existing development.	In conjunction with adoption of the new State Building Energy Efficiency Standards (Energy Code) in 2022, prepare an updated Green Building Checklist and provide to building applicants upon inquiring about project development.	Adopt updated Green Building Code in 2022 and provide checklist to building applicants.	General Fund	Community Development Dept (Planning Division, and Building & Safety Division)
Removing Governmental Constraints					
16. Density Bonus Program	Provide density and other incentives to facilitate the production of affordable housing.	Promote density bonus and other regulatory incentives in conjunction with discussions with development applicants.	Create Affordable Housing page on City website in 2022 with links to the Density Bonus Ordinance, as well as the AHO, IHO and ADU ordinances.	General Fund	Community Development Dept (Planning Division)
17. Zoning Text Amendments for Special Needs Housing	Provide zoning standards to facilitate the provision of housing for persons with special needs.	Modify zoning standards for transitional and supportive housing, and emergency shelters consistent with current State law.	Amend the Development Code by 2022.	General Fund	Community Development Dept (Planning Division)
18. Adaptive Reuse of Office Space	Facilitate the conversion of obsolete office space to residential use.	Research modified standards utilized in other jurisdictions to facilitate office conversions. Adopt modified standards as appropriate.	Adopt modified standards as appropriate by 2023.	General Fund	Community Development Dept (Planning Division and Building & Safety Division)
19. Objective Design Standards	Streamline the processing of multifamily projects.	Adopt Objective Design and Development Standards for multi-family and mixed use development projects.	Adopt standards by 2023.	General Fund	Community Development Dept (Planning Division)



CITY OF CALABASAS
2030 GENERAL PLAN

V. HOUSING ELEMENT 2021-2029 UPDATE

Table V-5
Housing Programs Summary

Housing Program	Program Goal	2021-2029 Objective(s)	Time Frame	Funding Source	Responsible Department
Promoting Equal Housing Opportunities					
20. Fair Housing Program	Promote fair housing practices.	Contract with the Housing Rights Center (HRC) to promote open and fair housing practices, and to facilitate communication between tenants and landlords. Assist in program outreach through referrals and distribution of educational info.	By 2022, provide multi-lingual Fair Housing brochures at City Hall, the Library and Community Center, and incorporate fair housing information on the City's website.	General Fund	Community Development Dept (Planning Division)
21. Housing Opportunities for Persons Living with Disabilities	Support a range of housing options to help address the diverse needs of persons living with disabilities.	Work in cooperation with the NLACRC to publicize information on available resources for housing and services. Pursue State and Federal funds available for supportive housing and services in future affordable housing projects.	Pursue supportive housing funding at least once during planning period in conjunction with affordable projects.	General Fund; Affordable Housing Fund; Low Income Housing Tax Credits; Supportive Housing Multi-Family Housing Program; other outside sources	Community Development Dept (Planning Division)
22. Senior Housing Opportunities	Support a range of housing options to address the diverse needs of Calabasas's growing senior population.	Adopt incentives for development of senior housing in the AHO (2021), and commit Housing Trust Funds and issue an RFP for affordable senior housing on one of the AHO sites (2023).	Adopt AHO in 2021. Issue RFP by 2023.	General Fund; Affordable Housing Fund; Low Income Housing Tax Credits; other outside sources	Community Development Dept (Planning Division)



V. HOUSING ELEMENT 2021-2029 UPDATE

Summary of Quantified Objectives

The following table summarizes the City of Calabasas' quantified objectives for the 2021–2029 Housing Element planning period. The objectives include the City's new construction objectives to meet its regional housing needs assessment (RHNA); rehabilitation objectives which reflect the Single-family Rehabilitation Program; and conservation objectives to reflect maintaining the City rent subsidy program and preserving Calabasas Village Mobile Estates.

Table V-6
Summary of Quantified Objectives

Income Level	New Construction Opportunities	Housing Rehabilitation	Housing Conservation
Extremely Low (0 - 30% AMI)	66	1	50
Very Low (31-50% AMI)	66	1	
Low (51-80% AMI)	71	38	105
Moderate (81-120% AMI)	70	--	105
Above Moderate (>120% AMI)	81	--	--
Total	354	40	260

AMI - Area Median Income

New Construction Objective: Reflects Calabasas' 2014-2021 RHNA. Of allocation for 132 very low-income units, half is allocated to extremely low income and half to very low-income households.

Rehabilitation Objective: Reflects Residential Rehabilitation Program.

Conservation Objective: Reflects City Rent Subsidy Program and Calabasas Village Mobile Estates.



CITY *of* CALABASAS
2030 General Plan



VI – Circulation Element



CITY *of* CALABASAS **2030 General Plan**



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CITY *of* CALABASAS

CITY of CALABASAS

2030 General Plan

VI. CIRCULATION ELEMENT

The Circulation Element of the Calabasas General Plan addresses broad issues of physical mobility -- how goods and people move about within the community. Transportation is one of the most pervasive issues of the General Plan, and is related to land use, community design, air quality, energy consumption, and the City's infrastructure. Moreover, circulation issues are not simply local concerns, but require coordination with regional, state, and federal agencies, as well as adjacent communities.

The goal of the Circulation Element is to achieve and maintain a balanced, safe, and problem-free transportation system that:

- *Provides easy and convenient access to all areas of the community*
- *Improves present traffic flows while maintaining Calabasas' rural, small town sense of place*
- *Protects significant environmental features*
- *Reduces dependence on single occupant automobile travel by providing a high level of pedestrian, bicycle, and public transit travel opportunities*
- *Considers the movement of people and vehicles in the design and operation of transportation systems*
- *Recognizes the special mobility needs of seniors, youth, and persons with disabilities*
- *Preserves a sense of comfort and well-being throughout the community by minimizing the intrusiveness of commercial/business park and regional traffic on neighborhood streets and quality of life*

A number of circulation and capacity problems currently hinder levels of service on the Ventura Freeway (U.S. 101) and other regionally significant roadway corridors such as Malibu Canyon Road–Las Virgenes Road. Interchanges on the Ventura Freeway (Valley Circle Boulevard, Parkway Calabasas, Las Virgenes Road, and Lost Hills Road) are particularly constrained, largely due to the effects of regional traffic. Because Caltrans



VI. CIRCULATION ELEMENT

controls freeway interchanges, the City must coordinate with Caltrans to develop appropriate designs for these facilities.

Achieving circulation goals is further complicated by the following conditions:

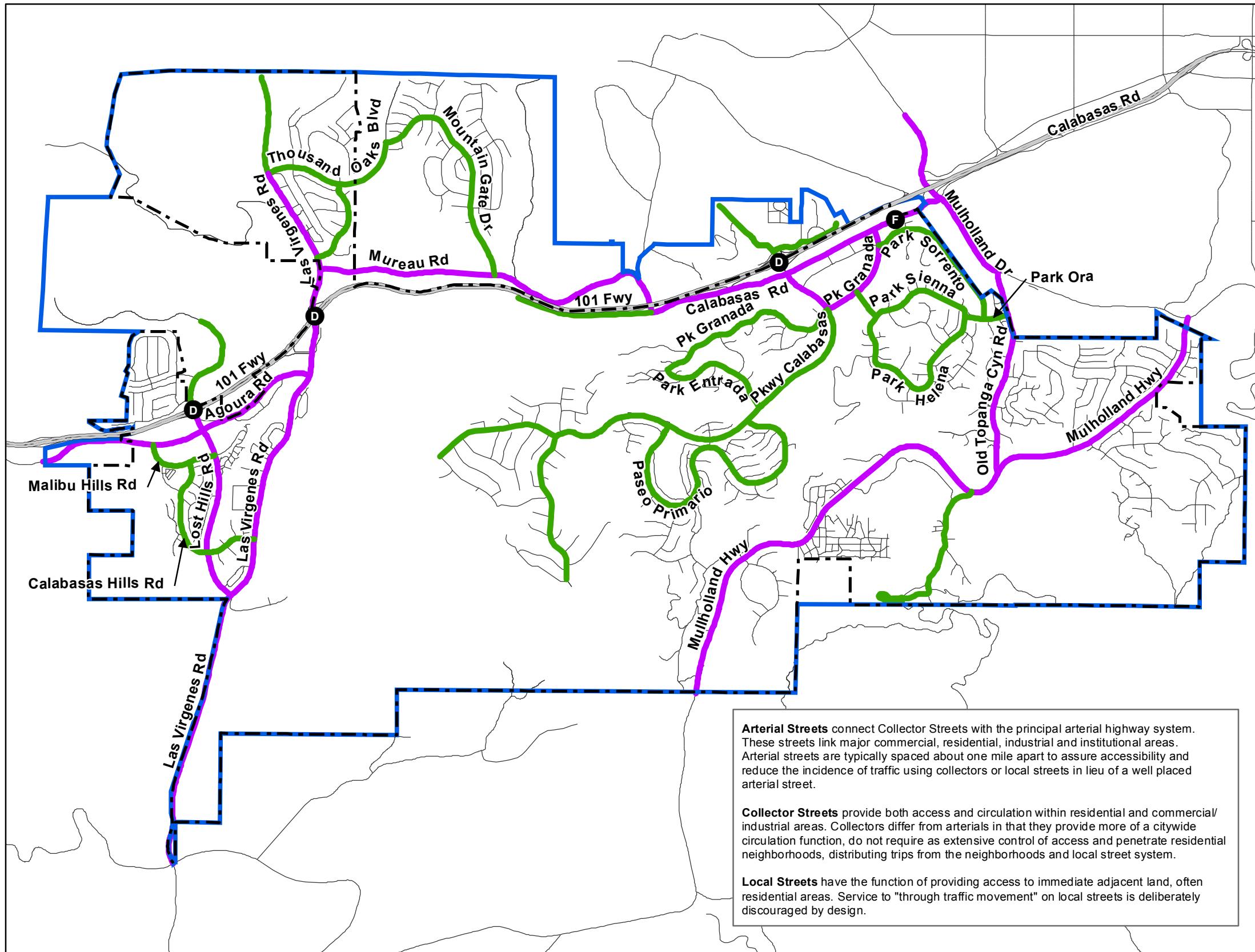
- *Residential growth in nearby communities, combined with employment-generating development in the San Fernando Valley, West Los Angeles, and Ventura County, has resulted in traffic volumes that exceed the design capacity of the Ventura Freeway. Thus, regional traffic has spilled onto Calabasas' roadway system, creating significant congestion during peak commute hours.*
- *Some intersections in the City operate below desired levels of service and some road segments carry traffic volumes in excess of their desired service level volume.*
- *Physical, environmental, and neighborhood compatibility constraints prevent roadway widening in many areas.*
- *Many existing and previously planned roadways traverse sensitive environmental areas and cannot be extended or widened without creating significant environmental impacts.*
- *Calabasas is primarily a low intensity bedroom community that is part of a sprawling metropolitan region. As such, the nature of the community is not conducive to widespread transit use.*
- *The City intends to limit future roadway network "improvements" in order to protect significant environmental resources and the quality of life within existing neighborhoods. Thus, the General Plan defines a circulation network that represents a balance between achieving and maintaining desired roadway and intersection performance levels, protecting the quality of life in existing and future neighborhoods, and preserving the natural environment adjacent to area roadways.*

VI.A Vehicular Circulation

Objectives

- ❖ Where it is feasible to do so in a manner consistent with the non-circulation policies of the General Plan, achieve and maintain level of service (LOS) C for all intersections and roadway links within the City except as indicated on Figure VI-1.





LEGEND

- [-] Calabasas City Boundary
- [—] Plan Area Boundary
- Local Street
- Arterial
- Collector
- D Level of Service Standard

Except where indicated, the level of service standard for all roads and intersections in the City is C. The LOS F on Calabasas Road applies to the Old Town Segment.

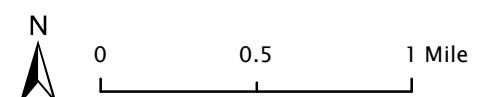


Figure VI-1
Calabasas Roadway System



VI. CIRCULATION ELEMENT

- ❖ Where it is feasible to do so in a manner consistent with the non-circulation policies of the General Plan and recognizing that regional traffic issues beyond Calabasas' control make maintaining LOS C at freeway interchanges unrealistic, achieve and maintain LOS D at freeway interchanges within Calabasas.
- ❖ Protect residential neighborhoods by avoiding the need for local residential streets to carry cut through traffic¹ (local streets are depicted on **Figure VI-1**).
- ❖ Provide transportation facilities and services that allow travelers to move around Calabasas without using an automobile.
- ❖ Reduce reliance on the use of automobiles by promoting alternatives such as non-motorized transportation (bicycle, pedestrian) and the use of public transit.
- ❖ Achieve a balance between the demand for and supply of parking, recognizing the desirability and availability of alternatives to the single occupant automobile.
- ❖ Provide adequate means to safely move commodities within and through Calabasas, including the availability of truck routes, pipelines, and utility corridors.
- ❖ Consider quality of life and protection of neighborhoods when considering roadway capacity enhancements.

General Plan Approach

A key concept in the Calabasas General Plan is that the area's roadway and transportation system is an integral part of the community's character. Therefore, while it is important to provide for the movement of traffic, this goal should not compromise the more important objective of preserving the essential character and natural environment of the area.

Calabasas rejects the notion that a constantly expanding circulation network and endless sequence of programmed street improvements can solve the problems of local traffic congestion. Construction of every roadway needed to move automobiles at ideal levels of service to support the intensity of future development desired by property owners would result in an irretrievable loss of significant environmental features and community character. Expansion of the area's roadway system will not in all cases respond to the varying landscapes of Calabasas and will tend to preclude non-automobile modes of travel, potentially resulting in the loss of opportunities to improve

¹ "Cut through traffic" is traffic that would need to pass through a local street to reach a collector or arterial roadway (these street types are shown and defined on Figure VI-1). For example, a new development that could only gain access to a collector or arterial via an existing local street would generate "through traffic" on that street.



VI. CIRCULATION ELEMENT

the quality of life in Calabasas. Thus, the City will take a balanced approach to future transportation improvements. To achieve this sense of balance, the Circulation Element emphasizes the themes shown on the following page. In addition, the City will:

- *Expand the capacity of the existing roadway system consistent with the Circulation Element where it is warranted, feasible, and environmentally prudent to do so.*
- *Provide for the efficient movement of vehicles by designing, constructing, and maintaining a roadway circulation network that will function at an acceptable LOS C except as indicated on **Figure VI-1** (see **Table VI-1** for general descriptions of levels of service A-F).*
- *Require each new development that would contribute to the need for improvements or additions to the City's circulation system to fund its pro-rata share of such improvements or additions.*
- *Provide a system of bicycle routes and pedestrian links such that pedestrian and bicycle travel become safer and more useful for everyday tasks such as travel to shopping, work, and recreational facilities.*
- *Achieve and maintain a mix of land uses that integrates places of residence, retail commerce, daily service needs, work, education, and recreation in order to minimize vehicle trips and trip lengths.*
- *Limit future development intensity to a level commensurate with maintaining the City's level of service objectives for area roadways and intersections.*
- *Require site plans for individual development projects to minimize or eliminate through traffic within existing residential neighborhoods.*
- *Improve the capacity of existing roadways through implementation of transportation system management and intelligent transportation system concepts.*
- *Continue to participate in developing regional circulation improvement measures in cooperation with the State, nearby cities, and the counties of Los Angeles and Ventura.*
- *Continue to implement applicable provisions of the Los Angeles County Congestion Management Program by requiring development projects to analyze and provide appropriate mitigation for traffic impacts on regional circulation facilities.*



VI. CIRCULATION ELEMENT

Circulation Element Themes

Balance - An efficient transportation system should offer travelers in Calabasas reasonably efficient automobile traffic distribution and viable alternatives to automobile travel. Implementation of the Circulation Element will improve the balance between various modes of transportation by increasing the desirability of transit, walking, and bicycling.

Coordination Between Land Use, Transportation and Environmental Protection Programs. The General Plan coordinates land use, transportation, air quality, and other environmental concepts and strategies. The objectives of the General Plan are designed to improve traffic flow and local air quality, reduce energy conservation, and protect sensitive environmental resources by:

- Increasing roadway capacity where such increased capacity is feasible and environmentally prudent
- Reducing the number of automobile trips by continually improving transportation system and demand management and providing alternatives to automobile use
- Reducing the length of automobile trips by integrating land uses
- Providing an arrangement of land uses that promote efficient travel patterns
- Limiting the intensity of future development to that which can be accommodated on a roadway system that has been planned to protect community character and significant environmental features



CITY OF CALABASAS
2030 GENERAL PLAN

VI. CIRCULATION ELEMENT

Table VI- 1
Signalized Intersection Level of Service Definitions

LOS	V/C Ratio *	Definition
A	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

* Volume-to-capacity (V/C) ratio is a measure of the volume of traffic on a roadway or at an intersection as compared to the capacity of that roadway or intersection. For example, if the volume of traffic at intersection were 900 vehicles per hour and the capacity was determined to be 1,000 vehicles per hour, the V/C ratio would be 0.9 (900/1,000).



VI. CIRCULATION ELEMENT

Freeway diversion during peak hours causes congestion at freeway interchanges and adjacent surface streets in Calabasas. Intersections and roadway segments affected by freeway diversion are listed below.

Interchanges

- Lost Hills Road/Ventura Freeway
- Las Virgenes Road/Ventura Freeway
- Parkway Calabasas/Ventura Freeway

Roadways

- Lost Hills Road
- Las Virgenes Road
- Calabasas Road

Calabasas does not encourage the diversion of traffic from the Ventura Freeway to City surface streets. Nevertheless, it is recognized that the freeway interchanges and portions of the above-listed roadways immediately adjacent to the Ventura Freeway may experience higher levels of traffic congestion than would be acceptable in other areas of the City.

Performance Objectives and Planned Improvements

The performance objective for all City roads and intersections is LOS C except at freeway interchanges and the two-lane segment of Calabasas Road that traverses Old Town Calabasas. The performance standard at the freeway interchanges has been set at LOS D, while the performance standard through the Old Town Calabasas portion of Calabasas Road has been set at LOS F. The standards are based on the actual function of these roadways. The freeway interchange standard reflects the fact that the interchanges are subject to regional influences beyond Calabasas' control, specifically the diversion of regional through traffic from the Ventura Freeway. The standard for the Old Town portion of Calabasas Road reflects the City's desire to maintain the character of that roadway despite the high levels of traffic congestion.

Calabasas will continue to require new developments to mitigate their traffic impacts, either through construction of new roadways, reduction in demand for vehicular travel, or payment of mitigation fees, which are to be based on the projected costs for planned system improvements and each new development's proportional share of the total traffic affecting the location where the improvement is planned. Planned improvements will be necessary to mitigate traffic impacts associated with proposed developments so that an acceptable level of service can be maintained. The mitigation requirement will continue to be proportional to the impact created by each new development and will recognize a fee credit to developers who construct portions of ultimate capacity enhancement improvements.



VI. CIRCULATION ELEMENT

Seven locations have been identified as "Critical Intersections and Roadway Corridors" because of their importance with respect to overall vehicle movement in Calabasas. In some of these locations, expansion of the roadway network, if not properly scaled to the local neighborhood and environmental conditions, could adversely affect Calabasas' quality of life. These "Critical Intersections and Roadway Corridors" include:

- *Old Topanga Road/Mulholland Highway*
- *Calabasas Road/Parkway Calabasas*
- *Lost Hills Road*
- *Las Virgenes Road*
- *Agoura Road*
- *Thousand Oaks Boulevard*
- *Mureau Road*

For each of these critical locations, specific provisions have been formulated to enhance the roadway's capacity while protecting significant environmental features and adjacent neighborhood areas. **Table VI-2** illustrates potential improvements to the specific "critical intersection and roadway corridors." Additional improvements other than those listed, are to be thoroughly analyzed and coincide with the objectives of the City.

Table VI-2
Potential Vehicular Circulation Improvements on Arterial Roadways

Roadway/Intersection	Improvements
Old Topanga Road/ Mulholland Highway	<p><u>General Requirements</u></p> <ul style="list-style-type: none">• Preserve the riparian habitat in the Old Topanga Canyon Road-Mulholland Highway vicinity.• Recognize that the presence of numerous driveways along Old Topanga Canyon Road, between Mulholland Highway and Park Ora, limits this route's capacity.• Recognize that Mulholland Highway, west of Old Topanga Canyon Road is a rural, twisting route with many driveways, and provides access to schools. As a result, the actual capacity of the roadway is less than its theoretical capacity.• Maintain the rural character of lands along Old Topanga Canyon Road and Mulholland Hwy consistent with scenic corridor policies. <p><u>Potential System Enhancements</u></p> <p>Incorporate improvements contained in the Mulholland Highway Master Plan for Capital Improvements.</p> <p><u>Prohibited Actions</u></p> <p>In order to protect existing and future rural land uses and to limit future traffic increases through residential neighborhoods:</p>



VI. CIRCULATION ELEMENT

Table VI-2 Potential Vehicular Circulation Improvements on Arterial Roadways	
Roadway/Intersection	Improvements
	<ul style="list-style-type: none"> • No widening of Mulholland Highway to create additional travel lanes shall be permitted west of Old Topanga Canyon Road to the City boundary except to provide a Class II bike lane. • No widening of Old Topanga Canyon Road to create additional travel lanes shall be permitted between Mulholland Highway and Park Ora.
Calabasas Road/ Parkway Calabasas	<p><u>General Requirements</u></p> <p>Preserve the semi-rural character of Calabasas Road west of Parkway Calabasas. In determining the feasibility of any capacity enhancements, it is important to protect historic buildings (such as Pelican's Retreat) and to avoid degradation of significant biological habitats.</p> <p><u>Potential System Enhancements</u></p> <ul style="list-style-type: none"> • Construct a roundabout, traffic signal, or other intersection improvement at the Calabasas Road/Mureau Road intersection. • Construct turnaround at the western terminus of Calabasas Road. • Enhance vehicular, bicycle and pedestrian circulation. • Improve City-owned parcels along the corridor with theme setting landscaping, hardscaping and furniture. • Restripe Calabasas Road west of Mureau Road to provide a continuous two-way left turn lane where geometrically possible. • Widen the westbound approach to provide two through lanes and a right-turn lane at the Ventura Freeway SB Ramps/Calabasas Road (west) intersection. • At the intersection of Parkway Calabasas and Ventura Boulevard, widen and restripe the northbound approach lane to provide a shared left-turn-through lane and a separate right-turn lane. Additionally, restripe the southbound approach to provide a shared left-through lane and a shared through-right-turn-lane. On-street parking would be removed along Parkway Calabasas. <p><u>Prohibited Actions</u></p> <ul style="list-style-type: none"> • No street widening or re-striping shall be permitted to create additional traffic lanes along the segment of Calabasas Road within the boundaries of Old Town Calabasas. Re-striping to create additional travel lanes within the Old Town area, other than that which is necessary to utilize on-street parking as a travel lane during peak hours, thereby creating a three-lane road (two travel lanes in one direction and one in the other), is prohibited.



VI. CIRCULATION ELEMENT

Table VI-2
Potential Vehicular Circulation Improvements on Arterial Roadways

Roadway/Intersection	Improvements
	<ul style="list-style-type: none"> Calabasas Road west of Parkway Calabasas shall not be extended beyond a relocated Mureau Road bridge to connect to Agoura Road at Las Virgenes Road because this extension cannot be built without major grading, exposure of unstable slopes, removal of oak woodlands, and disruption of other sensitive ecological areas. The existing two-lane road section may be extended to provide access to private properties. In order to preserve natural hillsides and biotic habitats, and to avoid geologic constraints, Parkway Calabasas shall not be completed through to Las Virgenes Road.
Lost Hills Road	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> In conjunction with the Las Virgenes Unified School District, prepare and implement a program to provide safe pedestrian crossings on Lost Hills Road. Provide noise attenuation as part of any future roadway improvement work along this corridor, including but not limited to use of rubberized asphalt for paving/re-paving and incorporation of berms and/or sound walls into landscaping programs. Recognize that slow moving trucks accessing the County landfill create congestion on Lost Hills Road north of the Ventura Freeway, affecting the Saratoga Hills residential area and limiting the capacity of the roadway. <p><u>Potential System Enhancements</u></p> <ul style="list-style-type: none"> Bridge & Thoroughfare (B & T) – Partial Cloverleaf Interchange: Widen the Lost Hills Road bridge to five travel lanes and a two-lane (one right-turn lane, one shared right-through-turn lane) partial cloverleaf interchange to provide access to the Ventura Freeway NB from the northbound approach. Relocate the NB off-ramp north of the cloverleaf to provide one left-turn lane and a shared left-through-right turn lane. Modify existing median along Lost Hills Road to accommodate dual southbound left-turn lanes at the Lost Hills Road/Agoura Road intersection. The dual left-turns would help reduce congestion at the bridge and off ramp area north of the intersection. For the Los Hills Road/Agoura Road intersection, add a westbound right-turn overlap arrow phase to the signal system and restripe the northbound and eastbound approaches to provide separate



VI. CIRCULATION ELEMENT

Table VI-2 Potential Vehicular Circulation Improvements on Arterial Roadways	
Roadway/Intersection	Improvements
	<p>right-turn lanes.</p> <p><u>Prohibited Actions</u></p> <p>In order to protect existing residential neighborhoods:</p> <ul style="list-style-type: none"> • Street widening shall be prohibited along Lost Hills Road north of the Ventura Freeway. • Driver Road shall not be extended as a through route.
Las Virgenes Road	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> • Implement traffic improvements for the segment of Las Virgenes Road between the Ventura Freeway and Lost Hills Road to improve traffic flow and safety. • Work with the Las Virgenes Unified School District to provide safe vehicular and pedestrian access to district facilities along Las Virgenes Road. • Provide noise attenuation as part of any future roadway improvement work along Las Virgenes Road. Attenuation may include, but is not limited to, the use of rubberized asphalt for road paving/re-paving and incorporating berms and/or sound walls into landscaping programs. • Facilitate consolidation of existing access points and elimination of conflicting left-turn movements north of Agoura Road and minimize the number of access points along the length of Las Virgenes Road. <p><u>Potential System Enhancements</u></p> <ul style="list-style-type: none"> • Widen the two-lane road between Lost Hills Road and Agoura Road to provide four 12-foot travel lanes, a 15-foot landscaped median with left-turn pockets at intersections, and Class II bike lanes. • Restripe the Las Virgenes Road/Oak Glen Street intersection to include 2 travel lanes and separate left-turn pockets on the northbound and southbound approach and a separate right-turn lane on the southbound approach. • Install traffic signal at the Las Virgenes Road/Oak Glen Street intersection. • Restripe the southbound approach of the Lost Hills Road/Las Virgenes Road intersection to provide one left-turn lane, one through lane and one through + right-turn lane. The eastbound approach will also be re-striped to provide one left + through lane and dual right-turn lanes.



VI. CIRCULATION ELEMENT

Table VI-2
Potential Vehicular Circulation Improvements on Arterial Roadways

Roadway/Intersection	Improvements
	<ul style="list-style-type: none"> Restripe the northbound approach of the Las Virgenes Road/Ventura Freeway Southbound Ramp intersection to provide for two through lanes and a shared through-right lane. The through movements using the shared through/right-turn lane would be restricted to vehicles accessing the Ventura Freeway SB ramp. Restripe the southbound approach to provide a right-turn lane and two through lanes at the Agoura Road/Las Virgenes Road intersection. <p><u>Prohibited Actions</u></p> <ul style="list-style-type: none"> In order to protect habitat linkages and in recognition of the location of Malibu Creek to the west of Las Virgenes Road and steep slopes to the east, the City shall not participate in widening or provision of more than two travel lanes south of Lost Hills Road. In order to protect the existing residential neighborhood north of the Ventura Freeway, creation of additional through lanes north of Mureau Road is prohibited.
Agoura Road	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> Maintain Agoura Road as an arterial roadway and alternative to the Ventura Freeway west of Las Virgenes Road into Agoura Hills. Provide local access to business uses within the freeway corridor. Enhance pedestrian amenities and safety in conjunction with future mixed use developments along Agoura Road. <p><u>Potential System Enhancements</u></p> <ul style="list-style-type: none"> A new westbound approach at the Las Virgenes Road/Agoura Road intersection is anticipated for future development on the Messenger property east of the Agoura Road/Las Virgenes Road intersection. <p><u>Prohibited Actions</u></p> <p>None.</p>
Thousand Oaks Boulevard	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> Maintain Thousand Oaks Boulevard as a local collector roadway for the existing residential developments north of the Ventura Freeway. <p><u>Potential System Enhancements</u></p> <p>None.</p>



VI. CIRCULATION ELEMENT

Table VI-2 Potential Vehicular Circulation Improvements on Arterial Roadways	
Roadway/Intersection	Improvements
	<p><u>Prohibited Actions</u></p> <p>In order to protect existing residential neighborhoods:</p> <ul style="list-style-type: none"> • Improvements (other than completion of curbs and gutters) and road widening shall not be permitted along Thousand Oaks Boulevard west of Parkmor Road. The roadway should be restricted to a two-lane section. • Thousand Oaks Boulevard shall not be used as an arterial connection between the Ventura Freeway and any future developments north or west of Calabasas.
Mureau Road	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> • Maintain Mureau Road as the primary access from Calabasas Road and the Mountain View Estates residential community to the Ventura Freeway via Las Virgenes Road. • Consider relocation of the bridge over the Ventura Freeway with a new four-lane bridge to be located west of the present bridge. <p><u>Potential System Enhancements</u></p> <ul style="list-style-type: none"> • Construct Class II Bike Lanes on both sides of Mureau Road. • Construct a roundabout, traffic signal, or other intersection improvement at the Calabasas Road/Mureau Road intersection. • Relocate the present bridge over the Ventura Freeway with a new, four-lane bridge to be located west of the present bridge. If construction of such a bridge is feasible, both Mureau Road west of the bridge and Calabasas Road to the east will be extended as a four-lane route to the new bridge, thereby providing a four-lane through route alternative to the freeway between Parkway Calabasas and Las Virgenes Road. The new overpass will likely connect to Calabasas Road midpoint between the existing overpass and the western terminus. This long-term circulation improvement would change a significant portion of Calabasas Road west of the existing Mureau Road overpass (Zone A) to a four-lane arterial, and extend the Mureau Road/Calabasas Corridor bicycle route to the new overpass. It is recommended that the ultimate roadway layout west of the existing Mureau Road overpass incorporates sufficient width to provide left-turn lanes or a median two-way left-turn lane.



VI. CIRCULATION ELEMENT

Table VI-2
Potential Vehicular Circulation Improvements on Arterial Roadways

Roadway/Intersection	Improvements
	<p><u>Prohibited Actions</u></p> <ul style="list-style-type: none"> • Road widening or other improvements, except the provision of bicycle facilities, shall not be permitted along Mureau Road east of Mountain Gate Drive unless the present freeway bridge is relocated to the west. This will avoid impacts to significant biological resources along this segment. The existing two-lane road configuration shall be maintained within the existing roadway alignment to enable use of this road segment as a secondary alternative/emergency route parallel to the Ventura Freeway east of Crummer Canyon or the new freeway bridge (if it is relocated). • In order to minimize impacts on the Mountain View Estates neighborhood that might result from relocation of the Mureau Road bridge, a new freeway interchange between Parkway Calabasas and Las Virgenes Road is prohibited.

Sources for potential system enhancements:

Mulholland Highway Master Plan for Capital Improvements

The Lost Hills Road/Las Virgenes Road Bridge and Thoroughfare Construction Fee District Update, City of Calabasas and County of Los Angeles

Las Virgenes Road Corridor Design Plan

West Calabasas Road Specific Plan

Traffic Calming

Calabasas believes in using “traffic calming” techniques to slow traffic on local roadways or, in some cases, divert traffic from roadways not intended to accommodate high traffic levels. The effect of traffic calming is to create a safer, quieter environment for adjacent land uses. Under the City’s Neighborhood Traffic Calming Program, Calabasas has implemented various techniques to reduce traffic speeds and cut-through-traffic on residential streets. Traffic calming techniques have included, among others, speed humps, roundabouts, and neck-downs. Speed humps are raised roadway pavement areas running across the entire width of a street that normally have a height of three to four inches and a length of approximately twelve feet. Roundabouts are at-grade intersections having a one-way circular roadway around a curbed central island. Neck-downs consist of landscaped islands used to either narrow down a roadway, or to define a parking lane on either side of a roadway. They can be used to define entries into local residential neighborhoods, thereby discouraging through traffic, and to create subtle changes in direction along existing roadways.



VI. CIRCULATION ELEMENT

Policies

- VI-1** Avoiding significant adverse impacts to sensitive environmental features and residents' quality of life are higher priorities than improving traffic levels of service.
- VI-2** Limit the intensity and traffic generation of new development in the City to that which would not compromise attainment and/or maintenance of roadway level of service standards.
- VI-3** Where (1) existing or (2) projected traffic volumes at General Plan buildout prevent a project from complying with Policy VI-2, limit development to the basic development intensity identified in **Table II-1** of the Land Use Element and identify peak hour volume-to-capacity (V/C) ratio increases equal to or greater than those delineated in **Table VI-3** as significant impacts.²

Table VI- 3
Project- Related Traffic Increases that Constitute a Significant Impact where Roadway Performance Standards are or will be Exceeded

Existing or Future Link/Intersection LOS	Volume to Capacity (V/C) ratio	Maximum Peak Hour V/C Increase
D	0.81–0.90	0.020
E	0.91–1.00	0.015
F	≥1.01	0.010

- VI-4** Exempt the construction of a single family dwelling on an existing lot designated for single family residential use from the limitations of policies VI-2 and VI-3. The intent of this policy exemption is to allow the owner of a single parcel of land to build a dwelling.
- VI-5** Because transportation capital, operation, and maintenance funds are limited, pursue transportation funding based on the following principles:

² The term "significant impact" refers to a significant impact under the California Environmental Quality Act. A significant impact would require the City to either identify mitigation measures that reduce the impact to below the threshold or adopt a Statement of Overriding Considerations setting forth reasons the project's impact outweighs the traffic impact.



VI. CIRCULATION ELEMENT

- *Capacity enhancements required by new growth are to be paid for by those who generate the need and benefit from them.*
 - *Capacity enhancements necessitated by existing development should have needed improvements financed from transportation funds, such as gasoline taxes, Transportation Development Act funds, local transportation sales taxes, etc. Freeway interchange improvements should be coordinated with Caltrans and other appropriate agencies. Where funding sources prove inadequate, roadway funds should be augmented by assessment districts, impact fees, and related funding mechanisms.*
 - *Existing excess road capacity should not automatically be granted to new users. In cases where existing developments have provided excess roadway capacity in order to serve future development, new development should pay for that existing capacity just as it would for new roads.*
 - *To the extent permitted by law, road maintenance should be paid for by road users.*
 - *Funding opportunities to implement programs and projects that contribute to the City's vision of achieving a livable community should be pursued.*
- VI-6** Limit roadway and intersection capacity enhancement construction to that which will allow maintenance of the integrity of Calabasas' bicycle and pedestrian circulation systems. Prohibit roadway and intersection capacity enhancements that would create gaps in the area's bicycle and pedestrian circulation systems.
- VI-7** Promote the roadway designs that optimize safe traffic flow within established roadway configurations by minimizing turning movements, uncontrolled access, on-street parking, and frequent stops to the extent consistent with the character of adjacent land uses.
- VI-8** Aggressively enforce posted speed limits and other traffic laws on all City roadways, particularly those located within or adjacent to residential areas and schools.
- VI-9** Discourage cut through traffic between the Ventura Freeway and points south of Calabasas on roadways such as Mulholland Highway, Las Virgenes Road, and Lost Hills Road.



VI. CIRCULATION ELEMENT

- VI-10 Provide adequate levels of maintenance for all components of the circulation system, including roadways, sidewalks, bicycle facilities, and trails.
- VI-11 Maintain an adequate supply of parking to support the function of the uses parking serves, and to facilitate transportation demand management programs.
- VI-12 Facilitate capacity-enhancing improvements at roads/intersections affected by freeway diversion only to the degree that such improvements would not adversely affect environmental resources and the quality of life for Calabasas residents.
- VI-13 Reduce the need for vehicular travel by:
- *Establishing and maintaining a comprehensive system of bicycle routes and providing appropriate facilities for bicycle riders*
 - *Supporting the maintenance and responsible expansion of public transit services within Calabasas, including connections between major destinations within the community and the metropolitan area*
 - *Continuing dial-a-ride service to include shuttle services for major employment centers and expanding dial-a-ride service as needs dictate and funding allows*
 - *Promoting the use of public transit and ride sharing through development of convenient and attractive transit facilities, including park-and-ride facilities and connections to the regional transit network (potential park-and-ride facility locations are shown on Figure VI-2)*
 - *Promoting transportation demand management actions that make the use of commute alternatives more attractive through continued implementation of the City's transportation demand management ordinance*
 - *Allowing mixed use development in certain areas of the City to encourage living and working in the same area, thereby reducing the number and length of vehicle trips*



VI. CIRCULATION ELEMENT

VI.B Bikeway System

Objective

Develop and maintain a comprehensive and safe bicycle system that:

- *Provides recreational opportunities and can serve as a partial alternative to automobile use*
- *Connects major destinations within and outside of the City*
- *Provides appropriate connections to regional routes and the bicycle facilities within adjacent jurisdictions*

General Plan Approach

Creating a system of bicycle facilities for Calabasas is important, both as recreation and transportation. The hilly nature of Calabasas is a significant constraint to the widespread use of bicycles within the Calabasas area. However, despite the area's hilly terrain, many Calabasas residents desire an expanded bikeway system that can be used both as a means of transportation and for recreation.

In recognition of the importance of bikeways, the City has adopted a Bicycle Master Plan that identifies existing and proposed routes within Calabasas, as well as routes connecting to similarly designated routes in neighboring communities (see **Figure VI-2**).

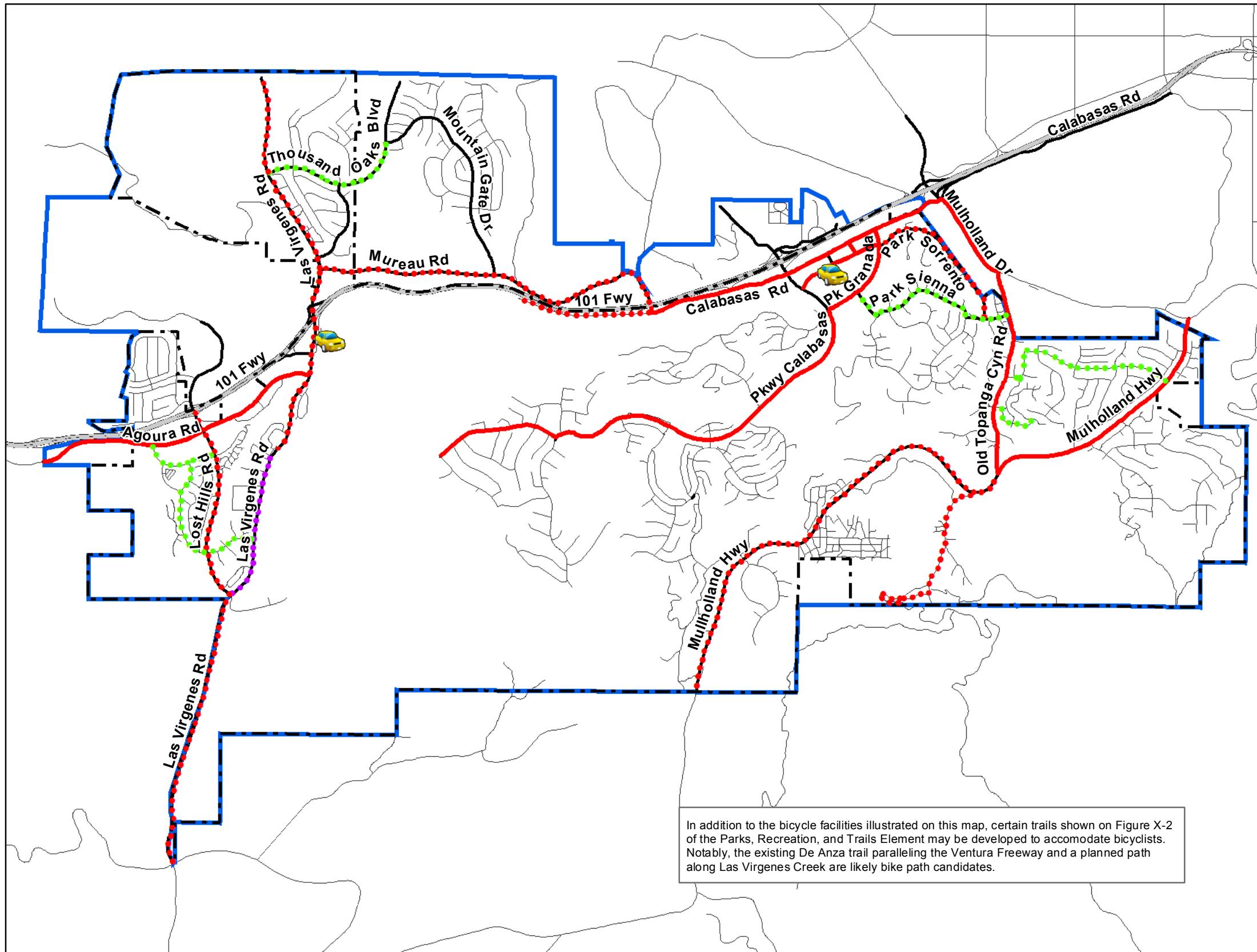
By providing bicycle routes throughout the City, riders will be able to travel with a greater sense of security. Thus, the City's vision is to establish a system of bicycle routes along major north-south and east-west routes within the City as shown in the Bicycle Master Plan. This system has been designed to encourage bicycle travel as an alternative when:

- *Commuting to school or work*
- *Riding for recreation or fitness along roadways*
- *Riding off-road in the hills and mountains of Calabasas*

To facilitate the use of bicycles in Calabasas, the City will:

- *Continue to develop and expand the system of bicycle facilities in order to connect residential areas to schools, parks, and employment and shopping areas*





Source: City of Calabasas, 2007, and Rincon Consultants, 2008. Updated March 2014.

Figure VI-2
Existing and Planned Bicycle
Facility System



VI. CIRCULATION ELEMENT

- *Coordinate the City's bicycle network with systems planned by Los Angeles County and adjacent communities*
- *Require the provision of parking, security, and shower facilities (where feasible) at key destinations*
- *Facilitate ongoing bicycle education and safety programs*

The State of California identifies bicycle facilities in three classifications, according to the degree of exclusiveness with which the paths are preserved for bicycle use. The classifications do not constitute a hierarchy of bikeways. Each class has its appropriate application, and may include other uses such as hiking, equestrian and pedestrian modes.

Class I Bike Path: A Class I Bike Path serves corridors which are not served by streets and highways or where wide rights-of-way exist, permitting such facilities to be built separate from roadway traffic. These alternative transportation routes may serve a variety of users. Bike paths can provide recreational opportunities for bicycles, equestrian and pedestrian users, or in some instances, may serve as high speed commute routes where vehicle cross traffic can be minimized. Existing opportunities for the designation of bike paths in the City is somewhat limited because of environmental considerations.

Class II Bike Lanes: Class II Bike Lanes are intended to delineate the on-street rights-of-way assigned to bicyclists and motorists, and to provide for more predictable movements of each. Where adequate roadway width is or can be made available, Class II Bike Lanes are to be provided.

Class III Bike Route: Class III bicycle facilities are considered shared facilities, which serve either to provide continuity to other bicycle facilities, or designate preferred routes through high demand corridors. Such bikeways are generally designated using signage along the roadway without special street striping; however, due to limited rights-of-way

Bicycle Facility Types

Class I - path on a right-of-way completely separated from roadways

Class II - striped one-way lanes set aside for bicycle travel on roadways

Class III – on-road routes marked by signs only



VI. CIRCULATION ELEMENT

in many areas, all roadways that do not contain Class II Bike lanes are considered Class III Bike Routes, even if specific signage is not provided.

Policies

- VI-14** Encourage bicycling by preserving existing bicycle paths, lanes, and routes, and developing new and expanded bicycle facilities that offer direct connections between residential and non-residential areas, in accordance with the Calabasas Bicycle Master Plan.
- VI-15** Ensure that parking for bicycles is available at major destinations to promote bicycle riding for commuting and recreation.
- VI-16** Make the safety and convenience of bicycle riders the primary concern with regard to determining locations for bicycle facilities.
- VI-17** Implement a safe routes to school program to help ensure that students can safely walk or bicycle to and from school.

VI.C Pedestrian Circulation

Objective

Continue to enhance Calabasas' pedestrian circulation system to ensure that walking is a viable transportation option for all City residents.

General Plan Approach

Land use patterns and associated urban design elements influence how much walking can safely and effectively occur in a community. Circulation systems that are designed with pedestrians in mind tend to increase outdoor activity and community interaction. In order to be effective in inducing people to walk, pedestrian paths need to be interesting, enjoyable, and provide access to destinations. Creating a network of paths that connect key features such as parks, schools, civic facilities, shops, and services is vital to the success of encouraging people to walk. Those most in need of pedestrian access include children, teenagers, the elderly, and those who cannot afford a car or choose not to drive.



VI. CIRCULATION ELEMENT

The pedestrian system in Calabasas consists of sidewalks, crosswalks, access ramps, overpasses, and tunnels. The system also includes neighborhood and park path systems, and dedicated trail facilities that are shared with bicyclists and other users. Although pedestrian facilities are available in many parts of the community, some areas lack sidewalks, while other pedestrian connections are discontinuous. It is the City's intent to continue to improve the pedestrian system in Calabasas by adding and enhancing sidewalks and multi-use paths where these are lacking or in need of repair, requiring community design standards that do not inhibit walking, and implementing traffic calming in appropriate locations. In particular, the City intends to improve pedestrian systems in the City's commercial and mixed use districts. Such improvements will be made over time as properties redevelop.

Policies

- VI-18** Promote pedestrian system improvements that create and sustain vibrant and active streets in major places of activity as well as providing direct connections between residential and non-residential areas.
- VI-19** Provide neighborhood streets that are walkable and that contribute to the physical safety and comfort of pedestrians.
- VI-20** Develop an inventory of and plan for implementing needed pedestrian system improvements and possible pedestrian system enhancements.
- VI-21** Require new development in Calabasas to incorporate pedestrian-oriented circulation features, as described in the Community Design Element. Such features should include amenities that make walking not only available, but desirable.
- VI-22** As commercial and mixed use districts redevelop over time, consider re-designing roadways in these areas to improve pedestrian circulation (possible re-design options include, but are not limited to, roadway narrowing, crosswalk enhancements, streetscape treatments that buffer pedestrians from traffic, and widened sidewalks). Roadways should be re-designed only if the re-design would not create unacceptable levels of service or unsafe conditions for vehicular traffic.



VI. CIRCULATION ELEMENT

VI.D Transit

Objectives

- ❖ Continue to provide a local transit system that meets the changing needs of the community and provides access to the employment centers, commercial areas, parks, and other gathering places for all City residents.
- ❖ Continue to cooperate with regional transit agencies to provide transit service to other parts of the Southern California region.

General Plan Approach

Public transit provides a variety of economic, community, environmental, and health benefits. For example, it can help establish corridors that become natural focal points for economic and social activities. These activities help create strong neighborhood centers that are more economically stable, safe and productive. Transit also enhances equity by creating jobs, getting people to work, and providing quality transportation access for individuals who cannot afford automobiles. Finally, use of public transit saves energy and reduces congestion and air pollution by reducing vehicle miles traveled.

Calabasas has a well-developed transit system, given the City's suburban setting. There are no major deficiencies in the transit system. The City's Transportation Department provides a free shuttle service with lines operating throughout the City. The City also runs the Calabasas Trolley, a free service that runs an hour-long loop connecting the east and west sides of the City on Fridays, Saturdays, and Sundays. The City is served by various Los Angeles County Metro routes that provide regional service between Calabasas and the San Fernando Valley and Los Angeles.

Transit use is high in Calabasas relative to other similar communities. According to surveys conducted by the City, 18% of students ride the bus or shuttle to school. The same surveys showed that 16% of the community utilizes the City shuttles, with 6% riding the shuttles at least once a week.

It is the City's intent to continue to provide a variety of transit options that meet the needs of Calabasas residents and businesses as well as to participate in development and operation of regional transit systems. Transit needs are likely to evolve over time as Calabasas' population ages. The City will continue to monitor the established transit system and adjust transit programs to meet changing needs.



VI. CIRCULATION ELEMENT

Policies

- VI-23** Continue to provide and improve access to environmentally friendly and convenient transit options for Calabasas residents and businesses.
- VI-24** Continue to encourage the use of transit through enhanced service, education, development of park-and-ride facilities, and increased public awareness about available transit options.
- VI-25** Require new developments to provide and/or fund transit facilities (such as bus shelters and park-and-ride facilities) that ensure access to transit.
- VI-26** Coordinate transit services and programs with all City departments.
- VI-27** Provide transit services to support community events that have special mobility needs and have the potential for adverse traffic and parking effects in neighborhoods adjacent to special event venues.



CITY OF CALABASAS
2030 GENERAL PLAN

VI. CIRCULATION ELEMENT

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CITY *of* CALABASAS
2030 General Plan



VII – Safety Element



CITY *of* CALABASAS **2030 General Plan**



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CITY of CALABASAS

2030 General Plan

VII. SAFETY ELEMENT

The Safety Element is concerned with identifying and, whenever possible, reducing the impact of natural and man-made hazards that may threaten the health, safety, and property of Calabasas residents, business owners, and visitors. The element emphasizes hazards reduction and accident prevention for known hazards and potential disasters. In addition, the element emphasizes the importance of reducing risk and the effects of disaster prevention and/or preparedness.

The Safety Element establishes mechanisms to reduce death, injuries, property damage and the economic and social dislocation resulting from hazards such as fires, floods, earthquakes, landslides, and other hazards. Hazards are an unavoidable aspect of life, and the Safety Element cannot eliminate risk completely. Instead, the Element contains policies to minimize the level of risk.

Numerous potential hazards that could affect life and property are present in and around Calabasas. Safety hazards can be generally grouped into two categories: naturally-occurring and man-made. Some hazards – flooding, for example – can be categorized as both naturally-occurring and man-made. Flooding could occur naturally as a result of intense precipitation in a short duration which causes rivers, natural drainage courses, or low-lying areas to overflow affecting surrounding properties. Man-made flooding could occur as a result of failure of a dam, obstruction of a natural drainage course, to a fire hydrant being broken in an automobile accident.

Issues covered in this Safety Element include:

- *Geology and Seismicity*
- *Stormwater Management and Flooding*
- *Fire Hazards*
- *Radon Gas*
- *Hazardous Materials*
- *Disaster Response*



VII. SAFETY ELEMENT

VII.A Geology and Seismicity

Objective

Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from seismic ground shaking and other geologic events.

General Plan Approach

Like all of Southern California, Calabasas is subject to substantial seismic hazards. These seismic hazards can affect the structural integrity of buildings and utilities, and, in turn, cause property damage and potential loss of life. Although it is not possible to prevent earthquakes, their destructive effects can be minimized through comprehensive hazard-mitigation programs and efforts. The potential for a major earthquake that may result in loss of life, injury, or displacement of many thousands of persons is present throughout Southern California. The precise time of such an event cannot be accurately predicted.

The Seismic Hazards Mapping Act, a California law passed in 1990, requires the State Geologist to identify and map zones prone to seismically induced liquefaction, ground-shaking, landslides and other forms of ground failure resulting from earthquakes.

Calabasas is not located within an Alquist-Priolo Fault-Rupture Hazard Zone (California Geological Survey, 1999). However, a number of active and potentially active faults are located within 25 miles of the City. A partial list of these faults includes:

- *Malibu Coast*
- *Anacapa Dume*
- *Santa Monica*
- *Palos Verdes*
- *Northridge*
- *Hollywood*
- *Simi-Santa Rosa*
- *Santa Susana*
- *Sierra Madre*
- *Newport-Inglewood*
- *Sierra Madre (San Fernando)*
- *Oakridge (onshore)*
- *Verdugo*
- *Holser*
- *San Gabriel*
- *Compton Thrust*
- *San Cayetano*

Figure VII-1 depicts regional faults that could create severe groundshaking in Calabasas.



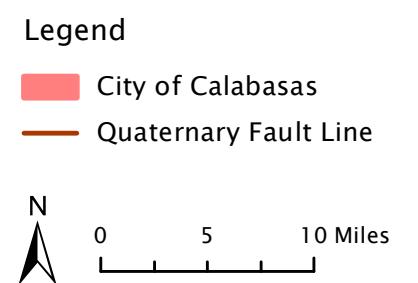
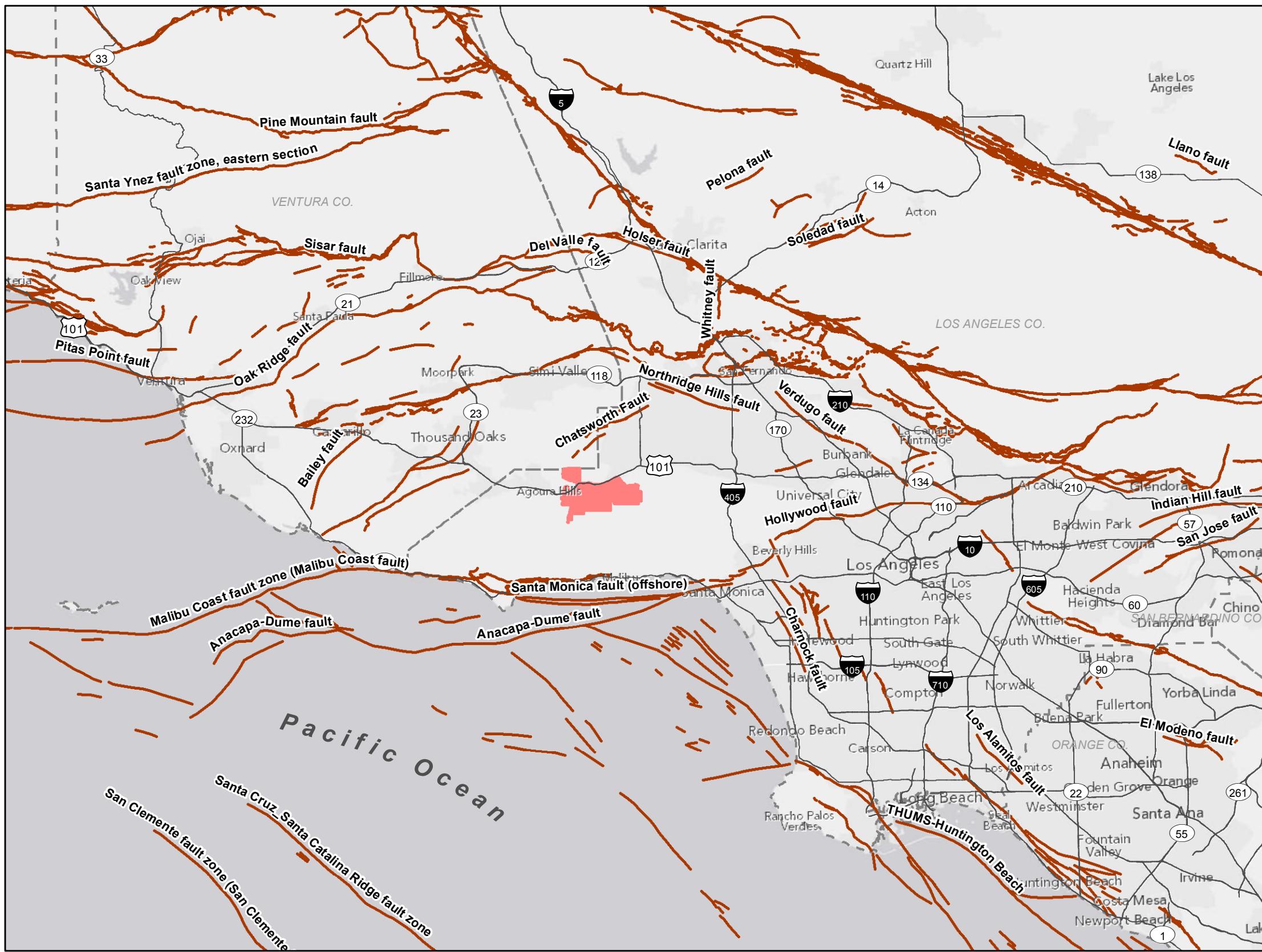


Figure VII-1
Regional Earthquake Faults

U.S. Geological Survey and California Geological Survey, 2013, Quaternary fault and fold database for the United States, accessed March 13, 2013, from USGS web site:
<http://earthquake.usgs.gov/regional/qfaults/>. Updated March 2014.



VII. SAFETY ELEMENT

Although no known faults are located within Calabasas, the aforementioned fault systems could cause property damage, possibly resulting in injury and loss of life in the event of a major earthquake due to ground motion. The level of impact resulting from any seismic activity will depend on factors such as: distance from epicenter, earthquake magnitude, and characteristics of soils and subsurface geology. **Figure VII-2** depicts the seismic hazard zones delineated by the California Department of Conservation.

The City will require building design to be commensurate with the expected level of groundshaking in a major earthquake, based on site-specific soils and geologic conditions, as well as on the level of risk associated with potential damage to the building. Thus, high occupancy buildings and buildings that serve needed disaster recovery functions

need to be designed to withstand a greater degree of groundshaking than low occupancy, low risk buildings. For all buildings, once environmental protection policies are met, construction techniques will be regulated according to the latest edition of the California Building Code (CBC) with City of Calabasas amendments or increased requirements as necessary to reduce geologic and seismic risks to acceptable levels.

The California Building Code (CBC) is the regulatory environment for design and construction of building codes and standards covering local, state, federal, land use and environmental regulations which are developed specifically for the purpose of regulating the life-safety, health and welfare of the public.

Portions of Calabasas may be susceptible to liquefaction (see **Figure VII-2**). Liquefaction results when water-saturated, sandy unstable soils are subject to intense shaking, such as that caused by an earthquake. These soils lose cohesiveness, causing unreinforced structures to fail. The primary factors for increased liquefaction susceptibility include areas subject to high seismicity, shallow groundwater, and young, poorly consolidated sandy alluvium. When this type of sandy alluvium is present, liquefaction susceptibility is generally considered high if groundwater depth is less than ten feet beneath the ground surface, moderate if ground water depth is between ten and thirty feet, and low if groundwater is between thirty and fifty feet deep. Liquefaction usually is not considered a significant hazard if the groundwater table is more than 50 feet below the ground surface level.

The topography within Calabasas varies and features vertical slopes and steep canyons. The major environmental factors controlling stability of the steeper hillsides include precipitation, topography, geology, soils, vegetation, and man-made alterations of the



VII. SAFETY ELEMENT

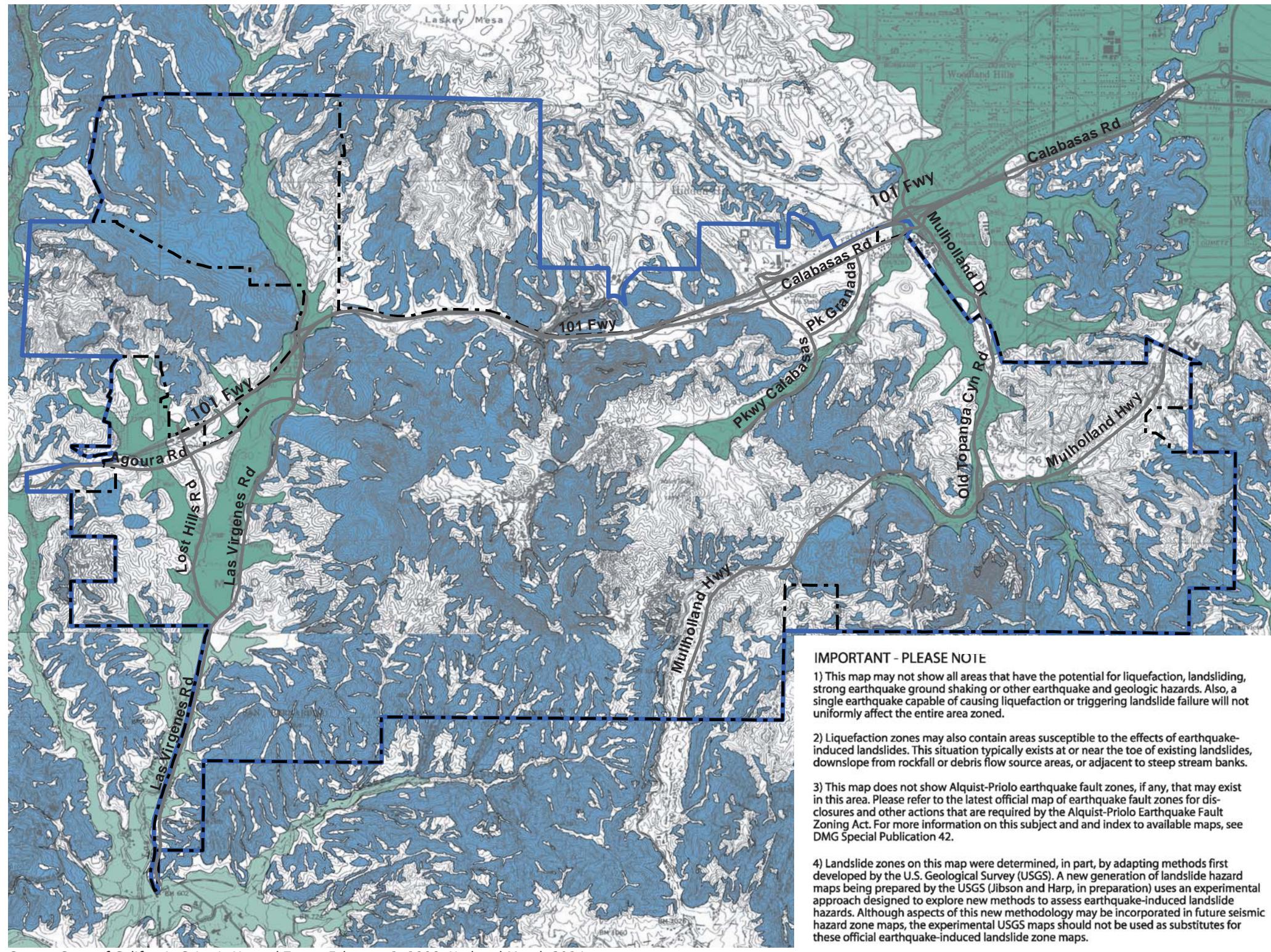
natural topography. Development on hillside areas where steep slopes are present can increase rates of erosion and exacerbate landslide hazards that may threaten structures. However, methods contained within the CBC reduce negative impacts associated with development on slopes.

Although it is not possible to eliminate all the risks associated with seismic related hazards, it is the intent of the Safety Element to use available tools, such as geotechnical studies, appropriate land-use decisions and adequate building codes to reduce risks.

Policies

- VII-1** Incorporate adequate mitigation measures into proposed development projects to achieve an acceptable level of risk from potential seismic hazards resulting from ground motion or fault rupture.
- VII-2** Emphasize prevention of physical and economic loss associated with earthquakes and other geologic disasters through early identification of potentially hazardous conditions prior to project approval.
- VII-3** Facilitate rapid physical and economic recovery following an earthquake, geologic disaster or wildland fire through early investigation of the event and implementation of effective new standards for design of structures.
- VII-4** Discourage development within potential landslide areas and areas with severe soils limitations as the City's preferred management strategy, and as a higher priority than attempting to implement engineering solutions.
- VII-5** Where engineering solutions to slope stability constraints are required, implement landform grading programs so as to recreate a natural hillside appearance.
- VII-6** Prior to approval of development projects within the liquefaction or landslide hazard zones depicted on Figure VII-2 or other areas identified by the City Engineer as having significant liquefaction or landslide hazards, require applicants to prepare site-specific liquefaction and/or landslide studies and mitigation. Such studies shall be subject to review and approval by the City Engineer.





LEGEND

- Calabasas City Boundary
- Plan Area Boundary

MAP EXPLANATION

Zones of Required Investigation:

- Liquefaction**
Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.
- Earthquake-Induced Landslides**
Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

DATA AND METHODOLOGY USED TO DEVELOP THIS MAP ARE PRESENTED IN THE FOLLOWING:

Seismic Hazard Evaluation of the Canoga Park 7.5-minute quadrangle, Los Angeles County, California: California Department of Conservation Division of Mines and Geology Open-File Report 97-14.

For additional information on seismic hazards in this map area, the rationale used for zoning, and additional references consulted, refer to DMG's World Wide Web site (<http://www.consrv.ca.gov/dmg/>).

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- U.S. Geological Survey base map standards provide that 90 percent of cultural features be located within 40 feet (horizontal accuracy) at the scale of this map. The identification and location of liquefaction and earthquake-induced landslide zones are based on available data. However, the quality of data used is varied. The zone boundaries depicted have been drawn as accurately as possible at this scale.
- Information on this map is not sufficient to serve as a substitute for the geologic and geotechnical site investigations required under Chapters 7.5 and 7.8 of Division 2 of the Public Resources Code.
- DISCLAIMER: The State of California and the Department of Conservation make no representations or warranties regarding the accuracy of the data from which these maps were derived. Neither the State nor the Department shall be liable under any circumstances for any direct, indirect, special, incidental or consequential damages with respect to any claim by any user or any third party on account of or arising from the use of this map.



Figure VII-2
Seismic Hazard Zones

VII. SAFETY ELEMENT

VII.B Stormwater Management and Flooding

Objective

Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from flooding.

General Plan Approach

Flooding is the inundation of normally dry land as a result of a rise in the level of surface waters or the rapid accumulation of storm-water runoff; it becomes a hazard when the flow of water has the potential to damage property and threaten human life or health. Flood risks are greatest, and flood hazards most severe, in winter, when water bodies are usually full and soils saturated. Flooding is primarily a natural process and, therefore, difficult to prevent.

However, land use and development decisions have a significant effect on the frequency and severity of floods; in general, urbanization increases the risk of flooding by increasing stormwater runoff and, to a lesser extent, erosion. Flooding is often a regional problem that crosses multiple jurisdictional boundaries.

A 100-year flood is calculated to be the level of flood water equaled or exceeded at least once in a 100-year period. The 100-year flood is more accurately referred to as the 1% flood, since it is the event that has a 1% chance of being equaled or exceeded in any single year.

Figure VII-3 depicts the Federal Emergency Management Agency (FEMA) flood zones in Calabasas. A small portion of western Calabasas is within the 100-year floodplain; however, the majority of the City is not located within any designated flood zones.

Calabasas will facilitate efforts with local, state, and federal agencies, including special districts, to address flooding issues. Development will generally be discouraged in flood-prone areas and individual developers in the City will be required to mitigate their potential contributions to downstream flooding problems.

Policies

- VII-7** Incorporate adequate mitigation measures into proposed development projects to achieve an acceptable level of risk from potential flooding hazards.



VII. SAFETY ELEMENT

- VII-8** Discourage development within flood hazard areas and encourage retention of natural drainage as the City's preferred management strategy, and as a higher priority than attempting to implement engineering solutions.
- VII-9** Ensure that new flood control and drainage facilities as well as improvements to existing facilities are consistent with the General Plan's environmental protection standards.
- VII-10** For discretionary development projects, limit new impervious surfaces to those that will not individually or cumulatively increase harmful runoff into natural stream channels downstream.
- VII-11** Setbacks from stream beds should be sufficient to avoid possible adverse effects associated with future stream bank erosion.

VII.C Fire Hazards

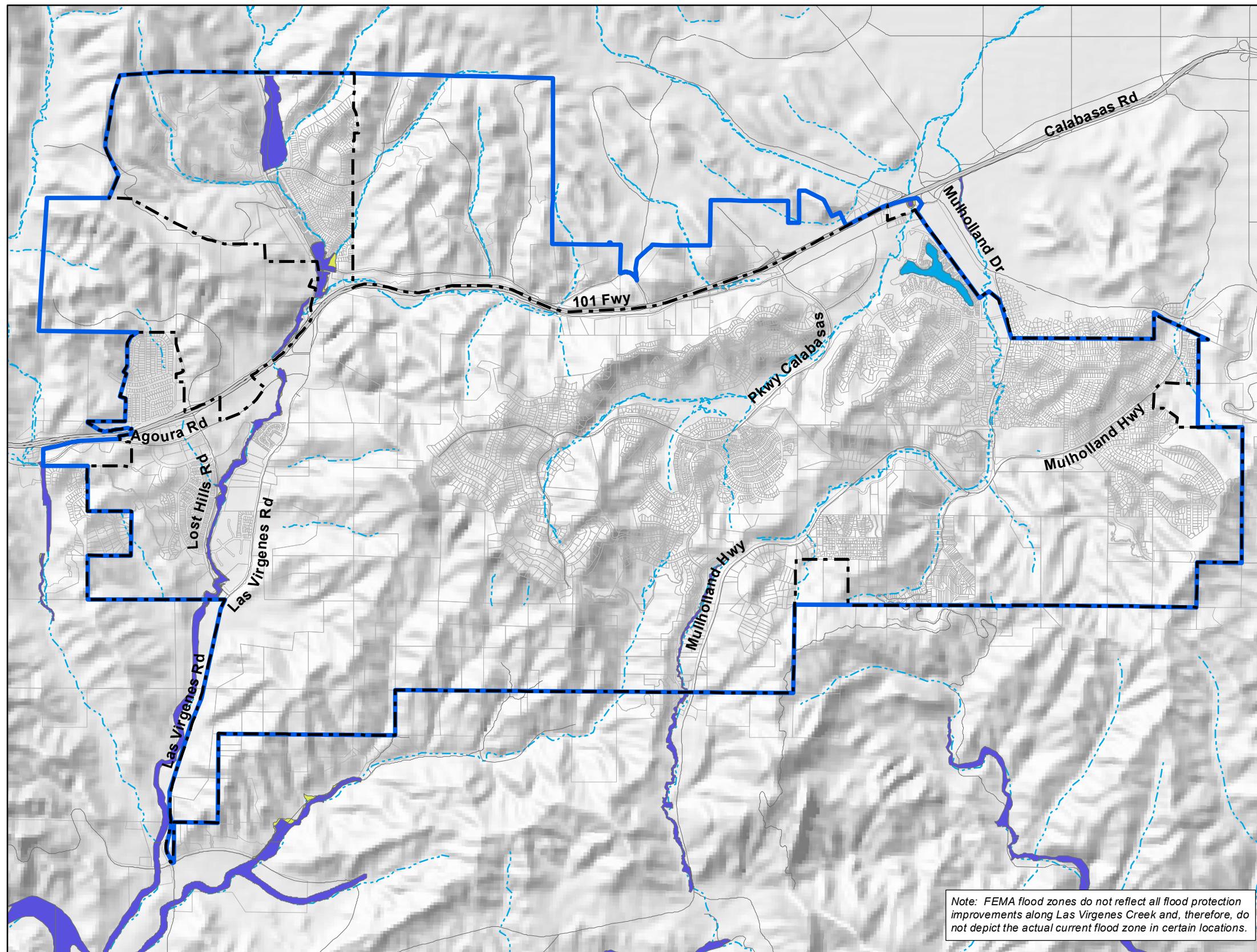
Objective

Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from urban and wildland fires.

General Plan Approach

Fire is a unique hazard in that it can result both from natural processes and from the intentional or accidental actions of people. There are three main types of fire hazards: (1) wildfires, which affect open space and development on the urban fringe; (2) structural fires, which occur in buildings; and (3) industrial fires, which generally result from the ignition of flammable materials. While fires are not entirely preventable, it is possible to create conditions that reduce the chances of fire and that facilitate efficient response in case fire breaks out. When a fire does ignite, quick response from firefighters and an adequate supply of water are essential in minimizing damage. General factors that affect an area's risk from fire hazards include its location, land uses, distance from fire stations, ease of accessibility by fire-fighting equipment, and adequacy of water supply. More specifically, the extent and severity of damage by fires are determined by several key factors affecting vulnerability. All of Calabasas is designated as a very high fire hazard zone.





Basemap imagery provided by USGS, 2002. Additional data layers from: Federal Emergency Management Agency Q3 Flood Data, May 1996, FIRM Panel No. 060749000A, Rincon Consultants, Inc., 2008, and City of Calabasas, 2007. Updated March 2014.

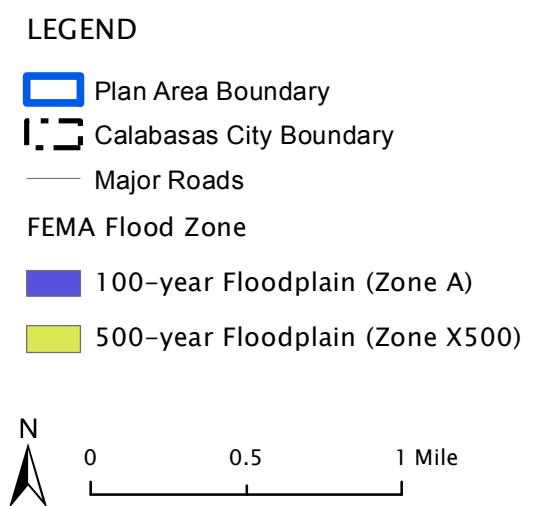


Figure VII-3
FEMA Flood Zones



VII. SAFETY ELEMENT

Measures in the CBC reduce fire hazards in structures. These include use of specific building construction materials, fire separation walls, building separation, and use of fire sprinklers. Included in development regulations are requirements for minimum road widths that provide adequate access for firefighting equipment and evacuation of residents, as well as clearance around structures (fuel modification areas) to prevent the rapid spread of fire.

Water availability and peak load water supply are essential in combating wildfires. Peak load water supply refers to the sum total of water required for fire flow, operational daily consumption, and emergency storage. As development occurs, peak load water supply reserves will need to be increased. Since increasing demands on groundwater basins can create deficiencies in local water supplies, it will be necessary for Calabasas to obtain additional water in the future from sources such as the State Water Project to ensure that peak load water supply demands are met.

Policies

- VII-12** Emphasize prevention of physical and economic loss associated with wildland fire through early identification of potentially hazardous conditions prior to project approval.
- VII-13** Promote fire prevention as the City's preferred management strategy; facilitate programs that are aimed at the prevention of fires.
- VII-14** Discourage development and encourage sensitive siting of structures within hazardous fire areas as higher priorities than attempting to implement fuel modification techniques that would adversely affect significant biological resources.
- VII-15** Require design and siting of new development within areas subject to wildfires in a manner that minimizes the threat of loss from wildland fire.
- VII-16** Ensure that new development is designed so as to facilitate access by firefighting equipment and to maintain adequate evacuation routes.
- VII-17** Do not permit development within areas that do not have adequate water pressure or fire flows until sufficient pressure and fire flows can be reliably provided.



VII. SAFETY ELEMENT

VII.D Radon Gas

Objective

Minimize the potential for physical injury and potential loss of life resulting from radon gas exposure.

General Plan Approach

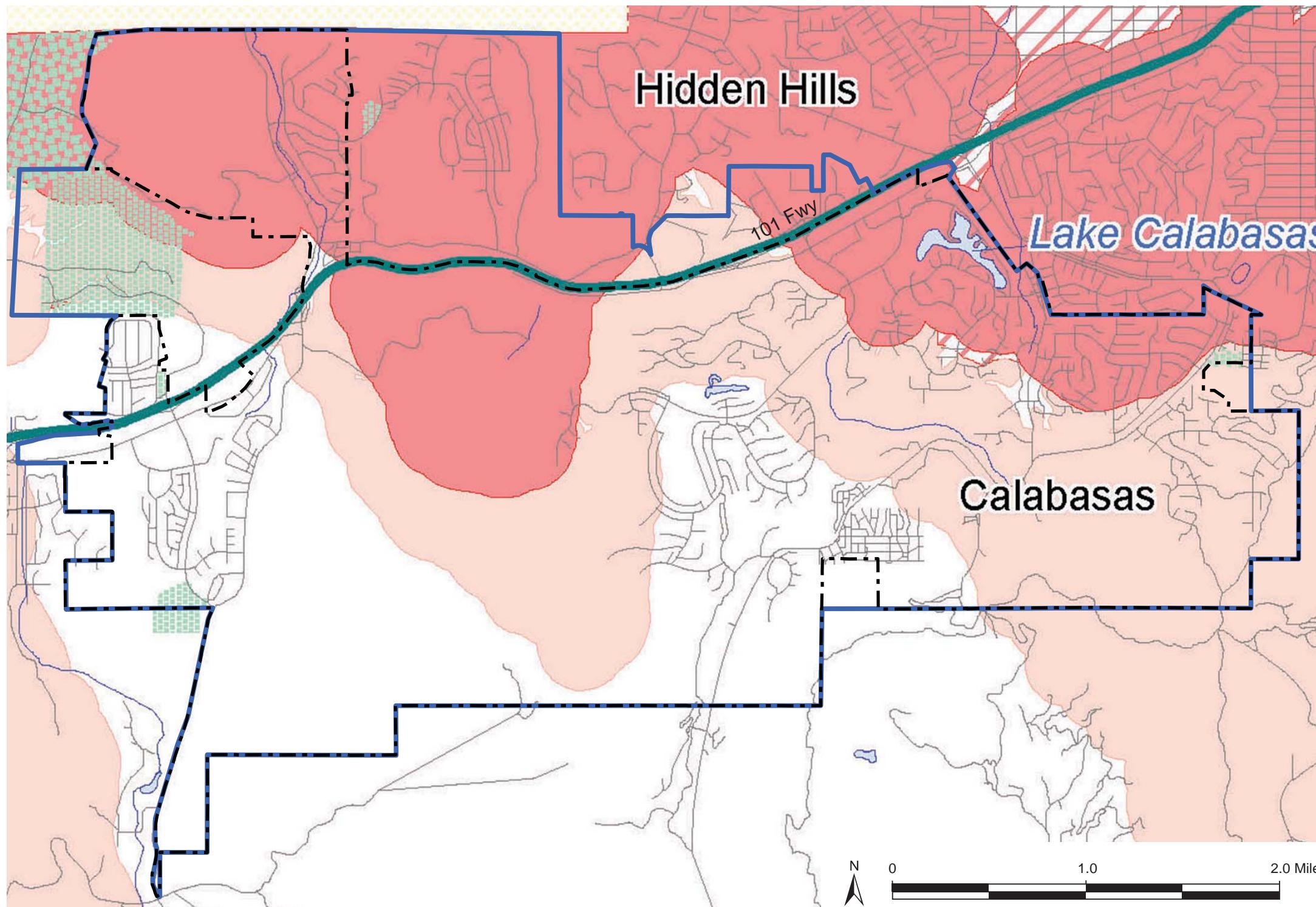
Radon is a cancer-causing natural radioactive gas that is invisible, odorless, and tasteless. Radon forms from the radioactive decay of small amounts of uranium naturally present in the rocks and soil. It can affect indoor air quality, particularly in mountainous areas. Radon gas from natural sources can accumulate in buildings and is a leading cause of non-smoking lung cancer deaths. The aim of the Safety Element is to minimize risks from radon exposure.

The California Geological Survey has developed a radon potential zone map for southern Los Angeles County. The map, shown on **Figure VII-4**, is based on the relative radon potentials of different geologic units. Geologic unit radon potentials were evaluated using short-term indoor-radon measurement data, provided by the Department of Health Services (DHS) Radon Program and airborne radiometric data from the National Uranium Resource Evaluation Project conducted in the 1970s and early 1980s. The DHS indoor-radon data from Southern Los Angeles County range less than 0.3 picocuries per liter (pCi/L) to 159.6 pCi/L. The radon level at which the U.S. Environmental Protection Agency (EPA) recommends considering remedial actions for radon reduction in residences is 4.0 pCi/L. The City of Calabasas is reported to have a moderate potential for radon levels to exceed 4.0 pCi/L (Dept. of Conservation, California Geological Survey, 2005).

Policies

- VII-18** Promote community education regarding potential hazards associated with radon exposure.
- VII-19** Require radon testing for new development within areas with moderate or high potential for indoor radon levels exceeding U.S. EPA recommended limits.





Source: Radon Potential Zone Map for Southern Los Angeles County, Ron Churchill, California Geological Survey, January, 2005. Updated March 2014.

Figure VII-4
Radon Potential Zones



VII. SAFETY ELEMENT

- VII-20 Where radon levels may exceed U.S. EPA recommended limits, implement effective measures – such as "sub-slab depressurization" systems – to limit exposure to radon.

VII.E Hazardous Materials

Objective

Protect life and property from potential short- and long-term adverse effects associated with the transportation, storage, treatment, and disposal of hazardous materials within Calabasas.

General Plan Approach

Calabasas is traversed by a major transportation artery: US Highway 101. Transportation of hazardous materials occurs along this route, thus potentially exposing people to potential catastrophic events. Hazardous chemicals or gases may be released accidentally at an industrial site or from trucks transporting hazardous materials. Such an event could require evacuation, and depending on the hazard and its severity, evacuation may be required for a few hours or several days. The release of hazardous materials requires an immediate response in order to protect human health and safety, and/or the environment. The Emergency Operations Section of the Los Angeles County Fire Department's Health Hazardous Materials Division (HHMD) provides 24-hour emergency response services to hazardous materials incidents occurring throughout Los Angeles County.

The Los Angeles County Hazardous Waste Management Plan, which the City has adopted, requires businesses that handle, store, or generate hazardous materials to obtain certain permits and prepare certain plans based on the amount of hazardous materials involved. The Inspection Section of the HHMD permits and inspects hazardous material handling and hazardous waste- generating businesses to ensure compliance with federal, state and local laws and regulations.

The City will continue to maintain permitting requirements that parallel County requirements for businesses within Calabasas that handle, store, or generate hazardous waste. Recognizing that the residential sector is a major producer of hazardous wastes, Calabasas has also implemented a household hazardous waste collection program so that household hazardous wastes are collected and disposed of in a safe manner. This



VII. SAFETY ELEMENT

program will continue to be implemented and will be expanded as appropriate to address the City's hazardous waste disposal needs.

Policies

- VII-21** Manage activities within Calabasas involving the transport, use, store or dispose of hazardous materials in a responsible manner that protects public health, safety, and the environment.
- VII-22** Promote the availability of safe and legal options for the management of hazardous wastes generated by businesses and households within and adjacent Calabasas.
- VII-23** Promote community education and understanding of sound management practices for the storage, handling, use, and disposal of hazardous materials.
- VII-24** Enforce the requirement that industrial facilities and construction sites have adequate Hazardous Materials Handling and Spill Response Plans to ensure that the goals of pollutant control are consistent with the City's public safety needs and the General Plan's water quality objectives.

VII.F Disaster Response

Objective

Maintain a system of emergency services and disaster response preparedness that will save lives, protect property, and facilitate recovery with a minimum of social disruption following both minor emergencies and major catastrophic events.

General Plan Approach

The management of emergencies and disasters consists of three distinct phases: (1) mitigation of potential hazards and pre-event preparedness (including event forecasting, response planning, training and public education); (2) response during or soon after the event, most often by fire, police and medical-services personnel and trained volunteers (also includes public alerts and notification, evacuation, search and rescue, and critical, short-term assistance to victims); and (3) post-event recovery, which generally includes debris removal, re-establishment of public and private



VII. SAFETY ELEMENT

services, financial and other longer-term types of assistance to victims, reconstruction, and collection and analysis of data related to the event.

The City will continue to maintain an up-to-date emergency response operations plan to detail Calabasas' planned response to emergency situations. Local disaster response will continue to be coordinated under the Calabasas Emergency Response Program (CERP), a volunteer program made up of home owner representatives, medical professionals, communications experts, and business representatives. The CERP provides information to Calabasas residents so they can be prepared for potential emergencies. Following a disaster, the CERP's role is to assess and communicate neighborhood conditions to the City's Emergency Operations Center. The CERP medical disaster team also provides basic first aid services from medical cache (first aid storage units) located throughout Calabasas (locations include Grape Arbor Park, De Anza Park, Calabasas Tennis and Swim Club, Calabasas High School, and Calabasas Hills Park).

Mutual aid agreements with regional agencies will be maintained to ensure the City's ability to receive assistance when demands for emergency services are greater than the City's available resources. The City will also continue to utilize the Emergency Management Information System (EMIS), a computer database system that provides detailed, real time information about emergencies from the County Emergency Operations Center.

Policies

- VII-25** Continue to implement local preparedness planning and operations and participate in multi-jurisdictional disaster preparedness planning and operations.
- VII-26** Coordinate planning activities with adjacent jurisdictions to promote the provision of quality medical and emergency medical care facilities and to identify and revise possible unnecessary constraints on their development.
- VII-27** Follow or adhere to Standardized Emergency Management System (SEMS), a framework for standardizing emergency-response procedures in California to facilitate the flow of information and resources among agencies in responding to multi-agency emergencies.



CITY OF CALABASAS
2030 GENERAL PLAN

VII. SAFETY ELEMENT

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CITY *of* CALABASAS
2030 General Plan



VIII – Noise Element



CITY *of* CALABASAS **2030 General Plan**



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CITY *of* CALABASAS

CITY of CALABASAS 2030 General Plan

VIII. NOISE ELEMENT

The purpose of the Noise Element is to limit the exposure of the community to excessive noise level. The Noise Element is to be used to guide decisions concerning land use and the location of common sources of excessive noise levels. To that end, the Noise Element identifies and addresses noise sources and establishes projected noise levels for significant noise generators.

Vehicle traffic, especially along the Ventura Freeway corridor, is by far the greatest source of noise affecting Calabasas residents. Other sources include traffic on arterial roadways, such as Las Virgenes Road, Lost Hills Road, Calabasas Road, Old Topanga Canyon Road, and Mulholland Highway. In particular, truck traffic to and from Calabasas Landfill is a source of noise on Lost Hills Road north of the Ventura Freeway. Residences, schools, hotels, and hospitals are generally considered sensitive receptors where excessive noise can interfere with normal activities.

Noise is generally defined as unwanted sound. Its effects can range from annoyance to nuisances to health problems.

VIII.A Noise Background

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). **Table VIII-1** lists a range of typical noise levels that one may encounter.

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the



VIII. NOISE ELEMENT

Table VIII- 1 Typical Noise Levels	
Noise Source	Noise Level (decibels)
Type of Noise or Environment	Decibels
Recording Studio	20
Soft Whisper; Quiet Bedroom	30
Busy Open-plan Office	55
Normal Conversation	60-65
Automobile at 20 mph 25 ft. away	65
Vacuum Cleaner 10 ft. away	70
Dump Truck at 50 mph 50 ft. away	90
Train Horn 100 ft. away	105
Claw Hammer; Jet Takeoff 200 ft. away	120
Shotgun at shooter's ear	140

human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1–2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40–50 dBA, while noise levels along arterial streets are in the 50–60+ dBA range. Normal conversational levels are in the 60–65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period.



VIII. NOISE ELEMENT

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than noise that occurs during the daytime. The Community Noise Equivalent Level (CNEL) recognizes this fact by weighting hourly Leqs over a 24-hour period. Essentially, the CNEL is a 24-hour average noise level that adds 5 dB to evening (7 PM to 10 PM) noise levels and 10 dB to nighttime (10 PM to 7 AM) noise levels to account for the greater sensitivity to noise during those time periods.

Depending on the type of land use that is exposed to such unwanted sounds, noise can have little effect or a substantially adverse effect on the use of land. Land uses that are generally more sensitive to noise are those where people spend considerable time inhabiting a site and would be disturbed by loud single event or continuous noise influences. These uses include residences, schools, parks, hospitals, libraries, hotels/motels, places of worship, and auditoriums. Land uses that are not typically noise sensitive are those that generate noise themselves or that are otherwise resilient to loud noise exposures. Such uses include active recreation centers, offices, commercial retail centers, business parks, utility stations, etc.

Land use types with the greatest sensitivity to noise typically have more stringent noise standard requirements, while non-noise sensitive land uses or uses with reduced noise sensitivity have less restrictive standards. Where the addition of a new noise source has a potential adverse affect on an existing use (particularly a sensitive noise receptor), the new noise and its source will be examined to determine if any noise standards, onsite or offsite, will be exceeded. Where noise standards will be exceeded, mitigation must be included as part of the proposed project to reduce noise levels to below threshold criteria. Some traditional approaches to addressing noise issues, such as sound walls, may not be acceptable in certain circumstances because of conflicts with other community objectives.

VIII.B Noise Levels in Calabasas

Figure VIII-1 shows noise levels measured at 20 locations throughout the City in 2007. Table **VIII-2** identifies those sites measured on Figure **VIII-1**. **Figure VIII-2** displays existing noise contours for Calabasas, which are estimates of noise levels based on the measured levels shown in combination with modeling of roadway noise based on 2007 traffic data. The highest noise levels in Calabasas are generally adjacent to the Ventura Freeway and arterial roadways, while residential neighborhoods generally experience relatively low noise levels.



CITY OF CALABASAS
2030 GENERAL PLAN

VIII. NOISE ELEMENT

**Table VIII- 2
Measured Noise Levels ***

Site No.	Location	Leq	Leq Min.	Leq Max
1	Mulholland Dr. near Mulholland Hwy Intersection	66.2	45.9	93
2	Mulholland Hwy near Calabasas High School	66.2	44.3	79.8
3	Mulholland Hwy near Viewpoint School	67.4	43.2	86.5
4	Las Virgenes Road-south of Lost Hills Rd.	72.2	48.7	90.3
5	Old Town Calabasas on Calabasas Road	69.1	55.1	93.8
6	Calabasas Rd. east of Parkway Calabasas	67.5	54.4	83.1
7	Parkway Calabasas--south of Park Granada	68.7	50.4	87.8
8	Calabasas Rd. west of Parkway Calabasas	71	59.1	86.7
9	Craftsman Rd. --north side of 101	64.2	55.9	83.7
10	Mureau Road north side of 101	75.7	68.1	87.5
11	Canwood St. along north side of 101	65.6	59.8	73.4
12	Lost Hills Rd. North side of 101--entrance road to Landfill	69.5	55.6	87
13	Las Virgenes Road-south of Mureau Road	64.6	52.7	81.3
14	Las Virgenes Road-south of Thousand Oaks Blvd.	64.6	48.8	80
15	Las Virgenes Road-- just south of Agoura Road	67.6	48.4	87.9
16	Las Virgenes Road at A.C Stelle Middle School	71.7	45.4	87
17	Calabasas Hills Road near Malibu Hills Rd.	54.9	40.2	76.5
18	Lost Hills Road near Malibu Hills Road intersection	67.7	50.9	83.7
19	Agoura Road East of Lost Hills Road intersection	63.7	47.7	82.2
20	Park Sienna at Park Alisal	64.4	40.2	80.8

* See Figure VIII-1 for noise measurement locations.



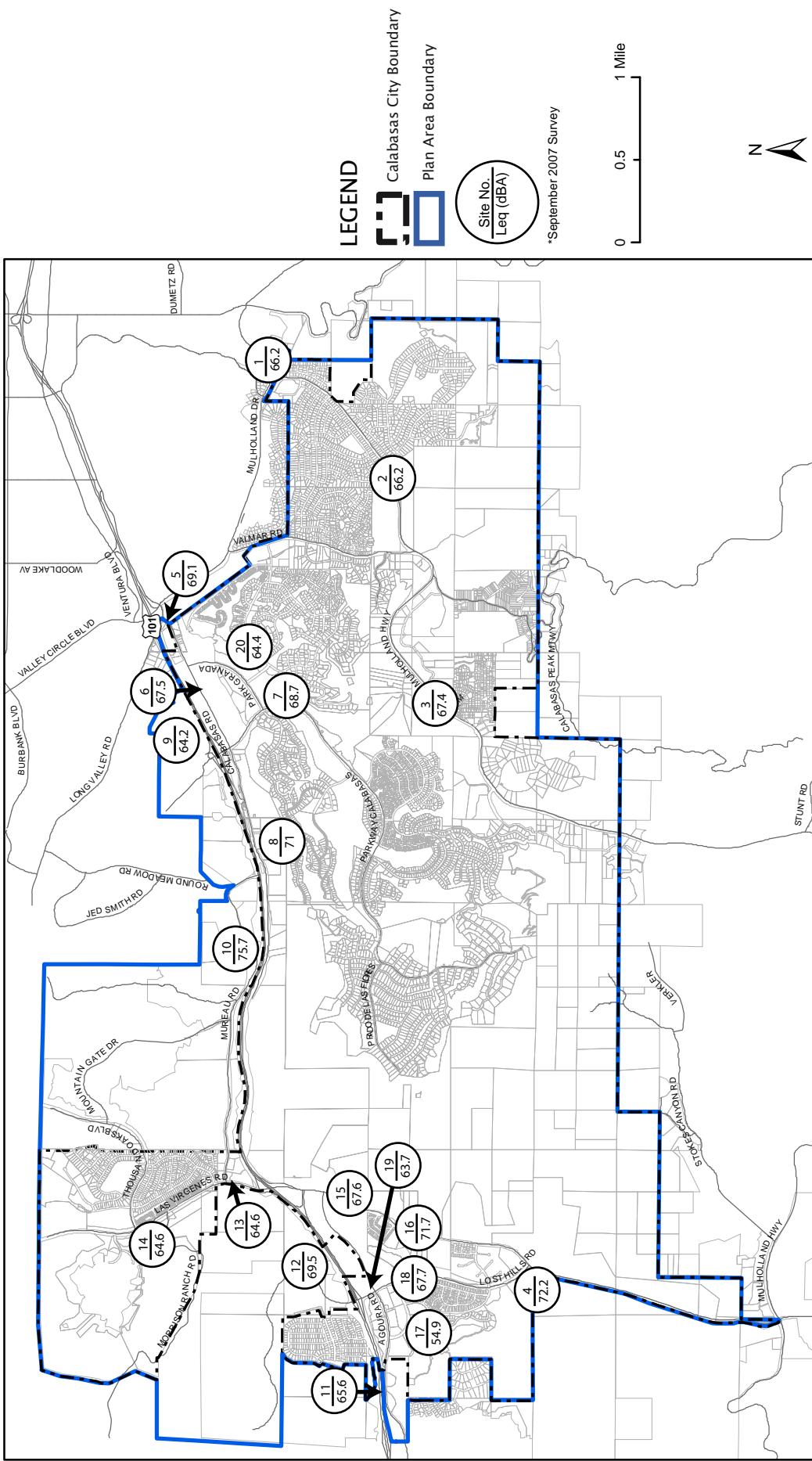


Figure VIII-1
Existing Noise Levels



CITY OF CALABASAS
2030 GENERAL PLAN

VIII. NOISE ELEMENT

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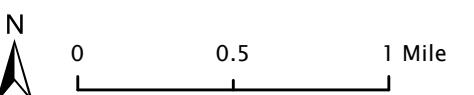
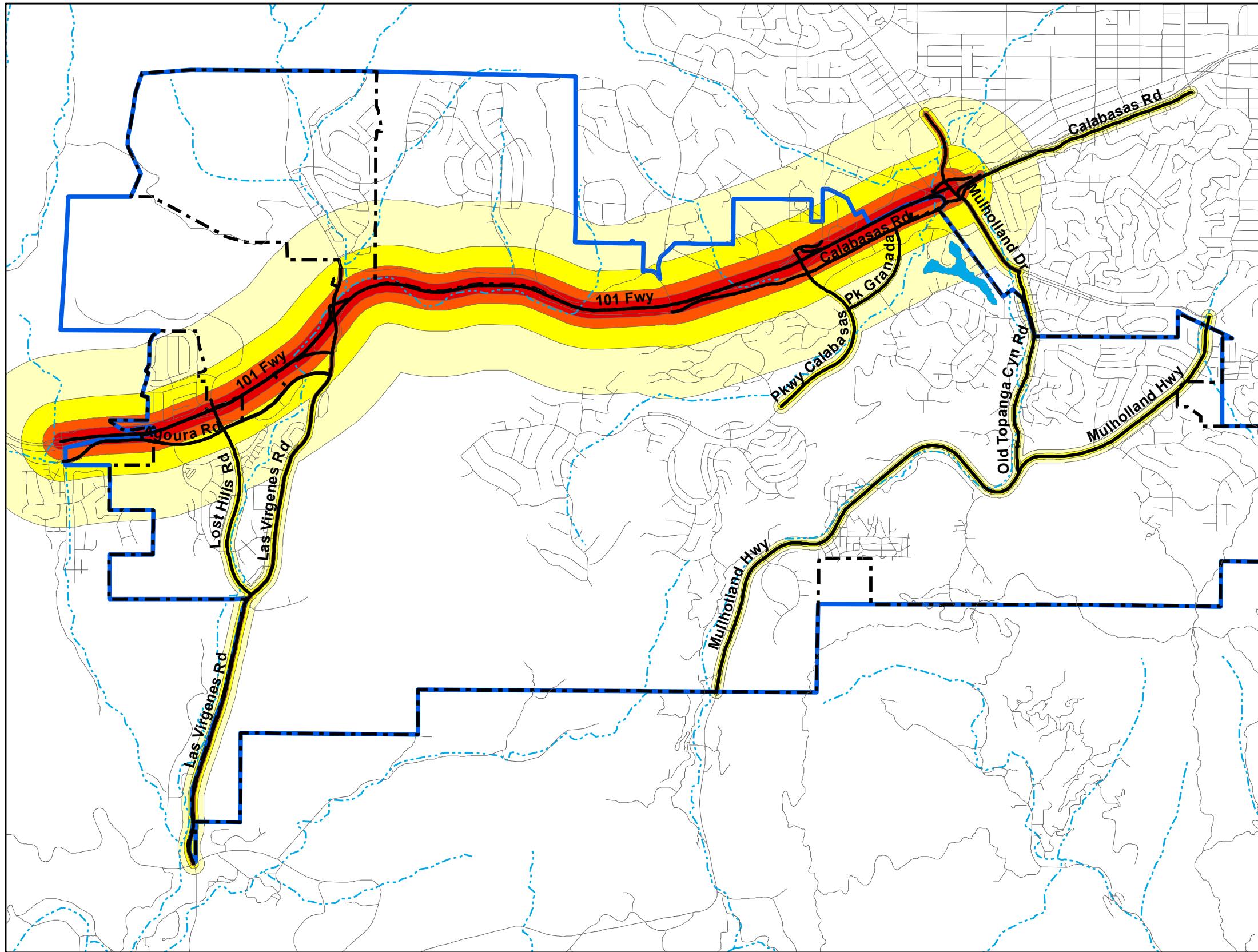


Figure VIII-2
Existing Noise Contours



VIII. NOISE ELEMENT

Open space, hillside management, and low density residential areas in Calabasas are areas where ambient noise levels are low. Such areas allow retreat from urban activities by providing tranquility and a sense of peacefulness. These areas also contain biological resources and diversity that are important environmental considerations to the Calabasas community. Wildlife moves between plant communities or habitats and open space areas along corridor systems. Generally absent from open space areas is urban noise encroachment.

VIII.C Noise Objective and Policies

Objective

Achieve and maintain noise compatible land use relationships consistent with the nature and character of individual land uses.

General Plan Approach

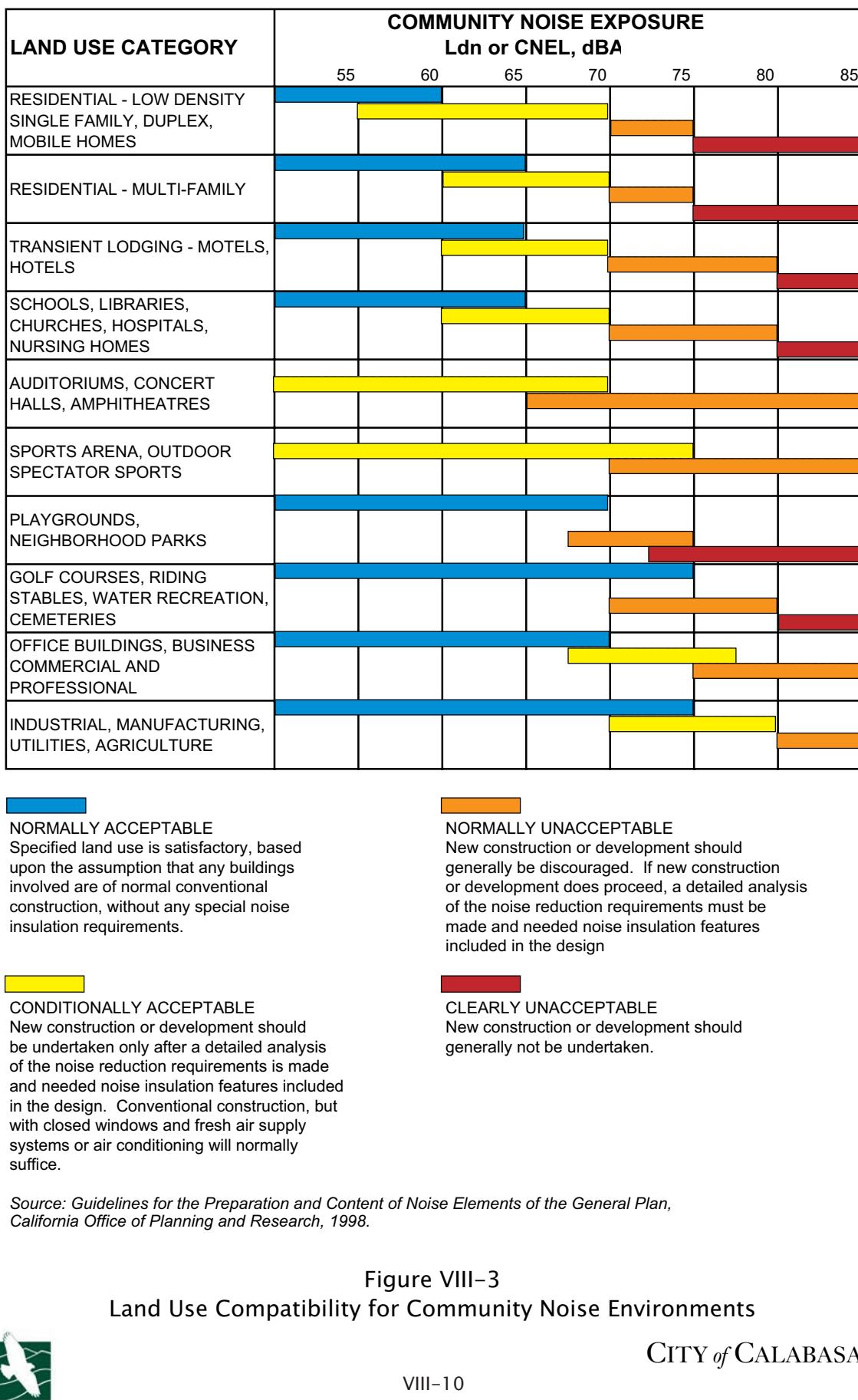
The Noise Element establishes noise compatible land use performance standards for the range of uses present in and around Calabasas. These standards were used in creating the General Plan Land Use Map to promote an appropriate pattern of land uses that preserves a quiet environment where such an environment is desired. Uses where a quiet environment is particularly desirable include residences, schools, medical facilities, and hotels.

The Land Use Compatibility for Community Noise Environments matrix (**Figure VIII-3**) establishes noise levels that are compatible with new uses proposed in the City. This matrix will be used to determine whether a proposed new use would be compatible with the ambient noise environment in which it is proposed as well as whether or not the proposed new use would create noise compatibility conflicts with established uses.

In addition to addressing the potential noise impacts associated with new development, the City intends to proactively address existing noise issues and those that could arise between existing developments. To this end, the City intends to identify and, where possible, mitigate the effects of existing noise sources, such as the Ventura Freeway. As part of the Development Code update, the City will also establish a noise ordinance that governs allowable noise levels on private properties in Calabasas.

As noted above, noise encroachment into open space, hillside mountainous, and low density residential areas can potentially destroy the tranquility associated with open





VIII. NOISE ELEMENT

space (including the ability to retreat from the stress of urban activity) and cause wildlife displacement where urban noises and influences exceed the tolerance levels of certain species. It is the desire of the City to prohibit the encroachment of urban noise into these areas, thereby retaining the tranquility of open space and low density residential areas as well as the wildlife movement and biological diversity that is present in such areas. Consequently, projects that cause a significant adverse effect on open space, hillside management, or low density residential areas that cannot be mitigated will not be allowed.

Policies

- VIII-1** Use the Land Use Compatibility for Community Noise Environments matrix (**Figure VIII-3**) to determine the compatibility of land use when evaluating proposed new land uses in the City. The matrix shall be used as a guide to assist in determining the acceptability of noise for existing or proposed land use.

In this matrix, the degree of acceptability is categorized by noise exposures that are normally acceptable, conditionally acceptable, normally unacceptable and clearly unacceptable. Action on proposed projects shall be guided according to the degree of land use/noise acceptability as follows.

- ***Normally Acceptable:*** *The potential for project approval should not be encumbered by land use/noise compatibility issues*
- ***Conditionally Acceptable:*** *The potential for project approval should not be encumbered by land use/noise compatibility issues, provided the applicant has included measures or conditions that are acceptable to the Planning Commission or appropriate planning authority and ultimately result in land use/noise compatibility.*
- ***Normally Unacceptable:*** *The potential for project denial will be considered likely as a result of land use/noise incompatibility, unless extraordinary circumstances are present that do not involve adjacent properties or uses. Overriding project benefits cannot be utilized to justify extraordinary circumstances.*
- ***Clearly Unacceptable:*** *If a project falls into this category, it shall not be approved due to land use/noise compatibility issues.*



VIII. NOISE ELEMENT

- VIII-2 If a proposed development project that will create or affect existing noise sensitive land uses is proposed in a location that is within a 60 dBA or greater CNEL noise contour, as determined by independent experts or consultants hired by the City, require that the project applicant demonstrate that, unless mitigation is available: (1) the project will not generate noise exceeding the “normally acceptable” range for existing uses on adjacent properties; and (2) adjacent influences will not generate ambient noise on the project site that exceeds the “normally acceptable” range for the proposed use.
- VIII-3 Locate and design noise-sensitive land uses and noise generators in such a manner that noise objectives will be maintained.
- VIII-4 Emphasize the following as the City's preferred noise management strategies, and as higher priorities than construction of noise barriers:
- *Avoiding placement of noise-sensitive uses within noisy areas*
 - *Increased setbacks from noise sources*
 - *Building orientation that shields noise sensitive portions of a project from noise sources*
 - *Use of sound attenuating architectural design and building features*
- VIII-5 Incorporate noise considerations into the design of transportation systems and ensure that noise impacts associated with roadway extensions and capacity enhancement projects are mitigated to acceptable levels.
- VIII-6 Incorporate consideration of noise impacts to significant wildlife habitats into the development/environmental review process.
- VIII-7 Prohibit the creation of helicopter pads, except where needed for emergency services.
- VIII-8 Use noise standards in the review of proposed developments to determine whether the proposal promotes acceptable noise compatible land uses both during construction and subsequently.
- VIII-9 Pro-actively address noise along the Ventura Freeway and other major corridors.



VIII. NOISE ELEMENT

- VIII-10** Develop a noise ordinance that establishes maximum allowable noise levels on private property within Calabasas, including specific standards for mixed use developments.



CITY OF CALABASAS
2030 GENERAL PLAN

VIII. NOISE ELEMENT

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CITY *of* CALABASAS
2030 General Plan



IX – Community Design Element



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CITY *of* CALABASAS

CITY of CALABASAS 2030 General Plan

IX. COMMUNITY DESIGN ELEMENT

The Community Design Element focuses on creating a desirable environment in which to live, work, and play. While the Community Design Element is an elective and not required element of the General Plan, community design includes the relationship between buildings, streets, land uses, open space, circulation, height, massing, natural features, and human activity and, as one of the most visible aspects of the City, warrants comprehensive coverage in the General Plan.

The goal of the Community Design Element is to maintain a high quality appearance in the existing and future built environment, while protecting and preserving the hillsides, ridgelines, and open space areas that provide the visual backbone for the community and are the connecting fabric for a variety of community neighborhoods and uses.

The Community Design Element begins with an overview of the existing physical development and regulatory framework of the City. Next, objectives and policies are organized under following topics:

- *Citywide Community Design*
- *Neighborhoods*
- *Scenic Corridors*

Community Character

Calabasas draws its identity from the beauty of its natural environment: the rolling hills, oak woodlands, canyons, wildlife, and its overall suburban and semi-rural character. Entering Calabasas from the east, there is a sense of leaving metropolitan Los Angeles behind. Vistas become broader and the sight of undeveloped hillsides dotted with oak trees signals an exit from suburbia.



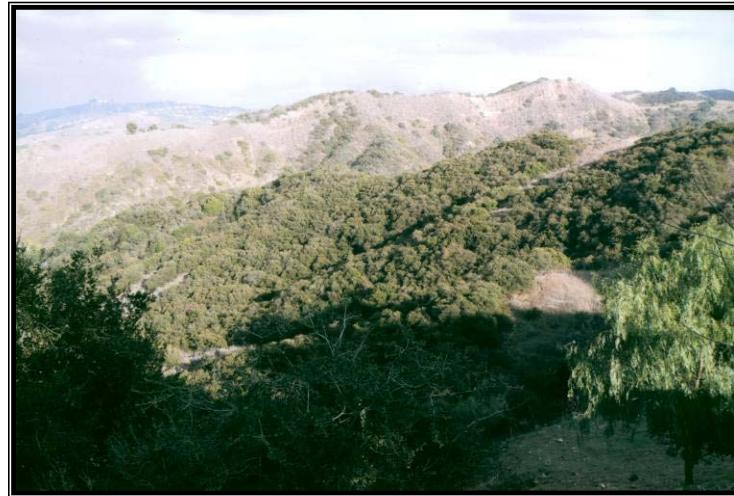
IX. COMMUNITY DESIGN ELEMENT

The following features combine to create Calabasas' unique character:

- *An impressive physical setting, dominated by rolling hills, oak woodlands, canyons, riparian areas, and wildlife;*
- *Large areas of natural hillsides visible from the Ventura Freeway, and a community character as seen from the Freeway that is dominated by natural environmental features;*
- *Diverse topography with large areas unbroken by man-made slopes, and long-range vistas of open ridgelines and mountain slopes that define the extent of urban development;*
- *A sense of leaving the Los Angeles metropolitan area upon entering*

Calabasas due to the contrast between the intensity of the metropolitan area and the openness and scenic beauty of the community's natural environment;

- *The historic identity and the western character of Old Town and an emphasis on Old Town as a community cultural center and gathering place;*
- *A low-rise character in the City's commercial and office areas;*
- *A compact, well-defined urban area that is bounded by semi-rural residential and natural open space;*
- *Availability of nearby commercial facilities, services, and office uses in business districts that are separated from the City's residential neighborhoods; and*
- *A lack of night lighting and existence of dark skies, enhancing the visibility of stars at night.*



A key element of Calabasas' character is the contrast between the intensity of the metropolitan area and the openness and scenic beauty of the City's environment.

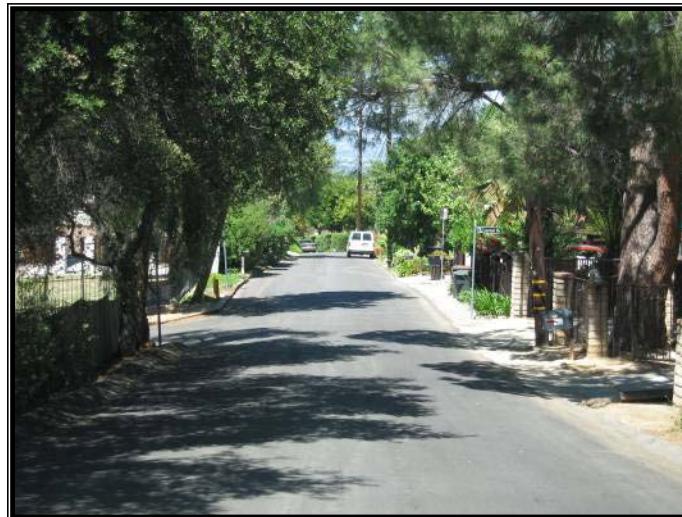
The existing development patterns of Calabasas are characterized primarily by low density residential development with concentrations of commercial and office



IX. COMMUNITY DESIGN ELEMENT

development adjacent to the freeway corridor. Due to the abundant and wide distribution of open space, a variety of neighborhoods and uses are linked by open space. The typical uses are segregated into several general types of development: single family residential tract development; semi-rural residential development; multiple family residential development; commercial, office, and industrial development; and public uses.

Single family residential tract developments in Calabasas are usually relatively small residential enclaves surrounded by natural areas such as open hillsides and canyons. Some of these enclaves have been developed as private, gated communities with only one or two main access roads. While this development pattern provides residents with a feeling of security, it tends to restrict inter-neighborhood connections and create inwardly focused neighborhoods. This type of development stands in sharp contrast to the more semi-rural, less formal development style of neighborhoods constructed over a period of many years.



Semi-rural residential development is also found in the City, mostly in the southern portion of the City along canyons and in the hills. Architectural styles of semi-rural residential development vary widely and landscaping is informal or natural. The semi-rural character is reinforced through minimal public improvements such as the lack of streetlights, sidewalks, and curbs and gutters. The City will continue to ensure that new development is harmonious with surrounding natural areas.



Multiple family residential development is concentrated in Malibu Canyon, Lost Hills, and the eastern Calabasas Park area. Some multiple family residential



IX. COMMUNITY DESIGN ELEMENT

development lacks sufficient landscaping and provides little architectural interest or detail to contribute to the desired community character.

Commercial, office, industrial development can be generally categorized into four types: freestanding and strip mall developments located along the Ventura Freeway, a large “lifestyle” commercial center (i.e., The Commons), business park uses along Agoura Road, and the Old Town commercial district. While some older commercial projects present a positive image for the City, other projects lack interesting building forms and details, adequate landscaping, screening of parking and storage areas.

Public and quasi-public uses in the community are focused along Las Virgenes Road and near The Commons while schools are located throughout the community with a concentration on the east side of the City along Mulholland Highway.

Existing challenges created by the current community form are:

- *Managing future development and redevelopment to minimize impacts to open space and viewsheds*
- *Improving connectivity between uses, neighborhoods and open space*
- *Creating desirable pedestrian environments and gathering spaces*
- *Establishing community gathering places and focal points for the east and west sides of town*
- *Ensuring high quality design consistent with Calabasas' desired character*

Existing Regulations

The form, and to some extent the architectural design, of the urban environment is largely the result of standards and regulations imposed on new development. For many years, the Los Angeles County Zoning Ordinance was relied upon as the primary document used to regulate development in Calabasas. Upon incorporation, the City adopted the County's Zoning and Subdivision Ordinances pending completion of its own development standards. After incorporation, the City adopted its own General Plan and Municipal Code aimed at more effectively controlling development. The City has also enacted ordinances, processes and master plans, including those described below, to help shape community design and character in a manner that is much improved with respect to overall design, landscaping, and compatibility with surrounding open spaces and land uses.



IX. COMMUNITY DESIGN ELEMENT

Site Plan and Development Review

Since incorporation, the City has also enacted a Site Plan Review Ordinance and a Development Review Process. These items currently provide the regulatory standards, design guidelines, and procedures for the review of all development projects in the City, including the exterior appearance of buildings.

Old Town Calabasas Master Plan and Design Guidelines and Commercial Zoning District

The purpose of the Old Town Calabasas Master Plan and Design Guidelines, adopted in 1994, is to ensure that a “sense of place” special and unique to the City of Calabasas could be retained and enhanced to reflect the history and spirit of Calabasas. The design guidelines are intended to facilitate and define the theme of “Old West” by establishing high quality streetscape, site, building, and landscape designs to complement the project setting. Both public and private improvements are addressed in the document.

The Old Town Calabasas Commercial Zoning District, last updated in 2003, specifies a variety of office, retail, and other commercial uses that are appropriate within Old Town, and ensures that development is designed to preserve and enhance the area’s historic character and comply with the Old Town Calabasas Master Plan and Design Guidelines. It is noted that portions of Old Town are within the City of Los Angeles and any applicable regulations from that jurisdiction would apply to those areas.



Scenic Corridor Overlay Zone

The purpose of the Scenic Corridor Overlay Zone, first adopted in 1991 and most recently updated in 2006, is to protect an important economic and cultural base of the City by preventing the destruction of the natural beauty and environment of the City; to safeguard and enhance property values; to protect public and private investment and buildings and open spaces; and to protect and enhance the public health, safety, and welfare.

The Scenic Corridor Overlay Zone is intended to be applied to major roadways within the City, from which the traveling public may enjoy scenic views of the hill and mountain



IX. COMMUNITY DESIGN ELEMENT

areas to the north and south of the community and scenic views of the City itself and surrounding landscape, from the hill and mountain areas within the City. The boundaries of the Scenic Corridor Overlay Zone along designated roadways includes all properties located within 500 feet of the right-of-way of the road designated as a scenic corridor, located between the right-of-way of the designated road and the prominent ridgeline that defines the viewshed from the scenic corridor, and where the director determines development may have an impact upon the designated scenic corridor. Designated scenic corridors within Calabasas include: Mulholland Highway, Las Virgenes Road, Old Topanga Canyon Road, and the Ventura Freeway. Scenic corridors are discussed in section IX.C of this element.

Las Virgenes Gateway Master Plan and Las Virgenes Road Corridor Design Plan

The Las Virgenes Gateway Master Plan and the Las Virgenes Road Corridor Design Plan, both adopted in 1998, are companion documents. The Gateway Master Plan provides direction on the planned development or redevelopment of private properties along the corridor while the Corridor Design Plan focuses on the desired appearance and functionality of the public realm, including the roadway, sidewalks, street lighting and furnishings, landscaping, etc.

The Las Virgenes Gateway Master Plan recognizes the location of the intersection of Las Virgenes Road and the Ventura Freeway as a gateway to the San Fernando Valley and Santa Monica Mountains as well as the City of Calabasas. The area contains some of the most scenic and diverse topography in the region and past urban development has threatened to negatively affect much of the natural semi-rural character. The Las Virgenes Gateway Master Plan sets goals and objectives to guide land use planning efforts, revitalization plans, and the review of new private development proposals. The Master Plan provides specific land use and development criteria and design guidelines for this section of the City. A semi-rural theme, rooted in California's history of simple, massive (adobe and timber-based) construction, is emphasized with "Monterey" style cited as an example of appropriate architectural design.

The Las Virgenes Road Corridor Design Plan provides a comprehensive master plan for a six mile length of Las Virgenes Road addressing beautification and circulation planning. A unified landscape plan is provided addressing signing, street lighting, street trees, parkway landscaping, medians, sidewalks, street furnishings and other elements establishing suitable character for various zones along the corridor. Native landscaping and rustic themes are emphasized.



IX. COMMUNITY DESIGN ELEMENT

West Calabasas Road Master Plan

The West Calabasas Road Master Plan, adopted in 2006, provides design direction on the planned development or redevelopment of private properties along the corridor as well as on the desired appearance and functionality of the public realm, including the roadway, sidewalks, street lighting and furnishings, landscaping, etc.

Guidelines provide instruction on design details to create “upscale country” and “country corporate” themes that build on both the history of the area and the more recent developments to unify West Calabasas Road and provide a cohesive environment. Two distinct types of land uses are addressed: vehicle dealerships and medical facilities and accompanying overnight accommodations. The guidelines address overall design principles, site planning, landscaping, building design, and site features.

Mulholland Highway Master Plan

The Mulholland Highway Master Plan, adopted in 1997, not only provides for traffic and circulation infrastructure but also provides guidance regarding beautification, landscaping and utility improvements. The goal of the plan is to help restore the original beauty of Mulholland Highway.

IX.A Citywide Community Design

The objectives and policies in this section relate to a larger community design ethos that necessarily involves entire neighborhoods, districts, or other sub-regions of the City. Within these areas, multiple parcels and a mixture of land uses are typically affected.

Objectives

- ❖ Focus new development in and near areas that already contain existing development.
- ❖ Preserve significant natural features, designated open space, and biological habitats.
- ❖ Preserve and enhance a pleasant visual experience for residents and visitors, emphasizing prominent and distinctive vistas, view corridors, and natural features.
- ❖ Create pedestrian access and connectivity opportunities as well as human-scaled gathering places.
- ❖ Promote high quality design for structures and building sites.



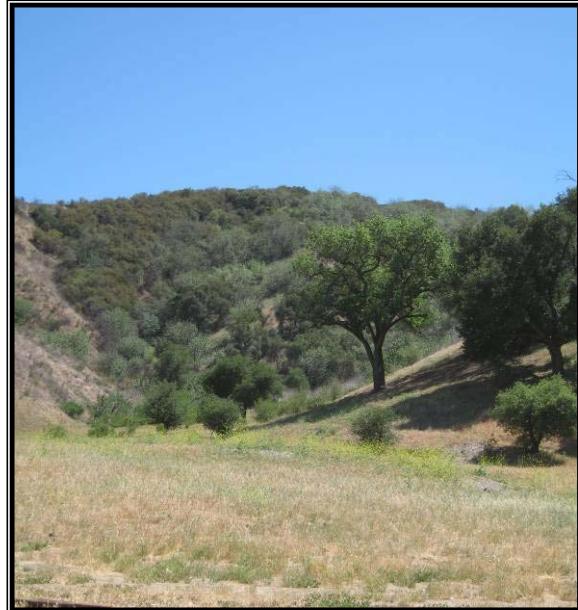
IX. COMMUNITY DESIGN ELEMENT

General Plan Approach

Community design focuses on defining the physical forms and environmental features that contribute to community character. The themes of environmental sensitivity, compact urban form, and inviting pedestrian access are key elements to future development in Calabasas. It is a high priority of the City to protect the natural environment, hillsides, open spaces, and views as the City continues to realize some future development. Calabasas is committed to promoting sustainable practices through General Plan community design goals and policies that complement such policies in the Conservation Element.

The primary community design concept for the General Plan is that new development should conform to the character of its natural setting.

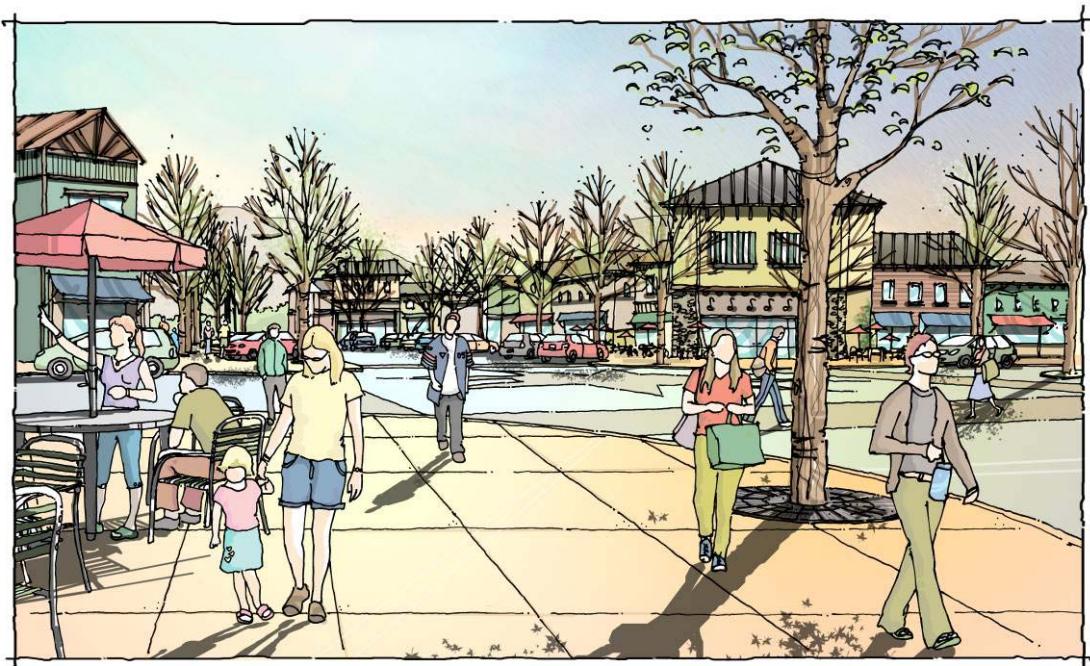
Therefore, new development should be accomplished through infill and revitalization of existing developed areas in order to conserve undeveloped areas. By creating a more compact urban form, many benefits may be realized, including maximizing open space, reducing energy costs, enhancing public transit feasibility, creating more walkable environments, and providing greater connectivity and synergy between land uses.



The challenge lies in how to accommodate and shape future development in infill locations in a way that retains the character of Calabasas and minimizes environmental effects. With this infill approach in mind, the City also seeks to accommodate housing demand through the redevelopment of commercial areas of the community with somewhat higher density mixed use development. This will create a series of mixed use community areas linked by open space and areas of larger residential development. Within the mixed use areas, the formation of inviting pedestrian areas and local gathering spaces will be important in creating a desirable atmosphere and a sense of community.



IX. COMMUNITY DESIGN ELEMENT



Calabasas recognizes that it is, and will continue to be, a low-profile, residentially-oriented community and the City intends to maintain its unique character as a friendly, family-oriented community in a picturesque natural setting.

Residential “mansionization” (building of excessively large houses on small lots) is perceived by some as a concern in Calabasas. This type of development can result in houses with large bulk that are out of scale with existing neighborhoods and that have the potential to change the character of the neighborhood. It can also result in minimal setbacks and landscaping along street frontages; decreased availability of light, air, and privacy; view blockage; and excessive grading for large building pads. The General Plan aims to prevent overbuilding by requiring that new residential construction be compatible with the surrounding community character and the physical limitations presented by the natural terrain. The City recognizes that development of individual small lots, in itself, does not necessarily create negative impacts, as long as certain key design concepts are incorporated to mitigate potential negative impacts.

Policies

- IX-1** Through community input and design review, ensure that new development and redevelopment is of high quality design, is aesthetically pleasing, and contributes to a positive image for the City.



IX. COMMUNITY DESIGN ELEMENT

- IX-2** Preserve, protect, and enhance landmarks, sites, historic landscapes and districts, and areas of historical, cultural, and urban design significance.
- IX-3** Ensure that new development projects become assets to the community through direct contribution to the enhancement of Calabasas' visual environment.
- IX-4** Protect and enhance historic resources such as Old Town, in collaboration with all other affected jurisdictions as appropriate.
- IX-5** Ensure that new development is aesthetically compatible with the area's natural environment and that it contributes to a positive image for the City.
- IX-6** Require that new developments preserve views of identified scenic resources from designated corridors.
- IX-7** Where applicable, enhance view corridors that are oriented toward existing or proposed community amenities, such as recreation facilities, parks, open space, or natural features.
- IX-8** Require that new developments establish architectural and siting design themes that are compatible with the surrounding context, including:
 - *Prominent design features existing in the immediate area (i.e. trees, landforms, historic landmarks);*
 - *Existing and planned development, buildings and structures; and*
 - *The natural environment (i.e., hillsides, washes, native vegetation, community landscaping).*
- IX-9** Require that new developments create pleasing transitions to surrounding development. For example, where applicable:
 - *The bulk of new structures should be compatible with the area's environment and with adjacent development;*
 - *Setbacks from streets and adjacent properties should be in proportion to the structure and the function of the street and shall encourage pedestrian scale and uses (for example, zero setbacks from property lines and street right-of-way are appropriate within Old Town); and*



IX. COMMUNITY DESIGN ELEMENT

- *Multi-story structures should be made less imposing by physically stepping the upper stories of the structures back from street level.*
- IX-10** Within residential neighborhoods, protect neighborhood character by maintaining the mass, scale, and height of structures at a size that is compatible with the size of the parcel upon which the structure is located, as well as the size of adjacent development.
- IX-11** Promote an assembly of distinct neighborhoods that encompass a range of housing types which:
- *Provide a refuge from the congestion of the adjacent metropolitan area;*
 - *Are visually attractive and compatible in intensity, dwelling unit size, and structural design with the need to protect the surrounding natural environment; and*
 - *Meet the needs and suit the lifestyles of current and future residents.*
- IX-12** Provide appropriate transitions between different projects and between suburban and rural/semi-rural land uses through the provision of buffer areas, landscaping, and other similar treatments, such as hedges, walls, fences, berms, or landscaped open space.
- IX-13** Promote the establishment and maintenance of the following features to enhance community character:
- *Gathering, meeting, and recreational places;*
 - *Commercial facilities that facilitate, rather than hinder, pedestrian circulation within the facility, as well as between commercial facilities and adjacent residential neighborhoods;*
 - *Development designs that enhance a feeling of being safe*
 - *Traditional, rather than trendy or "franchise" architecture that complements the natural character of Calabasas' setting;*
 - *Distinctive buildings that contribute to, rather than detract from, Calabasas' character;*
 - *Hillside residential development designs that feature natural rather than manmade forms and that emphasize the use of custom foundations in place of slab construction;*



IX. COMMUNITY DESIGN ELEMENT

- *House sizes and flat pad areas in hillside areas that are consistent with the natural character and setting; and*
- *Community entry statements and landscaping that accurately portray community character.*

IX-14 Promote lower level lighting/illumination citywide through implementation of lighting standards such as the City's "Dark Skies" ordinance.

IX-15 Ensure that public improvements such as streets, sidewalks, drainage facilities, and streetlights are aesthetically pleasing and contribute to a positive image for the City. For example, where applicable:

- *Use earth-tone tinted concrete for drainage features;*
- *Provide natural-looking treatments for culverts incorporating native stone material; and*
- *Install streetlights and traffic signals that are attractive and low glare.*

IX-16 Integrate sustainable practices into the design of developments, including site planning, building form, materials, and landscaping.

IX.B Neighborhoods

Different areas of Calabasas exhibit a variety of design characteristics and themes. This variety is an important component of the community identity of Calabasas. Several neighborhoods within Calabasas warrant specific design direction. The following four neighborhoods are a focus of this section: Las Virgenes/Westside, East Village, North Mulholland, and South Mulholland. For the purposes of this section, the subtitle "neighborhoods" refers to subareas of the City that are actually collections of neighborhoods located in the same general area. **Figure IX-1** shows the location of each neighborhood.



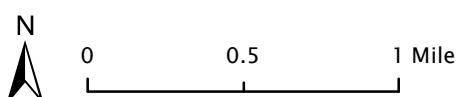
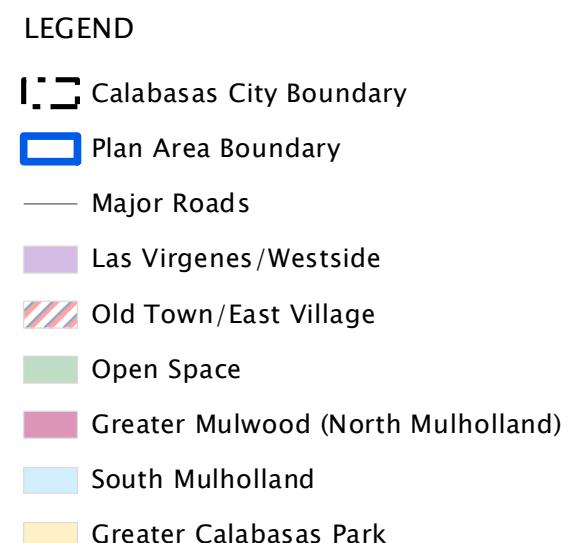
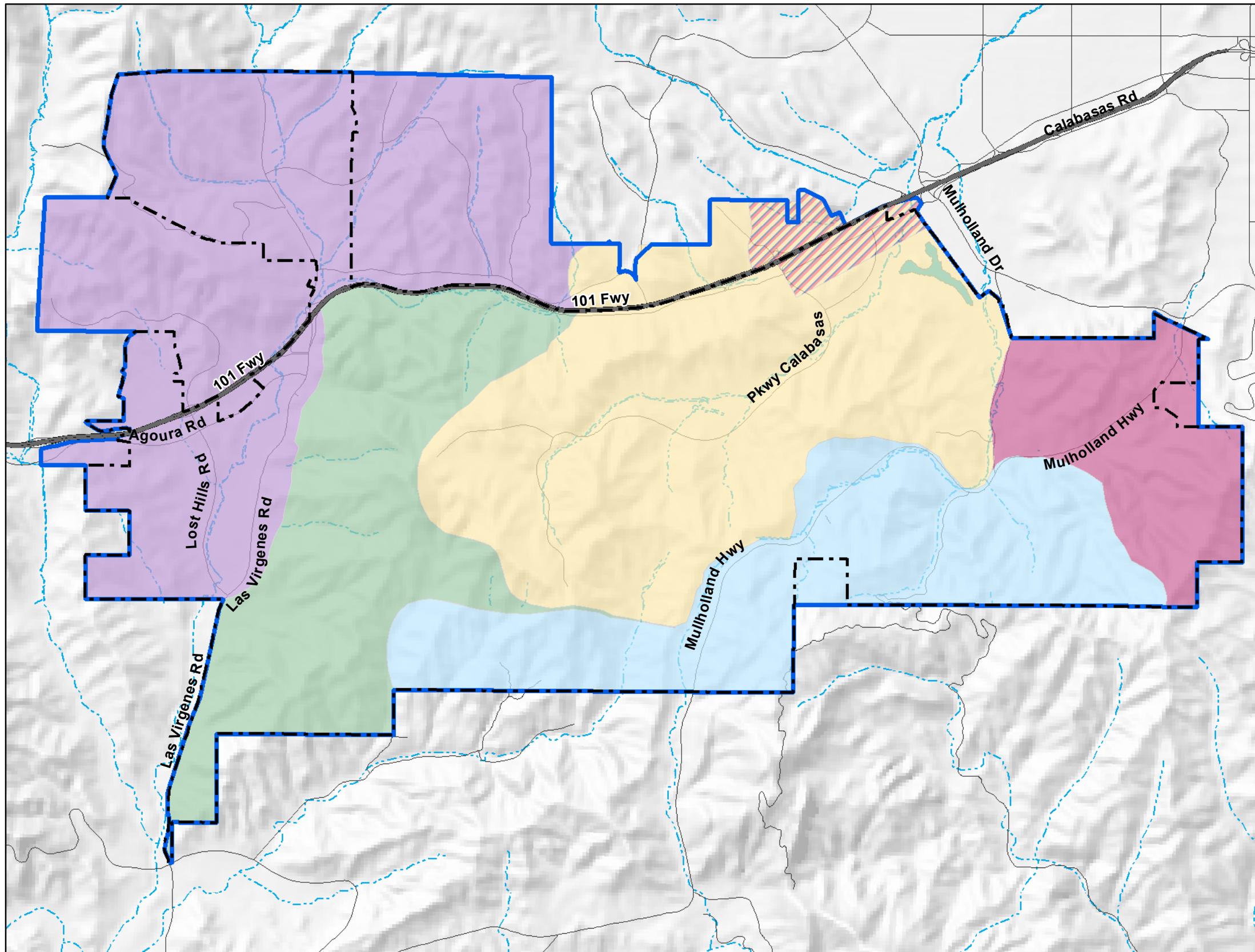


Figure IX-1
Calabasas Neighborhoods



IX. COMMUNITY DESIGN ELEMENT

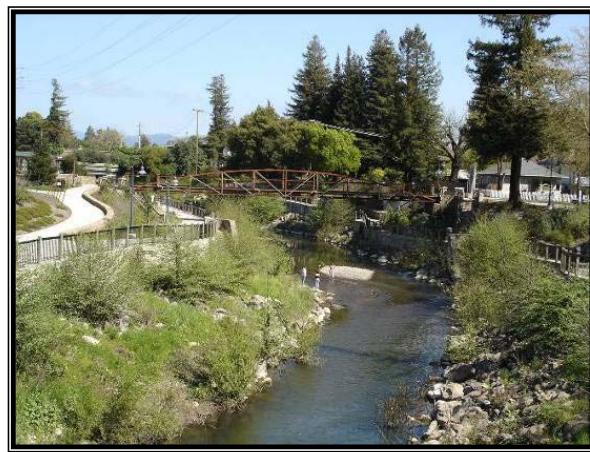
General Plan Approach

As stated earlier, strategic infill development is preferred to development in undisturbed, natural areas. The greatest opportunities for strategic infill development in Calabasas lie at the western and eastern gateways to the City, in the Las Virgenes/Westside and East Village neighborhoods. Mixed use infill development will characterize these neighborhoods. Additionally, none of the major entrances to the City, such as the East and Las Virgenes/Westside areas, currently presents a significant visual entry statement. Development of these entrances should include recognizable elements that represent the quality development and way of life of Calabasas. The North Mulholland and South Mulholland neighborhoods are more residentially focused neighborhoods; therefore, protection of the existing community character is an important community design concept for these neighborhoods.

Las Virgenes/Westside

The Las Virgenes/Westside area encompasses the portions of the City of Calabasas along Las Virgenes Road and Agoura Road. Currently, the area hosts a variety of uses from business park, commercial, and hotel to single and multi-family residential uses. Visitor-serving support uses, such as gas stations and drive-thru restaurants, are situated near the freeway. The character of Agoura Road and Las Virgenes Road ranges from an urban feel of larger office complexes and small retail operations to a semi-rural, ranch, natural character. There is a need to create a focal point and more integrated, inviting mix of land uses, gathering places and pedestrian environment. This area is also considered a gateway to the Santa Monica Mountains and the western entry into the City; Las Virgenes Road is also designated as a scenic corridor, as discussed later in this element.

Combining the desire to direct development to infill and redevelopment opportunities (versus undeveloped hillside areas) and to facilitate a “village center” for the Westside of town, the Las Virgenes/Westside concept was created. The Las Virgenes/Westside is comprised of a mixed use district with residential, retail and office space that has a distinct village feel. The area provides enhanced streetscapes and public gathering



IX. COMMUNITY DESIGN ELEMENT

spaces focused on an enhanced Las Virgenes Creek walkway. Specific visioning for the Las Virgenes/Westside area was conducted and is presented on **Figure IX-2; Figure IX-3** provides several sketches depicting the future potential for the Las Virgenes/Westside. Portions of the vision for this area would be implemented as properties in the area redevelop over time. In addition, specific direction is provided for a prominent site east of the Agoura Road/Las Virgenes Road intersection due to the need for special standards that address unique features, conditions, and constraints. For these reasons, this site is designated Planned Development in the Land Use Element.

For the Planned Development site, a welcoming pedestrian level presence at street level along Las Virgenes Road is a key element. Buildings and uses should have a strong connection and interaction to the street in order to integrate the site with the mixed uses along Agoura Road. Store fronts at the ground level will be customer oriented, while uses above include office or residences (or perhaps commercial uses such as a restaurant with views of the Las Virgenes/Westside). Buildings are envisioned to maintain good building form, including stepbacks and balconies. High quality, iconic architecture will screen parking structures and follow architectural direction in the Las Virgenes Gateway Master Plan. Overall, the project will be nestled into the topography using techniques such as contour grading, terraced building forms and tuck-under parking.

Objectives

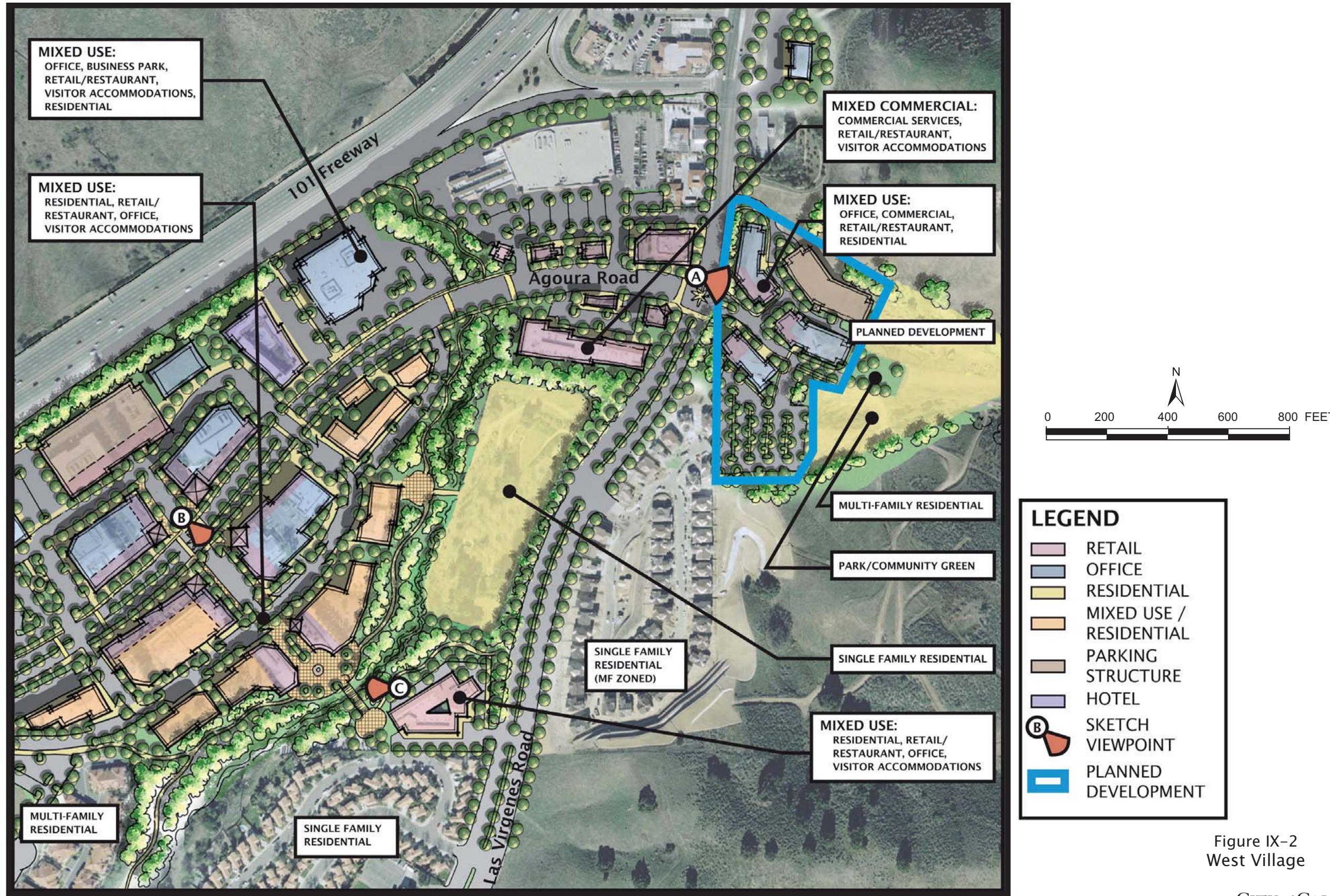
- ❖ Near Las Virgenes Road and Agoura Road, foster the creation of a mixed use residential, retail, and office district with a distinct village feel.
- ❖ Foster connections to Las Virgenes Creek.

Policies

IX-17 Provide a mix of uses that creates a destination area where people can come and stay – live, shop, relax, play.

IX-18 Facilitate the development of more amenities in western Calabasas, such as shopping, pedestrian facilities, and gathering places.







Source: RRM Design Group, March, 2008.



Figure IX-3
West Village Sketches

IX. COMMUNITY DESIGN ELEMENT

- IX-19** Facilitate the development of a mixed use commercial core along Agoura Road that is supported by office and residential uses.
- IX-20** Emphasize the use of natural materials such as wood and stone on new development in order to enhance the area's semi-rural/ranch character.
- IX-22** Develop a unified streetscape identity for Las Virgenes and Agoura Road with landscaping improvements, intersection treatment, better building street presence, and improved pedestrian orientation.
- IX-23** Create stronger connections with Las Virgenes Creek through building orientation, outdoor dining and pedestrian access.
- IX-24** Create gathering spaces in new development to enhance pedestrian activity, provide community focal points, and strengthen linkages between uses.

East Village

The East Village area is actually a collection of four distinct areas: Calabasas Park, Old Town Calabasas, The Commons, and Craftsman's Corner. Calabasas Park and Old Town Calabasas have well established identities and not much revitalization or infill is envisioned for these areas. Currently, challenges include lack of connectivity between these subareas, visual clutter along the freeway, unscreened parking lots along Calabasas Road, and the unmet opportunity for more of a downtown environment for the east side of the community.

The vision for The Commons and Craftsman's Corner areas is to create an expanded "village" environment by including new professional offices, retail commercial uses, visitor accommodations, cultural arts facilities, and residential development connected with pedestrian spaces, plazas, and parks. Specific visioning for portions of the East Village area was conducted and is presented on **Figure IX-4**.



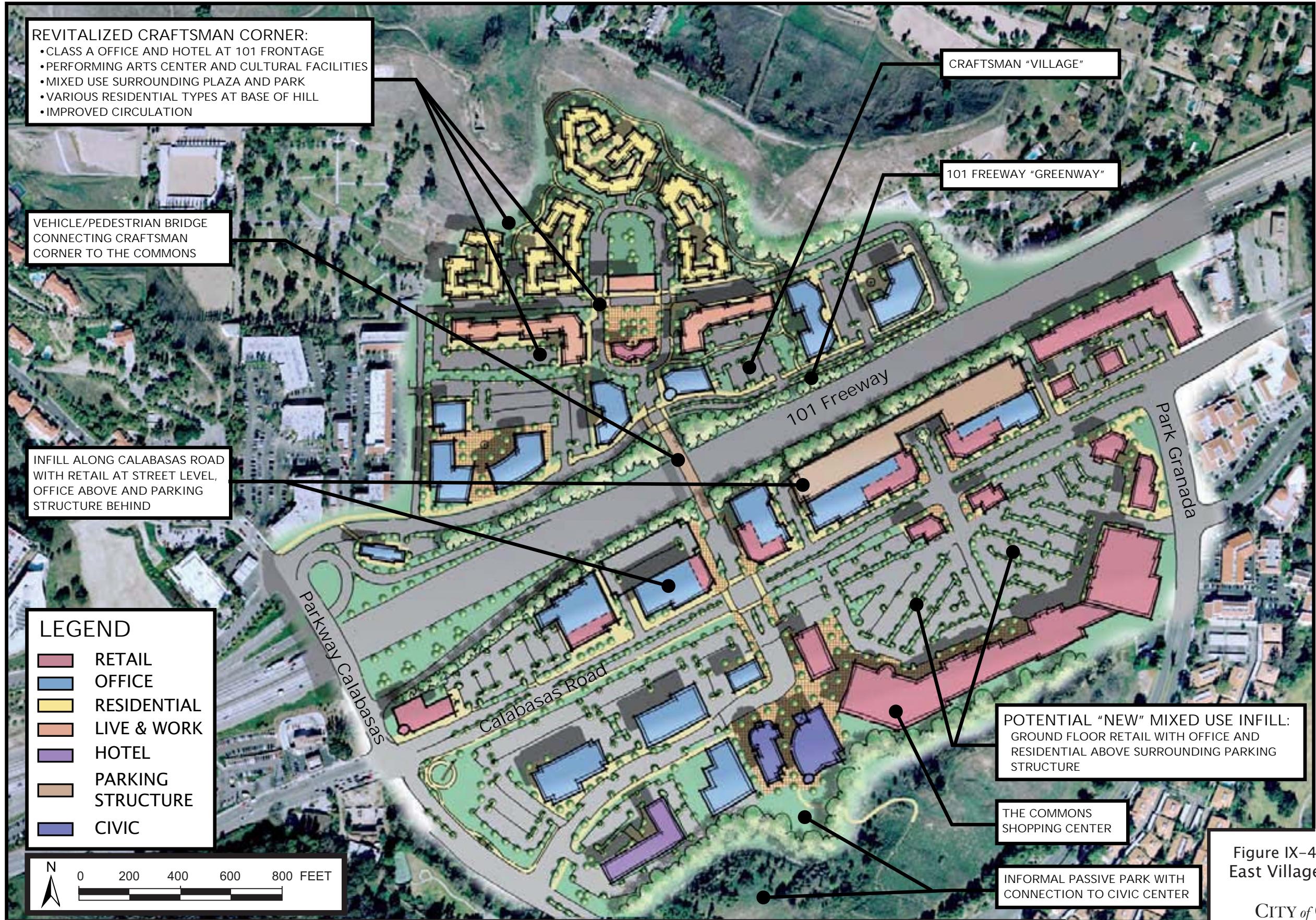


Figure IX-4
East Village

CITY of CALABASAS



IX. COMMUNITY DESIGN ELEMENT

Objectives

- ❖ Maintain the well-established traditional character of Calabasas Park and Old Town.
- ❖ Revitalize the Craftsman's Corner area and enhance The Commons area by creating an expanded village environment that includes new retail commercial, visitor accommodations, and residential development with limited new professional offices and cultural arts facilities connected through pedestrian spaces, plazas, and parks.



Policies

IX-25 Facilitate the establishment of a "downtown" district for Calabasas Road east of Parkway Calabasas emphasizing a pedestrian-oriented mix of retail, office and residential uses as well as pedestrian connections to adjacent residential areas.

IX-26 Use The Commons as a successful example for the quality of design and public spaces.

IX-27 As properties along Calabasas Road redevelop over time, require placement of buildings at the street edge to enliven the street scene and enhance the pedestrian experience and reduce the visibility of parking areas from public view.

IX-28 Reduce the visibility of parking areas from public rights-of-way using appropriate building placement, landscaping, and other design techniques.



IX-29 Annex and revitalize Craftsman's Corner through redevelopment with a mix of uses (possibly including a focus on creative or performing arts), improving



IX. COMMUNITY DESIGN ELEMENT

circulation, and raising the quality of building design to meet or exceed the surrounding areas. In conjunction with revitalization, create a vehicle and pedestrian connection (freeway overpass) between Craftsman's Corner and The Commons that may also act as a gateway element. Also, create pedestrian and bicycle connections between Calabasas and Hidden Hills.

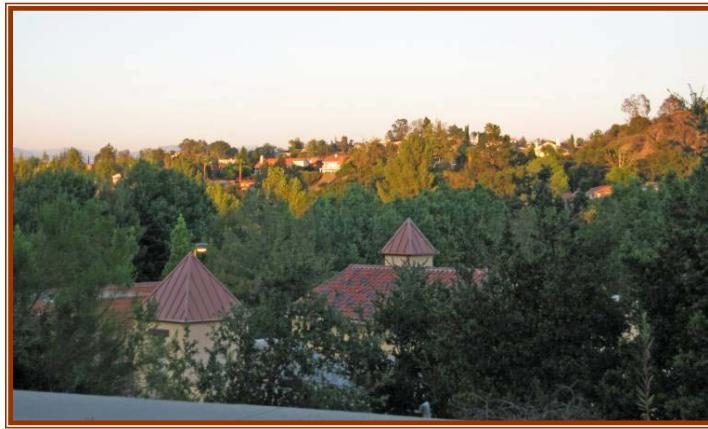
- IX-30** Beautify and buffer the freeway edge while preserving views of surrounding hillsides.
- IX-31** Establish parking strategies such as shared parking facilities or establishing parking districts to increase efficiency and enable redevelopment of selected areas.

North Mulholland

The North Mulholland area encompasses the areas along Mulholland Highway in the northeast portion of the City including Mullwood, Park Moderne (also known as the "Bird Tract"), Gelson's shopping center and a number of schools. This area is largely suburban and low density in character with four or five residential neighborhoods that are somewhat physically disconnected. Several schools in this area provide cohesive elements. Park Moderne is characterized by small winding streets and big trees. Throughout the area, original single-story homes are recycling to larger, two-story structures that are not always in scale and character with existing neighborhoods. Infrastructure for pedestrians and bicyclists is sometimes lacking and there is a desire to make the street environments more inviting.

Objectives

- ❖ Preserve the traditional community scale of residential neighborhoods, ensuring the consistency of new development with the existing established character.
- ❖ Enhance connectivity between diverse neighborhoods, schools, and commercial centers.



IX. COMMUNITY DESIGN ELEMENT

Policies

IX-32 Develop and implement design standards relating to floor area ratios, building setbacks, and residential design guidelines in order to ensure that home remodels are compatible with existing neighborhood character and scale, and protect neighbors' privacy.

IX-33 Improve connectivity between neighborhoods through pedestrian and bicycle improvements and unifying design elements such as parkway landscaping and trees.

IX-34 Improve facilities along streets for walking and bicycling.

IX-35 Beautify streets by planting additional trees and undergrounding utilities.

South Mulholland

The South Mulholland area encompasses the south central portion of the City along Mulholland Highway and includes Calabasas Highlands and Old Topanga Canyon. Neighborhoods within this area exhibit an eclectic range from newer large homes to older, low density subdivisions. The area is characterized by a "country" feeling, often with narrow roads, abundant undeveloped lands, hilly topography, and minimal infrastructure.

Antiquated "cabin lot" subdivisions within the Santa Monica Mountains (Calabasas Highlands and Old Topanga Canyon) are located in this area of the City. These subdivisions, created prior to the adoption of the California Subdivision Map Act, were originally intended for small cabins and were designed without considering the area's steep topography and lack of services. As a result, many lots are narrow (some as narrow as 20-feet wide), have inadequate roadway access, and have substandard onsite sewage disposal systems. Because of these and other constraints, separate overlay zoning districts were established for the Old Topanga and Calabasas Highlands neighborhoods in 2000 and updated in 2003 to help address issues unique to these individual neighborhoods. In addition to adopting overlay zoning for these areas,



IX. COMMUNITY DESIGN ELEMENT

another strategy successfully employed by the City has been to purchase substandard lots as the lots become available in order to retire development potential.

Objectives

- ❖ Preserve the existing semi-rural community character of this area of Calabasas by maintaining undeveloped hillsides and natural features to the maximum extent practicable.
- ❖ Encourage patterns of smaller-scale residential development that blend with the natural landscape and the traditional development of that community.

Policies

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

IX-37 Integrate buildings into the site topography in order to minimize visual impacts and disturbance of biological resources.

IX-38 Maintain and complement design features that contribute to the eclectic charm of the existing neighborhoods.

IX-39 Allow widening of streets only as necessary for public safety purposes.

IX-40 In neighborhoods comprised of small “cabin lots”, all new residential development projects, including the construction of individual dwellings and home additions, must conform to the Overlay District standards for that area. In addition, it is the responsibility of property owners in new developments within “cabin lot” subdivisions to provide adequate and safe access, including access for emergency vehicles, and adequate off-street parking.



IX. COMMUNITY DESIGN ELEMENT

- IX-41** Continue to implement the Old Topanga Overlay zone and the Calabasas Highlands Overlay zone standards.
- IX-42** Pursue consolidation of substandard lots as opportunities are presented and funding is available in order to retire development potential.

IX.C Scenic Corridors

Much of what forms the visual image of Calabasas comes from what is seen from motor vehicles. At present, this image is one of rugged terrain, oak woodlands, ridgelines, and canyons when viewed from the majority of the City's major streets.



Exceptions to this view occur along some portions of the Ventura Freeway and along the Las Virgenes Road commercial section, where buildings and signs partially block hillside views. In the years following the City's incorporation this situation has improved significantly, although a number of nonconforming signs remain.

Objective

Protect and enhance public views from scenic corridors within the community.

General Plan Approach

The intent of establishing scenic corridors is the preservation of public views of important scenic resources such as significant ridgelines identified in the Open Space Element. A description of the Scenic Corridor Overlay Zone is provided earlier in this element under the Existing Regulations section. Four scenic corridors have been identified as described below and shown on **Figure IX-5**. The City has also enacted a Scenic Corridor Ordinance to implement policies protecting these corridors.



IX. COMMUNITY DESIGN ELEMENT

The **Mulholland Highway Scenic Corridor** extends from Mulholland Drive through the unincorporated territory to Las Virgenes Road. As with all of the City's scenic corridors, the viewshed includes both rural and urban areas. The corridor contains diverse topography, including sandstone hills and ridges, immense granite outcrops, stream and riparian habitat, and open areas of rolling meadow and oak woodland.

The **Las Virgenes Scenic Corridor** is a key cross-mountain roadway that provides primary access to the Malibu Creek State Park area and the Pacific Coast. Dominant features include rolling hills, oak woodlands, and primary wildlife linkage along Malibu Creek and its surrounding wetland habitat.



The **Old Topanga Canyon Scenic Corridor** extends from the urban residential area north of Mulholland Highway to its ascent of the Calabasas Ridge into the coastal zone of Topanga Canyon. The rural portion provides an interior route throughout the Santa Monica Mountains and contains some of the most scenic vistas of the inland valley, steep canyon walls, and a year-round watershed that fosters a riparian setting and a vigorous oak canopy.

The **Ventura Freeway Scenic Corridor** is a heavily traveled, high-density corridor that encompasses much of Old Town Calabasas, Calabasas Road, and the Calabasas Grade. Beautification of the existing 500-foot corridor and preservation of significant ridgelines, rolling hills, and oak woodlands are of concern here. Existing negative aspects of the corridor, such as freeway oriented signs and uses, are also a concern.

Policies

- IX-43** Require new development to be designed in a manner consistent with the Scenic Corridor Overlay Zoning requirements and the Scenic Corridor Design Guidelines.



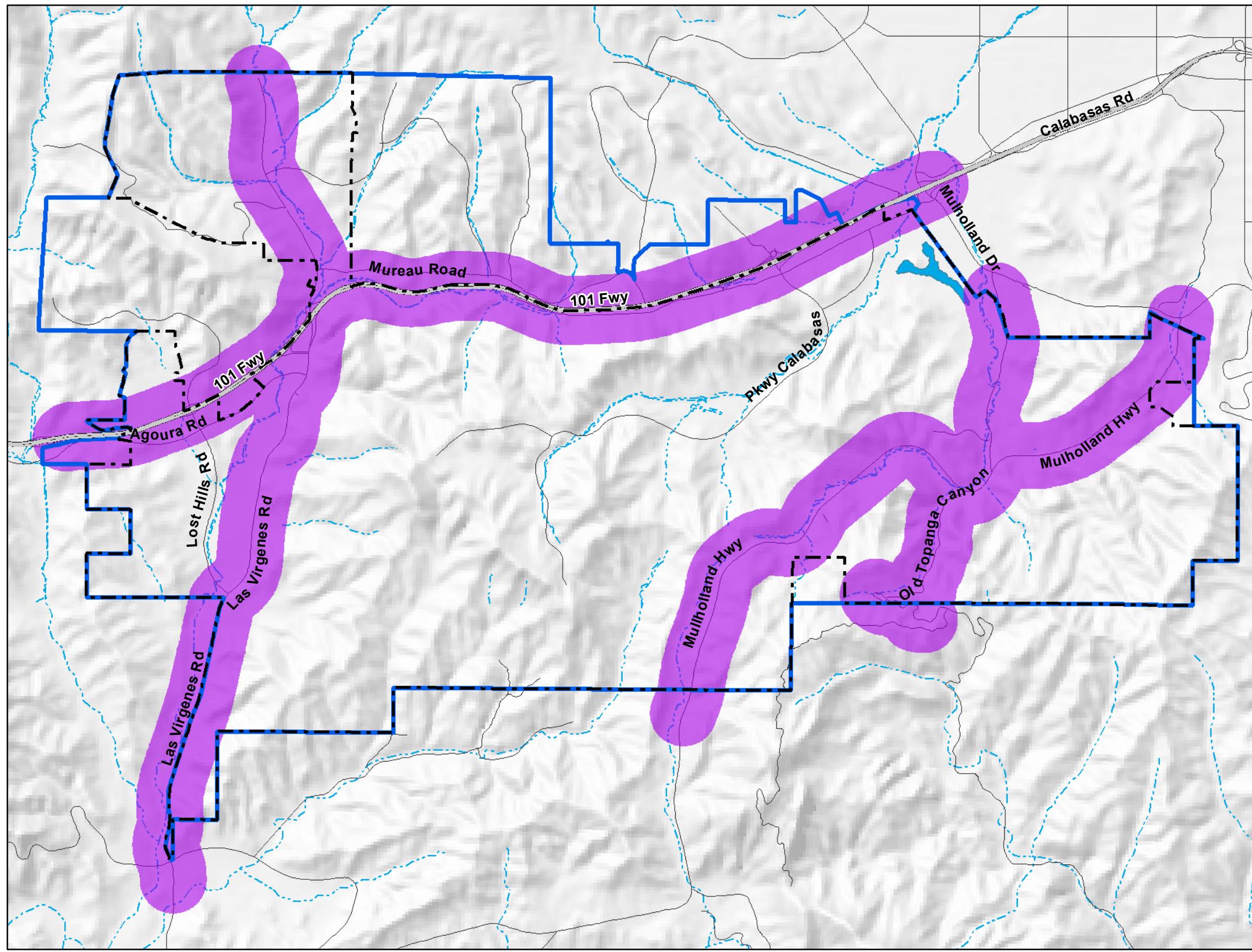


Figure IX-5
Scenic Corridors



IX. COMMUNITY DESIGN ELEMENT

- IX-44** Preserve large areas of natural hillsides and other dominant natural environmental features visible from the Ventura Freeway.
- IX-45** Pursue the elimination of remaining billboards along the Ventura Freeway, amortization of remaining non-conforming pole signs, and an overall reduction of sign clutter.
- IX-46** In collaboration with neighboring jurisdictions, ensure that new development along the Ventura Freeway does not block views of significant visual features such as designated ridgelines.
- IX-47** Where barrier screening for visual or noise mitigation is necessary, such treatment shall consist of a combination of decorative walls, undulating berms of various heights and innovative use of combined evergreen and deciduous trees.



CITY OF CALABASAS
2030 GENERAL PLAN

IX. COMMUNITY DESIGN ELEMENT

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CITY *of* CALABASAS
2030 General Plan



**X – Parks, Recreation, & Trails
Element**



CITY *of* CALABASAS **2030 General Plan**



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CITY *of* CALABASAS

CITY *of* CALABASAS

2030 General Plan

X. PARKS, RECREATION & TRAILS ELEMENT

Calabasas is committed to ensuring that its citizens have ample access to high quality spaces for leisure and active recreation. Despite constraints on land available for active use parks, the City has acquired or built a wide array of recreational facilities. Calabasas has also been an active steward of the natural environment, acquiring open space and partnering with other agencies to preserve natural resources. The City also provides a variety of recreation services such as sports leagues, education classes, cultural events, entertainment experiences, and other leisure activities for the community.

Many recreational facilities in and around Calabasas, but not operated by the City are also available to Calabasas residents. These include Malibu Creek State Park, the Headwaters Corner Education Center, King Gillette Ranch, Las Virgenes Unified School District (LVUSD) sites, and private facilities such as Calabasas Golf Course and multiple homeowner association-operated play areas, sports fields, and pools.

Calabasas' environmental setting is ideal for the development of trails and passive recreational opportunities. However, because of topographic and land constraints, it is not necessarily suitable for the development of active sports facilities such as soccer and baseball/softball fields. The City operates three sports fields: two with multi-use backstops (De Anza and Creekside parks) and one youth T-ball field (Grape Arbor Park). The City is strongly committed to developing and maintaining facilities that support the range of recreational activities desired by community residents in a manner that is in harmony with the sensitive nature of Calabasas' environment.

In 2004, Calabasas adopted a Park & Recreation Master Plan (Master Plan) that identifies existing and future park and recreation service needs as well as ways in which these needs can be met. The Master Plan identifies and evaluates existing park and recreation areas; assesses the need for additional park land, open space and specialized facilities; establishes criteria and standards for site selection, design, and management; and recommends an approach to implementation. A Recreation Needs Assessment conducted as part of the Master Plan concluded that the City has sufficient neighborhood park acreage, but is deficient with respect to community parks.



X. PARKS, RECREATION & TRAILS ELEMENT

Consequently, the Master Plan recommends the development of two additional community parks that would provide a community park within 1.5 miles of every Calabasas resident. The Recreation Needs Assessment also reported unmet demand for soccer fields, aquatic facilities, a teen center, a senior center, and cultural arts facilities. These needs as well as the need for additional recreational facilities, such as indoor and outdoor basketball courts, have been confirmed through community surveys that have consistently indicated a desire for more recreational facilities in Calabasas.

X.A Active Use Facilities

Objective

Provide active parks and sports fields that meet the recreational needs of Calabasas residents.

General Plan Approach

The biggest challenge for Calabasas with respect to the provision of sports fields is identifying space for expansion of facilities to meet currently unserved recreation demand. In addition to statistical evidence that the community is underserved in select sports facilities, the community has expressed a need for additional facilities, such as sites for sports fields, public pools, a teen center, and performing arts facilities.

As of 2014, the City of Calabasas owns and operates 56.6 acres of developed park land, or about 2.4 acres per 1,000 residents. Among the facilities operated by the City are two mini-parks, two neighborhood parks, one community park, five special use areas and one undesignated/undeveloped park site. Existing City park facilities are summarized in **Table X-1** and mapped on **Figure X-1**.

Calabasas will continue to augment its inventory of City-owned and operated recreational facilities as circumstances allow. The City will strive to achieve a target of three acres of active parks per 1,000 residents and will develop new active parks as opportunities arise. However, topographic constraints and lack of vacant land within the City are significant constraints to the development of new sports fields, particularly facilities that require large, areas of flat land. Consequently, the City will continue to expand its partnership with the public school system to develop joint use of existing schools and other facilities to meet its recreational needs.



X. PARKS, RECREATION & TRAILS ELEMENT

Table X- 1
Summary of Parks and Recreational Areas By Type

Park Areas	Total Acres	Comments
Mini Parks		
Freedom Park	1.7	Playground Only
Highlands Park	0.5	Playground Only
Sub Total	2.2	
Neighborhood Parks		
Gates Canyon Park (includes Brandon's Village playground)	7.0	2 lighted tennis courts Universally accessible playground 1 lighted basketball court
Grape Arbor Park	3.0	
Sub Total	10.0	
Community Parks		
Juan Bautista de Anza Park	8.0	Multi-use game court
Sub Total	8.0	
Special Use Areas		
Community Center	4.5	Health memberships
Creekside Park	11.8	Pre-school operation
Calabasas Bark Park	0.8	Heavily used
Tennis & Swim Center	7.5	Health/tennis memberships 6 lighted tennis courts
Wild Walnut Park	10.0	Passive use
Sub Total	34.6	
Undeveloped/Undesignated		
Las Virgenes/Lost Hills (Juan Bautista de Anza)	1.8	
TOTAL	56.6	



CITY OF CALABASAS
2030 GENERAL PLAN

X. PARKS, RECREATION & TRAILS ELEMENT

Calabasas has established successful joint use agreements with the Las Virgenes Unified School District (LVUSD) and other arrangements by which LVUSD facilities are used for non-school recreation functions since incorporation in 1991. **Table X-2** lists the LVUSD schools and facilities currently being utilized for non-school recreation functions. These agreements are a partnership where the City pays for upgraded fields and maintenance on those fields in exchange for public use outside of school hours. The relationship has been beneficial to both the LVUSD and the City and is popular with residents. To alleviate the lack of sports fields, the City will continue to seek to establish joint use agreements at LVUSD sites within the city limits. LVUSD school sites that could potentially provide additional sports fields include Calabasas High School, A.E Wright Middle School, Bay Laurel Elementary School, Chaparral Elementary School, and Lupin Hill Elementary School (some of these schools are already used for City recreational activities, but have the potential for expanded use).

Partnering with neighboring communities also allows Calabasas to satisfy community recreation needs despite the City's land constraints. The Community Center is jointly owned and operated by the joint powers authority with the City of Agoura Hills. Residents of both communities can access and utilize the facilities. The 30,000 square foot facility features tournament-level basketball courts, a full-service fitness studio, a 35-foot realistic rock climbing wall, a multi-purpose activity room with a patio, a dance/exercise studio, and a large banquet hall for special events and rentals. The joint powers agreement between Agoura Hills and Calabasas successfully provides recreation opportunities that both communities would not be able to satisfy alone. The City will continue to work with neighboring communities to establish and maintain joint use programs in order to support a wide range of quality recreational activities, and to maintain the facilities needed to support those activities.



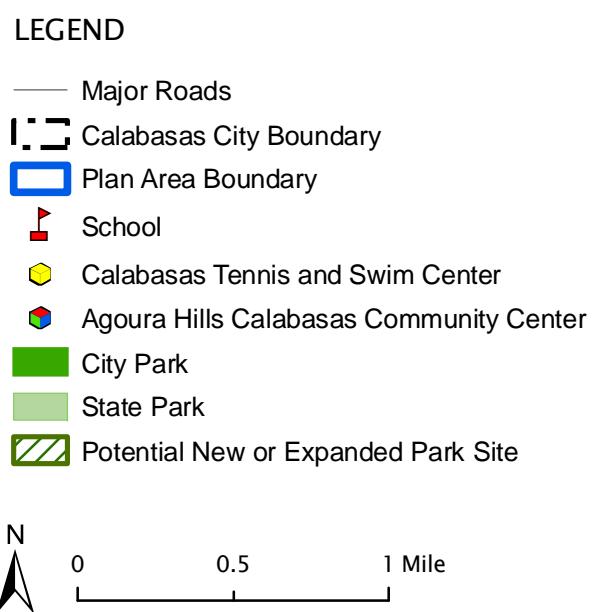
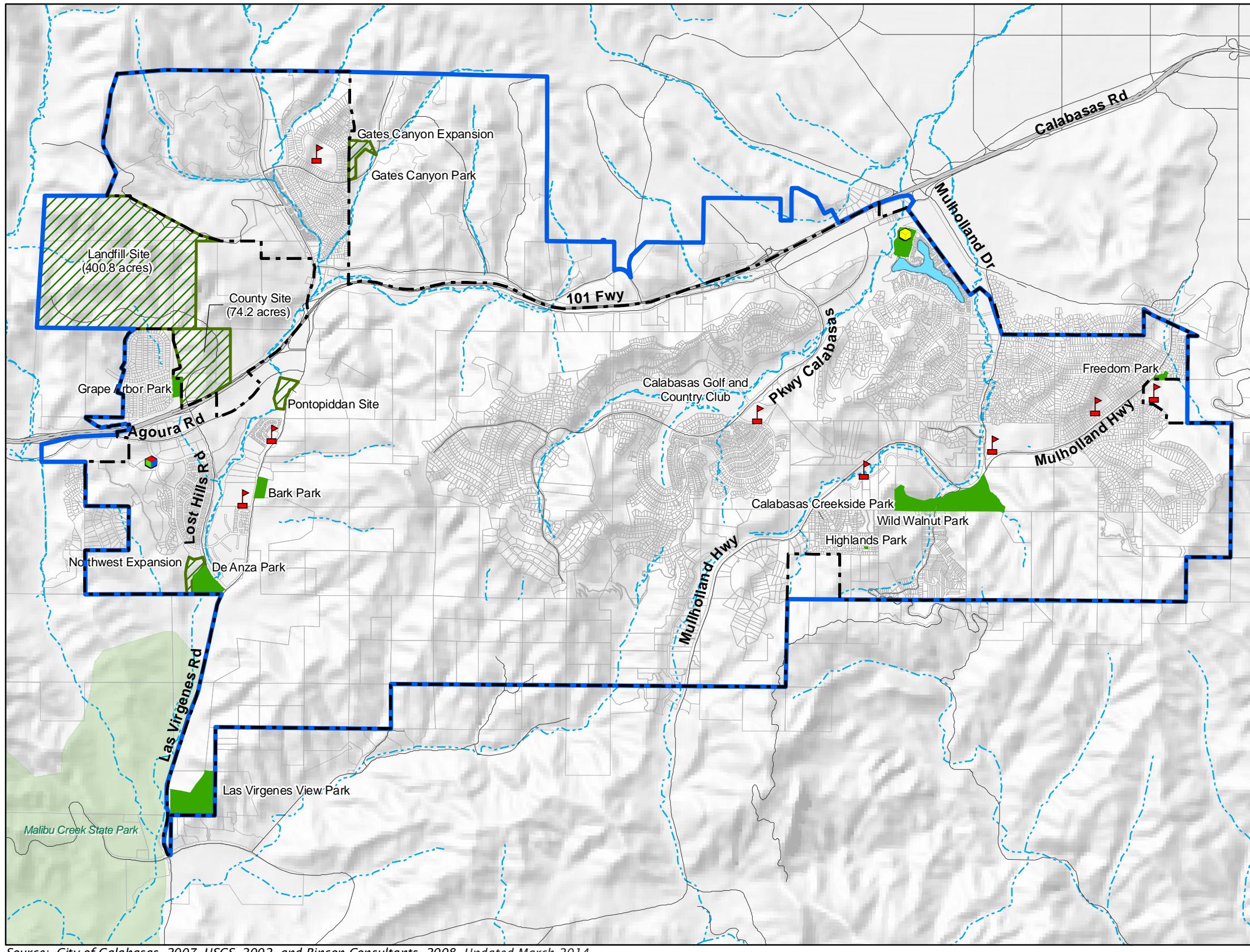


Figure X-1
Existing and Potential
Recreational Facilities



X. PARKS, RECREATION & TRAILS ELEMENT

Table X- 2 Existing LVUSD Facilities Used for Non- School Recreational Activities		
School	Acres	Facility
Calabasas High School	40.0	Track, lighted football field, 8 tennis courts, 4 outdoor basketball courts, 1 outdoor pool (25 yd, 6 lane), 1 practice football/ soccer field, Overlaid fields: 2 baseball fields, 1 softball field, 1 soccer field - all unfenced and unlighted. Gymnasium with two full basketball courts and dance studio
Indian Hills High School	1.5	Turf playfield - not large enough to provide an athletic field
A.E. Wright Middle School	19.0	6 outdoor basketball courts, gymnasium with one full basketball court, and large grass areas (~6-8 acres)
Alice C. Stelle Middle School*	15.2	3 soccer fields overlaid on 3 multi-use backstop fields, 1 softball field, 8 outdoor basketball courts, gymnasium, multi-purpose room
Bay Laurel Elementary	8.0	1 soccer field, 1 youth baseball field
Chaparral Elementary	4.5	Open turf area, used as 1 soccer field
Lupin Hill Elementary	14.5	2 basketball courts, 4 baseball fields (3 youth, 1 adult)
Round Meadow Elementary *	7.0	Youth baseball field overlaid on soccer field

* These two schools are outside the Calabasas city limits, but may be considered for future annexation.

Beyond joint use agreements, one site within the current corporate boundary and two sites adjacent to the corporate boundary could potentially serve a wide range of quality recreational activities if successfully acquired and developed. Though increased use of existing facilities is the highest priority option for meeting the community's recreational needs, the City will monitor the possibility of acquiring sites for the development of new parks. Potential park sites are listed on page X-9. The locations of potential park sites



CITY OF CALABASAS
2030 GENERAL PLAN

X. PARKS, RECREATION & TRAILS ELEMENT

as well as potential expansion areas for Juan Bautista de Anza and Gates Canyon parks are shown on **Figure X-1**.

The only public swimming pool in Calabasas is located at the Calabasas Tennis and Swim Center (TSC). The TSC includes an 8-lane, 25-yard, heated outdoor lap pool as well as a teaching/therapeutic pool. It is heavily used by TSC members and drop-ins, and is the site of the City's popular Calabasas Lagoon swim instruction and swim team programs. Aquatic exercise also occurs in the pools. In addition, the TSC pools are used by the City and other day camps in the summer time, which adds to the volume. The swim lessons program is extremely popular. Since the TSC is an enterprise fund, revenues generated from the facility completely cover the cost of operations, including the cost of operating the pools. To help alleviate continued demand at the TSC pool, the City may pursue a joint use agreement for the pool at Calabasas High School. The City may also consider a new aquatic facility in western Calabasas. Land availability, the availability of funding for this type of capital project, and operations funding will be important factors in the decision of whether to add new aquatic facilities and which type to add.



Policies

- X-1** Work to provide adequate facilities to support a wide range of recreational activities for children, adults, families, senior citizens, and area employees and businesses, as outlined in the 2004 Park & Recreation Master Plan.
- X-2** Pursue expansion of joint use/park facilities with the Las Virgenes Unified School District as the highest priority for meeting demand for sports fields and other selected recreational facilities.



X. PARKS, RECREATION & TRAILS ELEMENT

Potential Future Park Sites

Pontopiddan Site

This 7.5-acre site located along the west side of Las Virgenes Road is designated Residential-Single Family. However, acquisition of the entire site for development of a park facility remains a possibility. This site is likely too small to accommodate sports fields, but could accommodate various smaller scale facilities, such as basketball or tennis courts, a skateboard park, aquatic facilities, a playground, and/or picnic facilities.

County Site

An approximately 74.2-acre property in unincorporated Los Angeles County north of U.S.101 and east of Lost Hills Road is a possible near-term location for limited development of sports fields. Although much of this site would require substantial grading to accommodate sports fields, flat areas present in portions of the site could potentially accommodate 1-2 fields while the remainder of the site could facilitate passive recreational activities.

Calabasas Landfill Site

The 400.8-acre Calabasas Landfill is a potential long-term solution to the City's sports field needs as it offers the best opportunity for a large park and sports complex. The site is not scheduled for closure until 2022 and would require time for post-closure procedures. Despite the potential drawbacks of the landfill site, it is the only large site convenient to Calabasas that has the potential to be developed into an attractive sports complex. The City will monitor the opportunity to either acquire the site for future development as an active use recreational facility or enter into a joint use arrangement with the County of Los Angeles and/or the City of Agoura Hills.

- X-3** Pursue establishment of joint use park facilities with neighboring communities to provide land for active recreational opportunities for selected programs.
- X-4** Pursue acquisition of sites that could be utilized as active recreational facilities in the future.
- X-5** Expand City-operated recreational facilities to the extent that such facilities can be developed without unacceptable environmental impacts.
- X-6** Pursue the development of an additional aquatic facility either through a joint use agreement with the LVUSD or through development of a new facility in western Calabasas.



X. PARKS, RECREATION & TRAILS ELEMENT

- X-7** Pursue the establishment of teen social and development centers, a senior center, and cultural/performing arts facilities.

X.B Trail System

Objective

Maintain a system of trails that provides recreational opportunities.

General Plan Approach

Trails in Calabasas accommodate a broad variety of interests and abilities, from hiking, mountain biking, horse riding, jogging, or simply walking. The Calabasas Trails Master Plan, adopted in 2007, provides a blueprint for the development of community trails. Trails in Calabasas accommodate a broad variety of interests and abilities. The Master Plan identifies a trail network serving virtually every neighborhood, and providing local and regional connections. Calabasas' open space and trail system is shown on **Figure X-2**.

Calabasas is fortunate to be surrounded by open space and park land owned by a variety of national and state agencies, including the National Park Service (NPS), State of California, the Mountains Recreation and Conservation Authority (MRCA) and the Santa Monica Mountains Conservancy. This open space and park land is part of the Santa Monica Mountains National Recreation Area. In addition to the publicly-owned open space surrounding the City, the City has more than 3,000 acres of protected open space within its boundaries, including land owned by the City of Calabasas, the Mountains Recreation and Conservation Authority, Las Virgenes Municipal Water District, and many of the homeowners associations in the City.

Calabasas recognizes the importance of the open space and trail system as a unifying element that ties the diverse areas of the community together. A community survey indicated that six of the top ten preferred recreation activities in Calabasas are trail-related. There is also a desire for a variety of trail types and distances, trailheads and trail amenities, in addition to better integration and connections of neighborhoods with open space and trails. Thus, the connectivity of the trail system in neighborhood and urban areas will be expanded through use of urban connections, parks and trails and rural connections. A range of trail types will continue to be provided to address a variety of needs, including loop trails, 30-minute hikes, and all day hikes. Trailheads



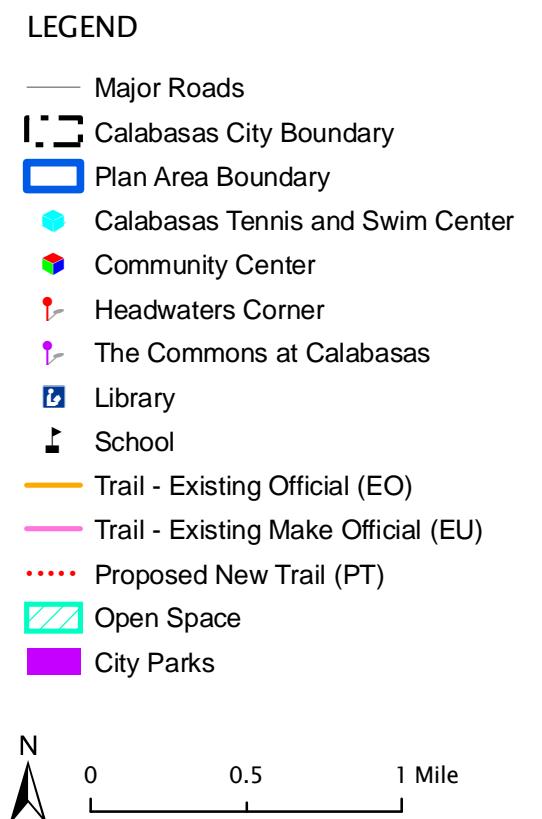
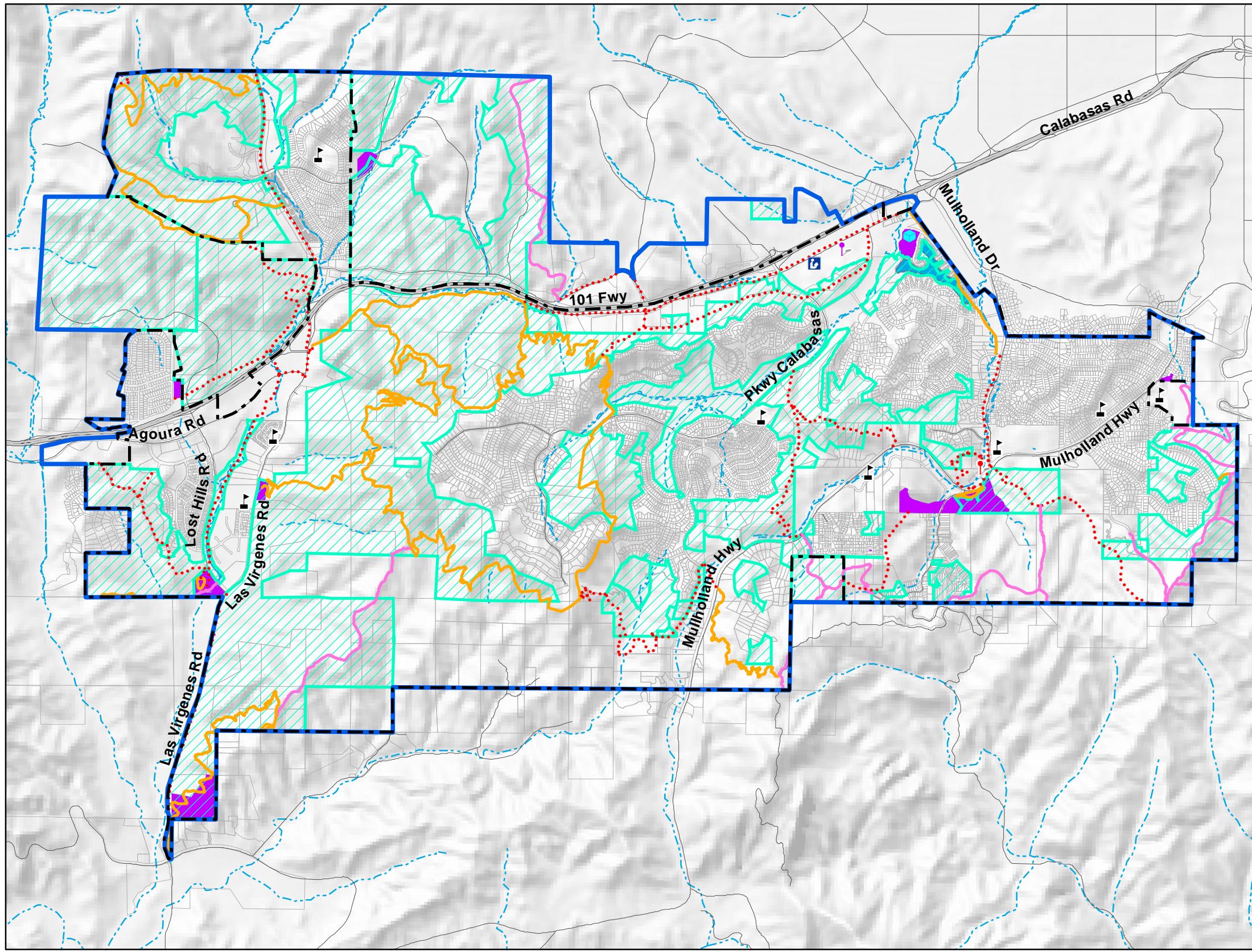


Figure X-2
Existing and Planned Trail System



X. PARKS, RECREATION & TRAILS ELEMENT

will be enhanced and clearly defined, promoting better access by those walking or bicycling. The City will also continue to integrate the trail system with support facilities (such as trash receptacles, benches, signage, and restrooms) that weave to and through active and passive open spaces and parks.

Policies

- X-8** In coordination with Los Angeles County, the Santa Monica Mountains Conservancy, the State Parks Department, and the National Park Service, continue to develop and maintain a system of hiking and riding trails that provide safe, enjoyable access into the area's natural environment.
- X-9** Locate and construct trails in such a manner as to minimize maintenance requirements and maximize access.
- X-10** Make trails and staging areas easily accessible to the public in order to facilitate their use.
- X-11** Connect trail systems with existing open space areas and community activity centers.
- X-12** Incorporate trail design into plans for natural drainage channels, street rights-of-way, landscape corridors, utility rights-of-way, public easements, and open space areas.
- X-13** It is the policy of the City to: 1) require recreation and trail planning and construction as conditions of approval for future development projects on land adjoining trails or where proposed new trails are planned; and, 2) require all project plans to provide access to trail heads located on adjacent public lands. This policy must be achieved within the legal limitations of the City's land use power and with due respect for private property rights.
- X-14** Retain existing City-owned rights-of-way that have potential to assist in the implementation of the trail system. Obtain rights-of-way from other entities (e.g., utility districts) that assist in the implementation of the trail system.
- X-15** Implement trailheads and signage where roads intersect trails and a suitable pull-out or curb cut can be attained, especially in rural areas.



X. PARKS, RECREATION & TRAILS ELEMENT

X-16 Consider privacy and security of neighboring residents when designing and developing recreational trails.

X.C Recreation Programs

Objective

Provide recreational programs to meet the changing needs of all segments of the community.

General Plan Approach

The City of Calabasas operates a wide range recreation programs for residents of all ages. The City offers a variety of sports programs, including youth and adult sports programs, classes, aquatics, and workshops. City-sponsored senior programs include art classes, writing seminars, and golf lessons. Youth programs include seasonal camps, parent and child participation classes, after school programs, music instruction and art classes. The City also hosts a number of special events throughout the year, including seasonal festivals and holiday celebrations. Some programs currently offered by the City are listed below.

- *Sports and Athletics Programs: Basketball leagues, T-Ball /coach pitch leagues, swim lessons, recreation swimming, swim team, after school tennis program, summer youth tennis program, private tennis lessons, All Starz Basketball Program (for people with disabilities), personal training, fitness classes, sports camps.*
- *Youth Care: Klubhouse (preschool), Enrichment (Lupin Hill Elementary), after school programs, and summer camps.*
- *Cultural Arts: Fine Arts Festival, orchestra concerts*
- *Special Events: Egg-Stravaganza, Arts & Crafts Festival, 4th of July, Pumpkin Festival, Movie Nights, and Snow, Snow, Snow.*

Calabasas is committed to providing ample recreational programs for all residents. As funding allows, the City will continue to offer a variety of recreational services and to improve and expand services to meet the recreational needs of the community. As part of its recreation programs, the City will strive to create a system of indoor and outdoor community gathering places for community activities. In addition, the City will continue



X. PARKS, RECREATION & TRAILS ELEMENT

to provide a broad range of activities that cater to a wide variety of interests for residents of all ages, while offering constructive and meaningful activities for youths.

Policies

- X-17** Provide a wide range of recreational activities for children, adults, families, senior citizens, and area employees and businesses, along with adequate facilities to support those activities.
- X-18** When feasible, raise revenues from recreational activities to make them as financially self-sufficient as possible and to subsidize activities that do not generate revenues.
- X-19** Pursue a variety of funding sources for City recreational programs, including but not limited to federal, state, and private grants.
- X-20** Address the development of additional recreational programs for people with disabilities.



CITY OF CALABASAS
2030 GENERAL PLAN

X. PARKS, RECREATION & TRAILS ELEMENT

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CITY *of* CALABASAS
2030 General Plan



XI – Cultural Resources Element



CITY *of* CALABASAS **2030 General Plan**



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CITY *of* CALABASAS

CITY of CALABASAS

2030 General Plan

XI. CULTURAL RESOURCES ELEMENT

Local history, cultural diversity, and artistic expression play vital roles in establishing identity and enriching human life in communities. Calabasas enjoys a richness in its history that sets the stage for ongoing community development in a way that acknowledges and memorializes the past, while informing decisions about the community's ongoing cultural development. The Cultural Resources Element establishes policies that both lay a foundation to protect and interpret cultural resources (paleontological, archaeological, and historic) and encourage and foster the community's cultural and artistic development.

XI.A Pre-Historic Resources

Calabasas Pre-history

At Spanish Contact, the Calabasas area was occupied by the Chumash, a diverse population living in settlements along the California coast from Malibu Creek to the southeast, Estero Bay in the north, including the islands of San Miguel, Santa Rosa, and Santa Cruz, and as far as Tejon Pass, Lake Casitas and the Cuyama River inland.

Following the 1542 Cabrillo voyage, many small Chumash settlements were abandoned and some of the largest historic towns were founded. This change in population distribution is attributed to growth in importance of trade centers and the development of more integrated political confederations. The Chumash economic system enabled them to make efficient use of diverse environments within their territory.

Acorns and seeds were traded between the islands and mainland, and interior populations who lacked marine resources traded with coastal populations for fish and other seafood.

The Spanish viewed the Chumash as unique among California tribes due to their knowledge of the sea, canoe building expertise, ceremonial organization, their interest in acquiring and displaying possessions, willingness to work, and extensive trade networks. The protohistoric Chumash maintained the most complex bead money



XI. CULTURAL RESOURCES ELEMENT

system documented in the world. The major inland village of Ta'lopop was established just to the southwest of Calabasas along Las Virgenes Creek. Information obtained since the 1870s suggests that the Chumash were divided into political provinces, with each containing a major capital. Numerous place names exist in the region, including the following:

Huwan: Village at Rancho El Escorpion, west end of the San Fernando Valley

Kaspat kaslo'w: "nest of the eagle" – Mountain west of San Fernando Valley

Kats'ikinhin: "pine tree" – Village on Las Virgenes Creek, inland from Malibu

Ta'lopop – a village on Las Virgenes Creek

Objectives

- ❖ Enhance community appreciation for the importance of archaeological and paleontological resources
- ❖ Protect significant archaeological and paleontological resources.

General Plan Approach

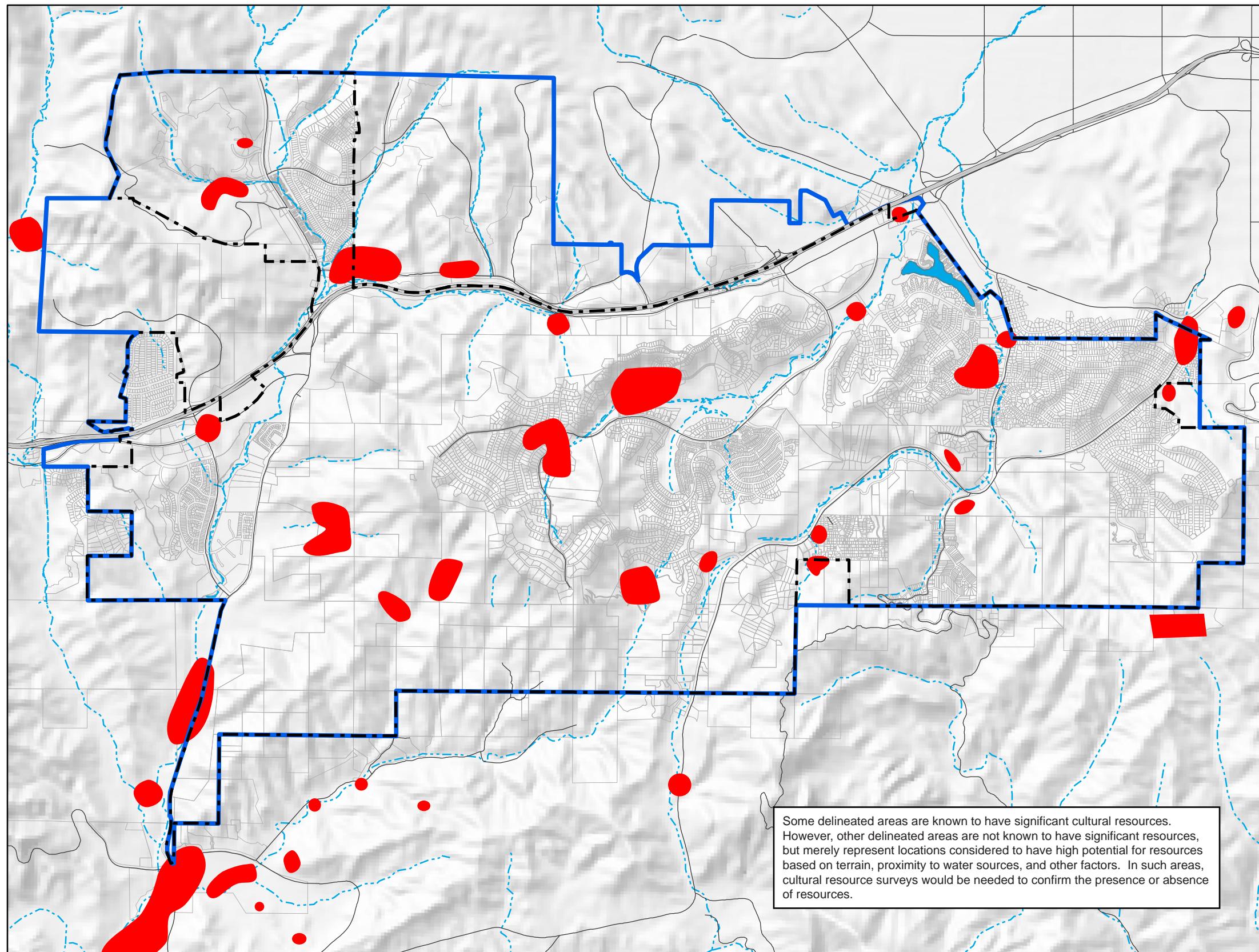
The community's rich history of the Chumash peoples, early Spanish contact, and Mexican land granting patterns continue to be preserved and promoted through education programs and cultural events. The City will continue to work with community groups to identify locations for facilities that celebrate local cultural heritage. Examples include a living history Chumash village and an agricultural history museum. Areas within Calabasas that are of potential archaeological sensitivity are shown on **Figure XI-1**.

Archaeological resources are particularly vulnerable to urban development. Other threats include unrestricted public access to and vandalism of valuable sites. In order to avoid conflicts arising between land-modifying development and the preservation of precious archaeological resources, the incorporation archaeological resources study into the planning process from the earliest planning stages is emphasized through this Element.

Before construction is begun on a project, it must be ascertained what archaeological or paleontological resources are present which might affect or be affected by the project.

Such planning involves the systematic identification of archaeological and paleontological resources via preliminary site surveys, evaluation of these resources,





Basemap imagery provided by USGS, 2002. Additional data layers from City of Calabasas, 2007, and Rincon Consultants, 2009. Updated March 2014.

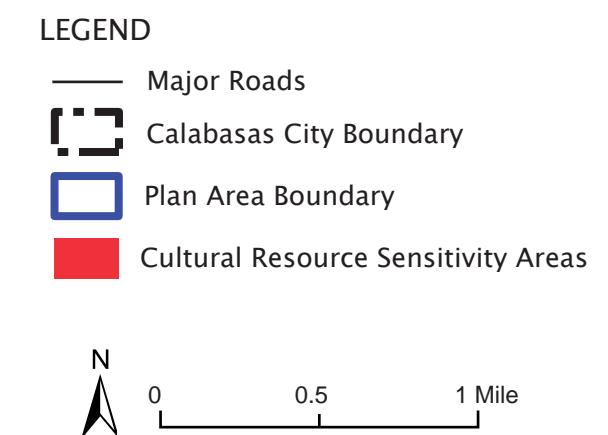


Figure XI-1
Potential Cultural Resource Areas



XI. CULTURAL RESOURCES ELEMENT

and formulation of means for their protection, relocation, or their scientific study prior to possible disturbance. Some sites could be preserved entirely to remove the threat of future damage.

Policies

- XI-1 Ensure proper treatment of archaeological resources before development occurs at a site where such resources are present.
- XI-2 Preserve significant archeological and paleontological resources in-situ, when feasible. When avoidance of impacts is not possible, require data recovery mitigation for all significant resources. All forms of excavation in deposits of Native American origin shall be coordinated and monitored by representatives of the Chumash nation.

XI.B Historic Resources

Calabasas History

From Spanish contact (voyages of Cabrillo in 1542 and Vizcaino in 1602), through the Mexican and American Periods, land use patterns changed little in the Santa Monica Mountains. The Portola-Crespi Expedition of 1769 passed through Calabasas, while returning to San Diego. Juan Bautista de Anza (1773–1775/1776) helped establish the Franciscan missions and Spanish settlements in the region, and opened the door to future development. A branch of the El Camino Real passed through Calabasas after leaving the San Fernando Valley, a route that was frequently traveled by Native Americans, soldiers, explorers and civilians alike. Today, the Ventura Freeway (U.S. Highway 101) follows the former alignment of the El Camino Real. Additionally, Malibu Canyon was not only a major Native American trade corridor to the Pacific Ocean, but early settlers also used the route and connecting trails to access Stokes, Piuma, Liberty, and other canyons.

During the Mexican Period, large land grants dominated the region. Prior to this time, the Spanish Crown permitted settlement and allotted certain land concessions, but the deed remained in their possession. These Spanish entitlements were actually no more than permits that allowed people to graze the land. One concession under the Spanish rule and District of Santa Barbara was made in the vicinity of Calabasas and granted under the name of *El Paraje de Las Virgenes*. It was not until the Mexican Period however, that the basic tenants of the Land Grant system and ultimately, the land use-



XI. CULTURAL RESOURCES ELEMENT

settlement pattern for the area changed. The project area was sandwiched between Rancho Las Virgenes on the north and Rancho Topanga Malibu Sequit to the south.

By the 1840s and 50s, cattlemen, sheepherders, squatters and ranch owners were acquiring portions of former Mexican land grants in the region. Legendary landowners such as Miguel Leonis, the co-owner (along with his wife Espiritu) of Rancho El Escorpion, Domingo Carrillo and Nemisio Dominguez of Rancho Las Virgenes, and Matthew Keller of Rancho Topanga Malibu Sequit, owned much of the property in and around Calabasas. Just to the west, Don Pedro Alcantara Sepulveda built an adobe (which still stands, and is under the jurisdiction of the State Park system) for his wife Maria Magdalena Soledad Dominguez circa 1853.

After the Mexican American War and statehood, land use and ownership patterns evolved slowly. Leonis remained a major local ranch owner, and he enlarged and remodeled his Monterey-style house. The Leonis Adobe remains the most enduring historic example of this period of Calabasas history and serves as an anchor for Old Town Calabasas.

After the turn of the century, several select spots in the Calabasas area developed into weekend respites from the city. Crater Camp in Monte Nido was opened in 1914 as a year-round picnic ground. The Calabasas Highlands community was subdivided in the 1920s, and reflects a development style that links Calabasas to its neighbor Topanga in style and parcel pattern.

Unreliable water sources remained a constraint to larger scaled subdivision and development in Calabasas through the first half of the 20th Century. With the founding of the Las Virgenes Municipal Water District in 1958, a consistent water supply was obtained. This development coincided with the state's investment in the freeway system. These two structural events led to a sustained development boom as the rapidly urbanizing San Fernando Valley pushed westward along the U.S. 101 corridor. In 1969, Warner Ranch was purchased and subdivided, ushering in the master planned Calabasas Park area. The upgrading of U.S. 101 (the Ventura Freeway) to a full freeway occurred in the 1960s and developers began subdividing communities in proximity to freeway interchanges at Valley Circle/Mulholland Drive, Parkway Calabasas, Las Virgenes Road, and Lost Hills Road. Residents were not the only newcomers to Calabasas. Corporations also decamped to Calabasas, to new office parks attracted corporate clients, particularly in the 1980s. Lockheed Corporation moved from its historic Burbank "skunkworks" location to a new corporate headquarters in Calabasas Park in the early 1980s. The building was later occupied by Countrywide Financial. Other



XI. CULTURAL RESOURCES ELEMENT

corporations set up headquarters along the Agoura Road corridor between Las Virgenes and Lost Hills Road.

After cityhood, a concerted effort was made to better regulate development and a number of regional landscaping and urban design projects were initiated. Notable among these are streetscape improvements in Old Town Calabasas and the restoration of Las Virgenes Creek in the Ventura Freeway corridor.

The development of the Civic Center at the Commons in 2008 marks a milestone in the City's cultural development. In January 2008, the City adopted the Historic Preservation Ordinance, further pursuing protection of the community's cultural heritage. This General Plan Element supports and builds on desires to sustain and develop a cultural heritage in Calabasas.

Objectives

- ❖ Preserve the special historical features within Old Town as a focal point for community life.
- ❖ Extend the historical, old west character of existing buildings within Old Town to adjacent properties.
- ❖ Enhance community appreciation for the importance of historic resources and protect significant resources.

General Plan Approach

Calabasas will continue to facilitate the preservation and protection of historic resources. These efforts will be implemented through the City's Historic Preservation Ordinance, which requires the creation of a Historic Preservation Commission and creates a process by which the City can evaluate potential historic resources and, as appropriate, designate historic landmarks, districts, and landscapes.

Old Town Calabasas is the historical and cultural heart of the community. As such, preservation of historical features within Old Town is a pivotally important part of Calabasas' vision. In addition to preserving actual historic buildings within Old Town, the City has adopted design guidelines that will ensure that future development in and adjacent to Old Town is compatible with its historic community character. Streetscape design features and building facade modifications will be applied to newer structures adjacent to Old Town to address design incompatibilities where modern architectural adversely clashes with Old Town's historic character. In this regard, the General Plan



XI. CULTURAL RESOURCES ELEMENT

reinforces the goals and policies of the Old Town Calabasas Master Plan and Design Guidelines adopted in 1994.

The ongoing protection of Old Town will benefit from a unique cooperative effort with the City of Los Angeles, as a significant portion of the Old Town area is within that city. This effort includes the continued pursuit by Calabasas of the program to detach Old Town from the City of Los Angeles and annex it into Calabasas. If detachment and annexation is not forthcoming, Calabasas will continue to pursue other cooperative programs with Los Angeles to ensure consistent, compatible development standards in the area.

Policies

- XI-3** Ensure proper treatment of historic resources before development occurs at a site where such resources are present, through enforcement of the City's Historic Preservation Ordinance.
- XI-4** Emphasize preservation and adaptive reuse as the preferred approach to the management of historic properties. Where preservation or adaptive reuse are not possible, require that new development reflect the character and historic/cultural references of the original features in their site context. Finally, facilitate the relocation of historic features if the preferred preservation in place is not possible.

XI.C Cultural Amenities

Objective

Build the cultural foundations of Calabasas by involving broad segments of the community in the production, support, and presentation of art and cultural programs, installing art in public places, providing working and display space for local artists, and identifying a site for an arts and cultural center.

General Plan Approach

Calabasas recognizes that its residents desire opportunities to build community values. Since incorporation, the City has attempted to build a variety of community programs to cater to the residents' need for cultural amenities. The City sponsors and organizes local art exhibits, performances, festivals, cultural events, and forums for local arts



XI. CULTURAL RESOURCES ELEMENT

organizations and artists. For example, the Calabasas Fine Arts Festival has been held annually since 1997 and attracts over 15,000 thousand collectors & art buyers each year. Seasonal festivals such as Egg–Stravaganza, 4th of July, Pumpkin Festival, Halloween Carnival, and Snow, Snow, Snow offer cultural opportunities for residents of all ages. The Calabasas Orchestra brings music to the community by catering to numerous styles of orchestral music, ranging from Bach and baroque era to Gershwin and contemporary. Through the Park and Recreation Department, a number of classes are offered to residents, including courses in music, arts & crafts, acting, and theater.

The City's Art in Public Places Ordinance provides aesthetic enhancement and enrichment of the community through the inclusion of fine art throughout Calabasas. The goal of the Ordinance is to provide a collection of nationally recognized, permanent outdoor sculpture to be enjoyed by all. To accomplish this, the Ordinance requires any person constructing or reconstructing a commercial building to either: (1) provide a sculpture or other art work; or (2) pay a fee that can be used to purchase art for other public places in the City.

Promotion of cultural amenities will remain a priority for the City. The City will continue to implement its Art in Public Places program and to sponsor and organize local art exhibits, performances, festivals, cultural events, and forums for local arts organizations and artists. Promoting locally produced art and local cultural programs will expand outreach and publicity. The City's website and quarterly "Class Catalog" produced by the Community Services department will continue to be used as a way to update residents about the diverse cultural amenities available to them.

The City will also pursue the development of venues for cultural events such as live music and dance. The "Craftsman's Corner" area north of the Ventura Freeway, currently located in unincorporated Los Angeles County, has been specifically identified as a possible location for future annexation and development of a performing arts venue.

Policies

- XI-5** Promote and develop cultural programs for residents of all ages, including theatrical, musical, dance, and other performing arts activities.
- XI-6** Promote the establishment of venues for theater, dance, music, and children's programming.



CITY OF CALABASAS
2030 GENERAL PLAN

XI. CULTURAL RESOURCES ELEMENT

- XI-7** Increase public art and cultural expression throughout the community.
- XI-8** Provide for cultural additions to the City through art work, sculptures, murals, etc. using guidelines for commercial, residential, and other development.
- XI-9** Promote coordinated cultural and arts programs with museums, the Las Virgenes Unified School District, and libraries.



CITY *of* CALABASAS
2030 General Plan



XII – Services, Infrastructure, & Technology Element



CITY *of* CALABASAS **2030 General Plan**



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CITY *of* CALABASAS

CITY of CALABASAS

2030 General Plan

XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

Communities need a variety of basic services and infrastructure in order to function. The City provides some of these services and infrastructure, while others are provided by other agencies. Careful coordination of land development with both City departments and outside agencies that are responsible for providing municipal services and infrastructure is needed to avoid gaps in service provision.

Prudent fiscal management is required to ensure adequate municipal income to pay for the services and facilities provided or contracted for by the City. In addition, adequate municipal income is required to provide and maintain community amenities.

Issues covered in the Services, Infrastructure, and Technology Element include:

- *Fiscal Management*
- *Municipal Services*
- *Educational Services*
- *Water Service & Infrastructure*
- *Wastewater Service & Infrastructure*
- *Storm Drains*
- *Technological Infrastructure*

XII.A Fiscal Management

Objectives

- ❖ Maintain a stable stream of municipal income that is adequate to provide the level of municipal services desired by Calabasas residents and businesses.
- ❖ Require developers to pay for all of the infrastructure, public facilities, and service costs that they create.

General Plan Approach

Calabasas recognizes that protecting environmental quality and enhancing the quality of life for Calabasas residents requires a stable stream of municipal income. The City also recognizes that expanding the community's retail and employment sectors to generate



XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

income entails certain costs, but will not sacrifice the area's natural environment or its residents' quality of life in the pursuit of municipal income. Calabasas places a greater priority on protecting the natural environment and the desirability of existing residential neighborhoods than on creating sales tax-generating and employment-generating uses. The City intends to live within its means and to provide services to its residents at levels it can afford. Thus, new retail and employment generating land uses need to be compatible with community objectives related to environmental quality and the quality of existing residential neighborhoods.

The principle that "new development shall pay its own way" is a key concept of the Calabasas General Plan. Developers will need to provide or funds needed new services at no net cost to existing residents and businesses.

Policies

- XII-1** Facilitate retail and service businesses in those sectors patronized by the local population and travelers along the Ventura Freeway.
- XII-2** Facilitate attractive retail development in Old Town, Calabasas Road, Agoura Road, and Ventura Freeway interchanges at Parkway Calabasas, Las Virgenes Road, and Lost Hills Road.
- XII-3** Establish and maintain a proactive program to attract commercial businesses to those locations within the City of Calabasas that the General Plan land use map has identified as being appropriate for commercial or mixed use, and work with potential commercial developers to ensure that projects are compatible with adjacent uses.
- XII-4** Consider financial incentives consistent with other General Plan provisions for new sales tax-generating and employment-generating uses where there is a clear "pay-back" to the City in the form of increased municipal revenue.
- XII-5** Ensure that the scale of commercial development in the City is compatible with surrounding neighborhoods.
- XII-6** Where a development project may have a negative effect on municipal income, require the preparation of a fiscal impact analysis, as well as appropriate mitigation for any identified net costs to the City.



XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

- XII-7 Require developers to construct and/or pay for the new onsite capital improvements required to serve the new development. Also, require that new development:
- *Is phased so as to ensure that facility and service demands associated with new development do not exceed capital facility capacities;*
 - *Does not adversely affect the level of service provided to existing development; and*
 - *Does not increase the cost of providing public services to existing residents and businesses.*
- XII-8 While requiring new development to pay its own way, maintain flexibility with respect to financing infrastructure improvements for new sales tax-generating and employment-generating uses.
- XII-9 Require the proponent of new development projects to ensure that the facilities (including systemwide improvements) to support projects are available at the time that they are needed.

XII.B Municipal Services

Objectives

- ❖ Ensure that local police and fire services meet the needs of the community.
- ❖ Provide convenient library facilities that meet the community's needs.
- ❖ Coordinate development activity with the provision of municipal services and facilities in a manner that:
 - *Maintains defined performance standards*
 - *Eliminates gaps in service provision to new development*
 - *Realizes cost efficiencies*
 - *Achieves an equitable sharing of the cost of municipal services and facilities based on the principle that new development is to pay for itself, both in terms of capital facilities and ongoing operations and maintenance*

General Plan Approach

The provision of municipal services and facilities is intended to advance Calabasas' vision for its future and support the land use mix needed to achieve that vision. The



XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

availability of adequate municipal services and facilities to a particular site is a prerequisite to permitting development of that site in accordance with General Plan policies, but is not considered to be a justification for development in and of itself.

In addition to parks and recreational services (addressed in the Parks, Recreation & Trails Element), key municipal services in Calabasas include police protection, fire protection, and libraries. These services as well as landscape maintenance are discussed below.

Police Services

All police services are provided through contract with the Los Angeles County Sheriff's Department. It is anticipated that this relationship will continue over the life of the 2030 General Plan.

It is Calabasas' vision that crime prevention be emphasized at least on an equal basis with law enforcement. The net result of this emphasis will be a safer community and a reduction in the cost of providing police protection services within Calabasas. Police services will seek to reduce the potential for crimes of opportunity through implementation of "defensible space" concepts.

To assist in reducing the likelihood of criminal activity, the City will continue working with the Sheriff's Department to maintain crime prevention programs. The City will also involve the Sheriff's Department in the development review process to ensure that new development that is permitted within the City increases surveillance potential, and is within the ability of the Sheriff's Department to provide police protection service.

Fire Protection Services

Fire protection service in Calabasas is provided through contract with the County of Los Angeles Fire Department. The County operates two stations within Calabasas as well as stations in Agoura Hills, Monte Nido, and Topanga Canyon. The City receives fire protection and paramedic services as well as wildland fire protection and forester tree service from the Department of Forestry and Fire Warden. It is anticipated that these relationships will continue over the life of the 2030 General Plan.

Calabasas's vision is that fire prevention be emphasized at least on an equal basis with fire suppression. The net result of this emphasis will be a safer community and a reduction in the cost of providing fire protection services within Calabasas. Fire services will seek to reduce the potential for structural and wildland fires. Services will include



XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

programs that focus on community education, as well as fire-safe landscaping and brush clearing within hillside residential areas.

To assist in reducing the likelihood of a disastrous fire, the City will continue to coordinate land use planning activities with the County Fire Department. The City will also work with the Department as part of the development review process to ensure that new development permitted within the City is within the capability of local fire stations to provide service.

Library Services

The Calabasas Civic Center includes a library that holds 90,000 volumes of reading material, a children's reading room, specialty collection areas, a young adult area, technology center and a reading area for adults. The Friends of the Calabasas Library, a volunteer group of citizens, provides funds for library programs and events for Calabasas residents. The City will continue to provide library services that meet the desires of the community and to promote and support volunteer organizations that help foster library functions and events.

Landscape Maintenance

The City of Calabasas maintains special assessment districts called landscape maintenance district (LMDs) that were established to fund and maintain landscaping and appurtenances for slopes and common areas. There are currently four LMDs within the City. LMD funds are used for the maintenance of existing landscaping and may also be used for the enhancement of the existing landscaping and the installation or maintenance of select hardscape features, such as stamped concrete medians, concrete paseos, fencing, slumpstone borders, irrigation controllers and decorative lighting. The City intends to retain and, as necessary, expand these districts in order to maintain and enhance landscaping and hardscaping in commercial and mixed use districts.

Policies

- XII-10 Continue coordination and information exchange between the City of Calabasas and local service providers such as the County sheriff's and fire departments and the Las Virgenes Unified School District.
- XII-11 Promote additional library facilities and services as required to meet the needs of Calabasas residents, including but not limited to a possible offsite branch to be located on the west side of the City and more programming and events.



XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

- XII-12 Promote the acquisition of library materials, collection expansion, technology growth, and staff development that reflect the needs and interests of Calabasas residents.
- XII-13 Direct new development to areas with adequate existing municipal facilities and services, areas where adequate facilities and services and facilities are committed, or areas where municipal facilities and services can be economically extended consistent with the master plans of area service providers.
- XII-14 Coordinate land development review with the master planning efforts of area service providers to facilitate the provision of adequate services and facilities. New development shall pay its own way.
- XII-15 Maintain and, as necessary, expand landscape maintenance districts in commercial and mixed use districts in order to provide funds for landscape/hardscape maintenance and enhancement.

XII.C Educational Services

Objectives

- ❖ Promote access for Calabasas residents to high quality local educational services by facilitating the acquisition of school sites and the construction of adequate school facilities to serve the needs of Calabasas residents and working with Las Virgenes Unified School District to promote cooperative educational programs.
- ❖ Engage cooperative school/public facility planning, which will ensure provision of adequate school facilities and quality educational programs in a manner consistent with the goals and strategies of the Calabasas General Plan with respect to facility location, use type, timing, funding, recreational and social joint use programs, and the creation of an overall sense of community.

General Plan Approach

Although the provision of public school facilities is the responsibility of the Las Virgenes Unified School District (LVUSD), the City of Calabasas will assist by working with the LVUSD to develop new school and park facilities together as multiple-use facilities in order to minimize costs and to maximize utilization. To the extent possible, new school



XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

and park facilities will be located and developed as integrated units serving as neighborhood cores. Existing school facilities will, to the extent feasible, be adapted and redeveloped to function as multiple-use cores to give identity to existing neighborhoods.

As discussed in the Parks, Recreation & Trails Element, the City will work with the LVUSD to guide the location and design of school and joint school/park sites. New development will be required to be responsible for providing the necessary funding or resources to establish facilities commensurate to the project's impact. The City will also work with the LVUSD to formulate cooperative educational programs.

Policies

- XII-16** Maintain ongoing, open communication with Las Virgenes Unified School District and coordinate land development review activities with the District's master planning efforts.
- XII-17** Require new development to provide full mitigation for school impacts, subject to the provisions of State law that limit the City's ability to require school mitigation.
- XII-18** Work with the Las Virgenes Unified School District to assist in the formation of special assessment districts for construction of additional schools.
- XII-19** To the extent that joint school/park facilities meet local recreational needs, permit park fees collected by the City to be used for joint use recreational facilities.

XII.D Water Service & Infrastructure

Objective

Assure that water supply infrastructure is adequate to meet projected needs and is provided in a manner that supports water dependent resources, enhances recreational opportunities, and preserves and enhances riparian habitats, water quality, and the environment.



CITY OF CALABASAS
2030 GENERAL PLAN

XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

General Plan Approach

The Las Virgenes Municipal Water District (LVMWD) will continue to provide water facilities within Calabasas. LVMWD purchases its water from Metropolitan Water District of Southern California, a water wholesaler. There is no local source of drinking water serving Calabasas. All supplies are imported.

The City will work with the LVMWD to ensure coordination of the district's water and sewer facilities master plans with the land use plan and development intensities permitted by the Calabasas General Plan. The City will also work with the LVMWD, as part of the development review process, to ensure that new development permitted by the City is within the LVMWD's ability to provide water and sewer service. Water infrastructure is designed to respond to the various land use water demands while also being able to provide service at the peak demand period.

The Las Virgenes Municipal Water District provides both water and sewer service in Calabasas. Potable water is imported via the Metropolitan Water District of Southern California. The District also provides recycled water that is used for landscape irrigation.

Water conservation practices will continue to be promoted and required through restrictions on water intensive land uses, water flow devices as well as promotion of native landscaping. In addition, the LVMWD makes extensive use of recycled water as about one-quarter of the potable water served to LVMWD customers is reused within the service area to irrigate landscapes. The expanded use of recycled effluent will be encouraged throughout the City.

Policies

- XII-20** Coordinate land development review with the master planning efforts of the LVMWD to facilitate provision of adequate services and facilities.
- XII-21** Direct new development to areas with adequate existing water facilities and services, areas that have adequate facilities and services committed, or areas where facilities and services can be economically extended consistent with the LVMWD's master plan.
- XII-22** Participate in regional efforts to enact local water quality protection mechanisms to implement state and federal programs.



XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

- XII-23 Support conservation and efficient water use in an effort to minimize the need for new water sources.
- XII-24 Continue to implement opportunities to increase the use of recycled water and secondary effluent in coordination with the Las Virgenes Municipal Water District, potentially including the development of incentives to encourage the use of reclaimed water.

XII.E Wastewater Service & Infrastructure

Objective

Assure that wastewater management infrastructure is adequate to meet projected needs and are provided in a manner that supports water dependent resources, enhances recreational opportunities, and preserves and enhances riparian habitats, water quality, and the environment.

General Plan Approach

The LVMWD is responsible for wastewater treatment in the Calabasas area. Through a Joint Exercise of Powers Agreement (JPA), the LVMWD and the Triunfo Sanitation District (TSD) jointly own and operate Tapia Water Reclamation Facility (WRF), which treats and recycles wastewater generated in Calabasas. The Sanitation Districts of Los Angeles County are responsible for maintaining the collection systems and billing individual customers. The City will continue to work with the LVMWD as part of the development review process, to ensure that new development permitted by the City is within its ability to provide sewer service.

Certain areas within Calabasas remain on private septic systems. These areas include portions of Calabasas Highlands, Saint Andrews Lane and Turtle Creek Road located west of Mulholland Highway, Dry Canyon Cold Creek Road and the connector roads Dorothy Road, Valdez Road, and Canyon Drive, Old Topanga Canyon Road between Mulholland Highway and Mulholland Drive and Black Bird Way, and Hummingbird Way. Failed septic systems can potentially contaminate both surface water and groundwater. Consequently, the City will continue to consider expansion of the sanitary sewer system to provide sewer access in areas of the community where public sewers are currently lacking.



XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

Policies

- XII-25** Coordinate land development review with the master planning efforts of the LVMWD and TSD to facilitate provision of adequate sewer services and facilities.
- XII-26** Direct new development to areas with adequate existing sewer facilities and services, areas where adequate facilities and services and facilities are committed, or areas where services and facilities can be economically extended consistent with the LVMWD and TSD master plans of area service providers.
- XII-27** Promote the design of wastewater systems that minimize inflow and infiltration.
- XII-28** As appropriate, provide sanitary sewer service in areas of the City where such service is currently lacking through:
- Monitoring of private onsite wastewater systems for operational performance within applicable environmental standards;
 - Regular reporting of the results of monitoring to the City Council; and
 - Extending sanitary sewer service into areas where service is lacking if the provision of sewer service is determined to be technically warranted, economically feasible, and environmentally beneficial.

XII.F Storm Drains

Objective

Promote effective stormwater management to minimize flood hazards and to protect slopes, streams, and wetlands from erosion and sedimentation to avoid the degradation of environmental quality, wildlife habitat, and natural system aesthetics.

General Plan Approach

Stormwater discharges consist of surface water runoff generated from various land uses which discharge into waters of the State. The quality of these discharges varies and is affected by geology, land use, season, hydrology, and sequence and duration of hydrologic events. In general, pollutants in the water runoff can impair the waterways, thereby discouraging recreational use of the resource, contaminating drinking water supplies, and interfering with the habitat of fish, other aquatic organisms and wildlife.



XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

Municipal point source discharges from urbanized areas remain a leading cause of impairment of surface waters in California.

Public street catch basins within Calabasas are maintained by the Los Angeles County Road Department and drainage area catch basins are maintained by the County of Los Angeles Flood Control District. The storm drain and catch basin system is generally adequate and upgrades needed to facilitate new development will be implemented in conjunction with the development. The City will also work with the local agencies to ensure that services and new development permitted by the City is within the ability of the agencies to provide drainage and stormwater service.

Calabasas requires implementation of Storm Water and Runoff Pollution Prevention Controls (Best Management Practices) for Development Construction and Redevelopment controls for private and public projects within the City boundaries. Implementation of applicable state and federal requirements for new development will continue throughout the life of the General Plan.

Policies

- XII-29** Employ appropriate stormwater management practices to prevent stormwater problems from urban runoff, which may include flooding, erosion, or stream channel scouring in natural drainage systems. These practices at a minimum will include the collection, control and treatment of stormwater runoff at a rate and quantity that prevents damage to both man-made and natural drainage systems.
- XII-30** Promote natural stormwater control mechanisms such as engineered and City-approved detention/retention basins and drainage swales to manage stormwater runoff.
- XII-31** Encourage the use of semi-pervious or pervious surfaces and other low-impact development techniques to minimize stormwater runoff from individual sites.
- XII-32** Prevent water quality degradation through implementation of Best Management Practices and educational programs to reduce pollution entering surface waters.
- XII-33** Encourage regional approaches to managing stormwater in order to provide improved performance, maintenance and cost efficiency.



XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

XII.G Technological Infrastructure

Objective

Encourage development of technology infrastructure and service to allow Calabasas residents and businesses to communicate with individuals and institutions locally, regionally, nationally, and globally.

General Plan Approach

The role of technology in our society is continually expanding. Calabasas residents and workers expect the latest technologies to be available to enable them to meet their daily needs and perform their jobs more efficiently. As such, the City expects to continue to facilitate the development of an integrated information system that will meet the community's technological needs.

The City is currently served by a variety of vendors and service providers that comprise the technological infrastructure of the

City. Local networks continue to expand coverage and provide responsive service within the City. In addition, the City has been assembling its own citywide area network, which will provide broadband connections to all local public facilities. The City will encourage continued community investment in the most advanced communications technologies

available in an effort to facilitate local businesses and meet the current and future needs of City residents. The City will also continue to develop a strategic network perspective that will serve to enhance the local network infrastructure. At the same time, the City will continue to consider aesthetics in the placement and design of new communication infrastructure.

Calabasas' Media Operations Department is responsible for CTV- The Calabasas Channel, the City's government access channel, Information Technology, Cable Franchise Regulation, City Film and Photo Permits, Graphic Design, e.News, Sister Cities and the City website.



XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

Policies

- XII-34** Continue to develop a citywide area network that provides broadband connections to local public facilities and connects to regional networks.
- XII-35** Encourage citywide access to fast and secure wireless broadband networks.
- XII-36** Make information regarding City government and decision making, local services, and opportunities to participate in City governance available in electronic form.
- XII-37** Encourage technology and communication service providers to develop and maintain a long-term coordinated telecommunications plan to improve bandwidth, reduce costs, and improve system reliability.
- XII-38** Encourage technology service providers to creatively integrate technology facilities into the natural and built environment to minimize the total number of such facilities and associated aesthetic impacts.
- XII-39** Require new residential and commercial development to include infrastructure components necessary to support modern communication technologies.
- XII-40** Work with other agencies and neighboring cities to integrate technology infrastructure planning on a regional basis.



CITY OF CALABASAS
2030 GENERAL PLAN

XII. SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

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CITY *of* CALABASAS
2030 General Plan



**XIII – General Plan
Implementation**



CITY *of* CALABASAS

CITY *of* CALABASAS **2030 General Plan**



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CITY *of* CALABASAS

CITY of CALABASAS

2030 General Plan

XIII. GENERAL PLAN IMPLEMENTATION

The implementation programs of the Calabasas General Plan describe the specific actions that the City will take and will require for new development in order to implement the City's vision of its future as expressed in General Plan goals, objectives, approaches, and policies. General Plan implementation is organized into four general categories. In addition to the Housing Improvement Program, which is contained in the Housing Element (Chapter V), the types of implementation actions include the following:

- ***Follow-up Studies and Actions*** include studies, ordinances, and other activities that need to be undertaken to implement the Calabasas General Plan.
- ***Intergovernmental Coordination and Community Involvement*** outlines actions to maintain open lines of communication with outside agencies and members of the community whose activities affect, and are affected by, the City of Calabasas.
- ***Strategic Planning*** integrates the General Plan with the ongoing operations of the City of Calabasas and the City's budget and capital improvements programs. The Strategic Planning Program also includes provisions to ensure a regular review of the General Plan and implementation efforts, integrating State requirements for mitigation monitoring under the California Environmental Quality Act (CEQA).

XIII.A Follow-Up Studies and Actions

The City will update and maintain a Development Code that provides rules and standards that implement the General Plan. The Development Code will detail the City's development/environmental review process, maximum allowable impacts for individual development projects, and performance standards that must be met by new development. Each of these components will be consistent with 2030 General Plan goals, policies, and approaches.



XIII. GENERAL PLAN IMPLEMENTATION

City of Calabasas Development Code¹

Subsequent to adoption of the 2030 General Plan, the City will adopt an updated Development Code to implement the General Plan. The Development Code will encompass both zoning and subdivision ordinances. Included in the zoning portion of the Development Code will be preparation of a new zoning map to reflect the General Plan land use map (**Figure II-1** in the Land Use Element, Chapter II).

Issues to be addressed in the updated Development Code include, but are not limited to:

- *Performance standards for proposed new development*
- *Hillside development regulations*
- *Subdivision requirements, including specific requirements for small lots and cabin lots*
- *Grading guidelines and regulations*
- *Land use regulations, including specific requirements for the siting and construction of structures intended for human occupancy within areas subject to wildland fires*
- *National Pollution Discharge Elimination System (NPDES) requirements*
- *Best management practices for erosion control, water quality management, reduction of air pollutant emission, source reduction and recycling, and energy conservation*
- *Code enforcement and development performance monitoring*
- *Signage regulations that require that commercial, office, and business park developments portray a precise concept for adequate signage*
- *Parking, including applicable transportation control measures and management of parking within residential neighborhoods*
- *Screening of recreational vehicles and boats that are stored within residential neighborhoods*
- *Landscaping, including an emphasis on the use of native and naturalized species, requirements for the planting of street trees, and provisions for ongoing maintenance of required landscaping*
- *Open space requirements for multi-family development, including requirements for provision of appropriate active recreational facilities onsite*
- *Siting and design of communication technology facilities*
- *Noise impacts associated with construction activity and other activities on private properties*

¹ An updated Land Use and Development Code was adopted in January 2010.



XIII. GENERAL PLAN IMPLEMENTATION

- *Regulations for home occupations to provide reasonable opportunities or individuals to work at their own homes without disturbing the residential character of the neighborhood*
- *Administrative procedures for development/environmental review and appeals*
- *Design guidelines*
- *Non-conforming use guidelines*
- *Environmental protection requirements*
- *Public health and safety requirements*
- *Water and energy efficiency requirements*
- *Oak tree preservation*

Future Annexations

The City of Calabasas will undertake studies to determine the feasibility of annexing areas within the City's plan area (as depicted on Figure I-1 in Chapter I, *Introduction*), but outside the Calabasas corporate boundaries. Such studies will assess: (1) whether or not property owners within the potential annexation areas have interest in annexing to the City; (2) whether political obstacles that may make annexation infeasible exist; (3) the potential benefits of annexation to the City; and (4) the fiscal impacts of annexation.

In particular, the City will pursue studies to determine whether or not annexation of the Craftsman's Corner area north of the Ventura Freeway and generally east of Parkway Calabasas is feasible. This area is currently within the City of Hidden Hills' sphere of influence, so it would need to be removed from the Hidden Hills sphere prior to annexation to the City. Any study of the feasibility of annexing this area would necessarily involve discussions with officials at the City of Hidden Hills and the County of Los Angeles. In conjunction with any annexation of the Craftsman's Corner area, the City will prepare a specific plan that identifies appropriate land uses.

Calabasas Resources Inventory

A general inventory of resources within the Calabasas plan area has been developed in conjunction with this General Plan and other ongoing planning studies. Because many General Plan policies are keyed to environmental resources, it is imperative that the information presented in these maps accurately reflects the most current information available. Therefore, the resources inventory will be continually updated to incorporate new data on such topics as:



XIII. GENERAL PLAN IMPLEMENTATION

- *Open Space*
- *Hillsides, canyons, and ridgelines*
- *Biotic resources*
- *Historic, archaeological, and paleontological resources*
- *Hazard areas*
- *Scenic resources*
- *Air quality*
- *Greenhouse gas emissions*

This information will be updated and monitored on a continual basis through the City's development/environmental review process, using:

- *Environmental documents*
- *Cumulative resource/impact studies*
- *Regional data collection efforts*

New Technologies

The General Plan specifies that the City will identify and implement techniques to improve water quality, reduce water consumption and solid waste generation, and conserve energy. Research that expands our understanding of these issues and suggests new technologies to address the problems is continually being undertaken. New technologies will be reviewed continually and the development code and other relevant planning documents will be updated as appropriate to incorporate new technologies.

Small Lot Consolidation

The City will continue to pursue programs to provide incentives for owners of existing small residential lots to consolidate their holdings into larger parcels. The programs will consist of pursuing formation of a non-profit entity that would "purchase" these properties, paying for them with shares in the entity. The non-profit entity would then consolidate properties into a single development, and re-subdivide the consolidated property pursuant to the provisions of the General Plan. Once subdivided, parcels would be sold, with the proceeds going to the original landowners in the form of dividends.



XIII. GENERAL PLAN IMPLEMENTATION

Capital Improvement Program Maintenance

The City will continue to maintain a Five-Year Capital Improvement Program that will be consistent with the goals, policies, and programs of the General Plan.

Maintenance and Update of Transportation Funding Programs

The City will maintain cumulative traffic impact fees for all new discretionary development projects and update fees as appropriate. The fees will be updated as necessary to reflect changed conditions and will provide sufficient funds to implement the Capital Improvement Program and mitigate the effects of cumulative development in the City.

Traffic impact fees will enable the City to continue to collect funds from all developments occurring within the City. These funds will then be used for the sole purpose of implementing various improvements to the City's arterial street system. The traffic impact fee system will continue to distribute the costs of identified arterial street improvements to new development based solely on the proportional share of total traffic that the proposed development will generate. Each improvement will be necessary to mitigate traffic impacts associated with proposed developments so that an acceptable level of service will continue to be maintained. Fees will continue to be directly proportional to the benefit that each new development will ultimately receive. Also, the City will continue to recognize a fee credit to developers who construct proportions of the identified traffic improvements.

Update and Expansion of Landscape Maintenance Districts

The City will investigate the need to update and expand existing landscape maintenance districts to fund needed landscape/hardscape maintenance and upgrades in commercial and mixed use districts. These districts will continue to be funded through assessments on properties within the district.

Local Transit Services

The City will continually investigate ways in which local transit services can be improved to meet community needs. Implementation of transit service improvements will be dictated by need and availability of funding. As existing business and mixed use areas redevelop over time, the City will require facility improvements in conjunction with new development that facilitate transit service.



XIII. GENERAL PLAN IMPLEMENTATION

Oak Tree Reforestation Fund

The City will pursue establishment of an oak tree reforestation fund. Funding for such a program could potentially come from fees paid to the City in cases where the onsite preservation of existing oaks is not possible.

Transportation Planning

The City will develop a corridor plan for the section of Calabasas Road between Parkway Calabasas and the Old Town area to address future traffic growth resulting from General Plan buildout. The corridor plan will provide a focused study of the roadway segment and identify options for improving vehicle flow and overall mobility along the segment.

XIII.B Intergovernmental Coordination and Community Involvement

Calabasas is committed to truly representational government that seeks appropriate responses to specific issues. The intergovernmental coordination and community involvement program proposes actions that reflect this commitment. For example, some issues, such as the protection of natural resources, not only affect the City of Calabasas, but also affect adjacent jurisdictions, as well as agencies charged with the management of regional resources. Many issues cross geographic boundaries, and therefore require concerted efforts by several governmental entities before they can be resolved. Intergovernmental coordination means actively pursuing regional solutions to regional problems. Calabasas is committed to working with its neighbors to address these issues.

At the same time, Calabasas recognizes that to be truly representational, local government must reflect the values of the people it serves. Therefore, the City has established mechanisms for informing the community on local issues and soliciting citizen input.

Multi-Species Habitat Preservation Programs

Calabasas will continue to support the efforts to create multi-species habitat and open space preservation programs, and will facilitate the establishment of such programs by the following means.

- *The City shall pursue formation of a communitywide assessment district or other similar mechanism to purchase such development rights as may be*



XIII. GENERAL PLAN IMPLEMENTATION

attached to lands designated for Preservation and Retention in the City's Land Management System.

- *The City shall pursue an open space dedication program similar to a parks dedication program. In such a program, each developer would be required to dedicate land to an appropriate agency or pay an in-lieu fee where dedication is not appropriate.*
- *To ensure the long-term preservation of lands set aside for open space, the City will require that development rights or a conservation easement be granted to the City, or that another acceptable means of ensuring preservation of such lands in perpetuity is established.*
- *The City will use the guidelines described in the Development Review Program to encourage clustered development where appropriate, preserve a high quality of life and buffer lands dedicated for preservation from adjacent development.*

Coordination of Land Use Planning Activities

Calabasas will undertake the following in order to ensure that land use planning in Calabasas will actively pursue review of the land use planning efforts of adjacent jurisdictions and provide constructive comments regarding the impacts that such programs will have on the City.

- *Work with Los Angeles County and other jurisdictions as part of the Ventura Freeway Corridor Policy Coordinating Committee to achieve compatibility between the Calabasas General Plan and the planning efforts of Los Angeles County. Work with Los Angeles County, other jurisdictions, and residents to update that portion of the Santa Monica Mountains Area Plan that is within the Calabasas General Plan study area.*
- *Continue to work with other local agencies and community groups as a means of increasing the effectiveness of Calabasas' voice in regional planning efforts and the planning efforts of adjacent jurisdictions.*
- *The City will pursue establishment of interjurisdictional agreements for the mitigation of development impacts on a case-by-case basis. It is the City's intent that such interjurisdictional agreements support the City's policy of using adjacent jurisdictions' General Plans and Master Plans as the basis for defining appropriate mitigation of interjurisdictional development impacts.*



CITY OF CALABASAS
2030 GENERAL PLAN

XIII. GENERAL PLAN IMPLEMENTATION

- *On an annual basis, the City will initiate discussions of issues of mutual interest with local, regional, State, and Federal agencies whose efforts could benefit or adversely affect the City of Calabasas.*

Coordination of Circulation Facility Funding

To the degree feasible and to the extent permitted by inter-agency cooperation, Calabasas will pursue establishment of reciprocal traffic improvement programs with jurisdictions that affect and are affected by traffic in Calabasas (the cities of Malibu, Los Angeles, Hidden Hills, Westlake Village, Agoura Hills and the counties of Los Angeles and Ventura) to ensure that traffic resulting from development in these communities does not adversely affect City streets, and to ensure that traffic resulting from development in Calabasas does not adversely affect the street system in other jurisdictions.

Calabasas will work with Caltrans, the Metropolitan Transit Authority, Los Angeles and Ventura counties, and the cities of Los Angeles, Hidden Hills, Westlake Village, and Agoura Hills to coordinate regional transportation facilities. Coordination efforts will include:

- *Updating information on the status of development projects, roadway facilities;*
- *Supporting regional public transportation along the Ventura Freeway;*
- *Coordinating with Caltrans, Ventura County, and cities to the west of Calabasas to establish a system of park-and-ride lots along with an active rideshare matching program; and*
- *Coordinating revisions to the City's circulation and bicycle plans with regional circulation planning efforts.*

Expansion of Park Facilities and Programs

To ensure the availability of adequate park and recreation programs and facilities, Calabasas will coordinate recreational programming, park planning and park acquisition activities with Los Angeles County, the Las Virgenes School District, the city of Agoura Hills, and local homeowners' associations. City efforts shall include, but not be limited to:



XIII. GENERAL PLAN IMPLEMENTATION

- *Coordinating planned locations of schools and parks with the Las Virgenes Unified School District;*
- *Continued pursuit of joint-use agreements with the Las Virgenes Unified School District that facilitate the use of school facilities for City recreational programs during non-school hours; and*
- *Pursuit of alternative sources of funding for the acquisition and development of active park land.*

Update of Technological Capabilities

The City will continue to update communication technology capabilities and implement new technologies as they become available. Communication technology improvements will be coordinated by the City's Media Operations Department, which will continue to monitor system needs and technological advances and regularly report to the City Council on recommendations for system enhancements.

Review of Trail Availability

Along with the National Park Service, State Department of Parks and Recreation, and Los Angeles County, the City will establish and participate in an annual survey of recreational trails to ensure appropriate maintenance and confirm that trails are open and available.

Coordination of Planning Programs with the Las Virgenes Unified School District

Calabasas will continue to coordinate future development with the Las Virgenes Unified School District (LVUSD) by:

- *Participating with the LVUSD in joint land use/facilities planning efforts;*
- *Requesting that the LVUSD indicate the level of facilities available to serve new development projects requiring discretionary review by the City;*
- *Coordinating with the LVUSD in future updates to its Master Plan of Schools, which outlines specific sites needed to support buildout of the Calabasas General Plan; and*
- *Coordinating with the school district to determine the impacts of development within Calabasas upon school facilities.*



XIII. GENERAL PLAN IMPLEMENTATION

Library Funding

The City will conduct an evaluation of the possible expansion of library facilities, including analysis of the feasibility and desirability of development impact fees and other sources of funding and developing a new library branch on the west side of Calabasas.

Maintenance of Disaster Preparedness

The City will maintain a Multi-Hazard Functional Plan to coordinate disaster recovery activities within Calabasas. As part of this effort, the City will actively solicit the input of local disaster preparedness agencies, including, but not limited to, fire, police, and the American Red Cross. Local disaster response will continue to be coordinated under the Calabasas Emergency Response Program (CERP).

To ensure adequate provision of emergency services in the event of a local disaster, the City will continue to maintain mutual aid agreements with the Santa Monica National Recreation Area, the counties of Los Angeles and Ventura, and the cities of Los Angeles, Hidden Hills, Agoura Hills, and Malibu.

Enhancement of Community Awareness

The effectiveness of the programs described in the Calabasas General Plan is dependent on the participation of Calabasas residents. To ensure that residents are made aware of these programs, the City will publicize local programs and provide a forum for public debate of local issues.

The City will continue to use its newsletter to publicize City-sponsored programs, including, but not limited to, the following:

- *Recycling efforts*
- *Ridesharing programs*
- *Recreation programs*
- *Water conservation techniques*
- *Energy conservation/greenhouse gas reduction techniques*
- *Community policing and Neighborhood Watch programs*
- *Fire prevention programs*
- *Disaster preparedness*



XIII. GENERAL PLAN IMPLEMENTATION

Calabasas will also continue to use local cable television and the City's website as means of providing public information. Ways in which the use of digital media can be expanded for providing public information will continue to be investigated and, as appropriate, implemented. The City's metropolitan area network will continue to be expanded to provide broadband connections to public facilities and connect to regional networks.

The City will also invite agencies involved in water and energy conservation programs to set up educational displays in City Hall and other community facilities.

Where appropriate, the City will hold "Town Hall Meetings" to facilitate public discussion of current issues facing the community.

Involving the Community in the Development Review Process; Identification of Social Compatibility Impacts

In order to facilitate citizen participation in the development review process in a manner that is meaningful to individuals at the neighborhood level, Calabasas encourages informal meetings between citizen groups and developers on proposed development projects. The purpose of such meetings is to facilitate interaction between the developer and neighborhood interests in a relaxed, informal setting, and to provide the developer with the opportunity to inform and obtain feedback from the neighborhood. Specifically, the City encourages developers to meet with affected citizens, and ask Calabasas citizens to give direction to proposed developments by:

- *Delineating neighborhood values, goals, and objectives;*
- *Participating in choosing among alternative project designs; and*
- *Participating in the review and modification of development plans.*

Although the results of these informal meetings are not binding upon the City, early consultation and discussion between developers and affected citizens can significantly facilitate the development review process by resolving issues of social compatibility before public hearings begin.

Inviting Citizens in Community Decisionmaking

Many of the questions facing the City of Calabasas are complex issues requiring policy recommendations and an evaluation of tradeoffs that are not easily done in a public



XIII. GENERAL PLAN IMPLEMENTATION

forum. To address these issues, the City Council may appoint task forces to research specific issues and provide policy direction to the City Council or Planning Commission. Members of these task forces would be appointed by the City Council. The task forces will be requested to provide recommended policy direction within a specific time frame, and will be disbanded after the presentation of their recommendation.

Monitoring of Community Satisfaction: Community Survey

To provide local decisionmakers with regular input on how satisfied Calabasas residents are with their community and their quality of life, the Calabasas Community Survey will continue to be updated every two years. Future surveys should address not only general plan issues such as land use, housing and circulation, but also more specific issues facing the City at the time of the survey.

Providing Cultural Amenities

In order to expand cultural opportunities for Calabasas residents of all ages, the City will:

- *Expand City cultural programs, including theatrical, musical, dance, and other performing arts activities*
- *Actively seek the development of public and/or private venues for theater, dance, music, and children's programming*

XIII.C Strategic Planning Programs

Annual General Plan Review

California Government Code Section 65400(b) requires the planning agency of each city and county in the State to provide an "annual report to the legislative body on the status of the (general) plan and progress in its implementation." Such a report will be prepared and delivered annually to the Calabasas City Council.

In addition, AB 3180 (Ch. 1232, Stats. 1988), which amended the California Environmental Quality Act, requires every city and county to develop a monitoring or reporting plan in order to mitigate or avoid significant environmental effects. For those environmental mitigation strategies outlined in the 2030 General Plan EIR, the annual



XIII. GENERAL PLAN IMPLEMENTATION

report prepared for the City Council regarding implementation of the General Plan will also be used to satisfy AB 3180 requirements.

Pursuant to the provisions of the 2030 General Plan, the City Council will not permit new development to cause the performance of public services and facilities to fall below performance standards included in the updated Development Code. The annual report on General Plan implementation will be used to identify the performance of services and facilities in relation to the performance standards adopted as part of the Development Code update.

Among the statutory responsibilities of California cities and counties is to "annually review the capital improvement program of the City or county and the local public works projects of other local agencies for their consistency with the General Plan ..." (Government Code Section 65103(c)). Also, pursuant to State law (Government Code Section 65401), all departments within the City and all other local government agencies (including the County school districts, and special districts) must submit a list of proposed capital improvement projects to the City. The City is then responsible for reviewing these projects for conformity with the General Plan and reporting back to the agency. The City will execute these requirements for General Plan consistency reporting and review capital improvement plans to the best of its ability. The annual General Plan implementation report process required by Government Code Section 65400(b) will be used to comply with these reporting requirements.

Maintenance of an Up-to-Date General Plan

To continue to function as the "constitution" for managing the community's future, the General Plan should reflect current conditions and social values. As a result, State law provides for amending and updating the General Plan. By law, the General Plan may be amended a maximum of four times per year (multiple changes may be grouped into each amendment). State law also requires the City's Housing Element to be updated every 5 years.

It is anticipated that the annual General Plan review will result in amendments to the General Plan that are needed to keep the document up to date. In addition, citizens and landowners may apply for General Plan Amendments. The City Council and Planning Commission may initiate, or any citizen may apply to amend General Plan text, exhibits, or maps. In order to ensure a compatible and internally consistent General Plan, any proposed change to the General Plan must be consistent with the criteria and conditions of the balance of the General Plan text, as well as with General Plan maps and exhibits.



XIII. GENERAL PLAN IMPLEMENTATION

General Plan amendment requests will be processed in accordance with State planning law, CEQA, and City ordinances. There are three categories of General Plan amendments, with each type being of a different complexity to review and process in accordance with State requirements. Fees for these amendments will reflect the cost of processing each type of application. The three types of amendments, as shown in **Table XIII-I**, include Major, Minor, and Technical amendments.

Table XIII- 1
Types of General Plan Amendments

Major Amendments
Major amendments are any changes to the goals, policies, or actions that would alter the basic policy directions previously set forth within the Plan. A Major Amendment is also a change that would increase development intensity or extend urban services into areas previously intended to be committed to rural or open space use. Under State law, each element of the General Plan may be amended four times per year; however, there is no limit on the number of individual changes any single General Plan Amendment may consider.
Minor Amendments
Minor Amendments will be considered on an ongoing basis and will be grouped together, as needed, to form individual amendments for final action by the City. Minor Amendments include mapping or simple textual changes that do no increase maximum allowable development intensity and do not create the need for extension of urban services to an area. Under State law, each element of the General Plan may only be amended four times per year; however, there is no limit on the number of individual changes any single General Plan Amendment may consider.
Technical Corrections
Amendments of this nature are essentially changes to the data base and statistics used in the preparation of the General Plan and contained in the appendices to the General Plan, as well as corrections of grammatical and typographical errors that do not change the meaning of policies and actions as adopted. These will be processed on an ongoing basis. Because Technical Revisions are editorial rather than substantive in nature, more than four Technical Revisions may be approved by the City for any individual element within a year.

Interpretation of the General Plan Land Use Map

In any case where uncertainty exists regarding the location of boundaries of any land use category, proposed public facility symbol, circulation alignment, or other symbol or line found on the official maps, the following procedures will be used to resolve such uncertainty:

- *Boundaries shown as approximately following lot lines shall be construed to be following such lot lines.*
- *Where a land use category applied to a parcel is not mapped to include an adjacent street or alley, the category shall be considered to extend to the centerline of the right-of-way.*



XIII. GENERAL PLAN IMPLEMENTATION

- *Boundaries shown as following or approximately following the limits of any municipal corporation shall be construed as following such limits.*
- *Boundaries shown as following or approximately following section lines, half-section lines, or quarter-section lines shall be construed as following such lines.*
- *Boundaries shown as following or approximately following railroad lines shall be construed to lie midway between the main tracks of such railroad lines.*
- *Boundaries shown as following or approximately following high water lines shall be construed to follow the mean high water lines of such lakes, and, in the event of change in the mean high water line, shall be construed as moving with the actual mean high water line.*
- *Boundaries shown as following or approximately following the centerlines of streams, creeks, rivers, or other continuously flowing water courses shall be construed as following the channel centerline of such water courses taken at mean low water, and, in the event of a natural change in the location of such streams, rivers, or other water courses, the zone boundary shall be construed as moving with the channel centerline.*
- *Boundaries shown as separated from, and parallel or approximately parallel to, any of the features listed above shall be construed to be parallel to such features and at such distances as are shown on the maps.*
- *Symbols that indicate appropriate locations for proposed public facilities are not property-specific. They indicate only the general area within which a specific facility should be established.*

Resolution of Competing Objectives

It is the intent of the Calabasas General Plan to present straightforward goals, objectives, approaches, policies, and implementation programs, and to present sufficient information with which to make consistent land use and policy decisions. Nevertheless, the inclusion of goals, objectives, approaches, policies, and implementation programs that are based on competing community values is inevitable. An example of such a case is the requirement for regular watering of areas being graded and the desire for water conservation.

Where such competition between competing values results in seemingly incompatible policies or implementation actions, the General Plan text often describes the relative priorities of the competing objectives. In the absence of such specific direction, City decisionmakers will be required to determine the relative priorities of the values upon



XIII. GENERAL PLAN IMPLEMENTATION

which the policies or implementation actions are based, and to act based on that determination.

Maintenance of Adequate Municipal Services and Facilities

As part of the annual General Plan review, the City will conduct an assessment of the municipal services and facilities being provided to Calabasas residents and businesses. The assessment will determine whether the performance level of municipal services and facilities fulfill General Plan objectives and policies. This review will also include an evaluation of the adequacy of City facilities and equipment; personnel staffing and program needs; and five year equipment, facility, and staffing needs based on anticipated growth and desired levels of service.

If General Plan objectives and policies are not being met, the following procedures will be implemented:

- *The City will determine the nature and geographic extent of the deficiency, and may establish a Municipal Facilities Improvement Area.*
- *Upon establishment of a Municipal Facilities Improvement Area, the City Council will direct the City Manager to prepare a program for City Council adoption to ensure that the performance objectives will be met at the earliest possible date.*
- *As part of the program to cure the identified deficiency, appropriate limitations on new development will be established within the improvement areas to facilitate elimination of the deficiency. These limitations will remain in effect until the deficiency is eliminated.*
- *New development within the improvement area will be required to provide such facilities as are necessary to ensure that the services and facilities provided to the new development meet established performance standards, and that the services and facilities provided to existing development will not be further degraded.*

Promoting Energy Conservation

Calabasas will enforce and periodically update the Green Building Ordinance to minimize energy conservation requirements of new development in the City. The City will also set an example for energy conservation by minimizing energy consumption in City operations. Techniques for energy conservation include, but are not limited to:



XIII. GENERAL PLAN IMPLEMENTATION

- *Emphasizing fuel efficiency in the purchase and use of City-owned vehicles*
- *Periodically reviewing energy use by City operations and implementing programs to conserve energy*
- *Encouraging the use of bicycles by providing bicycle storage facilities at all City facilities*
- *Achieving adopted solid waste source reduction and recycling goals in municipal operations*

Expansion of Parks and Recreational Facilities

To ensure that adequate parks and recreational facilities are available to Calabasas residents of Calabasas, the City shall allocate funds for:

- *Continued operation of existing City parks and recreational facilities/activities*
- *Securing public access to Las Virgenes Unified School District sites for non-school recreational programs during after school hours*
- *A fair share of maintenance costs for joint school/park facilities*

The City will also pursue additional sources of funds for the acquisition and development of additional active park land at the locations identified in the Parks, Recreation & Trails Element (Chapter X) or other identified suitable locations.

Responsible Regionalism: Project Review

Calabasas will provide timely review and constructive comments on the projects proposed or considered by other agencies that potentially affect Calabasas. The City will base its comments and requests for mitigation of impacts upon the provisions of this General Plan and will actively lobby jurisdictions to apply the same principles of recognizing each agency's General Plan or Master Plan that Calabasas uses in mitigating interjurisdictional impacts of City projects.



CITY OF CALABASAS
2030 GENERAL PLAN

XIII. GENERAL PLAN IMPLEMENTATION

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CITY *of* CALABASAS
2030 General Plan



Appendix A: Policy Terms



CITY *of* CALABASAS **2030 General Plan**



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CITY *of* CALABASAS

CITY of CALABASAS

2030 General Plan

APPENDIX A. POLICY TERMS

The purpose of this Appendix is to define the terms used to describe the City of Calabasas' policy commitments. Table A-1 presents definitions for basic terms, such as "permit," "encourage," "manage," "require," "ensure," and others, not in alphabetical order, but in increasing levels of commitment, ranging from "recognize" to "ensure."

Table A-2 defines terms such as "should," "shall," and "feasible," which are used to modify the various descriptions of policy commitment made in the General Plan.

**Table A- 1
Level of Policy Commitment**

Policy Term	Definition
Action	Action will be taken to compel others to take action or to perform in a manner so as to prevent the occurrence of a particular event or result.
Adopt	Action will be undertaken to formulate policy, guidelines, or ordinances or revisions thereto. The expectation is that resources would be devoted to creating the policy, guidelines, ordinances, or revisions and that they will be formally enacted by appropriate City decision makers.
Conduct, Undertake	Action will be taken to pay for and carry out a specific program, study, or activity. The expectation is that City resources would be directly committed to implementation, and that the City will be the primary or sole entity involved in the program, study, or activity.
Coordinate	Action will be taken to expend time and money in jointly pursuing an implementing activity with other entities. The expectation is that implementation will definitely result, and that it will be accomplished cooperatively with other organizations, possibly with the City in the lead.
Develop, Prepare	Action will be undertaken to formulate policy, guidelines, or ordinances or revisions thereto. The expectation is that resources would be devoted to creating the policy, guidelines, ordinances, or revisions for public review and consideration by City decision makers.



CITY OF CALABASAS
2030 GENERAL PLAN

APPENDIX A. POLICY TERMS

Table A- 1
Level of Policy Commitment

Policy Term	Definition
Discourage	Avoidance of the action will receive positive treatment in written policy. In cases where the City can compel action, such as in the Development/Environmental Review process, the City will commit resources to assist others to avoid the action or condition being discouraged. The expectation is that, to the extent that the action or condition meets both the objectives of the City and the other party, that the action or condition will not occur. In cases where the City cannot compel the actions of others, avoidance of the action will receive no further action or commitment of resources other than transmitting the policy, as appropriate, to influence others to avoid specific actions. The expectation is that a specific position will be on record as the official City position.
Encourage	The action will receive positive treatment in written policy, and will be transmitted as appropriate to influence others. In cases where the City can compel action, such as in the Development/Environmental Review process, the City will commit resources to assist others to achieve the action or condition being encouraged. The expectation is that, to the extent that the action or condition meets both the objectives of the City and the other party, that the action or condition will occur. In cases where the City cannot compel the actions of others, encourage is synonymous with support.
Enhance	Action will be taken to improve existing conditions by increasing the quantity or quality of beneficial uses or existing actions. The expectation is that a desirable condition exists, and is to be improved by the action.
Ensure	Action will be taken to guarantee a certain outcome or result. The expectation is that, in guaranteeing a particular result, the City will commit resources, and has the legal right to compel other parties to take a particular action or perform in a prescribed manner.
Establish	Action will be taken to implement the policy by making an organizational commitment, initiate devoting resources, and instituting a process or program that does not now exist. The expectation is that a new activity will be launched.
Explore	Action will be taken to investigate the subject to determine whether or not some further commitment is in order. The expectation is that effort will be expended for research and evaluation, and that an open mind will be maintained until the evidence is in.
Facilitate	Specific incentives, which may consist of monetary, time, development intensity, and/or other benefits, will be created as an inducement for others to take action. The expectation is that the incentives will be sufficient to influence behavior in ways beneficial to the City's interests.
Invest	Action will be taken to expend funds directly in implementing the policy. This may include partial expenditures, operating expenses, contracting for services, or creating new staff responsibilities. The



APPENDIX A. POLICY TERMS

Table A- 1
Level of Policy Commitment

Policy Term	Definition
	expectation is that City resources would be directly committed to implementation.
Maintain	Action will be taken to continue ongoing City programs or services. The expectation is that active means may be employed to continue such programs or services.
Manage	Action will be taken to direct activities in order to achieve specific objectives.
Minimize	Action will be taken to reduce or lessen, but not necessarily eliminate, an existing condition or action to the greatest feasible extent. The expectation is that positive action will be undertaken to improve existing conditions by reducing the negative consequences of a particular situation.
Mitigate	Action will be taken to ameliorate, alleviate, or avoid to the extent feasible, an undesirable situation or consequence of action. The expectation is that negative consequences will be reduced to a level of insignificance.
Participate	Action will occur along with other entities, and the City will carry its share of the responsibility. The expectation is that the policy will be carried out jointly, but that the City will not be in the lead.
Permit	The action will be allowed if initiated by someone other than the City. The expectation is that the policy will be carried out if it is important to someone other than the City. This definition of "permit" as a verb is distinguished from "permit" when used as a noun, which means an entitlement resulting from approval of a development application.
Preserve	Action will be taken to maintain beneficial uses or features in their present condition as nearly as possible. The expectation is that the feature itself will endure over time as the result of that action.
Prohibit, Prevent	Action will be taken to compel others not to take a particular action or perform in a prescribed manner. The expectation is that the City will commit resources, and has the legal right to compel other parties in this manner.
Promote	Action will be taken to actively communicate the idea, information, or position. The audience may be the general public, specific interest groups, or other entities. The expectation is that the City would devote resources to advise others of its belief as a means of convincing them to do so as well.
Protect	Action will be taken to keep a feature safe from destruction or decay, or to keep that feature intact. The expectation is that the positive qualities of that feature will endure over time as the result of the action.



CITY OF CALABASAS
2030 GENERAL PLAN

APPENDIX A. POLICY TERMS

Table A- 1
Level of Policy Commitment

Policy Term	Definition
Provide	Action will be taken to offer a product, service, or facility, though not necessarily without a fee. The expectation is that the City will take direct responsibility for making the action happen.
Provide for	Action will be taken to offer an opportunity for others to undertake an activity or achieve some objective. The expectation is that the City will take positive action to ensure that a specified opportunity is available for parties wishing to take advantage of it.
Pursue	Action will be taken to investigate the subject to determine whether or not some further commitment is in order as a prelude to undertaking implementing action. The expectation is that effort will be expended for research and evaluation, and that, if the proposed activity proves to be feasible and desirable, it will be undertaken.
Recognize	A given situation will be perceived and allowed to continue without interference and without determination of its positive or negative nature. The expectation is that no other action is necessary.
Require	Action will be taken to compel others to take a particular action or perform in a prescribed manner. The expectation is that the City will commit resources, and has the legal right to compel other parties in this manner.
Restrict	Action will be taken to check; provide boundaries or limits; or to decrease the range, scope, or incidence of a particular condition. The expectation is that the condition will be allowed to continue, but only within the limited parameters set by policy.
Seek	There will be a commitment of resources to influence an action or outcome of another entity. The expectation is that legislative, financing, policy, or other change would be achieved on the part of one or more entities other than the City.
Support	The action will receive positive treatment in written policy, but will receive no further action or commitment of resources other than transmitting the policy as appropriate to influence others to take specific actions. The expectation is that a positive position will be on record as the official City position.



APPENDIX A. POLICY TERMS

Table A- 2
Policy Modifiers

Policy Term	Definition
May	The action referred to will be allowed, but there is no moral obligation to undertake the action.
Should	There is a moral obligation to undertake the action; however, it is not mandatory if there are other, overriding, considerations.
Shall, Must	The action referred to is mandatory, and there is a positive obligation to undertake the action.
Feasible	The action referred to is technologically possible, and can be accomplished within a reasonable time frame, given existing and probable resources in the foreseeable future.



CITY OF CALABASAS
2030 GENERAL PLAN

APPENDIX A. POLICY TERMS

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CITY *of* CALABASAS
2030 General Plan



Appendix B: Glossary



CITY *of* CALABASAS **2030 General Plan**



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CITY *of* CALABASAS

CITY of CALABASAS

2030 General Plan

APPENDIX B. GLOSSARY

Abbreviations & Acronyms

ADT	Average daily trips made by vehicles in a 24-hour period
AQMD	South Coast Air Quality Management District
AQMP	South Coast Air Quality Management Plan
BMP	Best Management Practices
CC&Rs	Covenants Conditions, and Restrictions
CBC	California Building Code
CDBG	Community Development Block Grant
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CFD	A Mello-Roos Community Facilities District
CHFA	California Housing Finance Agency
CIP	Capital Improvements Program
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
dB	Decibel
dBA	"A-weighted" decibel
EIR	Environmental Impact Report (State)
EIS	Environmental Impact Statement (Federal)
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
HCD	California Department of Housing and Community Development
HUD	U.S. Department of Housing and Urban Development
JPA	Joint Powers Authority
LAFCO	Local Agency Formation Commission
Ldn	Day and Night Average Sound Level
Leq	Sound Energy Equivalent Level
LOS	Level of Service



CITY OF CALABASAS
2030 GENERAL PLAN

APPENDIX B. GLOSSARY

MTA	Los Angeles County Metropolitan Transportation Authority
OPR	Office of Planning and Research, State of California
RHNA	Regional Housing Needs Assessment
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
TDM	Transportation Demand Management
TSM	Transportation Systems Management
UBC	Uniform Building Code
USACOE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
VMT	Vehicle Miles Traveled

Terms

Acceptable Risk

A hazard that is deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for open space, ranches and low-intensity warehouse uses.

Access, Ingress/Egress

The ability to enter a site from a roadway and exit a site onto a roadway by a motorized vehicle.

Acres, Gross

The entire acreage of a site. Gross acreage is calculated to the centerline of proposed bounding streets, and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net

The portion of a site that can actually be built upon following dedications. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.



APPENDIX B. GLOSSARY

Acres

Where gross or net acreage is not specific, acreage is calculated by measurement of the non-dedicated land within recorded property lines.

Active Solar System

A system that uses a mechanical device, such as pumps or fans run by electricity in addition to solar energy, to transport air or water between a solar collector and the interior of a building for heating or cooling. (See "Passive Solar System.")

Adaptive Reuse

The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Adverse Impact

A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordable Housing

Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30% of its gross monthly income for housing including utilities.

Air Pollution

Concentrations of substances found in the atmosphere which exceed naturally occurring quantities and are undesirable or harmful in some way.

Alley

A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.

Alluvial

Soils deposited by stream action.



CITY OF CALABASAS
2030 GENERAL PLAN

APPENDIX B. GLOSSARY

Ambient

Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex, v.

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment

(1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Appropriate

An act, condition, or state which is considered suitable, and is consistent with the provisions of the General Plan.

Aquifer

An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological

Relating to the material remains of past human life, culture, or activities.

Architectural Control; Architectural Review

Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review.")

Area; Area Median Income

As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development, "area" means metropolitan area or non-metropolitan county. In non-metropolitan areas, '



APPENDIX B. GLOSSARY

the "area median income" is the higher of the county median family income or the statewide non-metropolitan median family income.

Article 34 Referendum

Article 34 of the Constitution of the State of California requires passage of a referendum within a city or county for approval of the development or acquisition of a publicly financed housing project where more than 49% of the units are set aside for low-income households.

Assessment District

(See "Benefit Assessment District.")

Assisted Housing

Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

Auto Mall

A single location that provides sales space and centralized services for a number of automobile dealers, and which may include such related services as auto insurance dealers and credit institutions that provide financing opportunities.

Automobile-intensive

A use of a retail area that depends on exposure to continuous auto traffic.

Base Flood

In any given year, a flood that has 1% likelihood of occurring (100-year flood), and is recognized as a standard for acceptable risk.



APPENDIX B. GLOSSARY

Below-market-rate Housing Unit

Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. The U.S. Department of Housing and Urban Development sets standards for determining which households qualify as "low income" or "moderate income."

Benefit Assessment District

An area within a public agency's boundaries which receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own, and cannot act by itself; it is strictly a financing mechanism for providing public infrastructure. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefitting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Bicycle Path (Class I facility)

A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Lane [Class II facility]

A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Route (Class III facility)

A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways

A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biomass

Plant material, used for the production of such things as fuel alcohol and non-chemical fertilizers. Biomass sources may be plants grown especially for that



APPENDIX B. GLOSSARY

purpose or waste products from livestock, harvesting, milling, or from agricultural production or processing.

Biotic Community

A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Buffer Zone

An area of land separating two distinct land uses which acts to soften or mitigate the effects of one land use on the other.

Buildout

Development of land to its full potential or theoretical capacity as permitted under the provisions of the General Plan.

Business Services

A subcategory of commercial land use which permits establishments primarily engaged in rendering services to other business establishments on a fee or contract basis, such as advertising and mailing; building maintenance; personnel and employment services; management and consulting services; protective services; equipment rental and leasing; photo finishing; copying and printing; travel; office supply; and similar services.

Cabin lot subdivisions

Subdivisions created prior to the adoption of the California Subdivision Map Act, which have smaller, narrower lots that were designed without consideration for an area's steep topography and lack of services; lots were originally intended as locations for small cabins.

California Environmental Quality Act (CEQA)

A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."



APPENDIX B. GLOSSARY

California Housing Finance Agency (CHFA)

A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

Caltrans

California Department of Transportation.

Capital Improvements Program (CIP)

A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Carbon Dioxide (CO₂)

A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere, but is widely believed to be a contributor to global warming because of increasing concentrations of the gas in the atmosphere.

Carbon Monoxide (CO)

A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Carrying Capacity

The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. Carrying capacity also refers to the upper limits beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired.

Census

The official decennial enumeration of the population conducted by the federal government.



APPENDIX B. GLOSSARY

Channelization

(1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands which limit the paths that vehicles may take through the intersection.

Clustered Development

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Cogeneration

The harnessing of heat energy, that normally would be wasted, to generate electricity--usually through the burning of waste.

Community Care Facility

Elderly housing licensed by the State Health and Welfare Agency, Department of Social Services, typically for residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care. (See "Congregate Care.")

Community Child Care Agency

A non-profit agency established to organize community resources for the development and improvement of child care services.

Community Development Block Grant (CDBG)

A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District

Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 5331 1 et. seq.), a legislative body may create within its jurisdiction a special district



APPENDIX B. GLOSSARY

that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL)

A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Compatible

Capable of existing together without conflict or ill effects.

Comparison Goods

Retail goods for which consumers will do comparison shopping before making a purchase. These goods tend to have a style factor and to be "larger ticket" items such as clothes, furniture, appliances and automobiles.

Condominium

A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (See "Townhouse.")

Congestion Management Plan (CMP)

A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt and annually update a Congestion Management Plan.

Congregate Care

Apartment housing, usually for seniors, in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities. (See "Community Care Facility.")



APPENDIX B. GLOSSARY

Conservation

The management of natural resources to prevent waste, destruction, or neglect. The state mandates that a Conservation Element be included in the general plan.

Consistent

Free from variation or contradiction. Programs in the General Plan are intended to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

Convenience Goods

Retail items generally necessary or desirable for everyday living, usually purchased at a convenient nearby location. Because these goods cost relatively little compared to income, they are often purchased without comparison shopping.

Country corporate

A rural aesthetic typical of well-mannered equestrian estates, exclusive country club design, or an exclusive "town and country" aesthetic; focused on both pedestrian and vehicles is important. See the West Calabasas Road Master Plan for more information.

Covenants, Conditions, and Restrictions (CC&Rs)

A term used to describe restrictive limitations which may be placed on property and its use, and which usually are made a condition of holding title or lease.

Criterion; Criteria

The standard(s) upon which a judgment or decision may be based. (See "Standards.")

Critical Facility

Facilities housing or serving many people which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cul-de-sac

A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.



APPENDIX B. GLOSSARY

Cumulative Impact

As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

Cut through traffic

Traffic that would need to pass through a local street to reach a collector or arterial roadway. For example, a new development that could only gain access to a collector or arterial via an existing local street would generate "through traffic" on that street.

dB

Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA

The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication

The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city.

Dedication, In lieu of

Cash payments which may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Defensible space

(1) In fire-fighting and prevention, a 30-foot area of non-combustible surfaces separating urban and wildland areas. (2) In urban areas, open spaces, entry points, and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity.



APPENDIX B. GLOSSARY

Density, Residential

The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per acre.

Density Bonus

The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20% of its units for lower income households, or 10% of its units for very low-income households, or 50% of its units for seniors, is entitled to a density bonus. (See "Development Rights, Transfer of.")

Density, Control of

A limitation on the occupancy of land. Density can be controlled through zoning in the following ways: use restrictions, minimum lot-size requirements, floor area ratios, land use-intensity ratios, setback and yard requirements, minimum house-size requirements, ratios comparing number and types of housing units to land area, limits on units per acre, and other means. Allowable density often serves as the major distinction between residential districts.

Density, Employment

A measure of the number of employed persons per specific area (for example, employees/acre).

Design Review; Design Control

The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See "Architectural Control.")



APPENDIX B. GLOSSARY

Destination Retail

Retail businesses that generate a special purpose trip and which do not necessarily benefit from a high-volume pedestrian location.

Detention Dam/Basin/Pond

Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate which will not exceed the carrying capacity of the channel downstream.

Often, the basins are planted with grass and used for open space or recreation in periods of dry weather. In the other type, most often called a **Retention Pond**, the water is held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a **Water-Spreading Dam** or **Dike** because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called **Debris Dams**.

Developable Land

Land that is suitable as a location for structures and which can be developed free of hazards to, and without disruption of or significant impact to, natural resource areas.

Development

The physical extension and/or construction of urban or rural land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are not considered to be "development."

Development, New

A proposed development for which no legal entitlement or approval exists.



APPENDIX B. GLOSSARY

Development Project

An individual development, which has been approved by the City (or Los Angeles County prior to incorporation of or annexation into the City), or which is currently proposed by an applicant or potential applicant for approval.

Development Rights

The right to develop land consistent with the provisions of local, state, and federal law and existing case law.

Discretionary Decision

As used in CEQA, an action taken by a governmental agency which calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Diversion

The direction of water in a stream away from its natural course (i.e., as in a diversion that removes water from a stream for human use).

Duplex

A detached building under single ownership which is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit

A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement

Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation

A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the



APPENDIX B. GLOSSARY

land), or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

Easement, Scenic

A tool that allows a public agency to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation.

Elderly Housing

Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them. (See "Congregate Care.")

Emergency Shelter

A facility which provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs. (See "Homeless" and "Transitional Housing.")

Eminent Domain

The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Emission Standard

The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Environment

CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR)

A report required by the California Environmental Quality Act that determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")



APPENDIX B. GLOSSARY

Environmental Impact Statement (EIS)

Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions which significantly affect the environment.

Erosion

(1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Exaction

A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils

Soils which swell when they absorb water and shrink as they dry.

Fair Market Rent

The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

Fault

A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Finding(s)

The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Hazard Zone

An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.



APPENDIX B. GLOSSARY

Fire-resistant

Able to withstand specified temperatures for a certain period of time, such as a one-hour fire wall; not fireproof.

Fiscal Impact Analysis

A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Fiscal Impact Report

A report projecting the public costs and revenues that will result from a proposed program or development.

Flood, 100-Year

The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1% chance of occurring in any given year.

Flood Insurance Rate Map (FIRM)

For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain

The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Flood Plain Fringe

All land between the floodway and the upper elevation of the 100-year flood.

Floodway

The channel of a river or other watercourse and the adjacent land areas that must be resewed in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.



APPENDIX B. GLOSSARY

Floor Area Ratio (FAR)

The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Footprint; Building

The outline of a building at all of those points where it meets the ground.

Freeway

A high-speed, high-capacity, limited-access transportation facility serving regional and countywide travel. Such roads are free of tolls, as contrasted with "turnpikes" or other "toll roads" which are now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service "E," they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

Gateway

A point along a roadway entering the city at which a motorist gains a sense of having left the environs and of having entered the city.

Geologic Review

The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.

Geological

Pertaining to rock or solid matter.

Global Warming

The increase in the average temperature of the Earth's near-surface air and oceans in recent decades and its projected continuation. The majority of scientists working



APPENDIX B. GLOSSARY

on climate change conclude that most of the observed increase in average global temperatures since the mid-twentieth century is likely due to the observed increase in anthropogenic (human-made) greenhouse gas concentrations.

Goal

A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

Granny Flat (See "Second Unit.")

Grasslands

Land in which grasses are the predominant vegetation.

Greenhouse Gases

Components of the atmosphere that contribute to the greenhouse effect. Without the greenhouse effect, the Earth would be uninhabitable. Greenhouse gases include, in order of relative abundance: water vapor, carbon dioxide, methane, nitrous oxide, and ozone. Greenhouse gases come from both non-human sources and human activity.

Groundwater

Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge

The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks which provide underground storage ("aquifers").

Growth Management

The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See "Congestion Management Plan.")



APPENDIX B. GLOSSARY

Guidelines

General statements of policy direction around which specific details may be later established.

Habitat

The physical location or type of environment in which an organism or biological population lives or occurs.

Handicapped

A person determined to have a mobility impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

Hazardous Material

Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

High-Occupancy Structure

All pre-1935 buildings with over 25 occupants, and all pre-1976 buildings with more than 100 occupants.

Hillsides

Land which has an average percent of slope equal to or exceeding 10%.

Historic; Historical

A historic building or site is one which is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation

The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the buildings to a former condition.



APPENDIX B. GLOSSARY

Home Occupation

A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.

Homeless

Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, Section 65583(c)(1) requires all cities and counties to address the housing needs of the homeless. (See 'Emergency Shelter" and "Transitional Housing.")

Households, Number of

The count of all year-round housing units occupied by one or more persons. The concept of household is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

California Department of Housing and Community Development (HCD)

The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing and Urban Development, Department of

U.S. Department of (HUD) A cabinet-level department of the federal government that administers housing and community development programs.

Housing Unit

The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit")



APPENDIX B. GLOSSARY

Hydrocarbons

A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.

Impact

The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee

A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000, et. seq. specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Impervious Surface

Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation

Actions, procedures, programs, or techniques that carry out policies.

Infill Development

Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure

Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.



APPENDIX B. GLOSSARY

Inhibit

An action which would inhibit achievement of some stated objective or condition is one which would serve to constrain or obstruct achievement of that objective or condition.

Inter-agency, Intergovernmental

Indicates activities involving two or more discrete agencies in regard to a specific program.

Intermittent Stream

A stream that normally flows for at least 30 days after the last major rain of the season and is dry a large part of the year.

Issues

Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio

The ratio of jobs to housing units. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 – 1.5 generally indicates a balance.

Joint Powers Authority (JPA)

A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Land Banking

The purchase of land by a local government for use or resale at a later date. "Banked lands" have been used for development of low- and moderate-income housing, expansion of parks, and development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.



APPENDIX B. GLOSSARY

Landmark

Refers to a building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government.

Landscaping

Planting--including trees, shrubs, and ground covers--suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

Landslide

A general term for a falling mass of soil or rocks.

Land Use

The occupation or utilization of land or water area for any human activity, environmental preservation, or any other purpose defined in the General Plan.

Ldn

Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Leq

The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a "dosage" type measure and is the basis for the descriptors used in such standards as the 24-hour Community Noise Equivalent Level (CNEL).

Level of Service (LOS)

(1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service, as follows:

- **Level of Service A** indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.
- **Level of Service B** describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.



APPENDIX B. GLOSSARY

- **Level of Service C** denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.
- **Level of Service D** denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.
- **Level of Service E** describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.
- **Level of Service F** describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

(2) Some communities in California are developing standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated in the General Plan or in separate "Level of Service Plans."

Linkage

With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Liquefaction

The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo)

A five-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county



APPENDIX B. GLOSSARY

supervisors, two city council members, and one member representing the general public. Some LAFCos include members who are directors of special districts.

Lot of Record

A lot that is part of a recorded subdivision or a parcel of land which has been recorded at the county recorder's office containing property tax records, and that existed at the time of adoption of the Calabasas General Plan.

Low-income Household

A household with an annual income usually no greater than 80% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

L10

A statistical descriptor indicating peak noise levels; the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities.

Mansionization

The practice of constructing large houses on small lots where the larger homes are out of scale with the existing neighborhood character.

Manufactured Housing

Residential structures that are constructed entirely in the factory, and that since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD). (See "Mobile Home" and "Modular Unit.")

Marsh

Any area designated as marsh or swamp on the largest scale United States Geologic Survey topographic map most recently published. A marsh usually is an area periodically or permanently covered with shallow water, either fresh or saline.

Mean Sea Level

The average altitude of the sea surface for all tidal stages.



APPENDIX B. GLOSSARY

Median, Median Strip

The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mercalli Intensity Scale

A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Metropolitan

Of, relating to, or characteristic of the Los Angeles area in general.

Microclimate

The climate of a small, distinct area, such as a city street or a building's courtyard; can be favorably altered through functional landscaping, architecture, or other design features.

Mineral Resource

Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Mining

The act or process of extracting resources, such as coal, oil, or minerals, from the earth.

Ministerial (Administrative) Decision

An action taken by a governmental agency which follows established procedures and rules and does not call for the exercise of judgment in deciding whether to approve a project.

Mixed Use

Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.



APPENDIX B. GLOSSARY

Mobile Home

A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park under a lease with a minimum period of one year. (See "Manufactured Housing" and "Modular Unit.")

Moderate-income Household

A household with an annual income between the lower income eligibility limits and 120% of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area" and "Low-income Household.")

Modular Unit

A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units onsite into a structure for residential, commercial, educational, or industrial use. A modular unit does not have any chassis or permanent hitch to allow future movement. (See "Mobile Home" and "Manufactured Housing.")

Multiple Family Building

A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

National Ambient Air Quality Standards

The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA)

An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.



APPENDIX B. GLOSSARY

National Flood Insurance Program

A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act

A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and which authorized grants-in-aid for preserving historic properties.

National Register of Historic Places

The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Natural State, natural Condition

The condition existing prior to development.

Necessary

That which is essential or required to achieve the desired result or condition.

Need

A condition requiring supply or relief. The City may act upon findings of need within or on behalf of the community.

Nitrogen Oxide(s)

A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NOX, this gas gives smog its "dirty air" appearance.

Noise

Any sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation

Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.



APPENDIX B. GLOSSARY

Noise Contour

A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-attainment

The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

Objective

A specific statement of desired future condition toward which the City will expend effort in the context of striving to achieve a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that general plans spell out the "objectives," principles, standards, and proposals of the General Plan. "The addition of 100 units of affordable housing by 1995" is an example of an objective.

Old West

Architectural style that also encompasses the reputation and folklore of the era; best example in Calabasas is the Leonis Adobe. See the Old Town Calabasas Master Plan and Design Guidelines for more information.

Open Space

Any parcel or area of land or water that is essentially in its natural condition, and is designated for open space use on the General Plan land use map for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Ordinance

A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Ozone

A tri-atomic form of oxygen (O₃) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and



APPENDIX B. GLOSSARY

reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

Parcel

A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parking, Shared

A public or private parking area used jointly by two or more uses.

Parking Area, Public

An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Management

An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, non-peak period users, and short-term users. (See "High Occupancy Vehicle" and "Transportation Demand Management.")

Parking Ratio

The number of parking spaces provided per 1,000 square of floor area, *e.g., 2:1* or "two per thousand."

Parks

Open space lands whose primary purpose is recreation. (See "Open Space Land," "Community Park," and "Neighborhood Park.")

Passive Solar System

A system that distributes collected heat via direct transfer from a thermal mass rather than mechanical power. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling. (See "Active Solar System.")

Peak Hour/Peak Period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service



APPENDIX B. GLOSSARY

are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

Performance Standards

General Plan provisions that permit uses or regulate their intensity based on a particular set of standards of operation, rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Physical Diversity

A quality of a site, city, or region in which are found a variety of architectural styles, natural landscapes, and/or land uses.

Planning and Research, Office of (OPR)

A governmental division of the State of California which has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in drafting General Plans.

Planning Area

The Planning Area is the land area addressed by the General Plan.

Policy

A specific statement of principle or of guiding actions which implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

Pollutant

Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose.

Pollution

The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.



APPENDIX B. GLOSSARY

Pollution, Non-Point

Sources for pollution which are less definable and usually cover broad areas of land, such as agricultural land with fertilizers which are carried from the land by runoff, or automobiles.

Pollution, Point

In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Preserve, n.

An area in which beneficial uses in their present condition are protected; for example, a nature preserve.

Principle

An assumption, fundamental rule, or doctrine that will guide general plan policies, proposals, standards, and implementation measures. The State Government Code (Section 65302) requires that general plans spell out the objectives, "principles," standards, and proposals of the general plan. "Adjacent land uses should be compatible with one another" is an example of a principle.

Program

An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Pro Rata

Refers to the proportionate distribution of the cost of infrastructure improvements associated with new development to the users of the infrastructure on the basis of projected use.

Recreation, Active

A type of recreation or activity which requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive

Type of recreation or activity which does not require the use of organized play areas.



APPENDIX B. GLOSSARY

Recycle, v.

The process of extraction and reuse of materials from waste products.

Regional

Pertaining to activities or economies at a scale greater than that of the City, and affecting a broad homogeneous area.

Regulation

A rule or order prescribed for managing government.

Rehabilitation

The repair, preservation, and/or improvement of substandard housing.

Residential

Land designated in the City's General Plan and zoning ordinance for buildings consisting only of dwelling units. May be vacant or unimproved. (See "Dwelling Unit.")

Residential, Multiple Family

Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-family

A single dwelling unit on a building site.

Resources

Non-renewable Refers to natural resources, such as fossil fuels and natural gas, which, once used, cannot be replaced and used again.

Retention Basin/Retention Pond

(See "Detention Basin/Detention Pond.")

Retrofit, v.

To add materials and/or devices to an existing building or system to improve its operation or efficiency.



CITY OF CALABASAS
2030 GENERAL PLAN

APPENDIX B. GLOSSARY

Reverse Annuity Mortgages

A home financing mechanism which enables a homeowner who is a senior citizen to release equity from his or her home. The senior receives periodic payments which can be put to immediate use. Loans are fixed term and are paid when the house is sold or when the term expires.

Richter Scale

A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Rideshare

A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

Ridgeline

A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-way

A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Lands

Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

Risk

The danger or degree of hazard or potential loss.

Runoff

That portion of rain or snow which does not percolate into the ground and is discharged into streams instead.

Rural Area

An area characterized by a non-urban or agricultural environment at low densities without typical urban services. Urban services and facilities not normally found in



APPENDIX B. GLOSSARY

rural areas include curbs, gutters, sidewalks, street lighting, landscaping, and commercial centers dependent on large consumer volumes, such as regional shopping centers.

Scenic Corridor

Major roadway designated as an official scenic corridor by the City for the purposes of preserving the views from the roadway; scenic corridors have a 500-foot buffer around the edge of the roadway in which views of identified scenic resources (such as designated significant ridgelines) are to be preserved. The following are the designated scenic corridors at the time of the adoption of this General Plan: Mulholland Highway, Las Virgenes Road, Old Topanga Canyon, and the Ventura Freeway.

Second Unit

A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Section 8 Rental Assistance Program

A federal (HUD) rent-subsidy program which is the main source of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income. "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seiche

An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic

Caused by or subject to earthquakes or earth vibrations.

Senior Housing

(See "Elderly Housing.")



CITY OF CALABASAS
2030 GENERAL PLAN

APPENDIX B. GLOSSARY

Semi-Rural Area

An area characterized by relatively low densities (1 residential unit/acre or lower) and lacking some of the typical urban services and facilities described for under "rural area."

Seniors

Persons age 62 and older.

Setback

The horizontal distance between the property line and any structure.

Settlement

(1) The drop in elevation of a ground surface caused by settling or compacting. (2) The gradual downward movement of an engineered structure due to compaction. Differential settlement is uneven settlement, where one part of a structure settles more or at a different rate than another part.

Shared Living

The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by Section 1566.3 of the California Health and Safety Code.

Sign

Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

Significant Effect

A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Siltation

(1) The accumulating deposition of eroded material. (2) The gradual filling in of streams and other bodies of water with sand, silt, and clay.



APPENDIX B. GLOSSARY

Single-family Dwelling, Attached

A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit. (See "Townhouse.")

Single-family Dwelling, Detached

A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use. (See "Family.")

Single Room Occupancy (SRO)

A single room, typically 80–250 square feet, with a sink and closet, but which requires the occupant to share a communal bathroom, shower, and kitchen.

Site

A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot. (See "Lot.")

Slope

Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Species, Candidate

Any species of plant or animal that has been identified by the appropriate state or federal agency for possible addition to the listing of threatened plants and animals.

Species, Endangered

Any species of plant or animal that is in danger of extinction throughout all or a significant portion of its range.

Species, Rare or Threatened

Any species of plant or animal that, although not endangered, is likely to become endangered in the foreseeable future.

Soil

The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.



APPENDIX B. GLOSSARY

Solar Access

The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within 45 degrees of true south.

Solar Energy System, Active

A system using a mechanical device, such as a pump or a fan, and energy in addition to solar energy to transport a conductive medium (air or water) between a solar collector and the interior of a building for the purpose of heating or cooling.

Solar Energy System, Passive

A system that uses direct heat transfer from thermal mass instead of mechanical power to distribute collected heat. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling.

Solid Waste

General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75% of typical urban solid waste.

Specific Plan

Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence

The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standards

(1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements



APPENDIX B. GLOSSARY

in a zoning ordinance that govern building and development as distinguished from use restrictions; for example, site–design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Storm Runoff

Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Street Furniture

Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks.

Structure

Anything constructed or erected which requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Subdivision Map Act

Division 2 (Sections 66410 et seq) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

Subregional

Pertaining to a portion of a region.

Subsidence

The gradual settling or sinking of an area with little or no horizontal motion. (See "Settlement. ")



APPENDIX B. GLOSSARY

Subsidize

To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing

Residential dwellings which, because of their physical condition, do not provide safe and sanitary housing.

Substantial

Considerable in importance, value, degree, or amount.

Suburban Area

An area typically characterized by single family residential neighborhoods with local-serving commercial uses. A full range of urban services and facilities may not be available, but public infrastructure is generally available and such services and facilities as curbs, gutters, sidewalks, street lighting, landscaping are typically present.

Topography

Configuration of a surface, including its relief and the position of natural and man-made features.

Townhouse; Townhome

A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association. (See "Condominium.")

Traffic Model

A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons



APPENDIX B. GLOSSARY

living in residential areas and are attracted by various non-residential land uses. (See "Trip.")

Transit

The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit-dependent

Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, para-transit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor, and those with prior violations in motor vehicle laws.

Transit, Public

A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transitional Housing

Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See "Homeless" and "Emergency Shelter.")

Transportation Demand Management (TDM)

A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM)

A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.



APPENDIX B. GLOSSARY

Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin--often from home, but not always), and one "attraction end," (destination). (See "Traffic Model.")

Trip Generation

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Tsunami

A large ocean wave generated by an earthquake in or near the ocean.

Undevelopable

Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City are designated as "undevelopable" by the City.

Undue

Improper, or more than necessary.

Uniform Building Code (UBC)

A national, standard building code that sets forth minimum standards for construction.

Upscale country

A rural aesthetic typical of well-mannered equestrian estates, exclusive country club design, or an exclusive "town and country" aesthetic; focus on development that is respectful of the natural scenic beauty and development that is integrated into the hillsides and is not intrusive. See the West Calabasas Road Master Plan for more information.



APPENDIX B. GLOSSARY

Urban Area

An area where the human-altered physical environment predominates over the non-human environment. The urban physical environment typically includes residential uses, trade services, industry, and professional occupations and the presence of collective and/or public service and infrastructure systems.

Urban Design

The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City's zoning ordinance and General Plan land use designations.

Utility Corridors

Rights-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way" or "Easement.")

Vacant

Lands or buildings that are not actively used for any purpose.

Vehicle-Miles Traveled (VMT)

A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-income Household

A household with an annual income usually no greater than 50% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")



APPENDIX B. GLOSSARY

View Corridor

The line of sight--identified as to height, width, and distance--of an observer looking toward an object of significance to the community (*e.g.*, ridgeline, river, historic building, etc.); the route that directs the viewer's attention.

Viewshed

The area within view from a defined observation point.

Volume-to-Capacity Ratio

A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

Watercourse

Natural or once natural flowing (perennially or intermittently) water, including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

Watershed

The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse which drains into a lake, or reservoir.

Wetlands

Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

Wildlife Refuge

An area maintained in a natural state for the preservation of both animal and plant life.



APPENDIX B. GLOSSARY

Zone, Traffic

In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning

The division of a city by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning Map

Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.



CITY OF CALABASAS
2030 GENERAL PLAN

APPENDIX B. GLOSSARY

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CITY *of* CALABASAS

CITY *of* CALABASAS 2030 General Plan



Appendix C: Housing Element Appendices

- C1. Glossary**
- C2. Affirmatively Furthering Fair Housing**
- C3. Residential Sites Inventory**
- C4. Affordable Housing Overlay Analysis**
- C5. CoStar Office Submarket Report**
- C6. Public Participation**
- C7. Housing Element Background Report**



APPENDIX C1

HOUSING ELEMENT GLOSSARY

Glossary

This glossary is for ease of use of the Calabasas Housing Element only; for full definitions related to the City of Calabasas Development Code, please see Title 1, Chapter 1 - Definitions.

A. Abbreviations

ACS:	American Community Survey
ADA:	Americans with Disabilities Act
ADU:	Accessory Dwelling Unit
AFFH:	Affirmatively Furthering Fair Housing
AFH:	Assessment of Fair Housing
AHO:	Affordable Housing Overlay
AI:	Analysis of Impediments to Fair Housing Choice
AMI:	Area Median (Household) Income
APN:	Assessors Parcel Number
CBC:	California Building Code
CDBG:	Community Development Block Grant
CDC:	Los Angeles County Community Development Commission
CEQA:	California Environmental Quality Act
CHAS:	Comprehensive Housing Affordability Strategy
CHPC:	California Housing Partnership
CUP:	Conditional Use Permit
DDS:	California Department of Social Services
DFEH:	California Department of Fair Employment and Housing
DOF:	California Department of Finance
EDD:	California Employment Development Department
EIR:	Environmental Impact Report
ELI:	Extremely Low Income
FAR:	Floor Area Ratio
FEMA:	Federal Emergency Management Agency
FEHA:	California Fair Employment and Housing Act
FHA:	Fair Housing Act
GHG:	Greenhouse Gas
HACoLA:	Housing Authority of the County of Los Angeles
HCD:	California Department of Housing and Community Development
HMDA:	Home Mortgage Disclosure Act
HOME:	HOME Investment Partnership Program
HRC:	Housing Rights Center
HUD:	U.S. Dept. of Housing and Urban Development
LACEP:	Los Angeles County Energy Program
LAHSA:	Los Angeles Homeless Service Authority

LRA: Local Responsibility Area
LVMCOG: Las Virgenes-Malibu Council of Governments
LVMWD: Las Virgenes Municipal Water District
LVUSD: Las Virgenes Unified School District
MPROP: Mobile Home Park Rehabilitation and Resident Ownership Program
NLACRC: North Los Angeles County Regional Center
R/ECAP: Racial and Ethnic Characteristics/Concentrations
RHNA: Regional Housing Needs Allocation
SCAG: Southern California Association of Governments
SEA: Significant Ecological Areas
SPA: Service Planning Area
SRO: Single Room Occupancy
TCAC: California Tax Credit Allocation Committee
UBC: Uniform Building Code
UWMP: Urban Water Management Plan
VHFHSZ: Very High Fire Hazard Severity Zone
VLI Very Low Income

B. Definitions

Accessory Dwelling Unit: An accessory dwelling unit (also known as second units or granny flats) is an attached or detached structure that provides independent living facilities for one or more persons and includes permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as a single-family dwelling unit.

Acreage: Gross acreage refers to the entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets. Net acreage refers to the portion of a site that can actually be built upon. Public or private road right-of-way, public open space, and flood ways are not included in the net acreage of a site.

Accessible Housing Unit: An accessible housing unit is designed and built to be usable to a person with physical disabilities.

Affirmatively Furthering Fair Housing (AFFH): This new legislation requires all housing elements due on or after January 1, 2021 contain an Assessment of Fair Housing to ensure that laws, policies, programs, and activities affirmatively further fair housing opportunities throughout the community for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, disability, and other characteristics protected by the California Fair Employment and Housing Act.

Affordable Housing Overlay: The Affordable Housing Overlay (AHO) is being developed as part of this Housing Element. The AHO would provide incentives in exchange for providing 100% lower income housing on five potential sites.

Affordable Unit: A dwelling unit within a housing development which will be reserved for, and restricted to, income qualified households at an affordable rent or is reserved for sale to an income qualified household at an affordable purchase price.

American Community Survey: The American Community Survey (ACS), part of the United States Census Bureau, collects sample population and housing data on an ongoing basis, January through December. The Housing Element update uses the five year average ACS data from the 2014-2018 period.

Architectural Review Panel (ARP): This City committee reviews projects for their aesthetic quality. The ARP makes advisory recommendations to the Planning Commission and the City Council in matters pertaining to site plan reviews, and evaluating the architectural designs of buildings, landscape plans and other site features.

Area Median Income: As used in State of California housing law with respect to income eligibility limits established by HUD. The Area Median Income referred to in this Housing Element is that of Los Angeles County.

At Risk: Deed-restricted affordable housing projects at risk of converting to market rate.

California Department of Housing and Community Development (HCD): The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households. HCD is responsible for reviewing Housing Element's and determining whether they comply with State housing statutes.

California Environmental Quality Act (CEQA): A State law requiring State and local agencies to regulate activities with consideration for environmental protection.

Census: The official decennial enumeration of the population conducted by the federal government.

City Council: The City Council serves as the elected legislative and policy-making body of the City of Calabasas, enacting all laws and directing any actions necessary to provide for the general welfare of the community through appropriate programs, services, and activities.

Community Development Block Grant (CDBG): This grant allots money to cities and counties for housing and community development activities, including public facilities and economic development.

Conditional Use Permit (CUP): Conditional Use Permits are required for uses which may be suitable only in specific locations in a zoning district, or which require special consideration in their design, operation or layout to ensure compatibility with surrounding uses.

Condominium: A condominium consists of an undivided interest in common in a portion of real property coupled with a separate interest in space called a unit, the boundaries of which are described on a recorded final map, parcel map, or condominium plan in sufficient detail to locate all boundaries thereof.

Condominium Conversion: The conversion of existing real estate and/or structures to separate, salable condominium units, regardless of present or prior use and whether substantial improvements have been made to such structures.

Default Density: Housing Element statutes provide for the use of "default densities" to assess affordability when evaluating the adequacy of sites to address the affordability targets established by the RHNA. Based on its population and location within Los Angeles County, Calabasas falls within the default density of 20 units per acre for providing sites affordable to very low and low income households.

Density Bonus: An increase in the density (number of dwelling units allowed per acre or parcel), above that normally allowed by the applicable zoning district, in exchange for the provision of a stated percentage of affordable units.

Development Fees: City imposed fees to partially cover the costs for processing and providing services and facilities; and fund capital improvements related to fire, police, parks, and libraries and correlate the increased demands on these services.

Development Review Committee: This committee consists of a representative from relevant City Departments (Community Development, Public Works, etc.) and other agencies involved with the physical development of the City. The DRC makes recommendations to the Community Development Director and/or Planning Commission.

Dissimilarity Index: A measure of residential segregation is the dissimilarity index, which is a commonly used measure of community-level segregation.

Dwelling Unit: Any building or portion thereof which contains living facilities, including provisions for sleeping, eating, cooking and sanitation, for not more than one family.

Emergency Shelter: An establishment operated by an Emergency Shelter Provider that provides homeless people with immediate, short-term housing for no more than six months in a 12-month period, where no person is denied occupancy because of inability to pay.

Environmental Impact Report (EIR): Required by CEQA, this document serves to inform governmental agencies and the public of a project's potential environmental impacts and provides mitigation measure if impacts are found to be significant.

Family: A group of persons who maintain a single common household, but who otherwise are not a Community Care Facility.

General Plan: A statement of policies, including text and diagrams setting forth objectives, principles, standards, and plan proposals, for the future physical development of the city or county (see Government Code Sections 65300 et seq.). California State law requires that a General Plan include elements dealing with seven subjects—circulation, conservation, housing, land use, noise, open space and safety—and specifies to various degrees the information to be incorporated in each element.

Homeless: Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law requires all cities and counties to address the housing needs of the homeless.

Household: All persons living in a housing unit.

Householder: The head of a household.

Housing Element: One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains goals, policies, and implementation programs for the preservation, improvement, and development of housing.

Infill Development: Development of land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure: Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Land Use Regulation: A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

Las Virgenes-Malibu Council of Governments (LVMCOG): A joint powers authority of the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu and Westlake Village. These member cities work together to address regional priorities.

Los Angeles County Community Development Commission (CDC): The CDC is comprised on two separate legal entities, the Housing Authority of the County of Los Angeles (HACoLA) and the CDC. The CDC administers the County's CDBG program. Calabasas is served by both the HACoLA and falls under the Urban County designation for the County's CDBG program.

Lot or Parcel: A portion of land shown as a unit on a recorded subdivision map or an approved minor subdivision map, parcel map or otherwise existing as of record with the Los Angeles County Office of the Assessor.

Low Income Household: A household earning less than 80 percent of the Los Angeles County median income based on information provided by HCD/HUD.

Manufactured Housing/Mobile Home: A dwelling unit built in a factory in one or more sections, transported over the highways to a permanent occupancy site, and installed on the site either with or without a permanent foundation.

Mixed-use: The combination of various uses, such as office, retail and residential, in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design.

Moderate Income Household: A household earning 80% to 120% of the Los Angeles County median income based on information provided by HCD/HUD.

Multi-family Residential: Usually two or more dwelling units on a single site, which may be in the same or separate buildings.

Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overcrowding: Household living in a dwelling unit where there are more than 1.01 persons per room, excluding kitchens, porches and hallways. Severe overcrowding is where there are more than 1.51 persons per room.

Overpayment: Housing overpayment occurs when a household spends more than 30 percent of its income on housing costs; severe overpayment refers to spending greater than 50 percent of income on housing.

Persons with Disability: A person with a long lasting physical, mental, or emotional condition that impairs their mobility, ability to work, or ability for self-care.

Planning Commission: The Calabasas Planning Commission conducts public hearings and makes decisions on applications for discretionary projects, considers appeals of decisions by the Community Development Director, and serves as the advisory body to the Calabasas City Council on planning issues.

Poverty Level: As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. .

Reasonable Accommodation: The federal Fair Housing Act and the California Fair Employment and Housing Act impose an affirmative duty on local governments to make reasonable accommodations in their zoning and other land use regulations when such accommodations may be necessary to afford disabled persons an equal opportunity to use a dwelling.

Regional Housing Needs Allocation (RNHA): A quantification by SCAG and HCD of existing and projected housing need -- the City's fair share of the regional housing needs by household income group.

Rezoning: An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Single-family Residential: A single dwelling unit on a building site.

Special Needs Population: Under Housing Element statutes, special needs populations include the elderly, persons with disabilities, female-headed households, large households, and the homeless.

Supportive Housing: Permanent affordable housing with no limit on length of stay that is linked to on- or off-site services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live, and where possible, work in the community.

Transitional Housing: A dwelling unit or group of dwelling units for residents in immediate need of temporary housing. Transitional housing is configured as rental housing, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined time, which shall be no less than six months.

U.S. Department of Housing and Urban Development (HUD): A cabinet-level department of the federal government that administers housing and community development programs.

Vacant: Lands or buildings that are not actively used for any purpose.

Very Low Income Household: A household with an annual income usually no greater than 50 percent of the area median family income, based on the latest available eligibility limits established by HCD/HUD.

Zoning Ordinance: Regulations adopted by the City which govern the use and development of land within its boundaries and implements policies of the General Plan.

Zoning District: A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.

APPENDIX C2

AFFIRMATIVELY FURTHERING FAIR HOUSING (AFFH)

AFFIRMATIVELY FURTHERING FAIR HOUSING

All Housing Elements due on or after January 1, 2021 must contain an Assessment of Fair Housing (AFH) consistent with the core elements of the analysis required by the federal Affirmatively Furthering Fair Housing (AFFH) Final Rule of July 16, 2015.¹ Under state law, affirmatively further fair housing means “taking meaningful actions, in addition to combatting discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on projected characteristics”.² The AFFH analysis must contain the following:

Part 1: Outreach

Part 2: Assessment of Fair Housing

- Fair Housing Enforcement and Outreach Capacity
- Integration and segregation patterns and trends
- Racially or ethnically concentrated areas of poverty
- Disparities in access to opportunity
- Disproportionate housing needs within the jurisdiction, including displacement risk

Part 3: Sites Inventory

Part 4: Identification of Contributing Factors

Part 5. Goals and Actions

This appendix provides a focused analysis of fair housing issues in Calabasas, inclusive of all five parts listed above. In addition, several other sections of the housing element address the issue and are included in this appendix by reference.

¹ California Department of Housing and Community Development, *AB 686 Summary of Requirements in Housing Element Law*, April 23, 2020.

² Government Code Section 8899.50 (a)(1)

PART 1. OUTREACH

The City provides information on its website regarding fair housing resources, and directs any inquiries regarding tenant/landlord disputes to the Housing Rights Center. The City also uses social media and the City website to promote available housing assistance programs, such as the COVID-19 rental relief programs available through the County and State.

A. HOUSING ELEMENT PUBLIC PARTICIPATION PROGRAM

Detailed information about the Housing Element public participation program is provided in the Introduction to the Housing Element. As required by State law, all economic segments of the community were provided an opportunity to review and comment on the Housing Element. Highlights include:

Housing Element Website

A City website specifically for the Housing Element update was established to provide an overview of the Housing Element process, FAQs, allow for input on potential housing sites and other comments to the City, and to announce future events (i.e., workshops, survey). Presentations from public outreach meetings were available for viewing, and documents related to the Housing Element were linked to the website, including the results of the Housing Element and Senior Needs surveys.

[2021-2029 Housing Element Update | City of Calabasas, CA](#)

Public Study Sessions

The City's Housing Element update process was initiated with the Calabasas Planning Commission "Housing Element 101" teleconference study session on July 16, 2020 which informed the Commission members and the Calabasas community of the proposed update of the Element.

A 2nd public study session was held before the Planning Commission on October 15, 2020 to discuss the results of the online survey and input received at the Community Workshop. The Commission provided staff with direction on potential Housing Element sites.

A 3rd public study session was held before the Planning Commission on February 4, 2021. Staff presented the Commission with two options of housing inventories.

On March 18, 2021, the City Council conducted a study session to review feedback from the Planning Commission and community, and to provide direction to staff on finalizing the Housing Element sites inventory.

Public Workshop

On September 30, 2020, City Community Development Department staff conducted a virtual community workshop to solicit public input on the Housing Element update. Sixteen members of the public participated. The workshop input included needed housing for Calabasas' workforce and preferred areas/locations to address the RHNA.

Public Noticing

Notices for the study sessions and community workshop were posted on the City website and project webpage, on the City's social media accounts, and a press release included in the City's e-newsletter. Direct invitation letters and emails were sent to local housing service providers and stakeholders. Announcements regarding the community workshop were made at City Council and Planning Commission meetings, and a postcard was mailed to every household in the City, reaching all economic segments and special needs populations in the community.

Housing Element Surveys

The Housing Needs Survey was posted on the City's website from August 24 – September 30, 2020. A total of 913 completed surveys were received. Results included the top three housing priorities and the top three housing development strategies. Numerous write-in comments were also received regarding housing opportunities.

In order to solicit input from one of Calabasas' most vulnerable populations – senior citizens – the City conducted a Senior Housing Needs survey. This survey was distributed in the following ways:

- Posted on the Housing Element Update webpage and City main page
- Emailed the survey link to the Savvy Seniors
- Emailed the survey link to members signed up for the Senior Center updates
- Hard copies distributed to senior housing complexes and Calabasas Village Mobile Estates

A total of 324 senior citizen residents completed the Housing Needs Survey. Highlights of the survey include:

- 73% of respondents visit the Senior Center and/or receive the City's E-News
- 59% did not think adequate information was provided about housing programs for seniors such as senior housing, rental assistance, and help with housing maintenance
- On scale of 1-5 (5 being highest), the need for senior housing near medical facilities and shopping in Calabasas received the highest rating at 3.87, followed by additional affordable senior housing (3.35).
- 25% of respondents would like information on how to provide an ADU on their property

PART 2. ASSESSMENT OF FAIR HOUSING

A. KEY DATA AND BACKGROUND INFORMATION

The City's website contains a summary of the early history of Calabasas:

Settlements of Chumash Indians named the area Calabasas. El Scorpion, a ranch that once occupied a large tract in the west San Fernando Valley, was granted to three Indians in Calabasas in the 1830's. Several decades later, Miguel Leonis acquired the ranch and 1,100 acres by his marriage to Espiritu, an Indian who had inherited the property from her father.

After the turn of the century, several select spots in the Calabasas area developed into weekend respites from the city. The Stunt family developed a homestead on the north slope of Saddle Peak, also in the Monte Nido area, now known as Malibu State Park. Circa 1863, an adobe was built near the park by a settler named Sepulveda for his wife and 12 children. Lack of water in the Calabasas area was always a major concern. With the founding of the Las Virgenes Municipal Water District in 1958, a water supply was assured, and the area began its development boom. The first subdivision in Calabasas, called Park Moderne (in Mulwood near Calabasas High School), was a retreat for artists, craftsmen, and writers. By 1990, over 6,000 housing units had been developed in Calabasas, and the City incorporated in 1991.

Both the County AI and the Housing Element Background Report examine key demographic factors for Calabasas and the County as a whole, summarized below. Additional regional and local analysis is provided under Part 2 of this section.

- Between 2010 and 2020, the population in Calabasas grew by five percent, similar to the four percent Countywide;
- Calabasas' senior population (65+ years) continues to grow and was 17 percent of the City's population in 2020, compared to 14 percent Countywide. Calabasas' median age in 2020 was 42.9 years while the County's was 36.7 years;
- In 2020, more than three-fourths of the City's population (76%) was White, ten percent was Asian/Pacific Islander, approximately 8 percent was Hispanic and less than one percent was African American. Calabasas is less diverse than the County as a whole.
- In 2020, Calabasas' population had more families with children (35%) compared to the County (27%).
- Between 2010 and 2020, the City and County's housing stock grew by four percent.
- Calabasas has a slightly higher percentage of owner-occupied units than Los Angeles County, with a homeownership rate of 61 percent, compared to 57 percent.

Calabasas is comprised of six Census Tracts, although several of these extend beyond the City's boundaries. A seventh Tract, 8001.02, is located in the southeast portion of Calabasas and very little development is located there. Figure B-1 shows the tract boundaries, as well as their division into block groups (represented by the last digit). Fair housing analysis is provided at the Tract level in the subsequent sections of this AFFH analysis.