COMMUNITY DEVELOPMENT AND DESIGN

May 6, 1993

II. COMMUNITY DEVELOPMENT AND DESIGN

The Community Development and Design section of the **Calabasas General Plan: Community Profile** provides the factual background and understanding necessary to meet the State's data and analysis requirements for Land Use and Housing elements. It also provides the information necessary to support the following optional elements: Historic Preservation, Urban Design, and Fiscal Management.

The Community Development and Design chapter includes the following major sections.

- Population
- Housing
- Land Use
- Community Design
- Historic Development and Cultural Resources
- Fiscal Management

A. POPULATION

The 1990 Census of Population and Housing provides a wealth of data on Calabasas and its General Plan study area. Six block-groups embrace the General Plan study area, as indicated on Table II-1 and Figure II-1.

Table II-1
US Census Tracts and Block Groups
Calabasas General Plan Study Area
1990

Tracts	Block Groups
8001.00	1, 8, 9
8002.00	1, 9
8003.01	9

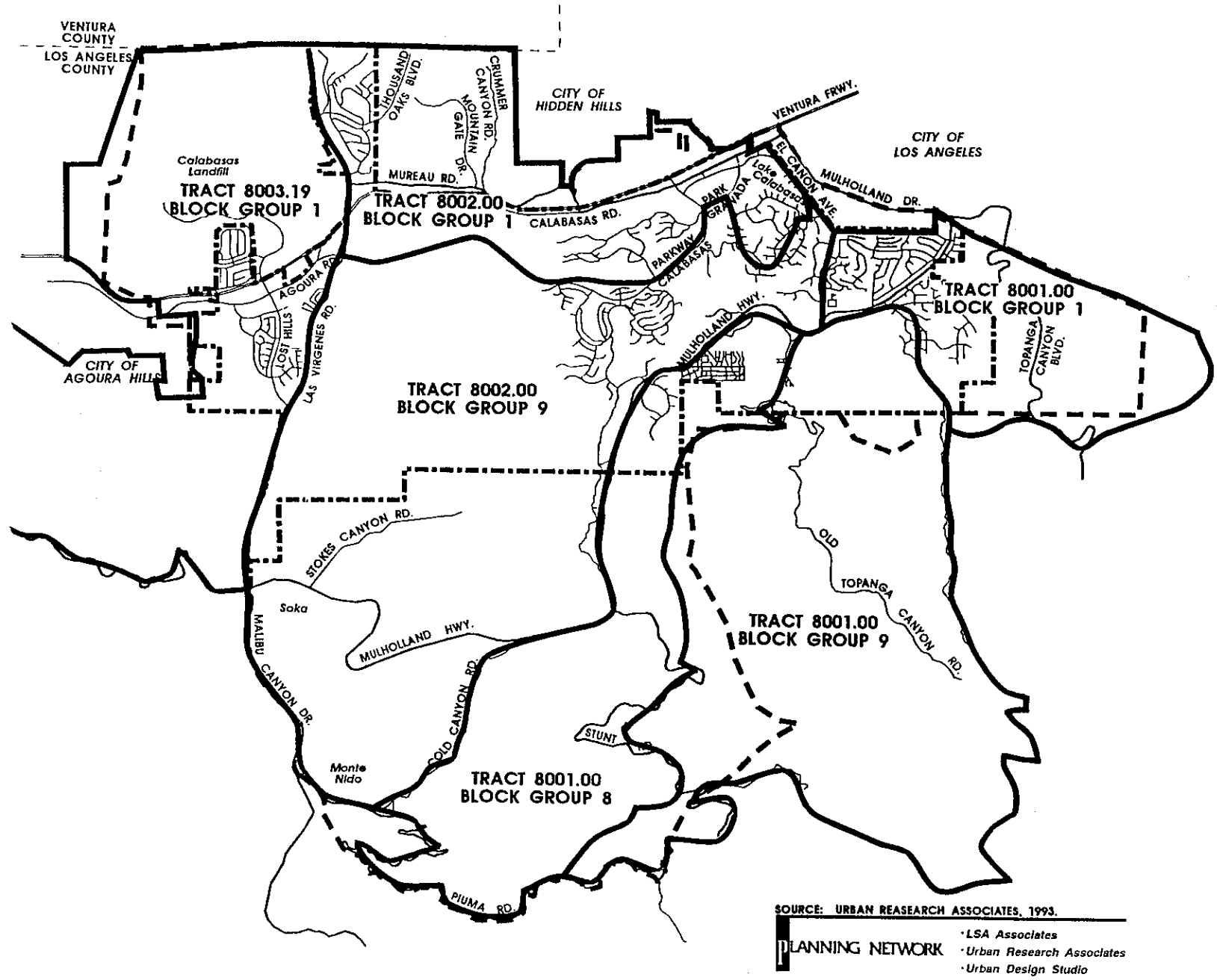
Source: Urban Research Associates, November 1992.

Although the City of Calabasas itself is not identified by the 1990 Census, the portion of these six block-groups lying within the incorporated cities of Agoura Hills and Hidden Hills can be subtracted out, leaving a geographic area that closely approximates the Calabasas General Plan study area. The overbounding which does occur in the southern portions of 8001.009 and 8003.019 does not result in serious overestimation since those are areas of generally low residential densities. However, as discussed in the following section, the population estimates have been revised to be as accurate as possible.

The population section looks at population growth trends and historical growth, projects future growth trends and examines population characteristics such as race and age.

POPULATION GROWTH TRENDS AND HISTORICAL GROWTH

Rapid growth has characterized western Los Angeles County over the past decade. Between 1980 and 1990, the region stretching west from the Los Angeles City line to the Ventura County line doubled in population, growing at an average annual rate of approximately four percent. The Calabasas study area shared in this rapid growth. Because of changing census geographies, the population growth for Calabasas itself cannot be determined directly from the census. However, the census does show that 48 percent of the existing housing stock in the six block-groups covering the Calabasas study area was constructed between 1980 and 1990. This is clear evidence of a doubling of the population during that time, following a similar doubling during the 1970s. By 1990, the population was 18,527 within Calabasas city limits and 1,784 in the surrounding study area for a total 1990 population of 20,311 (see Table II-2). Building permit data indicate that the area has grown to an estimated population of 21,761 as of January 1993, with 19,857 in city limits and 1,904 in the rest of the study area, as indicated on Table II-3.



SOURCE: URBAN REASEARCH ASSOCIATES, 1993.

PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

0' 2,000' 4,000' 8,000'

NORTH

CITY OF CALABASAS
GENERAL PLAN

FIGURE II-1

CENSUS BLOCK GROUPS 1990

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- CENSUS BLOCK GROUP BOUNDARY

Table II-2
Estimates of Dwelling Units and Population
Calabasas General Plan Study Area
1990

Housing Units	Calabasas	Unincorporated	Study Area
Occupied	7,069	666	7,735
Vacant	788	41	829
Total	**7,857**	**707**	**8,564**
Population	18,527	1,784	20,311

Source: Urban Research Associates, March 1993.

Notes:
Adjustments to dwelling unit totals include the following:

- Substraction of dwelling units from Census block group totals for areas lying outside General Plan study area based on aerial photos. Largest decrease was in Old Topanga.
- Addition of dwelling units within Los Angeles City southwest of Mulholland.

Table II-3
Estimates of Dwelling Units and Population
Calabasas General Plan Study Area
1993

Housing Units	Calabasas	Unincorporated	Study Area
Occupied	7,544	709	8,253
Vacant	813	43	856
Total	**8,357**	**752**	**9,109**
Population	19,857	1,904	21,761

Source: Urban Research Associates, March 1993.

Notes:
Adjustments to dwelling unit totals include the following:

- Addition of 500 dwelling units to City. Proportionate increase of 45 dwelling units to study area.
- Lowering of vacancy rate from 1990 figure of 10 percent to estimated 5 percent.

POPULATION PROJECTIONS

Continued outward growth pressures from the San Fernando Valley suggest that growth pressures will remain strong in Calabasas and its General Plan study area. Counter forces such as the present economic slowdown and the hilly character of much of the unbuilt land should produce some slowing of growth. However, in the absence of explicit growth management policies, a continuation of recent growth trends points to an average annual population growth rate of at least three percent over the decade of the 1990s. At such a rate, the population of Calabasas and its General Plan study area would increase by approximately 7,100 persons over the decade of the 1990s. Market conditions could potentially create a higher growth rate than three percent.

Whether Calabasas itself grows at a three percent or higher rate will depend on policy decisions regarding land use and zoning, environmental protection and the provision of services. The recently completed community attitude survey indicated strong public sentiments in favor of slower growth and enhanced environmental protection. Growth in Calabasas over the decade could be far less than three percent per year if the City adopts land use policies consistent with public slow-growth sentiments. Thus, growth in Calabasas will be policy-driven and a function of any restrictions placed by the City.

POPULATION CHARACTERISTICS

In the General Plan study area the following population characteristics were examined race/ethnicity, income and age.

Race/Ethnicity

The ethnic/racial composition of the Calabasas population is predominantly White/Non-Hispanic (see Table II-4). Over eighty seven percent of the population falls into that category, while 6.4 percent is classified as Asian and 4.3 percent as Hispanic (all races). The small size of the minority population of Calabasas stands in sharp contrast with the population of Los Angeles County.

Table II-4
Ethnic/Racial Composition
Calabasas General Plan Study Area
1990

Race Ethnicity	Calabasas and Study Area%	Los Angeles County (%)
White/Non-Hispanic	87.6	41.0
Hispanic	4.3	37.3
Asian	6.4	10.4
Black	1.4	10.7
Other	0.3	0.5

Source: Urban Research Associates, November 1992.

Income

The median household income in Calabasas and its General Plan study area in 1990 was $66,421 compared with $34,965 for the county as a whole. This topic is discussed further in the Household Characteristics section.

Age

The population of Calabasas varies from the rest of Los Angeles County. In general, Calabasas has proportionally fewer younger people (0-39 age groups) and older people (60+). However, Calabasas' percentage of people in the 40-59 age groups is significantly higher than Los Angeles County. The median age of Calabasas and its General Plan study area in 1990 was 32.6, while the median age in Los Angeles County as a whole was 30.8 years. The two largest age cohorts are 40-49 and 20-29 (see Table II-5).

Table II-5
Age
Calabasas General Plan Study Area
1990

Age Cohort	Calabasas + Study Area (%)	Los Angeles County (%)
0 - 9	11.5	15.6
10 - 19	12.9	13.8
20 - 29	17.1	19.0
30 - 39	16.2	18.0
40 - 49	20.9	12.3
50 - 59	10.7	8.1
60 - 69	6.6	6.8
70 - 79	2.9	4.3
80 - 99	1.2	2.1

Source: Urban Research Associates, November 1992.

The elderly population (65+) comprises only 7.3 percent of the total, while the pre-elderly (55-64) represent only another 8.5 percent. As the large 40-49 age cohort grows older, the number of "empty-nest" families with grown children will increase over the next decade. The growth of "empty-nest" households suggests that neighborhood stability rather than change will predominate in many Calabasas neighborhoods during the 1990s. At the same time, the number of young-adults in the population may help maintain the proportion of households with children. From a planning perspective, the maturing of the young-adult population may produce an increase in the number of family households and an increase in family size. This points to the potential for a strong market for single family housing. It also means that the school-age population should at least remain stable despite the increase in empty-nest households. A substantial jump in the elderly population will not occur until the middle of the first decade of the twentieth-first century.

B. HOUSING

The Housing section examines the City's existing housing stock, area housing costs, household characteristics, and looks at the community's housing needs. In the review of the housing stock, unit type, tenure and vacancy rate, and unit condition are presented. The examination of housing costs addresses housing purchase and rental costs and housing affordability. Household characteristics presents information on household type, household size, and the education and income of members of the household. The discussion of community housing needs includes information on female-headed households, large households, the elderly, disabled persons, farmworkers, the homeless, and low income households.

HOUSING UNIT CHARACTERISTICS

Unit Type

Calabasas and the surrounding General Plan study area contained 9,109 housing units as of 1993 (see preceeding Table II-3). The range of housing types reflects the peripheral-suburban nature of the community. Three-quarters of the units were single family dwellings (either detached or attached). Table II-6, below, presents a breakdown of the housing units in Calabasas, by housing type, in 1990.

Table II-6
Estimated Housing Units by Type
Calabasas General Plan Study Area
1990

Housing Type	Calabasas	Unincorporated	Study Area
Single Family Detached	5,270	400	5,670
Single Family Attached	830	61	891
2-4 Units	239	18	257
5-9 Units	292	23	315
10-19 Units	677	0	677
20+ Units	274	0	274
Mobilehomes	210	201	411
Other	65	4	69
Total	**7,857**	**707**	**8,564**

Source: Urban Research Associates, March 1993.

With over three-quarters of its housing consisting of single-family dwellings, Calabasas exceeds the Los Angeles County average for single-family dwellings by approximately 20 percentage points. The five percent mobile homes is also well above the county level of 1.8 percent. Calabasas falls substantially below the County averages for multi-family dwellings (17.7 percent versus 42.2 percent).

The building boom of the 1980s led to a significant increase in the number of higher-density condominiums and apartments. Apartment construction was concentrated in two areas: Malibu Canyon and the southern quarter of Lost Hills area.

During the 1980s, increasing demand and higher land and housing costs have lead to increased development of higher density housing in the western portion of the study area. However, this shift toward higher densities is not reflected in the housing mix of four proposed developments within the Calabasas General Plan study area. Based in part on policy decisions, the composition of the proposed developments leans heavily toward single-family dwellings. It is particularly noteworthy that the Malibu Terrace development was originally proposed to include 1,700 apartments, but has since been revised to include only single-family dwellings.

Table II-7
Proposed Residential Developments
Calabasas General Plan Study Area
1992

Proposed Residential Development	Proposed Single Family	Proposed Apartments
Calabasas Park West	550[2]	198
Continental Communities[1]	75	60
Malibu Terrace[1]	115	0
The Enclave at Calabasas	250	0
Total	**990**	**258**

Source: Urban Research Associates, November 1992.

[1] Projects located in Los Angeles County.

[2] These units were approved, but have not yet been built.

If these projects are completed as proposed, they will increase the population of the City and surrounding areas by approximately 3,350 persons.

Tenure and Vacancy Rate

The high income and high proportion of single family dwellings in Calabasas results in a high proportion of owner-occupied residences. Over seventy six percent of the occupied housing units in the Calabasas General Plan study area were owner-occupied in 1990, compared with 48.2 percent for Los Angeles County.

However, the proportion of renter-occupied housing has grown significantly in recent years. Of the 3,008 housing units built during the period from 1985 to 1990, 1,274 units or 42.4 percent were occupied by renters in 1990. That compares with a renter-occupied proportion of 11.9 percent for housing units constructed prior to 1985.

Vacancy, measured as the rate of occupied versus unoccupied units, is a widely used indicator of housing need and choice, as well as of the relative health of housing markets. A vacancy rate of four to six percent in a mature community such as Calabasas generally indicates a fairly stable housing market with adequate choice. A lower vacancy rate indicates unmet needs, while a high vacancy rate indicates an oversupply of housing.

Housing unit vacancy in Calabasas is nearly twice that of Los Angeles County (see Table II-8). In 1990, 9.6 percent of Calabasas residences were vacant compared with 5.5 percent for the County. The highest vacancy rates occurred among medium size apartment complexes (5 to 19 units) and single family dwellings. Large apartments complexes, small multi-family developments, and mobile homes had lower vacancy rates.

Table II-8
Vacant Units
Calabasas General Plan Study Area
1990

Housing Type	Vacant Percent
Single Family Detached	9.9
Single Family Attached	9.1
2 - 4 Units	0.0
5 - 9 Units	12.4
10 - 19 Units	15.5
20+ Units	6.0
Mobile Homes	2.7
Other	16.4
Total	**9.6**

Source: Urban Research Associates, November 1992.

The 1990 census figures overstate the actual vacancy rate in Calabasas. Of 864 vacant units in the study area, only 674 were actually held for rent or for sale. That equates to a vacancy rate of 7.6 percent. The remaining vacant units were either second homes or rented/sold but not yet occupied. Even the adjusted rate of 7.6 percent was probably inflated by the substantial number of new homes and apartments recently completed but not yet rented or sold as of April 1990. With the subsequent slow-down in building activity permitting demand to catch up with supply, the current vacancy rate is unlikely to exceed five percent.

Condition of Units

The condition of housing units is generally good in Calabasas. Housing throughout the community is well-maintained and exceeds minimum habitability standards. One objective measure of housing quality, the availability of full plumbing, is lacking in only one out of every five hundred (0.2 percent) housing units.

One major reason for the good condition of housing is the relative youthfulness of the housing stock. Fully 28 percent of the housing was constructed in the five years prior to the 1990 Census, while only seven percent (625 units) of all housing units are over 30 year old (see Table II-9).

Table II-9
Age of Housing
Calabasas General Plan Study Area
1990

Year Built	Percent
Before 1950	4.4
1950 - 1959	2.6
1960 - 1969	17.5
1970 - 1979	26.8
1980 - 1984	8.0
1985 - 1990	39.4
1990 - 1992	1.3
Total	**100**

Source: Urban Research Associates, November 1992.

Other reasons for the overall good condition of housing is the high rate of owner-occupied units (76.6 percent) and the relatively high income of Calabasas households. Owner-occupied units are often better maintained. In addition, higher incomes in the area allow residents to maintain or improve their homes.

Housing quality is more varied among older lower density rural housing scattered throughout the General Plan study area south of the City. Within Calabasas, the Calabasas Highlands and Old Topanga are areas where the housing quality is variable, with numerous older units, some in need of repair or showing indications of variable quality additions, interspaced with more recently constructed units.

Although the condition of housing in Calabasas is currently good, a significant jump in the number of housing units whose age is more than 30 years will occur over the decade of the 1990s. Thirty years is often regarded as the age when major repairs become more likely or obsolescence begins to set in. As of 1990, 625 units were more than 30 years old. By the year 2000, that number will increase by 1,574 to a total of 2,199.

Renovation and replacement of older or substandard dwellings by private development is actively occurring in Calabasas Highlands, which is eliminating blight in this area. This process is less in evidence in Old Topanga. Should private reinvestment not occur, in the Old Topanga area, more active steps such as expanded code enforcement may be appropriate to deter or eliminate blighted conditions.

HOUSING COST

Housing Purchase and Rental Costs

Housing, particularly owner-occupied housing, is expensive in Calabasas. The median home value reported to the 1990 Census was over $450,000, more than double the Los Angeles County median of $223,800. Only five percent of the homes had reported values below $200,000. Although home values in the study area may have fallen since 1990, Calabasas still remains one of the most expensive single family residential areas in Los Angeles County.

Monthly renter costs, while higher than in the adjacent San Fernando Valley, are less skewed toward the upper end than are owner costs (see Table II-10). The median monthly rent in 1990 in Calabasas was $925, compared with median monthly owner costs in excess of $2000. The County of Los Angeles had an average monthly rental cost of $626.

Pending development proposals emphasize upscale single family and custom home sites. This points to continued expansion at the upper end of the Calabasas housing market. As a result, it is less likely that an adequate diversity of single family homes including homes affordable to low or even moderate income households, will be accommodated by proposed developments.

Table II-10
Housing Costs
Calabasas General Plan Study Area
1990

Costs/Month	Percent
RENTERS:	
Under $300	3.3
300 - 599	3.5
600 - 749	10.1
750 - 999	47.3
Over 999	35.8
Median: $925	
OWNERS:	
Under $500	11.7
500 - 999	9.9
1,000 - 1,499	12.3
1,500 - 1,999	18.2
2,000+	47.9
Median: Over $2,000	

Source: Urban Research Associates, November 1992.

Note that owner costs include mortgage, taxes, and insurance. Also note that the Under $500 category for home owners includes 8.7 percent that have no mortgage, leaving 3 percent with very low mortgages (see Table II-10).

Housing Affordability

Data from the Census indicates that a large number of households in the Calabasas General Plan study area are experiencing housing affordability problems. Affordability becomes a serious concern when households pay 30 percent or more of their income for housing. In Calabasas, 40.9 percent of home owners fell above the 30 percent affordability standard, while more than half of all renters (53.7 percent) fell above the standard (see Table II-11). Fully two of every five renters reported that they were paying more than 35 percent of their income for housing.

Table II-11
Housing Affordability
Calabasas General Plan Study Area
1990

Costs as Percent of Income	Percent of Households
RENTERS:	
Under 20	19.6
20 - 24	14.4
25 - 29	12.3
30 - 34	11.6
Over 35	42.1
OWNERS:	
Under 20	36.4
20 - 24	12.5
25 - 29	10.2
30 - 34	8.1
Over 35	32.8

Source: Urban Research Associates, November 1992.

Rental housing affordability is clearly a serious problem in Calabasas, where 53.7 percent of all renters pay in excess of 30 percent of their income for housing. However, this problem is not peculiar to Calabasas, since the number of renters experiencing affordability problems is only marginally higher than the 48.9 percent figure for all of Los Angeles County. The number of elderly renters paying in excess of 30 percent of their income for housing expenses rises to 63.8 percent, a level that is roughly equal to that of Los Angeles County as a whole. However, rental housing affordability should not be viewed as strictly a problem for senior housing, since seniors make up less than three percent of the total rental households in Calabasas.

These objective measures of affordability are not matched by resident perceptions. In the Community Attitude Survey, only 12.8 percent of all respondents indicated that they were paying more for housing than they could afford. More than one-in-three respondents indicated that they could pay more if necessary. This may be a function of the high incomes in the area. Higher income households may chose to spend a portion of their discretionary income on their homes. Also, the high cost of housing may be accepted by Southern California residents, making the 30 percent standard unrealistic for this area.

Renters typically pay a much larger percentage of their income for housing than do home owners. This is due to income differences between renters and owners. According to the 1990 Census, the median household income for renters in 1990 was $40,435 compared with $66,421 for all households in the Calabasas General Plan study area.

Renters responding to the recent Calabasas Community Attitude survey were also more likely than owners to report that they were paying more for housing than they could afford. The proportion of renters indicating that they were paying more than they could afford was 26.8 percent, two and one-half times the percentage of owners who reported affordability problems.

The Community Attitude survey also indicates that renters were much more likely than owners to support more affordable housing programs and first-time buyer programs. One-half of all renters believed that affordable housing programs were a very important issue while only one homeowner in ten identified affordable housing as an important issue. Sixty-six percent of all renters believed that the need for programs to help first-time buyers was a very important issue compared to only fifteen percent of all owners.

As previously reported, housing affordability is generally defined as 30 percent of income. In the Calabasas General Plan study area, affordable units would be units that are 30 percent or less than the Los Angeles County median income. Since the median income for Los Angeles County in 1990 was $34,965, an affordable housing unit would be a dwelling with a monthly cost of $874 or less.

For many communities, subsidized low-income rental housing programs can help reduce housing costs for low-income households. The City of Calabasas contains 164 units of subsidized low-income housing. Lincoln Malibu apartments contains 150 units constructed in 1987. The contract expires after 1997, at which time the units may be converted to market rate apartments. Malibu Creek condominiums contains 14 units which will be sold to qualified households.

HOUSEHOLD CHARACTERISTICS

Household Type

The 1990 Census provides detailed estimates of demographics for 7,735 occupied households in Calabasas and its General Plan study area based on the 16.6 percent sample of all households which completed the Census long form (see Table II-12). 829 dwellings in the study area are vacant, and therefore, do not count as households. It should be noted that the occupied households and vacant dwellings totals are based on the 1990 Census, and do not reflect the revisions to the totals as described in the preceding section, Tenure and Vacancy Rate. Calabasas mirrors Los Angeles County in the proportion of households consisting of couples with children. Calabasas has a higher proportion of households consisting of couples without children, and lower proportions of single-parent and single-individual households. Generally, the distribution of households will determine the types of housing provided. However, in Calabasas, this distribution has less impact on the range of housing types; rather, household income has a greater impact on the types of housing provided.

Table II-12
Household Types
Calabasas General Plan Study Area
1990

Household Type	City	Unincorporated	Study Area
Couples with Children	1,923	181	2,104
Single Parent	396	37	433
Couples without Children	2,333	220	2,553
Living Alone	1,378	130	1,508
Other	1,039	98	1,137
Total	**7,069**	**666**	**7,735**

Source: Urban Research Associates, March 1993.

Household Size

Average household size in Calabasas, standing at 2.6, is substantially smaller than the 2.9 average for all of Los Angeles County. This reflects the large number of households consisting of couples without children, as well as a smaller number of children in households with children. The average size of apartment and condominium households is 2.3 persons per household, while the average size of single family dwelling households is 2.8 persons per household.

Education

The Calabasas population is generally well educated. According to the 1992 Community Attitude Survey, 74.1 percent of the responding households contain at least one member with a college degree.

Income

Calabasas has a high median annual household income of $66,421 (see Table II-13). Nearly one-third of all households earn more than $100,000 per year. Yet, the City also is home to a substantial number of low and moderate income households, with 12.9 percent of all households earning less than $25,000 per year.

Table II-13
Area Household Income
Calabasas General Plan Study Area
1990

Household Income	Percent
Below $15,000	7.6
$15,000 - $24,999	5.3
$25,000 - $34,999	8.9
$35,000 - $49,999	14.0
$50,000 - $74,999	21.0
$75,000 - $99,999	11.7
$100,000 - $150,000	14.8
Above $150,000	16.7
Total	100

Source: Urban Research Associates, November 1992.

In 1990, according to Table II-13, 14.7 percent of the households in the General Plan study area could be classified as low or moderate income. That represents the proportion of households with incomes below 80 percent of the Los Angeles County median income. It is estimated that 1,125 of those low/moderate income households were located within the City of Calabasas, with the balance located in the surrounding General Plan study area.

Table II-14 indicates the household income range for very low, low, moderate, and high income households, based on federal Department of Housing and Urban Development and the State Department Housing and Community Development income categories. Table II-15 then presents the breakdown of the number of each type of households in the General Plan study area by these household income categories. Table II-15 indicates that approximately 15 percent of the households in the study area have very low or low incomes, while an additional 13 percent have moderate incomes. Table II-16 indicates the number of rental units in the study area that correspond to very low, low, and moderate income levels.

Table II-14
Household Income Range
Calabasas General Plan Study Area
1990

Income Level[1]	Percentage Range	Monthly Income
Very Low	0 - 50 percent	$0 - $437
Low	50 - 80 percent	$437 - $699
Moderate	80 - 120 percent	$699 - $1,049
High	Above 120 percent	Above $1,049

Source: Urban Research Associates, 1993.

[1] Defined as a percentage of the Los Angeles County Annual Median Income of $34,965, based on 1990 U.S. Census data.

Households in the study area can be distributed into these four income groups through interpolation of the area household incomes (see Table II-13). As shown in Table II-15, almost two-thirds of the households in the Calabasas General Plan study area can be classified as high income. However, due to the relatively small number of households with median incomes, over twenty percent of the households fall into the low and very low income categories.

Table II-15
Number of Low and Moderate Income Households
Calabasas General Plan Study Area
1990

Categories	City	Unincorporated	Study Area
Very Low (<50 percent of County median)[1]	631	59	690
Low (50-80 percent of County median)	469	44	513
Moderate (80-120 percent of County median)	901	85	986
Remainder (>120 percent of County median)	5,068	478	5,546
Total	**7,069**	**666**	**7,735**

Source: Urban Research Associates, 1993.

[1] County median income: $34,965

Table II-16
Number of Rental Units by Household Income Levels
Calabasas General Plan Study Area
1990

Price Range	City	Unincorporated	Study
Under $437	83	8	91
$438 - $699	145	13	158
$699 - $1,049	1,016	96	1,112
Total	**1,244**	**117**	**1,361**

Source: Urban Research Associates, 1993.

SPECIAL NEEDS HOUSEHOLDS

Certain segments of the population may have a more difficult time finding decent affordable housing due to special circumstances. The State of California defines these "special needs" households as female-headed households, large households (five or more members), the elderly, disabled persons, farmworkers, and the homeless. In Calabasas, these persons and households include up to 22.1 percent of the population (see Table II-17).

Table II-17
Summary of Special Needs Group
Calabasas General Plan Study Area
1990

Group	Percent of Total Households/Population
Female-Headed Households	5%
Large Households[1]	7.7%
Elderly (65+)	7.3%
Disabled	2.1%
Farmworker Households	< 1%
Homeless	N/D

Source: Urban Research Associates, March 1993.

N/D Information on the number of homeless persons in the study area has not been documented. The total percentage assumes that each special needs group category is mutually exclusive.

Female-Headed Households

The 1990 Census identified 441 single-parent households in the Calabasas area or 5.6 percent of the total. Of those, 397 were headed by females and 44 by males. Single-parent households comprise 17.0 percent of all households with children. This number compares favorably with Los Angeles County where 26.1 percent of all households with children are single-parent households. In general, female-headed households have lower incomes. As a result, significant portions of their incomes may be spent on housing.

Large Households

A second category of special-needs households involves large families and the linked issue of overcrowding. Large households occur infrequently in Calabasas, where 92.2 percent of all households contain four or fewer persons. Large households are even less common among renter-households where fewer than five percent of all units have more than four persons.

Table II-18
Household Size
Calabasas General Plan Study Area
1990

Household Size	All Households Percent	Renter Households Percent
One person	19.5	28.5
Two persons	36.8	46.4
Three - four persons	35.9	20.9
Five persons	5.6	2.4
Six or more persons	2.1	1.8
Total	**99.9**	**100**

Source: Urban Research Associates, November 1992.

Overcrowding, defined as more than one person per room, rarely occurs in Calabasas. Only 166 households (2.1 percent) were identified by the Census as having more than one person per room. Those were divided almost evenly between renter and owner occupied households. Severe overcrowding, defined as more than two persons per room, occurred in only five households.

Elderly Housing

A third category of special needs households are those occupied by the elderly. The population over age 65 in 1990 was 1,511, accounting for 7.3 percent of the total population. Because the 1990 Census indicated a sharp jump in the number of persons in the 40 to 49 age group compared with the 50 to 59 age group, a major increase in the over-65 population is likely to occur after the year 2005.

The majority of the over-65 population in Calabasas live independently, either residing in their own family households (63.7 percent) or residing alone (19.2 percent). Another 12.2 percent live with adult children or other relatives, while 4.9 percent share housing with nonrelatives. None of the Calabasas senior population resided in group quarters or institutions, according to the 1990 Census. Although the Motion Picture Country House and Hospital is within the General Plan study area in the City of Los Angeles, no specialized senior housing exists within the City of Calabasas.

Countywide, 5.5 percent of the senior population resides in group quarters, according to the 1990 Census. Applying this percentage to the total over-65 population of 1,511 suggests that the general level of demand for specialized senior housing in Calabasas would be on the order of 80 to 90 individuals.

The Calabasas senior population is slightly less likely to live below the poverty line than the population as a whole. Only four percent of the over-65 population was identified as having income levels below the poverty level, compared with 4.7 percent of the entire population.

Housing for the elderly is not only a physical, but a social planning issue. The elderly are largely dependent upon fixed incomes (pensions, social security, etc.), which are sensitive to increased housing costs. Elderly renters often must pay in excess of 30 percent of their income for housing. Elderly homeowners may have difficulty paying for their homes, even if they have small or no mortgage payments, as they may not be able to afford necessary repairs, taxes, or upkeep on their property.

Many elderly experience isolation when living alone. The physical disabilities that affect elderly persons can make living alone not only lonely, but dangerous. The elderly in various degrees of dependent living should have access to consumer and public services within approximately 2,000 feet of their homes. Housing specifically designed for the elderly should be permitted only in areas with adequate services, and with traffic and walkway regulations that support a pedestrian lifestyle and are accessible to the handicapped.

Housing sites for the elderly, shopping centers, and medical facilities should be connected by public transportation, as many elderly are unable, or no longer wish, to drive. Access to medical facilities is especially important, since the elderly, as a group, use health care services at three times the rate of the general population.

Housing for seniors consists of several distinct types, each meeting a unique set of shelter needs. These include: independent living, congregate housing, assisted living, convalescent care, and continuing care.

Independent living projects are projects and communities designed for senior citizens, which may include single family detached, condominium, and apartment housing types. Meals and other basic services beyond shelter, security, and recreational facilities are not provided. The market for independent living facilities include seniors who are in good health and seek a low maintenance, leisure-oriented lifestyle. Independent living projects are generally sited in the same manner as non-senior projects, but may often be appropriate at higher densities than non-senior projects.

The congregate housing environment consists of individual units within a multi-family structure, or complex, with areas for group socializing and dining. Individuals who live in this type of housing are generally self-sufficient, mobile, and require no special care. They have, however, chosen to have certain services provided for them. Congregate facilities generally feature security, on-call medical assistance, meal packages, periodic housekeeping, scheduled transportation, and social activities. Congregate living projects have many of the same characteristics as multi-family housing, and are often also located within commercial areas, due to the proximity of services for project residents.

The assisted living environment is designed for the more frail senior population. It is service-intensive, and includes social and support services. Assisted living combines a 24-hour nurse-monitored living environment, with assistance in daily living activities, such as dressing, bathing, grooming, hygiene, and self-administered, but supervised, medication. Emergency medical provisions, utilities, meals, transportation, social and recreational activities are also provided. Assisted living environments have grown out of numerous studies that have shown that many persons now living in nursing homes do not require the intensive health care services provided by those institutions. Assisted living facilities have thus emerged as a more dignified and economical alternative for the frail elderly who require some assistance in daily living. Assisted living environments are similar in their locational requirements to congregate housing.

Extended care facilities are medical service-intensive facilities which integrate shelter, medical, nursing, psychological, and rehabilitation services for those requiring 24-hour assistance. They are similar in their locational requirements to hospitals.

Continuing care facilities are based on the concept of "lifetime occupancy," providing a range of living environments for seniors. Within a multi-building complex, continuing care facilities cover the continuum of care options from independent living to skilled nursing. Continuing care facilities can take on a number of different characters, depending upon their emphasis. Thus, a number of different physical settings might be appropriate for such projects.

Disabled Persons

According to the 1990 Census, 426 residents of the Calabasas General Plan study area are classified handicapped due to mobility or self-care limitations. This represents two and one-half percent of the total population over age sixteen. Not surprisingly, the percentage of individuals with mobility and self-care limitations is substantially higher among older residents (see Table II-19). In comparison to Los Angeles County, Calabasas has a smaller percentage of disabled persons; Los Angeles County residents who are disabled constitute 8 percent of the total population. Calabasas' relatively small number of elderly residents is the likely reason for this difference.

Table II-19
Individuals with Mobility/Self-Care Limitations
Calabasas General Plan Study Area
1990

Age	Number Persons	Percentage
Under 65	303	2.0
65 - 74	51	5.4
75 or Above	72	15.9

Source: Urban Research Associates, November 1992.

It should be noted that these numbers refer specifically to "noninstitutionalized" individuals living in private homes. For the majority, that arrangement is undoubtedly preferable. However, the lack of specialized care facilities in Calabasas may limit the range of housing choice for some of these individuals and their families.

Farmworkers Housing

Housing for farmworkers is not a serious issue in Calabasas. Farmworkers comprise only 1.2 percent of the resident workforce in the community. Based on that figure, the number of farm worker households is estimated to be less than 100. No special needs for farm worker housing are known to exist in Calabasas.

Homeless Population

The need for emergency shelter and services for the homeless is less pressing in Calabasas than in may other parts of Los Angeles. In the attempt by the 1990 Census to count the "street" homeless, no homeless persons were identified within the area occupied by Calabasas. This does not mean that homelessness is completely absent from Calabasas and its General Plan study area. In an outlying suburban community like Calabasas, however, homelessness is more likely to involve the need for emergency shelter arising from domestic conflicts and domestic violence.

No dependable estimate exists for the number of Calabasas residents needing emergency shelter over the course of a year. There are no shelters in the Calabasas vicinity, and existing shelters in the San Fernando Valley do not have data on the last place of residence of those needing their services. One recent study of a community roughly comparable to Calabasas suggested an annual need for emergency shelter equivalent to one person for every 2,000 in the population. For Calabasas, that would equate to approximately ten needy persons per year.

Service providers indicate that the San Fernando Valley and western Los Angeles County are not well served with emergency shelters compared with other areas of Los Angeles County. The shelters that do function in the Valley are located in areas such as Van Nuys and North Hollywood where the incidence of need is much greater than in the West Valley.

Thus, while it is certainly true that the need generated by a city such as Calabasas is low in comparison to other less wealthy areas of Los Angeles County, it is also true that services are scarce or non-existent. The result can be a very real service gap given the distance separating Calabasas from areas further east in the San Fernando Valley and the fact that the demand at the existing locations exceeds the capacity on most days.

The low rate of emergency housing need arising among the spreadout population of western Los Angeles County makes it unlikely that localized service would be supportable. It is probably more important that information concerning the availability of emergency shelters be made available through referral services or through communications from the City or other service agencies.

Affordable Housing

The Southern California Association of Governments is required to identify existing and future housing needs for Los Angeles County communities every five years. The most recent Regional Housing Needs Assessment was completed in 1988. Since Calabasas was not incorporated until 1991, the Calabasas share of the regional housing need will not be established until the next Regional Housing Needs Assessment is completed by SCAG in late 1993 at the earliest. SCAG staff members have indicated that no estimate of housing need will be available for Calabasas before the next report is issued, and that any attempt by others to estimate the level of need prior to that time will not be accepted by the State. In addition, only SCAG can decide exactly what method for measuring low-income housing need will be utilized in future reports and how that method will be applied.

COMPARISON OF HOUSING TRENDS TO COMMUNITY VALUES

Insights into current community values can be gained from the Community Attitude Survey administered during the Fall of 1992 as part of the General Plan process. Responses to the survey came from a sample of 399 Calabasas households. They were asked to respond to a broad range of questions regarding community design, housing, growth, economic development, transportation, and local services.

In a number of instances, prevailing community values are at odds with current housing trends. One potential mismatch between existing trends and community attitudes is that of population growth. While growth pressures continue to be strong, four of every five respondents expressed a preference for slower growth than that experienced in the recent past. One out of two respondents stated a preference for no additional growth. In addition, community attitudes also indicate a desire to control development in unincorporated areas adjacent to the City. This could include annexation of these areas to prevent massive scale developments.

Another area of concern is the shift toward higher density housing. A majority of the respondents to the survey believe that the existing housing mix contains too many apartments, while more than one-third believe there are too many condominiums. Only about one in twenty believes that there should be a higher proportion of high-density housing in the housing mix of the community.

A third area of concern involves the continued expansion of housing into areas of steep slopes. Nine out of ten residents view open-space preservation and hillside protection as very important issues in the General Plan process.

Opinion is somewhat divided on a number of other issues, with sizeable minorities holding opinions at odds with current conditions and trends. Roughly one in three believes that there is insufficient senior housing in Calabasas. A similar proportion believes that there are too many gated communities, while roughly one in four believes that the need for affordable housing and a first-time buyer program are important issues.

Community division over the issue of affordable housing is especially apparent. Roughly one in ten reported paying more for housing than they could afford, while more than one in three indicated that they could afford to pay more if they had to.

Jobs-Housing Balance

A major growth issue for Calabasas and other outlying communities of Los Angeles County is the balance between housing and jobs. Efforts to achieve greater balance between employment and housing growth lie at the heart of regional mobility and clean air planning. At the same time, the level of commercial development needed to achieve balanced growth often meets with community resistance at the local level. Because Calabasas is recently incorporated, no measure of the number of jobs in the community has been made by SCAG. However, it is possible to calculate a rough estimate of the number of jobs by applying multipliers derived from other studies of suburban land use and employment. On that basis, it is estimated that the land use mix of Calabasas supports approximately 7500 jobs. Comparing that figure to the total of 8014 occupied housing units indicates a ratio of slightly less than one job per household.

At present, Calabasas is moderately job-poor (1.0 job per household) compared with the Los Angeles County ratio of approximately 1.5 jobs per household. However, the presence of office and commercial development along the Freeway corridor does permit the community to avoid the extremely low levels of .5 jobs per household or less, frequently found in outlying residential communities around the periphery of the metropolitan area. Looking to the future, the availability of undeveloped commercial acreage should permit the community to sustain or even improve its jobs-housing balance. Much depends, however, on the rate of future population growth and the uncertain impact of future policy decisions on the eventual intensity of both residential and commercial land use.

Governmental Housing Constraints

The State Housing Element Guidelines require that the Housing Element address public actions which might constrain the maintenance, improvement or development of housing. The major constraints imposed by government are decreasing federal and state commitments to housing, conflicting local responsibilities, development standards, fees, and processing time.

Decreasing Federal and State Commitment to Housing Programs

The emphasis placed by the federal and state governments on housing policies and funding has traditionally shifted with changing administrations and priorities. However, there has been a clear trend to de-emphasize federal and state housing programs over the past decade. During this time, Federal funding for housing programs has been sharply reduced. A concurrent reduction in state funding for housing occurred over the same time. This leaves local governments in California with a mandate to provide programs to facilitate housing for all economic segments of the community and without access to the funds to maintain such programs. Given the budgetary problems being experienced by both the federal and state governments, it is unlikely that increased funding for housing programs will be forthcoming in the near to mid-term future. It is possible that remaining housing programs will face further reductions in funding.

Conflicting Responsibilities of Local Government

The mandate that local governments provide housing for all economic segments of the community is but one of many, often conflicting, responsibilities they face. In addition to dealing with issues of affordable housing and housing rehabilitation, cities must provide municipal services and facilities, protect the natural environment, ensure a high quality of development and urban design, reflect the concerns of city residents, and facilitate increases in local employment and sales tax-generating uses. These responsibilities must be met in an era of increasingly tight budgets. As a result of state laws relating to municipal finance, reductions in federal and state funds for infrastructure and other programs, and changing public attitudes toward growth, local agencies have had to require that development internalize many costs which were once subsidized by various public funds. As a result, the cost of development inevitably increases and the American dream of owning a home becomes more difficult for those who are not fortunate to already own a home.

Often in contrast to the mandate for local governments to provide housing for all economic segments of the community, is the democratic principle that government respect the desires of the governed. In many communities, "low and moderate income housing" is perceived as a problem to be avoided, rather than as a public responsibility, and individuals are electing local government on a platform of "no more apartments". The result is that community acceptance of multi-family development or low and moderate income housing is severely limited or non-existent.

Development Standards and Land Use Controls

Development standards include zoning ordinances, subdivision ordinances, and building code requirements. The most far-reaching constraints are those contained in the City zoning ordinance which is the most traditional tool used by a local jurisdiction to regulate the use of private land. Zoning regulates the use; density; floor area; setbacks; parking; and placement and mix of residential, commercial, and industrial projects to reflect the community's development goals and objectives. Zoning can reduce the supply of land available for residential development by placing land in open space or buffer zones, or by rezoning residential land for other uses. Zoning also regulates the intensity of residential land use through minimum lot size requirements. It is important that the minimum lot size not be too large because this would: (1) reduce the potential supply of housing by limiting the number of units that can be built on a parcel of land, (2) and would increase the land cost per unit. High land costs may lead to increased construction cost for the developers.

Subdivision regulations which govern the division of a parcel of land into two or more smaller parcels can increase housing construction costs. The requirement that site improvements and amenities such as landscaping, underground utilities, and landscape maintenance districts be required in a subdivision can also escalate housing prices.

When analyzing development constraints, it is important to distinguish between those constraints that are excessive and unreasonable, and those designed for a particular purpose. The City, while encouraging housing, is also concerned about the living environment that is created. Standards for density, height, setbacks, undergrounding of utilities, and aesthetics are designed to create residential projects and areas that are functional and aesthetic. The conditional use permit process, although it lengthens approval time, is thought to be a reasonable compromise in allowing city residents input on projects which may affect their area and as a method of affording better project design.

Building codes regulate new construction and substantial rehabilitation. They are designed to ensure that adequate standards are met to protect against fire, collapse, unsanitary conditions and safety hazards.

Building costs do not appear to be unduly increased through local building codes. However, sate regulations with respect to energy conservation, though perhaps cost effective in the long run, may add to initial construction costs.

Fees and Processing Time

There are two basic types of fees, those for the processing of development applications (subdivisions, conditional use permits, etc.), and those to pay for the costs associated with new development (dwelling units, traffic signals, sewer connections, etc.). The City also requires development impact fees when new development occurs. Fees for plan check and building permits are determined based upon the valuation of the structure. Planning and development fees charged by the City of Calabasas are indicated on Table II-20.

The role that fees play in constraining the production of housing is difficult to measure, although they can affect housing prices in certain markets. The theory behind fees is that new development should bear its own costs, and that these costs should be spread as equitably as possible. State law requires that fees must bear a reasonable relationship to the actual costs incurred by the City, so that they do not becomes excessive. Even so, fees may add significantly to the cost of a housing unit, especially in those areas of the City that are largely undeveloped and require new infrastructure and services to be developed.

Table II-20
Planning and Development Fees

Environmental Fees	
Initial Study	$350
EIR/EIR Addendum/Focused EIR	Consultant fees plus 20%
Negative Declaration/Mitigated Negative Declaration	$2,500
Resources/Cumulative Impacts Assessment Reports	Consultant cost + 20% staff review time
Zoning Fees	
Conditional Use Permit (Residential)	$750 plus $25 for each additional lot or dwelling
Conditional Use Permit (Commercial/Industrial)	$2,500 plus $25 per 1,000 sq. ft.
Development Agreement	$2,200 plus attorney fees
Oak Tree Permit	$200
General Plan Amendment	$2,200 plus $40 per acre
Administrative Review	$150
Zone Changes	$800 plus $40 per acre
Site Plan Review (Residential)	$300 plus $25 per unit
Site Plan Review (Commercial/Industrial)	$500 plus $25 per 1,000 sq. ft.
Specific Plans	$2,000 plus $25 per residential unit and $25 per commercial/industrial acre
Sphere of Influence Amendment	LAFCO fees plus $1,500
Annexation	LAFCO fees plus $1,500
Sign Permits	$300
Subdivision Fees	
Tentative Tract Map	$2,500 (first 10 lots/units) $60 per lot (11-25 lots/units) $30 per lot (25+ lots/units)

Table II-20
Planning and Development Fees

Subdivision Fees (Cont'd)	
Tentative Parcel Map	$1,925
Revision of Maps	$450 for each major revision
Engineering Fees	
Tract and Parcel Maps	$3,000 plus $30 per lot
Lot Line Adjustment	$1,300 plus $150 per parcel
Plan Check	$720 plus additional costs
Traffic Study Reviews	$3,000 deposit
Inspections	$720 plus additional costs
Grading Fees	based on volume of cubic yards graded
Building Permit Fees	
$ 0 - $ 700 Valuation	$ 51.50
$ 700 - $ 1,000 Valuation	$ 51.50 - $ 77.50
$ 2,000 - $ 25,000 Valuation	$ 77.50 - $ 557.50
$ 25,000 - $ 50,000 Valuation	$ 557.50 - $ 950
$ 50,000 - $ 100,000 Valuation	$ 950 - $ 1,530
$ 100,000 and Up	$ 1,530 and Up

Source: City of Calabasas, March 1993.

Before development can occur, it is necessary that certain permits, inspections, and approvals be obtained. These procedures, although necessary to insure that the development is safe and in compliance with local regulations and building code requirements, can sometimes lead to delays in projects and subsequently increase costs. Moreover, excessive processing time may act as a constraint on the production of affordable housing, because it increases carrying costs to the developer for land, financing, etc.

Non-Governmental Constraints

Various factors not under the control of government also affect the cost, supply and distribution of housing. These factors include land cost, construction costs, financing costs, speculation, availability of infrastructure, and physical constraints.

Land and Construction Costs

The costs of improved land as a percentage of new home cost rose steadily in California during the 1970's, increasing from 21.0 percent to 27.8 percent in 1980. Land costs include the costs of raw land, site improvements, and all costs associated with obtaining government approvals. Building and construction costs in Calabasas are $88.95 per square foot (improved) and $28.95 per square foot (unimproved).

Financing Costs

The cost of permanent mortgage financing for new and existing homes, as well as cost of new residential construction financing play a significant role in the affordability of housing. General inflation in the economy directly and indirectly causes housing prices to increase, which in turn raises finance costs. As the absolute price of a home increases, it adds to the mortgage amount which result in increases in the principal, interest, insurance, and taxes a home buyer must pay.

Speculation in real estate occurs when real estate investors buy housing or land at "low prices" and then resell it at a much higher value within a short period of time. The problem is particularly acute if property rapidly changes hands from speculator to speculator. The price the eventual long term owner or consumer will pay could be highly inflated. Speculation affects not only the individual property, but the market climate in the area as a whole.

Because there are few statistics available on the rate of property turnover and the profit received from transactions, the amount of speculative activity and its impact on the City's rising housing costs is not clearly known at this time.

Infrastructure

Another factor adding to the cost of new construction is the cost of providing adequate infrastructure, major and local streets, curbs, gutters, sidewalks, water and sewer lines, street lighting, which is required to be built or installed in new development. In most cases, these improvements are dedicated to the City, which is then responsible for their maintenance. The cost of these facilities is borne by developers, added to the cost of new housing units, and eventually passed on to the home buyer or property owner.

Physical Constraints

A majority of the Calabasas study area consists of slopes where the topography acts as a limitation to various types of development. The slopes and hills present moderate limitations, such as excavation and grading. Steeper slopes present severe limitations, requiring extensive excavation and possibly some blasting during construction. In addition, these areas are limited due to access and utilities needed to support urbanization.

Calabasas' proximity to downtown Los Angeles has made it a relatively easy access to employment centers in the Los Angeles area, allowing people to move to Calabasas. However, as the population increases, traffic congestion is making this more difficult and may become a significant constraint to further growth in the future.

Other constraints to development include Los Angeles County Significant Ecological Areas (SEAs) within the study area. These areas, as identified by the County of Los Angeles Technical Advisory Committee, contain unique or unusual plant and/or species assemblages, or areas or habitat that are rapidly declining in the Los Angeles area. Usually, these Los Angeles County SEAs may not be feasibly developed, or may require extensive mitigation to ensure that these plant and animal species are preserved. Currently, there are three Los Angeles County SEAs in the Calabasas study area (Los Angeles County SEA Nos. 5, 9, and 12). For additional information, see section V-D (Biological Resources), of the Community Issues Report.

The study area's geology and close proximity to the Malibu Coast fault and the Simi fault, as well as other active regional faults, such as the San Andreas fault, may pose some concern to development. These faults could produce strong earthquakes which would generate substantial earthshaking, and trigger landslides, mud, and debris flow during a period of heavy rain.

The Calabasas study area principally falls into an area of minimum flooding, as defined by the Federal Emergency Management Agency. However, areas found along canyon bottoms along the alignments of the primary drainage courses are designated within 100-year flood potential zones. These canyon areas would have severe limitations on development. However, to protect existing development in these areas, the City participates in Federal Flood Insurance Program.

Soils found in the study area may present significant limitations to urban development. The areas where expansive soils are found may cause some problems in terms of development, such as damage to building foundations, highways, and other surface structures.

Some areas within the Calabasas study area may be prone to liquefaction, differential settlement, and landslides. Engineering studies are required in these areas to analyze the feasibility or most appropriate design and construction techniques to mitigate potential problems. In general, lower density developments are typically encouraged in areas subject to these conditions.

C. LAND USE

The Land Use section examines past growth trends in the City, existing land use patterns, existing plans and zoning, and interagency land use coordination. In the review of past growth trends in the City, information on historical development trends, annexations, approved projects, and proposed projects is presented. The examination of existing land use patterns addresses existing land use within the City, specifically examining residential, business, public uses, and open lands, in addition to looking at development outside the City but within the General Plan study area. Existing plans and zoning presents information on the Calabasas Foundation Plan and the City zoning ordinance. This subsection also includes a discussion on incompatible land uses. The presentation on interagency land use coordination lists agencies likely to be involved in land uses issues within or adjacent to the Calabasas General Plan study area.

GROWTH PATTERNS

Historical Development Trends

Residential land use development in Calabasas has followed a general east to west course since the 1960s. Stimulated by the construction of the Ventura Freeway and the westward expansion of population across the San Fernando Valley, the eastern-most part of the City experienced its most rapid growth in the 1960s, with growth continuing strong into the 1970s and slowing noticeably during the 1980s. The central portion of the City, west of Old Topanga, experienced substantial growth during the 1970s, with even more rapid increases during the 1980s and 1990s. The western portion of the City, west of Las Virgenes, experienced nearly all of its residential growth over the last decade.

Much of the land use pattern of Calabasas has taken shape during the 1970s and 1980s, when three-quarters of the City's residential land was developed. Over time, residential development has shifted from a nearly exclusive reliance on detached single-family housing toward a greater balance between single family and higher density condominiums and apartments.

Non-residential land use development is generally younger than residential development. Calabasas lacks a well-defined historical core, though the northeast corner of the City near Calabasas Road and Mulholland Drive is home to some structures associated with 19th century overland travel. Nascent functional areas are beginning to appear as the general outlines of the non-residential land use structure of the City emerge from the offices and shopping centers built during the recent past. Generally, however, the non-residential land use development has occurred too recently to create definable development trends.

Annexations

At the time of incorporation in 1991, the City occupied approximately 11.4 square miles. Subsequently, two annexations have received approval. One, The Enclave at Calabasas located east of Las Virgenes Road and north of Mulholland Highway, consists of approximately 1.5 square miles. The second is a small 6 acre parcel located along the western edge of the City north of the 101 Freeway.

Approved Projects

Calabasas Park Center (Kilroy-Ahmanson): 1,495 square foot commercial development on 67 acres with 1,295,000 square feet of office, 50,000 square feet of retail, and a 225 room hotel approved by Los Angeles County, and under construction south of Calabasas Road between Parkway Calabasas and Park Granada Boulevard;

The Promenade (Pazar): 11.6 acre (190,000 square foot) retail development approved by the City for the southeast corner of Las Virgenes Road and Agoura Road.

The Enclave at Calabasas (Micor): 938 acre residential development with 250 custom single family home lots approved by the City for the Enclave at Calabasas annexation east of Las Virgenes Road;

Calabasas Park West (Baldwin): 1,276 acre development with 550 single family homes a commercial facility originally approved by Los Angeles County for the Baldwin property south of the 101 Freeway and west of the existing Calabasas Park residential development, the proponents of the project have recently submitted a revision to the project eliminating the commercial uses and adding 198 duplexes.

Proposed Projects

Continental Communities 207 acre mixed-use development with 75 single family homes, 60 apartments, and 39.5 acres of commercial uses proposed for the northwest corner of the 101 Freeway and Las Virgenes Road; this development is in the City's General Plan study area immediately adjacent to the city limits;

Malibu Terrace 494 acre mixed-use development with 115 single-family homes, and 12.8 acres of neighborhood commercial uses proposed for the canyons and hillsides above Malibu Canyon; this development is in unincorporated Los Angeles County immediately adjacent to the city limits;

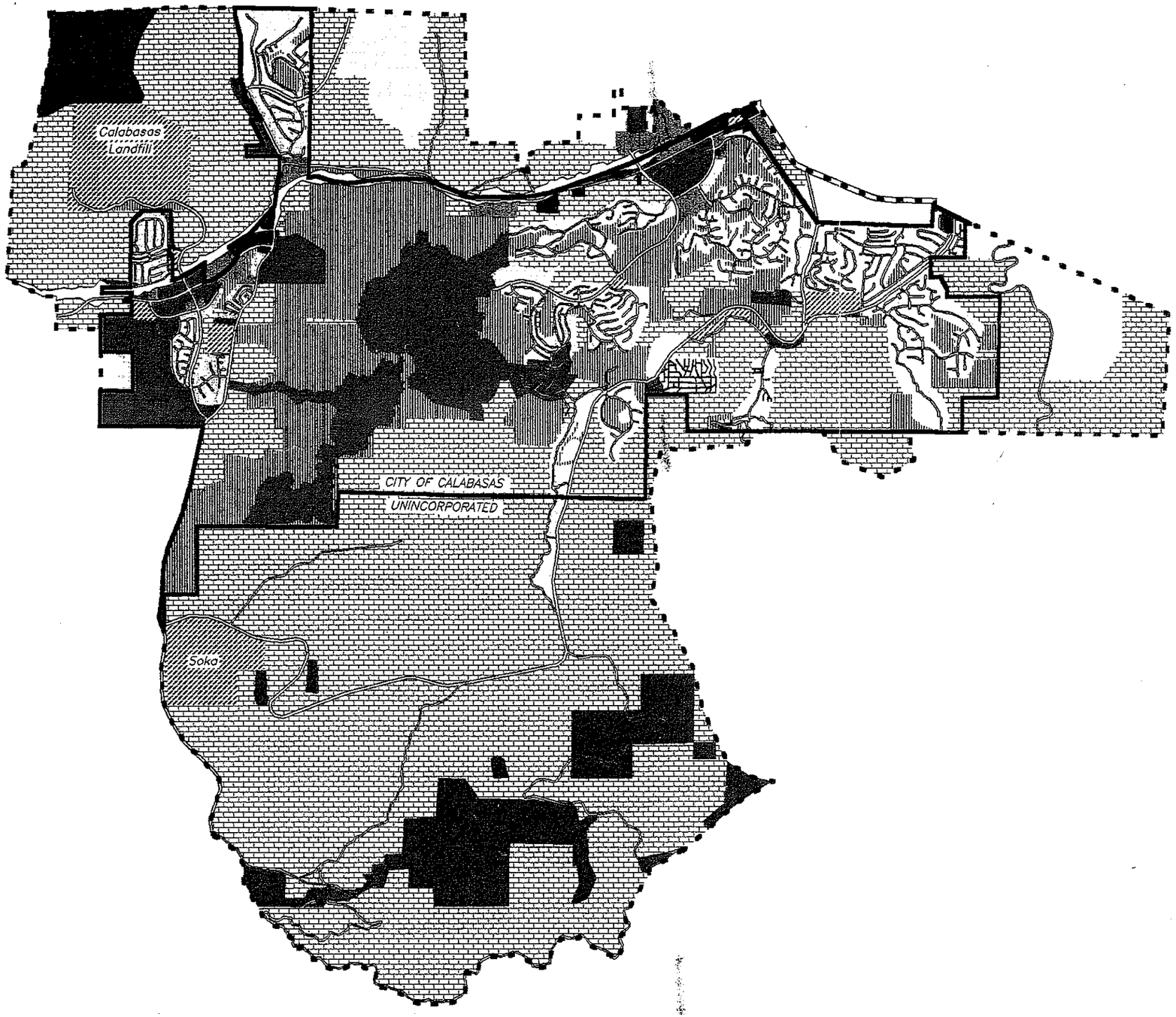
Ahmanson Ranch 1,900 acre mixed residential, commercial, and recreational development was approved in the southeast portion of Ventura County immediately north of the City's General Plan study area. However, the project is currently involved in litigation. The proposed land use phasing plan includes 3,000 dwellings units and 229 acres of retail, hotel and office developments.

These proposed developments raise a number of important land use and design issues related to hillside development, including hillside and ridgeline disruptions, and the loss of undeveloped land and open space. These issues, along with potential traffic impacts, are dealt with in greater detail in subsequent sections of this report.

EXISTING LAND USE PATTERNS

Calabasas can be described as a partially built-out primarily residential community, that contains areas of undeveloped land and open space. The City contains relatively little commercial or industrial land, a reflection on its residential character and the close proximity to built-up areas to the east in the San Fernando Valley.

The land use acreages identified for the City of Calabasas and the adjacent unincorporated areas of the General Plan study area are indicated on Table II-21 and Figure II-2.



CITY OF CALABASAS

GENERAL PLAN

FIGURE II-2

EXISTING LAND USE

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- Single Family Subdivisions
- Multi–Family
- Mobilehomes
- Retail
- Office
- Public & Quasi–Public
- Vacant & Undeveloped
- Uncommitted Open Space
- Dedicated Open Space
- State/Federal Recreation
- Roads/ROW

SOURCE: URBAN RESEARCH ASSOCIATES, 1993.

PLANNING NETWORK
- *LSA Associates*
- *Urban Research Associates*
- *Urban Design Studio*

NOT TO SCALE

NORTH

CIRCULATION

INTERSECTION CAPACITY UTILIZATION

Intersection Number: 1
North/South Roadway: Lost Hills Road
East/West Roadway: Highway 101 Westbound Ramps

Analysis Conditions: Existing
Improvements: Existing Conditions

Move-ment	FORECAST CONDITIONS					
			Volume		V/C Ratio	
	Lanes	Capacity	AM	PM	AM	PM
NBL	0	0	347	1,231	0.22 *	0.77
NBT	1	1,600	35	93	0.24	0.83 *
NBR	0	0	0	0	0.00	0.00
SBL	0	0	0	0	0.00	0.00 *
SBT	1	1,600	164	88	0.10 *	0.06
SBR	1	1,600	47	62	0.00	0.00
EBL	0	0	0	0	0.00	0.00
EBT	0	0	0	0	0.00 *	0.00 *
EBR	0	0	0	0	0.00	0.00
WBL	1	1,600	215	121	0.13 *	0.08 *
WBT	0	0	0	0	0.00	0.00
WBR	1	1,600	84	105	0.05	0.07
N/S Critical Movements					0.32	0.83
E/W Critical Movements					0.13	0.08
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.00	0.00
Existing ICU					0.45	0.90
Level of Service (LOS)					A	E

* Indicates critical turn movements for traffic analysis calculations.

INTERSECTION CAPACITY UTILIZATION

Intersection Number: 2
North/South Roadway: Lost Hills Road
East/West Roadway: Highway 101 Eastbound Ramps

Analysis Conditions: Existing
Improvements: Existing Conditions

Move-ment	FORECAST CONDITIONS Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	1	1,600	404	1,258	0.38	*	0.87	*
NBR	0	0	199	135	0.00		0.00	
SBL	0	0	135	81	0.08	*	0.05	*
SBT	1	1,600	238	127	0.23		0.13	
SBR	0	0	0	0	0.00		0.00	
EBL	0	0	43	73	0.03		0.05	
EBT	1	1,600	2	3	0.00		0.00	
EBR	1	1,600	1,511	317	0.94	*	0.20	*
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00	*	0.00	*
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.46		0.92	
E/W Critical Movements					0.94		0.20	
Right Turn Critical Movement					0.00		0.00	
Clearance Interval					0.00		0.00	
Forecast I Existing ICU					1.40		1.12	
Level of Service (LOS)					F		F	

* Indicates critical turn movements for traffic analysis calculations.

INTERSECTION CAPACITY UTILIZATION

Intersection Number: 3
North/South Roadway: Lost Hills Road
East/West Roadway: Agoura Road

Analysis Conditions: Existing
Improvements: Existing Conditions

Move-ment	FORECAST CONDITIONS					
			Volume		V/C Ratio	
	Lanes	Capacity	AM	PM	AM	PM
NBL	1	1,600	2	2	0.00	0.00
NBT	2	3,200	441	844	0.17 *	0.28 *
NBR	0	0	110	45	0.00	0.00
SBL	1	1,600	466	88	0.29 *	0.06 *
SBT	2	3,200	885	329	0.30	0.11
SBR	0	0	88	25	0.00	0.00
EBL	1	1,600	17	65	0.01 *	0.04 *
EBT	2	3,200	2	20	0.00	0.01
EBR	0	0	3	3	0.00	0.00
WBL	1	1,600	16	71	0.01	0.04
WBT	2	3,200	13	5	0.02 *	0.12 *
WBR	0	0	62	382	0.00	0.00
N/S Critical Movements					0.46	0.33
E/W Critical Movements					0.03	0.16
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.00	0.00
Existing ICU					0.50	0.49
Level of Service (LOS)					A	A

* Indicates critical turn movements for traffic analysis calculations.

INTERSECTION CAPACITY UTILIZATION

Intersection Number: 4
North/South Roadway: Las Virgenes Road
East/West Roadway: Mureau Road

Analysis Conditions: Existing
Improvements: Existing Conditions

Move-ment	FORECAST CONDITIONS					
			Volume		V/C Ratio	
	Lanes	Capacity	AM	PM	AM	PM
NBL	0	0	0	0	0.00 *	0.00
NBT	2	3,200	177	569	0.11	0.20 *
NBR	0	0	173	61	0.00	0.00
SBL	1	1,600	70	20	0.04	0.01 *
SBT	2	3,200	543	326	0.17 *	0.10
SBR	0	0	0	0	0.00	0.00
EBL	0	0	0	0	0.00	0.00
EBT	0	0	0	0	0.00 *	0.00 *
EBR	0	0	0	0	0.00	0.00
WBL	1	1,600	53	153	0.03 *	0.10 *
WBT	0	0	0	0	0.00	0.00
WBR	1	1,600	8	64	0.00	0.03
N/S Critical Movements					0.17	0.21
E/W Critical Movements					0.03	0.10
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.00	0.00
Existing ICU					0.20	0.31
Level of Service (LOS)					A	A

* Indicates critical turn movements for traffic analysis calculations.

INTERSECTION CAPACITY UTILIZATION

Intersection Number: 5
North/South Roadway: Las Virgenes Road
East/West Roadway: Highway 101 Westbound Ramps

Analysis Conditions: Existing
Improvements: Existing Conditions

Move-ment	FORECAST CONDITIONS							
			Volume		V/C Ratio			
	Lanes	Capacity	AM	PM	AM		PM	
NBL	1	1,600	84	247	0.05	*	0.15	*
NBT	2	3,200	651	360	0.20		0.11	
NBR	0	0	0	0	0.00		0.00	
				0				
SBL	0	0	0	256	0.00		0.16	
SBT	2	3,200	663	225	0.29	*	0.17	*
SBR	0	0	261	62	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00	*	0.00	*
EBR	0	0	0	0	0.00		0.00	
WBL	2	3,200	964	453	0.30	*	0.14	*
WBT	0	0	0	0	0.00		0.00	
WBR	1	1,600	156	270	0.10		0.01	
N/S Critical Movements					0.34		0.32	
E/W Critical Movements					0.30		0.14	
Right Turn Critical Movement					0.00		0.00	
Clearance Interval					0.00		0.00	
Existing ICU					0.64		0.47	
Level of Service (LOS)					B		A	

*** Indicates critical turn movements for traffic analysis calculations.**

INTERSECTION CAPACITY UTILIZATION

Intersection Number: 6
North/South Roadway: Las Virgenes Road
East/West Roadway: Highway 101 Eastbound Ramps

Analysis Conditions: Existing
Improvements: Existing Conditions

Move-ment	FORECAST CONDITIONS							
			Volume		V/C Ratio			
	Lanes	Capacity	AM	PM	AM		PM	
NBL	1	1,600	1	5	0.00	*	0.00	
NBT	2	3,200	818	1,492	0.26		0.47	*
NBR	0	0	0	0	0.00		0.00	
SBL	1	1,600	9	24	0.01		0.02	*
SBT	2	3,200	1,270	627	0.49	*	0.26	
SBR	0	0	312	198	0.00		0.00	
EBL	0	0	371	221	0.23	*	0.14	*
EBT	1	1,600	7	5	0.00		0.00	
EBR	1	1,600	415	219	0.25	*	0.13	*
WBL	0	0	0	4	0.00		0.00	
WBT	1	1,600	0	2	0.00	*	0.05	*
WBR	0	0	4	72	0.00		0.00	
N/S Critical Movements					0.50		0.48	
E/W Critical Movements					0.23		0.19	
Right Turn Critical Movement					0.25		0.13	
Clearance Interval					0.00		0.00	
Existing ICU					0.98		0.80	
Level of Service (LOS)					E		C	

* Indicates critical turn movements for traffic analysis calculations.

INTERSECTION CAPACITY UTILIZATION

Intersection Number: 7
North/South Roadway: Las Virgenes Road
East/West Roadway: Agoura Road

Analysis Conditions: Existing
Improvements: Existing Conditions

Move-ment	FORECAST CONDITIONS					
			Volume		V/C Ratio	
	Lanes	Capacity	AM	PM	AM	PM
NBL	1	1,600	35	52	0.02 *	0.03 *
NBT	2	3,200	625	894	0.20	0.28
NBR	0	0	0	0	0.00	0.00
SBL	0	0	0	0	0.00	0.00
SBT	1	1,600	1,083	576	0.68 *	0.36 *
SBR	1	1,600	529	254	0.00	0.00
EBL	2	3,200	203	566	0.06 *	0.18 *
EBT	0	0	0	0	0.00	0.00
EBR	1	1,600	118	49	0.05	0.00
WBL	0	0	0	0	0.00	0.00
WBT	0	0	0	0	0.00 *	0.00 *
WBR	0	0	0	0	0.00	0.00
N/S Critical Movements					0.70	0.39
E/W Critical Movements					0.06	0.18
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.00	0.00
Forecast I Existing ICU					0.76	0.57
Level of Service (LOS)					C	A

* Indicates critical turn movements for traffic analysis calculations.

INTERSECTION CAPACITY UTILIZATION

Intersection Number: 8
North/South Roadway: Hwy 101 Westbound Off-Ramp (Pkwy Calabasas)
East/West Roadway: Ventura Boulevard

Analysis Conditions: Existing
Improvements: Existing Conditions

Move-ment	FORECAST CONDITIONS					
			Volume		V/C Ratio	
	Lanes	Capacity	AM	PM	AM	PM
NBL	1	1,600	587	405	0.37 *	0.25 *
NBT	0	0	0	0	0.00	0.00
NBR	1	1,600	194	67	0.12	0.04
SBL	0	0	0	0	0.00	0.00
SBT	0	0	0	0	0.00 *	0.00 *
SBR	0	0	0	0	0.00	0.00
EBL	0	0	0	0	0.00	0.00 *
EBT	1	1,600	144	53	0.09 *	0.03
EBR	0	0	0	0	0.00	0.00
WBL	0	0	0	0	0.00 *	0.00
WBT	1	1,600	74	396	0.05	0.25 *
WBR	0	0	0	0	0.00	0.00
N/S Critical Movements					0.37	0.25
E/W Critical Movements					0.09	0.25
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.00	0.00
Existing ICU					0.46	0.50
Level of Service (LOS)					A	A

* Indicates critical turn movements for traffic analysis calculations.

INTERSECTION CAPACITY UTILIZATION

Intersection Number: 9
North/South Roadway: Parkway Calabasas
East/West Roadway: Highway 101 Westbound On-Ramp

Analysis Conditions: Existing
Improvements: Existing Conditions

Move-ment	FORECAST CONDITIONS					
			Volume		V/C Ratio	
	Lanes	Capacity	AM	PM	AM	PM
NBL	0	0	328	465	0.21 *	0.29 *
NBT	1	1,600	284	73	0.38	0.34
NBR	0	0	0	0	0.00	0.00
SBL	0	0	0	0	0.00	0.00
SBT	1	1,600	521	789	0.35 *	0.61 *
SBR	0	0	43	190	0.00	0.00
EBL	0	0	0	0	0.00 *	0.00 *
EBT	0	0	0	0	0.00	0.00
EBR	0	0	0	0	0.00	0.00
WBL	0	0	0	0	0.00	0.00
WBT	0	0	0	0	0.00 *	0.00 *
WBR	0	0	0	0	0.00	0.00
N/S Critical Movements					0.56	0.90
E/W Critical Movements					0.00	0.00
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.00	0.00
Existing ICU					0.56	0.90
Level of Service (LOS)					A	E

* Indicates critical turn movements for traffic analysis calculations.

INTERSECTION CAPACITY UTILIZATION

Intersection Number: 10
North/South Roadway: Parkway Calabasas
East/West Roadway: Highway 101 Eastbound Ramps

Analysis Conditions: Existing
Improvements: Existing Conditions

Move-ment	FORECAST CONDITIONS					
			Volume		V/C Ratio	
	Lanes	Capacity	AM	PM	AM	PM
NBL	0	0	0	0	0.00	0.00
NBT	1	1,600	481	474	0.30 *	0.30 *
NBR	1	1,600	481	633	0.00	0.10 *
SBL	1	1,600	56	308	0.04 *	0.19 *
SBT	1	1,600	493	501	0.31	0.31
SBR	0	0	0	0	0.00	0.00
EBL	1	1,600	133	45	0.08	0.03
EBT	0	0	0	0	0.00	0.00
EBR	1	1,600	397	690	0.25 *	0.43 *
WBL	0	0	0	0	0.00	0.00
WBT	0	0	0	0	0.00 *	0.00 *
WBR	0	0	0	0	0.00	0.00
N/S Critical Movements					0.34	0.49
E/W Critical Movements					0.25	0.43
Right Turn Critical Movement					0.00	0.10
Clearance Interval					0.00	0.00
Forecast I Existing ICU					0.58	1.02
Level of Service (LOS)					A	F

* Indicates critical turn movements for traffic analysis calculations.

INTERSECTION CAPACITY UTILIZATION

Intersection Number: 11
North/South Roadway: Parkway Calabasas
East/West Roadway: Calabasas Road

Analysis Conditions: Existing
Improvements: Existing Conditions

Move-ment	FORECAST CONDITIONS					
			Volume		V/C Ratio	
	Lanes	Capacity	AM	PM	AM	PM
NBL	1	1,600	62	52	0.04	0.03
NBT	2	3,200	482	273	0.15 *	0.09 *
NBR	1	1,600	25	31	0.00	0.00
SBL	1	1,600	400	362	0.25 *	0.23 *
SBT	2	3,200	331	338	0.17	0.15
SBR	0	0	198	147	0.00	0.00
EBL	1	1,600	321	240	0.20 *	0.15 *
EBT	2	3,200	276	130	0.12	0.05
EBR	0	0	115	45	0.00	0.00
WBL	1	1,600	28	28	0.02	0.02
WBT	2	3,200	139	182	0.04 *	0.06 *
WBR	1	1,600	236	458	0.00	0.00 *
N/S Critical Movements					0.40	0.31
E/W Critical Movements					0.24	0.21
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.00	0.00
Existing ICU					0.64	0.52
Level of Service (LOS)					B	A

* Indicates critical turn movements for traffic analysis calculations.

FOUR WAY STOP CONTROL ANALYSIS

North/South Roadway: Highway 101 Westbound Off-Ramp
East/West Roadway: Ventura Boulevard

Analysis Conditons: Existing

Movement	Lanes	Volume AM Peak	Volume PM Peak	Approach Capacity AM Peak	Approach Capacity PM Peak	Approach Delay AM Peak	Approach Delay PM Peak
NBL	1	587	405				
NBT	0	0	0	1,148	879	13	8
NBR	1	194	67				
SBL	0	0	0				
SBT	0	0	0	122	(127)	1	1
SBR	0	0	0				
EBL	0	0	0				
EBT	1	144	53	145	216	44	3
EBR	0	0	0				
WBL	0	0	0				
WBT	1	74	396	49	276	293	233
WBR	0	0	0				
Average Intersection Delay (sec.)						38	104
Intersection Level of Service						E	F

Methodology based on Transportation Research Circular 373, "Interim Materials on Unsignalized Intersection Capacity", July 1991.

GEOLOGY

May 6, 1993

Modelo Formation (Tm). This formation generally occurs in the northern portion of the study area occupying approximately 30 percent of the project area with a maximum thickness of 3,000± feet. Characteristics vary according to location and the following subunits:

Upper Shale:

- Location: Laskey Mesa (north of Calabasas) and the northern portion of Calabasas.
- Topography/Vegetation: Subdued to moderate topography; usually grass covered.
- Soils: Expansive clay soils.
- Landslides: Small landslides in western exposures.
- Construction Factors: Pavement over this formation may expand; clay bearing beds dipping out of slopes may be prone to slides.
- Seismic Factors: Relatively minimal shaking on bedrock from distant earthquakes; grading problems could occur if earth fill is present.
- Groundwater Flow/Permeability: Probably poor.

Burnt Shale, Siltstone and Very Fine Siltstone:

- Location: Between Cheseboro and Palo Camado Canyons.
- Topography/Vegetation: Resistant to erosion and usually sparely grass covered.
- Soils: Thin, fragmented soils.
- Landslides: Prominent landslides on east side of Las Virgenes Canyon.
- Construction Factors: Very low density, porous rock.
- Seismic Factors: Potential for seismic response similar to other shale, siltstone and fine sandstone.
- Groundwater Flow/Permeability: Porous, but with unknown permeability potential.

Upper and Lower Sandstone:

- Location: Central and northern Calabasas.
- Topography/Vegetation: Commonly comprises rocky slopes which may be resistant to erosion; thin brush or grass due to rocky character.
- Soils: Very thin sandy soils or no soils.
- Landsliding/Erosion: Very minor landsliding; steep slopes may be subject to debris flows during heavy rains.
- Construction Factors: Probably difficult to grade with tractor unless weathered.
- Seismic Factors: Solid construction base relative to seismic shaking.
- Groundwater Flow/Permeability: Probably water permeable along bedding planes and at surface rock fractures.

Topanga Formation (undifferentiated) (Tt). The Topanga Formation is located in the middle and southern portions of the study area, occupying approximately 40 percent of the project area with a maximum thickness of 2,000 to 5,000 feet. Characteristics for the subunits are as follows:

Shale and Siltstone:

- Location: Small areas are contained in upper Liberty Canyon area, and in Dry Canyon.
- Topography/Vegetation: Grass covered slopes.
- Soils: Clay soils and slope wash.
- Landslides: Small slides occur throughout; cuts along Mulholland Highway may slough (i.e., collapse, slide).
- Construction Factors: Formation is easily excavated.
- Seismic Factors: Relatively minimal shaking on bedrock from distant earthquakes; grading problems could occur if earth fill is present.
- Groundwater Flow/Permeability: Poor.

Sandstone and Siltstones:

- Location: McCoy Canyon.
- Topography/Vegetation: Low rounded hills with grass and sparse brush.
- Soils: Clay-bearing sandy soils and slopewash.
- Landslides: Grading cuts may slough (i.e., collapse, slide).
- Construction Factors: Clay-bearing layers may cause excavation/foundation problems.
- Seismic Factors: Seismic shaking from distant strong earthquakes probably minimal.
- Groundwater Flow/Permeability: Poor to fair.

Conglomerate, Volcanic Conglomerate, Conglomerate Sandstone:

- Location: Principally in McCoy-Dry Canyons.
- Topography/Vegetation: Dense chaparral usually covers the moderate to less commonly steep slopes.
- Soils: Thin bouldery soils.
- Landslides: Some possible landslides; steep slopes relatively stable.
- Construction Factors: Conglomerates resistant to erosion difficult to excavate.
- Seismic Factors: Potential for boulders to roll down slopes during moderate earthquake.
- Groundwater Flow/Permeability: Fair, unless well-cemented, then poor.

Conejo and Other Volcanics Formation (Tcv). This formation is primarily located in the southern portion, as well as in the middle of the project area, totalling approximately 25 percent of the project area. Characteristics are as follows:

- Location: Primarily in the southern Sphere of Influence along Mulholland Highway and Cold Creek.
- Topography/Vegetation: Chaparral covered.
- Soils: Basalt dikes are usually weathered and non-resistant (i.e., subject to erosion); larger bodies mostly resistant to erosion.
- Landslides: Possible landslides occur throughout; debris flows during heavy rains where vegetation is thin.
- Construction Factors: Weathered parts yield clay; unweathered parts might be rippable only with difficulty.
- Seismic Factors: Seismic response has minimal effect from distant strong earthquakes.
- Groundwater Flow/Permeability: Very poor.

Younger Alluvium Formation (Qc). Located along the bottom of drainage courses, this formation occupies only five percent of the study area. Characteristics are as follows:

- Location: Widespread over canyon bottoms and valleys. Deposits are commonly thin, less than 10 to 15 feet.
- Topography/Vegetation: Nearly flat topography; grassy, mustard vegetation where damp.
- Soils: May be expansive.
- Landslides: Small slides may occur where cut by stream banks.
- Construction Factors: Potential for residential slab cracking where soils are expansive.
- Seismic Factors: Liquefaction may occur during severe shaking where ground water level is within 10 to 15 feet of the surface, especially if deposits are sandy silt or silty sand.
- Groundwater Flow/Permeability: Poor to fair.

Table II-21
Existing Land Use Acreage
Calabasas General Plan Study Area
1993

Land Use Type	Calabasas	Unincorporated	Study Area
Residential			
Single Family Subdivisions[1]	1,544	763	2,307
Multi-Family Dwellings	157	0	157
Mobilehomes	30	113	143
Business			
Retail	66	8	74
Office[2]	107	84	191
Public			
Public/Quasi-Public	105	610	715
Roads/Right-of-Way	711	453	1,164
Open Land			
Vacant/Undeveloped[3]	1,495	35	1,530
Uncommitted Open Space[4]	1,921	8,693	10,614
Dedicated Open Space[5]	2,136	30	2,166
State/Federal Recreation	0	1,276	1,276
Total	**8,272**	**12,065**	**20,337**

Source: Urban Research Associates, March 1993.

1 Single-family subdivisions may include small amounts of higher density housing.

2 Office land use includes a minor amount of light industrial uses occurring in complexes largely devoted to service business and office functions.

3 Vacant/undeveloped land includes land approved for development.

4 Uncommitted open space includes undeveloped land where no developments have been approved. It also includes small, scattered areas of agriculture and rural-density housing in unincorporated areas south of the City.

5 Dedicated open space includes land within existing or proposed developments that is dedicated to open space preservation or open space recreation.

Existing Land Uses in the City

Residential Land Use

Residential development in Calabasas is divided by the Ventura Freeway, topographic barriers, and the shortage of through streets.

The residential structure of Calabasas is characterized visually by numerous gated residential communities which set large blocks of residential land apart from the overall community. Gated communities, which comprise approximately 496 acres of the residential land use, dominate the central portion of the residential landscape west of Old Topanga Canyon Road. They also occur at scattered sites in the hilly southeastern sections of the City.

The number of gated communities should not mask a considerable diversity of residential land uses. Older single family tract housing occurs at the eastern and western portions of the City. Higher density apartments and condominiums occupy 157 acres, largely concentrated at four sites. These include the extreme eastern corner of the City near the intersection of Mulholland Highway and Mulholland Drive, in the northeast portion of the City along Park Granada Boulevard and Park Street near the Calabasas Inn, in the Malibu Canyon area along Las Virgenes Road north of the 101 Freeway, and at Malibu Lincoln Meadows to the southwest along Las Virgenes Road. Large-lot custom homes and rural housing can be found along major roads throughout much of the hilly terrain to the south.

Business Land Use

Retail, office, and light industrial land uses occupy a small portion of Calabasas. Altogether, 173 acres or 2.1 percent of the City is in business uses. An additional 92 acres of offices occur within the unincorporated portion of the General Plan study area north of the Freeway at Parkway Calabasas and along Calabasas Road. In addition, according to Table II-23 (see following section), approximately 81 acres of land within city limits, and an additional 68 acres in the unincorporated portion of the study area, is zoned either commercial or commercial planned development. However, this acreage remains undeveloped (i.e., vacant).

Although much of the office and retail development is recent, a number of emerging functional areas can be identified.

- Community retailing and office along Calabasas Road and Park Granada;
- Neighborhood retailing near the intersections of Mulholland Highway and Mulholland Drive in the extreme east and the intersection of Las Virgenes Road and Agoura Road in the extreme west;
- Corporate office along Agoura Road south of the Freeway;
- Office and light industrial north of the Freeway at Parkway Calabasas.
- Office and light industrial north of the Freeway at Las Virgenes Road.

A second corporate office concentration may emerge with the completion of the Kilroy-Ahmanson development north of the Lockheed facility between Calabasas Road and Park Granada Boulevard.

Public

Public facilities in the City of Calabasas include city, fire district, school district, and water district properties. They occupy 105 acres. There are four elementary schools, one middle school, one high school, one continuation school, and two private schools. In addition, there is one public park in the City of Calabasas. Also included in this category are the 1,164 acres of the study area dedicated to roads.

Open Land

There are four types of open lands identified:

- vacant, undeveloped,
- uncommitted open space,
- dedicated open space, and
- state/federal recreation areas.

Vacant/undeveloped land is land that either has been developed or is in the process of being developed for urban uses. It may be characterized by evidence of grading, site preparation, or other disturbances. In other instances, final approvals may have been granted, but there is no evidence of development. Uncommitted open space includes areas that may be developed in the future. For the most part they have not been disturbed, although incidental grazing or agricultural activities may have occurred on these properties. Characteristics of these sites may limit the use of these sites, however, there are no legal restrictions on the future development of undeveloped lands. Dedicated open space lands are areas that cannot be developed in the future. They include County park lands and lands owned by the Santa Monica Mountains Conservancy. State/federal recreation areas include the Santa Monica Mountains Recreation Area and State park lands.

Existing Land Use in the General Plan Study Area

Within the General Plan study area, the largest portion of unincorporated territory stretches southward across 8,626 acres of hills and canyons. The bulk of the land in the southern zone is privately owned and is largely undeveloped with low density rural housing at scattered sites along the few paved roads in the region. This land is designated as uncommitted open space on Figure II-2. The region also includes 984 acres of state and federal public recreation and conservation lands. The southern zone also includes the Soka facility, designated as public and quasi-public, on approximately 226 acres southeast of the intersection of Malibu Canyon Drive and Mulholland Highway. Soka is only partially built-up at present, though the possibility of future expansion has been raised by Soka. In addition, a small area of single family residential is located south of city limits along Mulholland Highway.

The study area northwest of the City contains the 374 acre Calabasas Landfill on state-owned land. Existing plans call for the landfill to remain active until no later than the year 2012. Afterwards, the land will be reclaimed for recreation and open space. Another 1,271 acres of open land north and west of the landfill includes a large expanse of the Santa Monica Mountains National Recreation Area, which is designated as state/federal recreation, the site of the proposed 494 acre Malibu Terrace development, and uncommitted open space. Because the Malibu Terrace development has not yet been approved, it is designated as uncommitted open space on Figure II-2. This area also includes small parcels of vacant and undeveloped land.

The unincorporated northern portion of the study area also includes the large gated single family residential community of Mountain View Estates located north of Mureau Road. Approximately 282 acres have been developed, with another 602 acres remaining as uncommitted open space. Other areas north of city limits, contain office uses, and a small parcel of vacant, undeveloped land.

A narrow strip of land northeast of city boundaries includes small areas of retail and office uses, public and quasi-public, uncommitted open space, and a relatively large area of single family residential uses.

The eastern portion of the unincorporated territory consists of 1,031 acres of steep slopes with scattered single family residential subdivisions, mobile home parks along Topanga Canyon Boulevard, and uncommitted open space.

EXISTING PLANS AND ZONING

Cal Poly Foundation Plan and Related Issues

The General Plan document prepared for the City of Calabasas by California State Polytechnic University, Pomona in 1991 identified a number of land use issues for the City and its General Plan study area. The following issues from the Cal Poly Plan pertain to the present General Plan process:

- Are development standards for areas of growth toward the southeast (Calabasas Highlands, Old Topanga, and adjacent areas) compatible with existing developments in that area?
- Are adequate hillside development standards being adhered to in areas of growth toward the southeast?
- Is there a need for natural habitat and wildlife corridor protection in the undeveloped central portion of the City (Calabasas Park West and the Enclave at Calabasas proposal areas).
- Is there a need for development controls to preserve natural habitat, oaks, ridgelines, and wildlife corridors in the undeveloped portions of the General Plan study area north of Mureau Road and south of the city limits?
- Is the development of the commercial and office land use in the vicinity of Agoura Road and Las Virgenes Road compatible with nearby residential uses?

- Should developing areas in the General Plan study area to the north and west of the City (Mountain View Estates, Malibu Terrace proposal area) be annexed in order to protect the environment and avoid unsightly development?

Three additional land use issues may be raised to supplement those in the Cal Poly Plan:

- Should design standards for the commercial district along Calabasas Road west of Mulholland Drive encourage or discourage the "Old West" motif currently appearing on some of the buildings?
- What steps should be taken to coordinate land use in Calabasas and its General Plan study area with the policies of the Santa Monica Mountains Recreation Area?
- Would proposed expansion of the Soka facility be compatible with the environmental and land use character of the southern General Plan study area?

Zoning in the Study Area

The City of Calabasas adopted the Los Angeles County Zoning Ordinance upon incorporation. At the present time, there are twelve zoning categories in the study area (see Table II-22).

Table II-22
Zoning Categories
Calabasas General Plan Study Area
1993

Zoning	Calabasas	Unincorporated	Study Area
Agriculture	3,275	9,819	13,094
Commercial	234	84	318
Commercial Manufacturing	12	0	12
Commercial Planned Development	135	27	162
Manufacturing	0	69	69
Manufacturing Planned Development	32	16	48
Open Space	82	393	475
Residential	931	354	1,285
Residential Agricultural	39	0	39
Residential Planned Development	2,808	850	3,658

Table II-22
Zoning Categories
Calabasas General Plan Study Area
1993

Zoning	Calabasas	Unincorporated	Study Area
Resort and Recreation	13	0	13
Roads and Right-of-Way	711	453	1,164
Total	**8,272**	**12,065**	**20,337**

Source: Urban Research Associates, November 1992.

Although only a small portion of the City and study area is explicitly zoned as open space, a much larger area of protected open space is included in areas zoned as residential planned development. Key to the future development of the area will be the zoning applied to the land use category designated as "uncommitted open space" which is neither protected open space nor approved for development at the present time. The acreages in each zoning category for the uncommitted open space are indicated in Table II-23.

Table II-23
Zoning Categories for Uncommitted Open Space in Acres
Calabasas General Plan Study Area
1992

Zoning	Calabasas	County	Study Area
Agriculture	1,571	7,927	9,498
Commercial	11	41	52
Commercial Manufacturing	0	0	0
Commercial Planned Development	30	27	57
Manufacturing	0	0	0
Manufacturing Planned Development	0	0	0
Open Space	0	0	0
Residential	80	146	226
Residential Agricultural	2	0	2
Residential Planned Development	214	552	766
Resort and Recreation	13	0	13
Roads and Right-of-Way	0	0	0
Total	**1,921**	**8,693**	**10,614**

Source: Urban Research Associates, November 1992.

Based on the zoning of uncommitted open space, it is possible to calculate the growth that would occur if all the land were developed at permitted densities. Within the City of Calabasas, uncommitted open space would support an 1,690 additional dwelling units and an additional population of 4,500. Within the unincorporated areas, existing residential zoning would support an estimated 620 dwelling units and a population of 1,650 if developed to the maximum permitted densities. The unincorporated areas also include large areas of agricultural zoning whose future potential to support residential growth is uncertain. The actual growth occurring on these lands would depend on policy decisions related to development such as zoning changes and infrastructure.

Incompatible Land Uses

An important task for the General Plan process is to identify parcels where the current land use is not one normally permitted by the existing zoning of the parcel. Apparent discrepancies between land use and zoning within the City of Calabasas are indicated on Table II-24.

Table II-24
Land Use Categories
Calabasas General Plan Study Area
1993

Zoning	Land Use	Acres
Agriculture	Retail	1
Agriculture	Vacant/Undeveloped	35
Commercial	Multi-Family	3
Commercial	Dedicated Open Space	14
Commercial Planned Development	Single Family	2
Residential Agricultural	Office	1

Source: Urban Research Associates, March 1993.

In addition, there are numerous instances of residential use where the current zoning map shows agricultural zoning. These uses may or may not be inconsistent with the zoning depending on the residential densities. Parcels where current zoning does not accurately reflect existing uses should be considered for rezoning.

Besides incompatibilities arising because of differences between existing zoning and use of a specific parcel, incompatibilities can also arise due to zoning and use conflicts between adjacent parcels. In the General Plan study area, the greatest potential for incompatible adjacent land uses occurs within areas adjacent to the state and federal recreation lands in the unincorporated portion of the study area. One example of potential incompatible land uses would be ridgeline or hillside development visible from within the recreation

lands. Such development is potentially permissible under the existing agricultural density zoning found throughout most of the unincorporated areas. Another example of potentially incompatible land uses would be the development of major traffic generators adjacent to the scenic recreation lands. Since these potential problems are located primarily within the unincorporated areas, the City can exercise only indirect influence in attempting to prevent the development of incompatible land uses. In some cases, it may become desirable for the City to annex additional lands so that it can have a more direct control over development.

INTERAGENCY LAND USE COORDINATION

Agencies involved in land use issues likely to affect Calabasas or be affected by developments in Calabasas include:

- State of California: Malibu Creek State Park; Santa Monica Mountains Conservancy
- National Parks Service: Santa Monica Mountains National Recreation Area
- Ventura County: Ahmanson Ranch proposed development
- City of Los Angeles: Motion Picture Country House
- County of Los Angeles: Proposed projects in the General Plan study area

In addition, the study area is likely to be affected by the Topanga-Las Virgenes Resource Conservation District, Los Angeles County Regional Planning, and the Malibu Local Coastal Program.

Topanga-Las Virgenes Resource Conservation District

The Topanga-Las Virgenes Resource Conservation District is a State Agency that is involved in various forms of open space preservation in the Santa Monica Mountains. An area generally bounded by Encino, the Simi Hills, Pacific Palisades and Malibu makes up the District's jurisdictional service area. The District has no regulatory authority, and is only advisory in its official capacity.

The Topanga-Las Virgenes Resource Conservation District objectives include, but are not limited to resource management, environmental education, data collection and research usually for the California Department of Parks and Recreation (typically through various grant programs). District staff comments on development proposals (through environmental impact report review), provides revegetation expertise and oak tree policy assistance. Recently, the District managed the preparation of the Plan of Works for Malibu Creek Watershed which examines options for protecting the resources within the watershed area. The District also maintains a Memorandum of Understanding with the

City of Calabasas to provide monitoring services when oak trees are transplanted within the City. In addition, District staff is assisting the City with preparation of oak tree preservation guidelines as a companion to the City's oak tree ordinance.

County Regional Planning

The Los Angeles County Department of Regional Planning currently regulates land use in unincorporated lands in the General Plan study area through the implementation of the Malibu/Santa Monica Mountains Area Planning Program, Interim Area Plan. The plan was adopted in 1981 as an interim policy document to provide local refinement of the County General Plan. Although originally intended to remain in effect only until December 31, 1982, the plan continues to be an important planning tool. The Interim Area Plan addresses the entire Malibu/Santa Monica Mountains region and presents policy regarding environmental resources and recreation, transportation, public facilities and services and development.

The unincorporated areas surrounding the City of Calabasas fall under the Malibu/Santa Monica Mountains Interim Area Plan adopted by Los Angeles County in 1981. Approximately two thirds of the steep lands in the study area south of the City of Calabasas are planned for parks, with the remainder planned for very low density housing with one dwelling for every five to twenty acres. Most of the steeper land northwest of the City in the vicinity of the landfill is planned for similarly low residential densities. Closer to the Freeway north of the City, land is planned for residential densities of one dwelling unit for every one to two acres. Areas planned for business uses are located north of the Freeway at Parkway Calabasas.

The Department of Regional Planning is supervising the preparation of a new plan, entitled the Ventura Corridor Plan, to replace the Interim Area Plan. The objectives of the new plan will focus on amending the land use policy map in a manner that reflects current local and regional planning goals. Participants in the Ventura Freeway Corridor Plan include the County of Los Angeles, the incorporated municipalities in the planning area, the National Park Service, the Las Virgenes Water District and the Las Virgenes Unified School District. Each participant has contributed resources to the planning effort and will independently endorse the plan upon completion.

Local Coastal Program

The Los Angeles County Department of Regional Planning is also responsible for implementing the Malibu Local Coastal Plan/Land Use Plan (1986) for a five-mile wide planning corridor extending along the Malibu Coastline. The interior limits of the plan extend into the southern study area boundary, up to and including portions of Mulholland Highway. The Local Coastal Plan supersedes policy and planning efforts for the area overlapping with the Interim Area Plan. The general land use patterns in this part of the study area under the Malibu Local Costal Plan are outlined below:

- Specific park areas across southern portion of the study area;
- M-2 Mountain Land, one unit per 20 acres. Eastern one-third of study area and southern portion of study area south of park areas;

- Mix of Rural 1, one unit per 10 acres; Rural 2, one unit per 5 acres; and Rural 3, one unit per 2 acres across western two-thirds of study area;
- Large area of Residential 1, one unit per acre around Monte Nido;
- Strip of Rural 3 and Residential 1 along most of Mulholland Highway;
- Low Intensity Visitor Serving Commercial Recreation along east side of Las Virgenes Road south of Mulholland Highway; and
- Institution and Public Facilities at Soka site.

D. COMMUNITY DESIGN

The following section describes the existing community design of the study area. The baseline information which is provided depicts the existing natural and man-made elements within the study area. Certain prominent features of these elements are described and discussed relative to their desirability as a continuing component within the community. This data establishes the framework for the development of the specific issues which general plan policy will address.

The profile is divided into five discussion sections. The first provides an overview of the City and study area boundaries and a discussion of the design components within the study area. The discussion of the design components relates the functional and physical components, which are both natural and man-made, to the cognitive images that they create. This discussion then begins the development of future opportunities and constraints relative to such component related issues as entries, pathways, edges, ridgelines, neighborhoods etc.

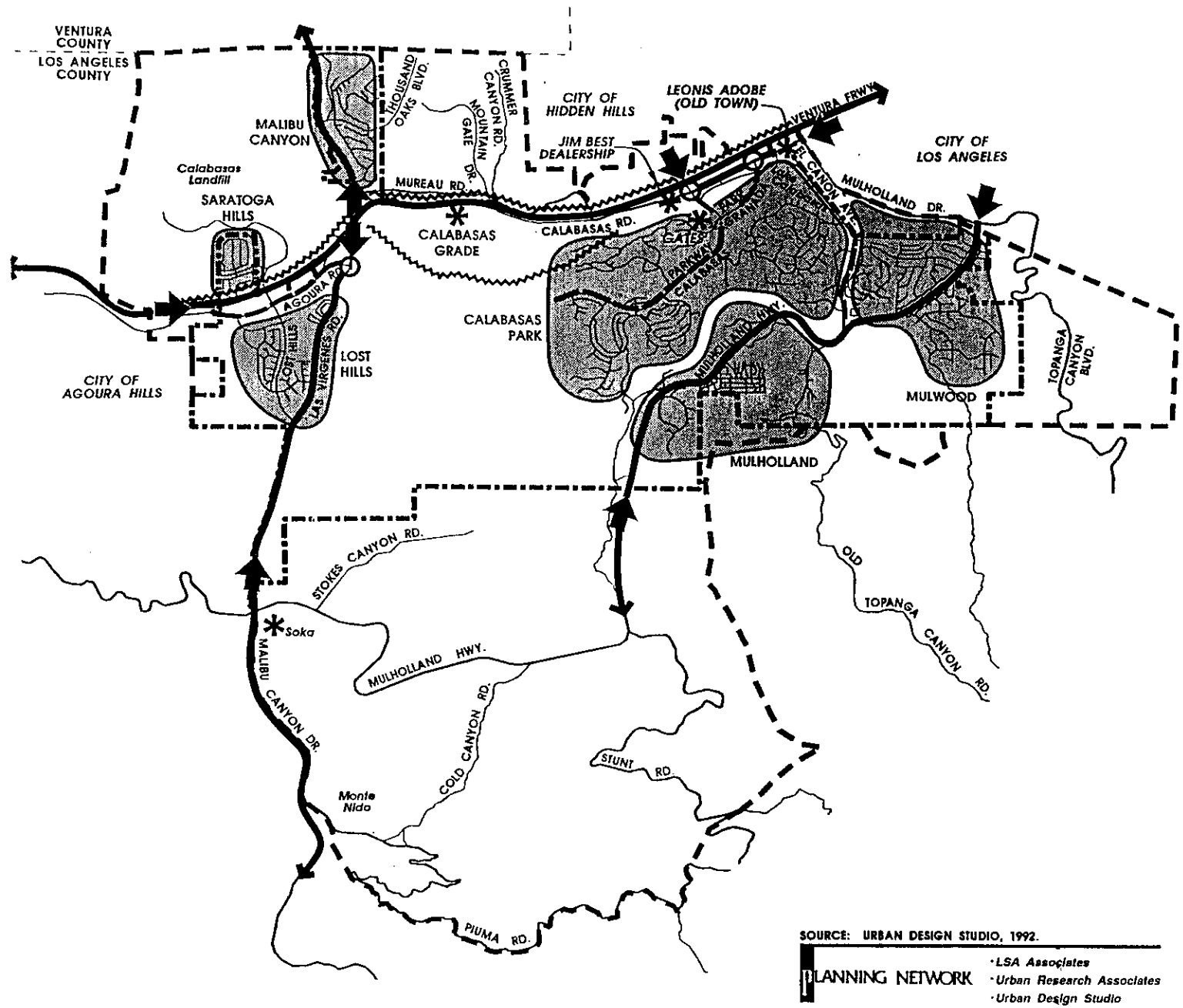
The second section describes the natural physical and topographic features of the study area and identifies their significance and desirability. This discussion leads into the third section which addresses the positive and negative man-made components within the study area. These components include residential and commercial development, roadways, streetscapes etc. The fourth section provides an overview of some of the existing regulations and ordinances adopted by the City to protect and preserve certain desirable design elements. The final section summarizes and discusses specific issues identified in the previous sections and in the Community Issues Report. This issues summary provides a basis for the future development of general plan goals, objectives and policies.

EXISTING CHARACTERISTICS

Existing Community Design Structure

Figure II-3 designates the study area and the City boundaries. It also pinpoints certain prominent urban design components within the study area. The following legend discussion is provided to clarify the map and point out the cognitive imaging and functional aspects of the designated design components. This exhibit demonstrates the overlap and interplay between single components with respect to their function, location, and visual importance.

The study area boundary extends beyond the City limits in several locations. The majority of the extended study area includes County land and is either visible from the city limits (such as the hills and ridges to the south along Mulholland Highway), or it is property which has major development proposals pending (such as the Enclave at Calabasas, Ahmanson Ranch, or Soka). One area to the northeast includes City of Los Angeles property which may be subject to future annexation by Calabasas. These areas are included as a part of the study area because of the possible implications of development or lack of development may have on the City of Calabasas.



SOURCE: URBAN DESIGN STUDIO, 1992.

PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

CITY OF CALABASAS
GENERAL PLAN

FIGURE II-3

URBAN DESIGN COMPONENTS MAP

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- MAJOR PATH
- SECONDARY PATH
- NEIGHBORHOOD
- EDGE
- ENTRY
- LANDMARK
- AUTO ORIENTED NODE

0' 2,000' 4,000' 8,000'

NORTH

In addition to the city limits and study area boundaries, seven urban design components are identified. The following provides a description and a brief discussion of the components. Additional discussion of characteristics and issues is provided in the land use section (Section II-C), and the specific issues discussion at the end of this section.

Major Path

Mulholland Highway, Las Virgenes Road and the Ventura (101) Freeway are all identified as major paths into and out of the City and the study area. Mulholland Highway and Las Virgenes Road are similar in terms of their rural setting and design, their beach access and their adjacent residential developments. They are both scenic corridors. Portions of Las Virgenes Road have cluttered commercial development and signage. Maintaining the rural nature of these path while accommodating additional commercial and residential development and increased traffic will be a future challenge for the City.

The Ventura Freeway as a major path creates other such challenges. Although the Freeway provides a major entrance and exit for the City of Los Angeles, the view is almost entirely one of natural vegetation and undeveloped rolling hills through Calabasas. As stated in the Community Issues Report this view is cherished by the citizens of Calabasas. Nevertheless, increased development and traffic throughout the region will increase pressure to further develop the vacant land. The type and extent of roadway and related development within the study area requires careful future planning.

Secondary Path

The two identified secondary paths are Calabasas Parkway and Agoura Road. These two paths have very different characteristics. Calabasas Parkway is developed in a prominent urban style. The landscaped median dividing two lanes in either direction and large landscaped setbacks with fountains and entry gates along each side distinguish it from other roadways in the City. Calabasas Parkway is freeway accessible and functions as the gateway to many prominent gated residential communities. The continued function and design of this path as the access to private residential development provides some opportunities and constraints for future policy consideration.

Agoura Road has several freeway access points and accommodates a large amount of freeway truck and automobile traffic. Agoura Road connects to the most northern commercial service center in the City. These commercial services are used to a great extent by truckers and motorists as they enter and exit the region. Agoura Road's function as a major link to freeway accessible commercial services and the City's northern entry make it a prominent path with related future planning issues.

Neighborhood

Six separate neighborhoods are identified on Figure II-3. This figure illustrates the large percentage of land devoted to residential development compared to commercial or other uses in the City. All of the neighborhoods are connected to the Freeway by one of the designated primary or secondary paths within the City. In addition, the majority of these neighborhoods are single family developments. The Saratoga Hills neighborhood provides the only concentrated multiple family development in the City. Some issues related to this neighborhood are whether additional multiple family development is desirable and whether its location and design should be consistent with what presently exists. Details of issues related to the single family neighborhoods, such as lot size, density, or topography, will be discussed in the specific issues section.

Edge

For the purposes of this community profile, an edge is defined as a natural or manmade feature which functions to define the boundary or edge of an area. The two identified edges on Figure II-3 are the Ventura Freeway and the Calabasas Grade. Although these features are very different, they each act to visually and physically define the boundaries it encloses. The Ventura Freeway creates an edge along which most of the commercial businesses have developed. The Freeway also provides major access through the City and into and out of Los Angeles. The Calabasas Grade provides a visual edge and is the most scenic vista from the Freeway and also represents the preferred visual image of the City.

Entry Node

The identified entry nodes pinpoint access to and from the City via the Ventura Freeway, and all of the previously identified major pathways. One common characteristic of these entry nodes is that while they may be the major physical access points to the City, they are not visually identifiable. The only identifiable entry to the City is the landmark wagon which is located outside of the City in County land. Since the designated entry nodes include points where visitors are most likely to receive their first impression of the City, consideration to acknowledge certain entryway or initiate an entries program will be an important policy decision.

Landmark

A community landmark is defined as any natural or man-made element that has a strong community identity or sentiment connected with it. This connection does not always have to be a positive one, and often a community landmark is characterized by a strong negative feeling within the community. Of the four identified landmarks, some have strong positive sentiment, some negative and others have a combination of both connected with them. The Leonis Adobe in Old Town Calabasas is a landmark with a strong positive image. This landmark captures many of the desirable aspects of the City. It is simplistic, rustic, and rural. Old Town Calabasas and the Leonis Adobe represent the differentiation between Calabasas and its neighboring city, Los Angeles. In contrast, another identified landmark is the lushly landscaped gateway entrance to Calabasas Park. The characteristics of this landmark are urban rather than rural. This visual image is man-made, ornate and well manicured. It is characteristic of the type of residential development that lies beyond it. There is mixed sentiment in the community as to the positive aspects of this landmark.

One landmark, the Jim Best auto dealership appears to have a strongly negative sentiment connected to it, which is generally connected to the location and design of the dealership rather than its use. The scale of the development, the extent of signage and lighting, together with the minimal setbacks and landscaping, and the highly visible location, create an image which is contrary to the desired image of the community. The City's ability to capture opportunities from the strong sentiment connected with these landmarks will determine the future direction of each of their characteristics.

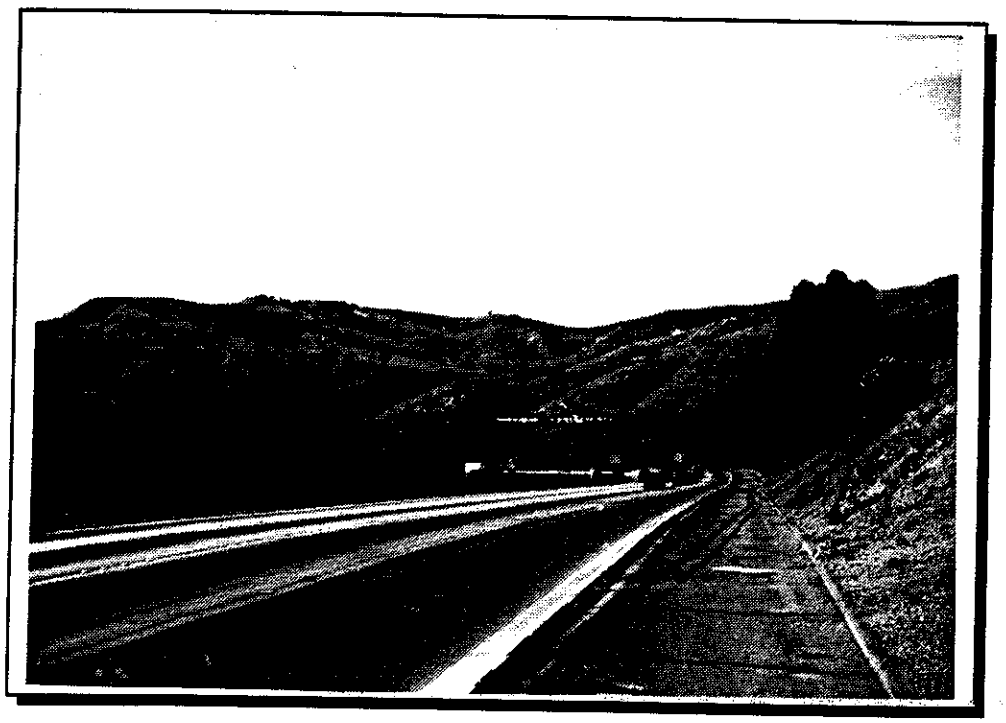
Auto Oriented Node

There are three auto oriented nodes pinpointed on the components map. All three of these nodes identify service commercial centers. The significance of the nodes is that they identify a location which presently caters to the automobile rather than pedestrian or other transportation methods. Each of the commercial centers are freeway accessible and function in a rapid service mode. They are not designed with pedestrian amenities and do not attract the leisurely shopper. The opportunities and constraints of these and future auto oriented commercial nodes should be a general plan policy consideration.

The Natural Environment

Calabasas has always been identified with the beauty of its natural environment: the rolling hills, oak woodlands, canyons, wildlife, and its overall rural character. While this character and natural beauty are still apparent, the encroachment of new development threatens to destroy the reasons many residents chose to live in Calabasas.

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. 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.



Oak Trees

Native oak trees, whether standing alone on a barren hillside or in woodland clusters, play a significant role in the Calabasas landscape. These trees provide a distinctive visual identity as well as valuable habitat for various animal species. In recognition of this importance, the City has enacted an Oak Tree Preservation Ordinance. (See Section 4, Existing Development Standards).

Topography

Visually, the study area contains some of the most scenic and diverse topography in the region. The beauty of its oak studded hillsides, peaks and ridgelines, canyons, and riparian woodlands all combine to create a feeling of openness and character that is essentially small town/semi-rural.

This scenic beauty and semi-rural atmosphere attracted most of the residents of the City, and the Community Issues Report strongly emphasizes the interest on the part of the residents to preserve the open space and protect the ridgelines, canyons and scenic vistas within the study area. However, the natural topography has been cut and filled to create buildable lots and man-made slopes in many areas of the City. In other areas, the natural terrain is being threatened because of the impacts of development intensity. Slope failure, improper drainage and other geologic stabilization issues have been increased because of the type and intensity of hillside development. In addition, along the Ventura Freeway, where the natural topography creates a gateway to the Santa Monica Mountains, roadside development and billboard advertising dominate the landscape.

Significant Ridgelines

Views to distant ridgelines occur throughout the study area. The ridgelines serve as reference points and provide natural scenic backdrops for the viewshed in which they occur. Natural, undeveloped ridgelines affirm the City's semi-rural character. For these reasons, development directly on top of a significant ridgeline changes the City's image and hampers the enjoyment of the scenic corridors.

To aid in the appropriate management of ridgelines as one of the City's most important visual resources, significant ridgelines have been identified on Figure II-4, Scenic Features Map. A significant ridgeline is defined as one that visually dominates the surrounding landscape through its size; through its creation of a silhouette against the sky as a significant natural backdrop feature; through its proximity to, and view from, existing development; or through its ecological, historical or cultural importance.

Scenic Features

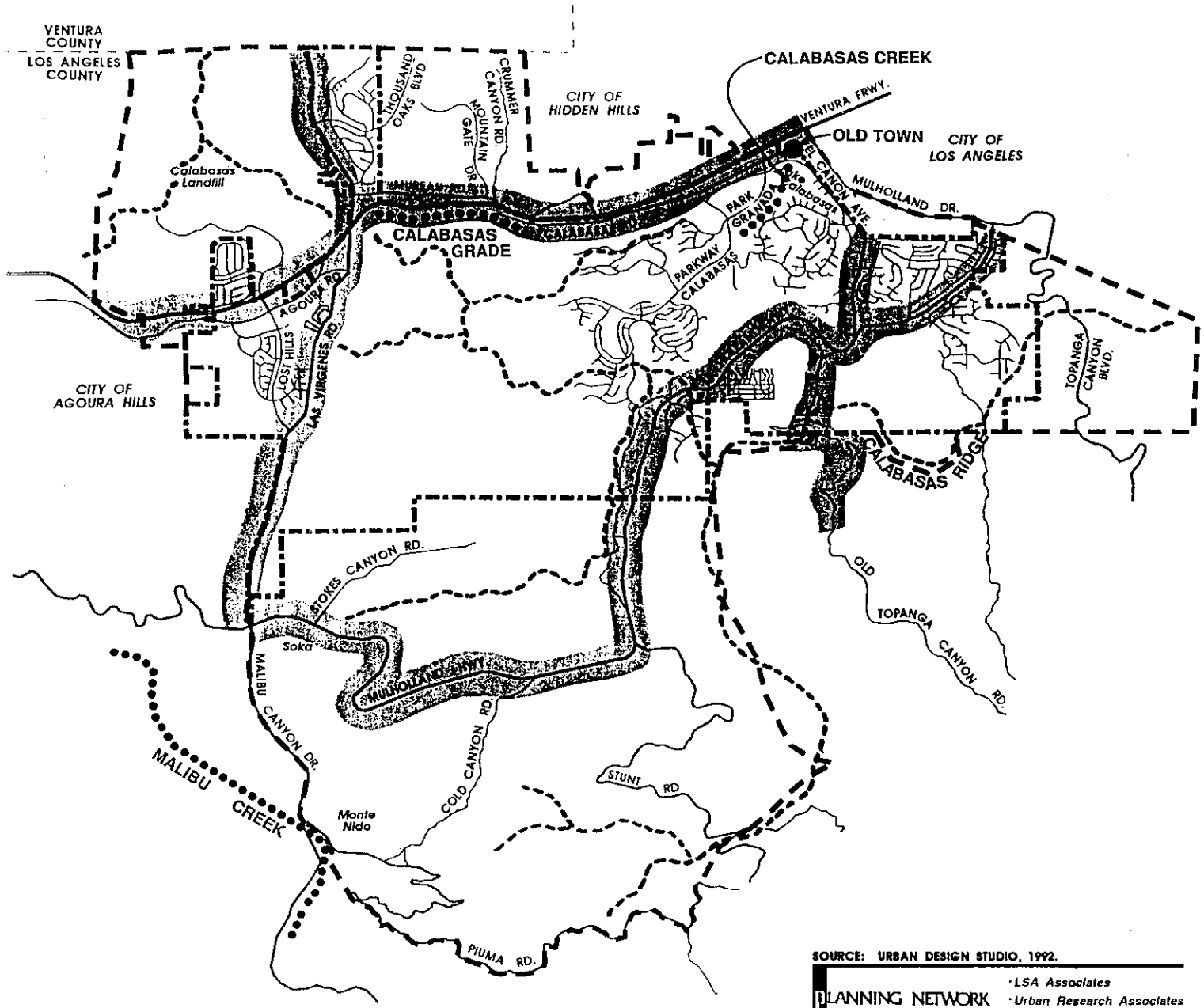
In addition to the general scenic beauty of the natural hillsides, canyons, and ridgelines that are a vital part of the City, there are other specific local geographic features and scenic places which stand out in the landscape and help define the City's unique character. The following list of features has been identified as warranting special concern as to their protection from future development. (see Figure II-4, Scenic Features Map).

- ***Calabasas Grade*** -- An area along the 101 Scenic Corridor extending from the Las Virgenes Road to the Mureau Road overpass. It is the most scenic section of the Freeway within the study area.

- ***Calabasas Ridge (Summit to Summit Ridge)*** -- The highest landmark ridgeline of the City along the southern border with upper Topanga Canyon, including rich riparian areas with heritage oak groves along the base of the ridge that have not burned in over one hundred years. It is a visual landmark within the study area.

- ***Calabasas Creek*** -- With headwaters and tributaries in the Old Topanga and Mulholland Scenic Corridors, this year-round stream cuts across the City south to north, flowing through various park-like areas and outflowing to the Los Angeles River.

- ***Malibu Creek and Tributaries*** -- With headwaters and tributaries in the Las Virgenes Valley, this creek cuts through the City in a north/south manner and outflows to Malibu Lagoon.



SOURCE: URBAN DESIGN STUDIO, 1992.

PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

0' 2,000' 4,000' 8,000'

NORTH

CITY OF CALABASAS
GENERAL PLAN

FIGURE II-4

SCENIC FEATURES

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- SIGNIFICANT RIDGELINES
- SCENIC CORRIDORS
- SIGNIFICANT FEATURES

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 as viewed from the majority of the City's major streets. Exceptions to this occur along the Freeway where billboards and other commercial signs interfere with the view of the hillsides and along the Las Virgenes commercial section where the clutter of signs also dominates the view.

The need to protect scenic corridors has been recognized by the City. The City has enacted a Scenic Corridor Ordinance which currently identifies four scenic corridors (see Figure II-4).

- ***The Mulholland Highway Scenic Corridor*** extends from Mulholland Drive through the unincorporated portion of the study area to Las Virgenes Road. As with all the City's scenic corridors, the viewshed includes both rural and urban areas. The corridor contains a 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 through 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 101 Scenic Corridor*** is a heavily travelled, high-density corridor that encompasses much of Old Town Calabasas, Calabasas Road, and the Calabasas Grade. Beautification of the existing five hundred 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.

EXISTING LAND USES

The development pattern in the study area is one of primarily low density residential character with concentrations of commercial and office development adjacent to the Freeway corridor. Uses are segregated into several general types of development (see Figure II-1):

- Rural Residential;
- Single Family Residential;
- Multi-Family Residential; and
- Business and Public Uses.

Rural Residential

Generally, two categories of single family development can be identified: the more traditional single family tract development and the rural custom home development.

Rural residential development is mostly located in the study area's southern portion along canyons and in the hills. Architectural styles vary widely and landscaping is informal or natural. Streets are typically two lane paved roads without curbs or gutters. Drainage is usually not improved, tending toward a more natural approach.

Some of the more recent additions to the rural category are large custom estate homes on large lots while others are large homes on smaller, more traditional size lots that tend to crowd their older, smaller neighbors. This is especially true in the southern mountain areas that were subdivided 30 to 40 years ago for vacation homes.

The majority of these hillside "cabin lots" remain undeveloped; however, where development has occurred, it is intense for the terrain and lot size. The construction of 4,000 square foot homes side by side on these steeply sloped lots threatens the stability of the slope, and visually impacts the rural hillside beauty. In addition, the rural roads are impacted due to a lack of sufficient improvements. The continued development of these large homes on such steeply sloped small lots along unimproved roadways will likely necessitate hillside grading and other geologic stabilization methods. In addition, roadway, drainage and other public improvements will be required.

Single Family Residential

Within the study area, single family residential tract developments tend to be relatively small residential enclaves constrained by natural barriers such as steep slopes and canyons. Many of the tracts (including custom home subdivisions) have been developed as private access, gated communities surrounded by walls with only one or two main access roads. This pattern of development further restricts inter-neighborhood connections and creates inwardly focused neighborhoods.

The traditional single family residential developments, such as those along Parkway Calabasas, include full urban improvements. They are usually characterized by elaborate entry statements, often with gates and guard houses. Homes in these areas were generally constructed at the same time and have similar/identical architectural styles with formal landscaping. This type of development stands in sharp contrast to the more rural, less formal development style that was not constructed en masse. In tract development, as in other recent residential development, the continued construction of homes along the tops and down the slopes of ridgelines, substantially changes the vistas inherent to the beauty of the area as well as the slope stability.

Multi-Family Residential

Multiple family higher density residential development tends to be concentrated in the Malibu Canyon, Lost Hills, and eastern Calabasas Park areas. Some are well planned; however, others especially in the Malibu Canyon area, offer few amenities, lack sufficient landscaping and setbacks from the street, and provide little architectural interest and detail.

Business and Public Uses

The design of a city's commercial architecture plays an important role in determining its character. For example, taller buildings with flat roofs and glass facades create an urban image, while one and two story buildings with low pitched roofs, exterior balconies, multiple paned windows, and wood trim suggest a more relaxed, semi-rural character. At present, Calabasas contains a mixture of both, with the current trend leaning more toward an urban image.

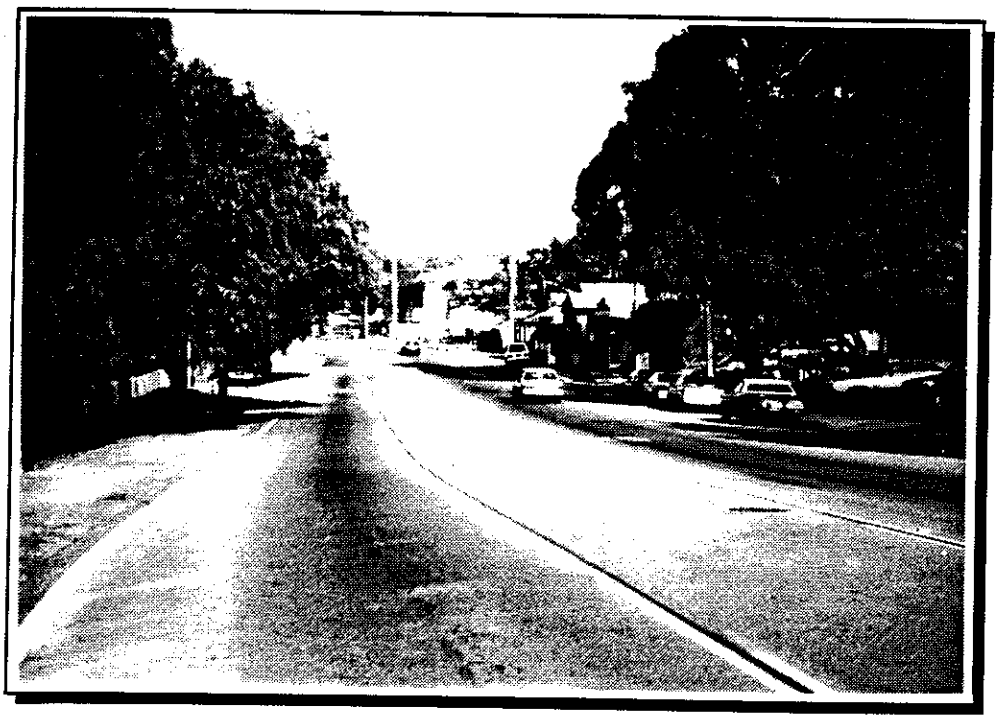
Commercial/office/industrial development within the study area can be generally categorized into three types:

- Freestanding and strip mall developments along the Freeway;
- Business park uses along Agoura Road; and
- The Old Town commercial district.

Commercial strip development in the study area varies. Some, particularly the newer projects along Calabasa's Road projects a positive image of the City. Other projects, such as the development at Lost Hills Road are typical of similar development throughout Southern California: parking adjacent to the street with little or no screening; minor landscaping; large, vehicle oriented signs; frequent temporary signs; and visible storage areas and mechanical equipment.

The business park uses along Agoura Road, and to a lesser extent along Mureau Road and Calabasas Road, generally provide a positive image for the City. Primarily, buildings are set back from the street with ample landscaped areas and screened parking; signs are kept to a minimum; entrances are well marked and kept to a minimum. However, internal circulation is sometimes tight and confusing, and the high profile, box-like architecture of some projects detracts from the community's otherwise small scale image.

The Old Town commercial district provides the most significant representation of early California architectural styles in the study area. The Leonis Adobe is the principal historic structure within the study area. The Adobe's design is classical Monterey Style and incorporates all of the traditional features of this architectural style including: a low-pitched, full roof; second story balconies with wood railings; and symmetrical placement of windows and doors. Another example of early architectural styles in the area is the Krammer Store. The store's design is typical early 1900 commercial vernacular.



These buildings are typical of the preferred image for the City of Calabasas. In sharp contrast to these, the Home Fed building located directly adjacent to the Leonis Adobe does not represent this image. The architecture, materials and scale of this building are inconsistent with surrounding structures.

The development of public and quasi-public uses in the study area is characterized by a lack of concentration and focus. This is primarily because Calabasas is a newly incorporated city and has not yet developed a civic center as the primary focal point for community services and facilities. Present facilities are scattered and isolated, and therefore, do not provide a symbol of community identity.

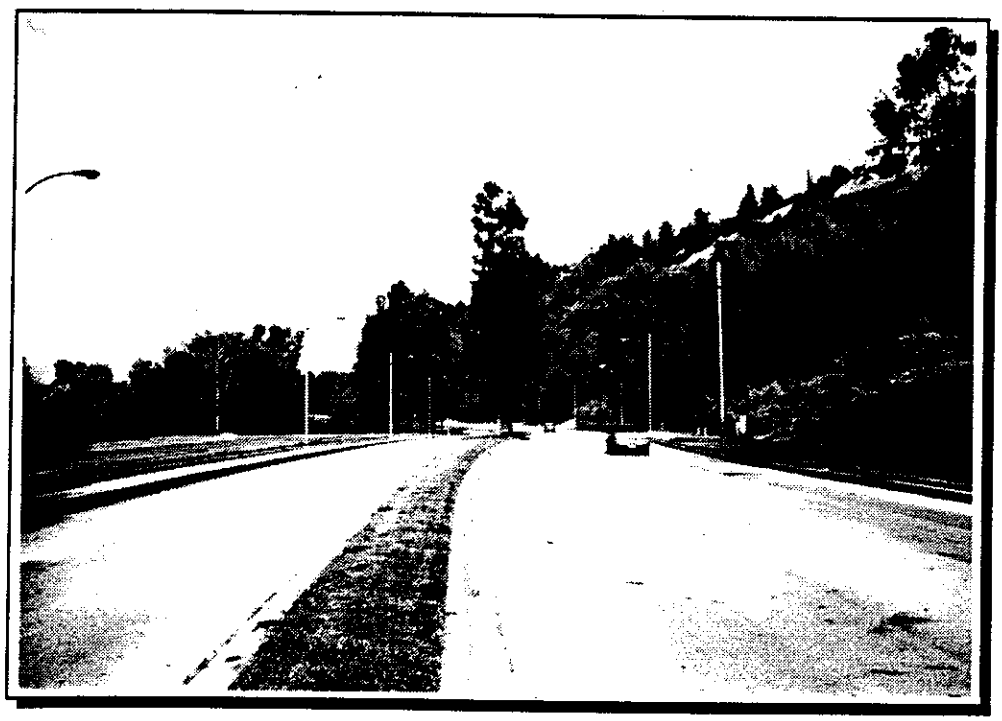
EXISTING STREETSCAPES

Another aspect of public development within the study area is "streetscape." Streetscape includes all of the elements that make up the public right-of-way. These encompass all physical improvements and equipment used in outdoor spaces for security, traffic control, housekeeping, and amenity.

The streetscape environment has resulted from the application of Los Angeles County standards. These standards, established for streets, sidewalks, parkways, landscaping, lighting, and signage, have changed over time. This has resulted in a wide range of streetscape attributes. Furthermore, there are cases where private development has provided amenities above and beyond the standards themselves.

There are three general types of existing streetscape throughout the study area:

- ***The fully improved four lane*** with landscaped median and extensive landscaped setbacks. The setbacks feature planted gateways complete with fountains, gates or walls. This urban look is typical of Parkway Calabasas.



- ***The uncurbed rural roadway*** which features the continuation of the natural terrain from the hillside right down to the roadside. Mulholland Highway or Calabasas Road in Old Town are examples of this streetscape. It is typical of the desired rural look for the City and study area. It provides adequate improvements and complements the surrounding landscape.

- ***The generic suburban streetscape.*** This streetscape is characteristic of any street anywhere. It features curb, gutter and sidewalk or curb, gutter and parkway. There are numerous variations on the width of the sidewalk or parkway, but the standard design is five foot parkway and/or 10 foot sidewalk. The variations in the study area are mostly contributed to the changes in county standards over time. This suburban style is adequate in areas where there is no desire to emphasize a specific style. Examples of this streetscape can be found through the residential tracts in Calabasas.

Street Landscaping

In general, landscaping along the study area's streets is differentiated between residential and commercial/industrial areas. Residential neighborhoods contain the greatest amount of street trees and parkway vegetation. One of the area's best examples is Parkway Calabasas. Commercial corridors vary substantially in the type, amount, and quality of existing landscaping.

Paving

Streets throughout the study area are paved with asphalt. These are generally maintained in good condition. Concrete curbing lines most streets with adjacent development. An exception is the southern, more rural portion, of the study area. Sidewalks are not consistent in their occurrence or width within the study area. The newer sidewalks have incorporated a street tree program.

Street Furniture

Street furniture occurs along some sidewalks in the commercial corridors. Generally, this is limited to bus benches, news racks, and telephone booths. Bus benches are of a typical design, using wood backs that support off-site advertising on their concrete frames. In the Calabasas Park area, benches are a simple backless design in solid concrete.

Street Lighting

Municipal street lighting is located throughout the study area. Semi-rural areas often contain "edisons" or fixtures attached to electric transmission poles. Most areas are illuminated by conventional cobrahead light standards. Currently, the City is using composed aggregate posts with cobrahead fixtures.

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. The Los Angeles County Zoning Ordinance has been 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 enacted three ordinances aimed at more effectively controlling development within the City's three most sensitive areas - Old Town Calabasas Overlay Zone, the Scenic Corridor Ordinance, and the Oak Tree Ordinance.

Old Town Calabasas Overlay Zone

The Old Town Calabasas Overlay Zone was established to preserve and promote the Old West architectural style within the Old Town area. The overlay was established to ensure consistency with the Western theme and compatibility with existing land uses in terms of use, intensity, architectural design, pedestrian level activity, and preservation of natural resources such as oak trees and Calabasas Creek.

Scenic Corridor Ordinance

The purpose of the Scenic Corridor Ordinance is to identify the City's designated scenic corridors, establish required development processing procedures, and provide required findings for project approval based on a set of design guidelines. The Ordinance recognizes and defines the differences between particular corridor sections that may be essentially rural and those that are developed, or urban. Special attention needs to be given to transition areas (areas on the fringe of urban areas) to ensure that development does not sprawl into rural areas.

According to the ordinance, a rural area is characterized by low-density residential, and non-commercial development, with a predominance of open space and natural terrain. Goals for rural areas include maintaining the natural physical environment and topography, especially features such as ridgelines, hilltops and hillsides, streams and surrounding riparian areas, wildlife habitat and linkages.

The ordinance also specifies that an urban area is characterized by high-density commercial/industrial or residential development separated by areas of open space. Goals for urban areas include preserving the remaining oak woodlands within a corridor's viewshed, and developing a beautification program to improve the landscaping quality within commercial areas.

Oak Tree Ordinance

The Oak Tree Ordinance sets forth the City policy to define a specific entity for management and enforcement responsibility to protect oak trees in the City. The Ordinance requires reforestation, registration, and preservation of all healthy oak trees, unless reasonable and conforming use of the property justifies the removal, transplanting, altering, and/or encroachment into the oak tree's protected zone. The Ordinance requires an Oak Habitat Preservation Program be established to provide for reforestation and replacement of woodlands, public acquisition of woodlands, and public education regarding habitat preservation.

Site Plan and Development Review

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

Art in Public Paces Ordinance

The Art in Public Places Ordinance was developed to provide aesthetic enhancement and enrichment of the community by the inclusion of fine art throughout the City. The goal is to provide a collection of nationally recognized, permanent outdoor sculpture to be enjoyed by all.

Any person constructing or reconstructing a commercial building must provide a sculpture or other art work, as approved by the Art in Public Places Committee. All pieces must be of monumental scale in proportion to the size of the buildings. If the installation of art is impractical or inaccessible, the developer will contribute the assessed fee of 1% of the building valuation (maximum $150,000) to the Art in Public Places Committee, These fees will then be used to purchase art for other public places in Calabasas.

SPECIFIC URBAN DESIGN ISSUES

The purpose of this section is to summarize some of the dominant issues which have surfaced from the discussions provided. Responses to these issues will set the direction for some of the goals, objectives and policies for the City's General Plan.

Scenic Vistas/Natural Terrain

The rolling hillsides and valleys covered in natural vegetation have contributed greatly to the City's character and identity. The scenic vistas, ridgelines, corridors and open space within the study area represent a commodity that is cherished by the citizens of Calabasas. The preservation of these commodities is in competition with the likelihood of future development.

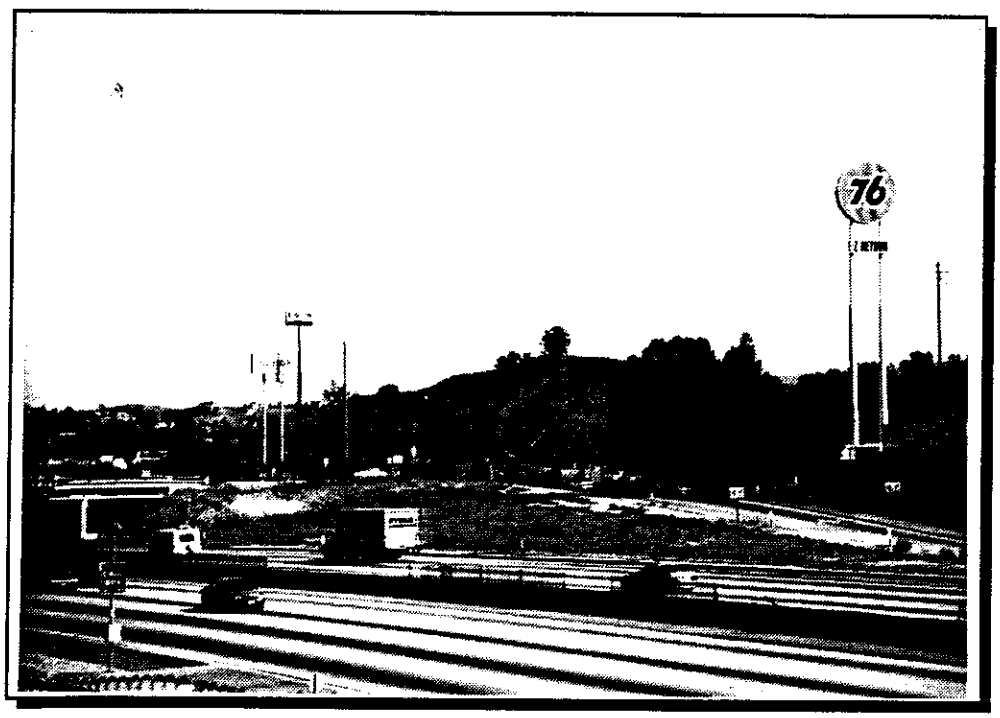
Small Lot Development

Development of 40 foot wide "cabin lots" with large homes that completely fill the buildable area permitted under County zoning, has created safety concerns and impacted hillside beauty.

Freeway Corridor

The Ventura Freeway corridor is the first visual impression most visitors receive. Within the corridor viewshed one is immediately impressed by the scenic terrain and open space. There are, however, several existing elements within the corridor which do not contribute positively to the City's image. Billboards and large commercial pole signs block views from the corridor and stand in sharp contrast to the surrounding hillsides (Recently the removal of two of these signs was approved by Los Angeles County. Near the Freeway, commercial signs tend to become larger and taller as they compete for the attention of passing motorists. The commercial area on Las Virgenes Road at Agoura Road has been identified as an area where signs appear to be very numerous, and the sign clutter tends to create a negative image for the City.

In addition, commercial development along Calabasas Road provides a view of the backs of commercial buildings from the Ventura Freeway. The only concern given for this view are the signs tacked onto the building backs to advertise the commercial services in front. Also the Jim Best auto dealership looms into view. The scale of this development does not complement other development in the City.



City Entries

Major entrances to the City occur at the following locations:

- Calabasas Road at the eastern city boundary;
- Agoura Road at the western city boundary;
- Parkway Calabasas at the 101 Freeway;
- Las Virgenes Road at the 101 Freeway and at the southern city boundary; and
- Mulholland Highway and the City boundaries.

At present, none of these locations presents a significant visual entry statement with the exception of the "Welcome to Calabasas" sign on the western wagon at the east end of Old Town (outside the City's boundary).

All of the above locations offer opportunities to provide quality entry statements that will indicate entry into the City of Calabasas.

E. HISTORIC, ARCHAEOLOGICAL AND PALEONTOLOGICAL RESOURCES

This section examines historic, archaeological and paleontological resources for the Calabasas General Plan study area. Figure II-5 indicates areas of potential historic value based upon archival information such as old editions of USGS maps. early survey maps, and known directories of historical sites.

HISTORIC RESOURCES

The history of the area now encompassed by the City of Calabasas and its General Plan study area can be viewed in phases, some chronological and some topical. Each phase is independent and important to an understanding and appreciation of the local history of Calabasas. The phases include the pre-contact period of Native American settlement, the era of Spanish exploration, the Mexican rancho period, the Calabasas area during the Old West period, and modern times, when the Calabasas area become a recreational retreat, an outdoor set for films and television, and an artists' colony.

The Chumash

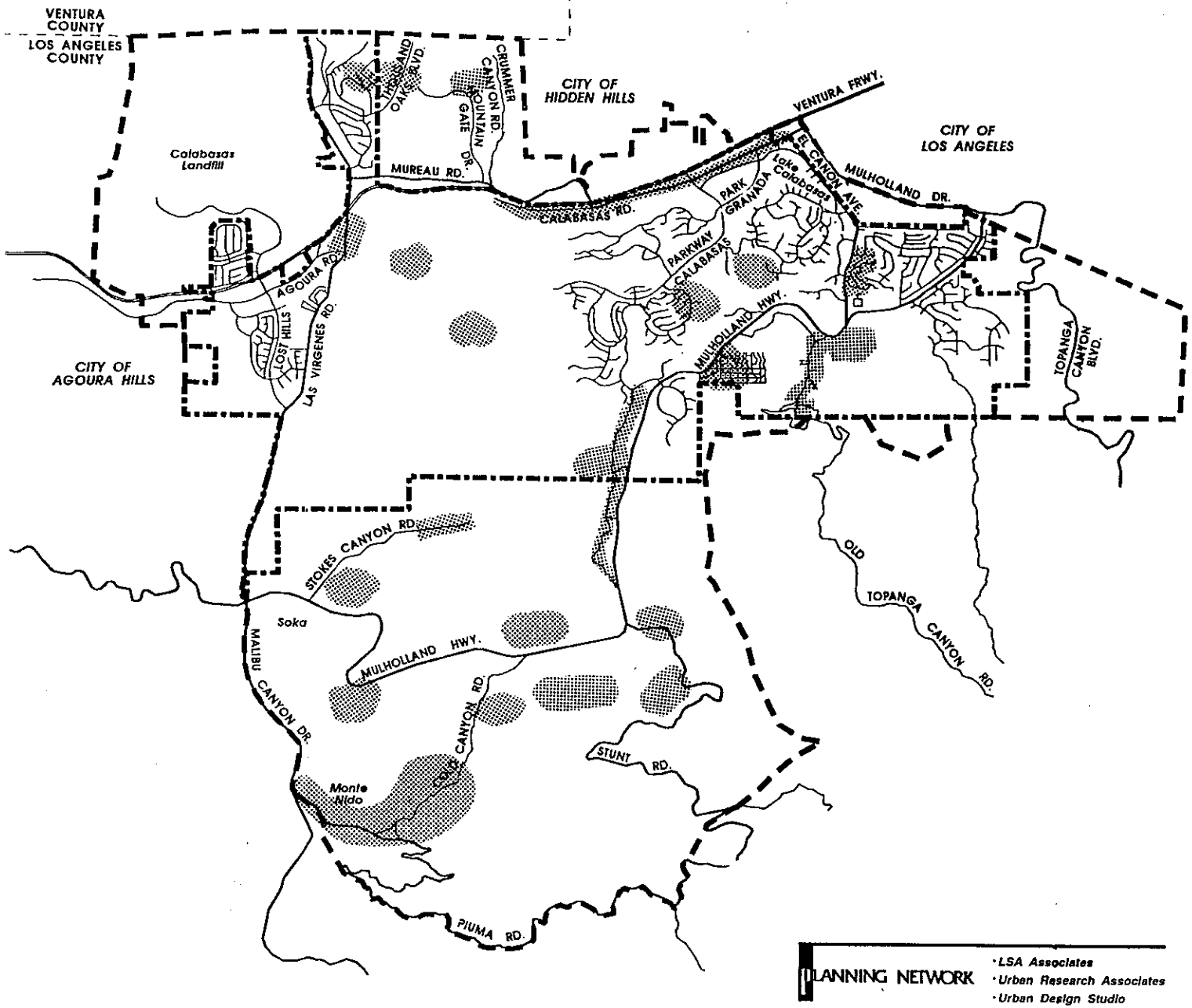
The first known inhabitants of the area that now encompasses the City of Calabasas, California, and its General Plan study area were the Chumash Indians. This highly organized tribe, whose territory stretched from the Los Angeles basin to Gaviota, took advantage of the mild climate and abundant flora and fauna to supply a wide variety of food and building materials. It is possible that the name "Calabasas" is derived from the Chumash name for the area, and means "where the wild geese fly".

The Chumash were skilled in hunting and fishing. They had permanent villages throughout the region, connected by well established trails. The main trail spanning Chumash territory passed through Calabasas. It later became El Camino Real, the principal north-south route used by the Spanish.

The European Explorers

Although Juan Cabrillo, a Portuguese navigator funded by the Spanish monarchy, set foot in Southern California at Point Mugu in 1542, extensive European contact with the Chumash did not come until the 18th century. During 1769 and 1770, the Spanish explorer Gaspar de Portola led an expedition that traversed a coastal route between San Francisco and San Diego. On their return south, the explorers came through the Agoura Hills and, consequently, near the site of Calabasas.

Between August 1775 and March 1776, Juan de Anza led a contingent of 240 men, women, and children on a journey from Horcasitas, Mexico to Mission San Francisco for the purpose of establishing a community in Northern California. The 1,500 mile journey took seven months to complete. On February 22, 1776, the second night out of Mission San Gabriel, Anza's party camped in the mountains along Las Virgenes Creek at Agura Escondida, just west of Calabasas (the current site of the Coco's Restaurant at Las Virgenes Road and the Ventura Freeway).



CITY OF CALABASAS
GENERAL PLAN

FIGURE II-5

AREAS OF POTENTIAL HISTORIC SENSITIVITY

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- AREAS OF POTENTIAL HISTORIC SENSITIVITY

PLANNING NETWORK
- *LSA Associates*
- *Urban Research Associates*
- *Urban Design Studio*

0' 2,000' 4,000' 8,000'

NORTH

One member of the Anza journey, Bartolo Tapia, returned to Calabasas 25 years later to establish the first European settlement in the area, a cattle ranch. His rancho, the El Escorpion, encompassed most of the area. During the 1830s, the El Escorpion Rancho was granted to three Chumash inhabitants of Calabasas. One of the daughters of the grantees, Espiritu, inherited the ranch, and married a rancher of Basque descent, Miguel Leonis, in about 1860. Leonis, who took control of the 1,100 acre ranch, expanded his holdings and warded off squatters with hired guns and violence. Meanwhile, bandits, such as Joaquin Murietta and his gang, kept hideouts in the Monte Nido Valley, launching raids against Leonis, other settlers, and travelers during this period. Leonis resisted their cattle rustling and raids with equal force. In 1889, Leonis died in a wagon accident, but he and bandits like Murietta left a legacy of violence and property disputes that marked the history of Calabasas in the late 1800s.

The Old West

As the large ranches of the region were divided into smaller farms during the late 1800s, the character of Calabasas changed to that of a pioneer town of the American West. As with thousands of other towns that sprang up before the turn of the 20th century, Calabasas was built by individuals who saw a need and acted upon it. Stagecoaches traveling from Los Angeles to San Francisco stopped in Calabasas, traversing the same route that the Chumash and the De Anza party used to travel through the area. Along the El Camino Real and what later became the Ventura Freeway, the "Old Town" of Calabasas was born. A combination general store and post office was built before the turn of the century. The location of this enterprise was the homestead of Isaac Ijams, one of the early pioneers of Calabasas.

Other stores joined the general store and post office. In 1901, for example, Lawrence Kramer moved an existing building in Oxnard over 30 miles of twisting dirt road to Calabasas to set up the Kramer Store. The Kramer Store remained in business for over 60 years in Calabasas, and remains standing in downtown Calabasas to the present day. Some of the other stores, however, did not fare as well as did Kramer's. The Kimball Store, for example, closed and was demolished long ago. The proprietor of the Kimball Store, Frank Kimball, was killed in an altercation in his store, as was another store owner, Mike Lordon. In contrast, the Cooper Store, a two story building on the west side of Mulholland Highway just south of Calabasas Road, was converted into Hunters' Inn, a hotel for travelers and sportsmen.

The Leonis Ranch was located near the general store and post office. The Leonis Adobe and accompanying ranch buildings were constructed about 1844. When Miguel Leonis moved in during the 1870s, he remodeled the adobe in the Monterey style. The Leonis Adobe was almost demolished in 1962, when Kathleen Beachy purchased it and secured the adobe as the first Historical Cultural Monument of the Los Angeles Cultural History Board; in 1975, it was listed on the *National Register of Historic Places.*

The Old West days of Calabasas earned the town of Calabasas its reputation as "California's tough town." From the ruthless tactics of Miguel Leonis, "King of Calabasas," to the raids of bandits like Joaquin Murietta, and the high risk business of storekeeping, the legacy of Calabasas as "the last of the Old West" is revealed. Gunfights, robberies, range wars, stagecoach runs, and pioneer businesses all left an indelible mark on Calabasas during the days of the Old West.

A Recreational Retreat

The increasing population and prosperity of Southern California brought changes to Calabasas in the early 1900s. Because of its natural beauty, the Calabasas area became a popular retreat for people living in and near the growing City of Los Angeles. Weekenders would motor out on the El Camino Real to take advantage of the rustic Santa Monica Mountains, with their cool waters for swimming and fishing. The first organized retreat was Crater Camp, near the intersection of Cold Canyon and Piuma roads. The camp, over 400 acres in size, opened for business in 1914. Owned by one of the original Calabasas homesteaders, Crater Camp became a year round camp and picnic ground, with tent houses, cabins built along Cold Creek, and a restaurant that was part of the old homestead ranch house. Recreational activities added over the years included skeet and target shooting, canoeing and rowboating, and swimming in a "swell pool" created by a small dam on Malibu Creek. Crater Camp remained in operation until 1949, providing a place for rustic recreation for thousand of people. One of the last events at the camp was a motorcycle race on a dirt track that attracted nearly 7,000 spectators in the summer of 1949.

The last proprietor of Crater Camp, Arden Matthews, wanted to continue the rustic retreat tradition of the area that had come to be called Monte Nido. His idea was to build a lodge in the area, with good food and entertainment for locals and passers-by. Purchasing 27 acres bordering Crater Camp, Matthews and his wife moved the store and house from the old camp to the new site. By the summer of 1950, Saddle Peak Lodge, overlooking the Monte Nido Valley, was open for business. The decor and surroundings were rustic with an Old West theme. Saddle Peak Lodge, offering good food and fellowship, attracted locals and notable celebrities, including opera singer Mario Lanza, baseball manager Casey Stengel, and actors John Huston, Evelyn Keyes, Richard Basehart, and Ronald Reagan. Although operated by several different owners subsequent years, the lodge has maintained the rustic charm envisioned by its builders, and is an important landmark of the Old West for the Calabasas area.

Another chapter in Calabasas history surrounds Kennedy's Trout Pond. During the 1920s, a homestead in Monte Nido was purchased by Colonel McCoy, who built a stone house and a trout pond on the property. The trout grew for some 30 years before the property was purchased by Bill and Mary Kennedy, who opened Kennedy's Trout Pond. Beginning in the 1950s, families from throughout Southern California have visited the pond in hopes of catching a trout for dinner. The Kennedy's built a refreshment shed with picnic supplies, food, and bait for sale, and fishing tackle for rent. The Kennedys have donated one day a year to children with muscular dystrophy, and a day for children at the Braille Institute. Over the years, Kennedy's Trout Pond has provided city kids with a chance to go fishing in a scenic and rustic setting.

Monte Nido

Accompanying the emergence of the area as a recreational spot was the development of the retreat community of Monte Nido. Those who came to Crater Camp in the 1910s and 1920s found the healthful environment and beautiful scenery pleasing. Physicians and other professionals from the Los Angeles area brought cabin sized lots along Cold Creek and Dark Canyon, and built get away cabins in the remote mountain setting. The name, "Monte Nido" (mountain nest), is credited to Al Reithe, an artist who built a home at the intersection of Whittemore Drive and Reithe Avenue. Reithe's home was a showplace, and his guests there included Mac Sennett, creator of the Keystone Cops and other slapstick silent films. A fire in 1943 destroyed the Reithe home. Like another famous landmark, the Monte Nido Inn, all that remains of the Reithe home is a chimney.

As County roads began to cut through the area in the 1920s and 1930s, Monte Nido become a community of greater size, less isolated, and therefore attracting year round residents. The need soon arose for fire protection for the remote Monte Nido area. In 1937, Los Angeles County acquired about one acre of land on the corner of Cold Canyon and Piuma roads for the purpose of constructing a fire station. Patrol Station No. 67 had structures built by the County, but all other facilities were built by the California Conservation Corps. The men who worked at the station had many duties beyond fighting fires. They were the game wardens of the area, and helped to maintain telephone lines and municipal water facilities. The station was the command center for fighting many of the huge brush fires that periodically struck the Calabasas area. During World War II, the firemen also had the duty of watching the coast and the skies for enemy attacks. Patrol Station #67 stands today, and is a landmark in Monte Nido history. While Monte Nido has changed over the years, it has maintained its rustic character, and some of the homes, cabins, and other buildings there are living reminders of the recreational heritage of Calabasas.

Film Making in Calabasas

As the film industry left New York State during the second decade of the 20th century, it gravitated to the favorable climate and varied topography of Southern California. Movie studio owners, located in and around Hollywood, found ideal locations for a variety of outdoor settings in the Calabasas area, especially at the Warner Brothers Ranch west of the town. The area was especially good for Westerns. The first film shot in the area was a 1915 feature starring Hoot Gibson, followed by several more Westerns. In 1922, the same set was used for a Mary Pickford film.

During the 1930s, Metro Goldwyn Mayer filmed numerous Tarzan movies starring Johnny Weismuller and Maureen O'Sullivan along Crater Camp Drive. The Tarzan set, including the "Tarzan Tree," was located on the corner of Crater Camp Drive and Meadows End Drive. Monte Nido was used for other jungle films because the area was easily converted into a tropical setting complete with waterfalls. Along Calabasas Creek, portions of the films, "The Adventure of Robin Hood," "Stalag 17," and "Juarez" were shot. West of Monte Nido, the outdoor scenes become the settings for Wales in "How Green Was My Valley," for China in "The Sand Pebbles," and for a barren desert in "The Planet of the Apes".

Saddle Peak Lodge provided the setting for additional films. Jayne Mansfield, Dan Dailey, Ray Milland, and Jean Hagan all starred in films produced in part at the rustic lodge. As variety of television programs were also filmed in the Monte Nido area, including episodes of "The FBI," "The Fugitive," "Peyton Place," "Perry Mason," and "The Invaders." The Calabasas area is rich in the folklore of Hollywood, and has been the scenic backdrop for many famous films and television programs.

Reflecting the area's involvement in film making, the Motion Picture Hospital is also located in the northeastern part of the General Plan study area, between Mulholland Drive and El Canon Avenue, in the City of Los Angeles.

Park Moderne Artists Colony

In the late 1920s, the first residential subdivision of Calabasas was created. In a wooded area one mile south of Calabasas, two individuals, C. Henry Taylor and William Lingenbrink, acquired 140 acres of the Cooper Ranch east of Old Topanga Canyon Road for the purpose of building an artists' colony. Lingenbrink, a patron of modern art, commissioned Rudolph Schindler, an avant-garde architect, to design two of the community buildings, and Jock Peters, designer of the interior of Bullocks-Wilshire Department Store, was commissioned to design the colony's clubhouse. Meandering lanes and streets named after birds characterize the "bird tract" that was dedicated in 1931 as "Park Moderne".

Over the next few years, artists, authors, and actors built homes in Park Moderne. Schindler and Peters designed several of the homes, as well as the grounds, which included footpaths, fish ponds and fountains. Famed artists, such as woodcarver Andy Anderson who built and hand carved his own home, came to Park Moderne. Dutch born avant-garde architect Jan de Swart became one of the first residents of Park Moderne, moving to the colony in 1930 and living there until the 1950s. The wife of comedian Jimmy Durante spent a great deal of time at Park Moderne. Durante's closing comment on his 1950s television program: "Goodnight Mrs. Calabash, wherever you are!" referred to his wife and her love for the Calabasas area. While some of the buildings have been altered over the years, and only one footpath and fountain remain, Park Moderne is still an artists' colony today. Several houses, the community building, the fountain, and an art deco wellhouse are testaments to this phase of Calabasas history. The colony reflects the history of Calabasas as a rustic and beautiful retreat, and much remains of the architecture of Rudolph Schindler and Jock Peters. Park Moderne is currently located east of Old Topanga Road, approximately one mile south of the intersection of Old Topanga Road and Mulholland Highway, beginning at Bluebird Drive.

ARCHAEOLOGICAL RESOURCES

Physical Characteristics of the Area

The Calabasas General Plan study area also includes 66 recorded Native American open-air sites and rockshelters, temporary, special use sites and villages, that span the time period from at least 3,500 B.C. to the historic period. Sixty-two of the archaeological sites date to the prehistoric period, and four of the archaeological sites date from the historic period. Below are described the physical characteristics of the area that would have made it conducive to prehistoric settlement. This description is followed by a brief history of prehistoric settlement in Southern California. A glossary of archaeological terms used is included in Appendix A. By law, archaeological site data is confidential information, and will be kept on file at the City. A brief descriptive summary of the 66 archaeological sites is included in Appendix A. Figure II-5 indicates areas of potential historic sensitivity in the study area.

Both the physical conditions and available resources combine to create an excellent environment for pre-historic occupation of the Calabasas area by native Americans. This is evidenced by the extensive number of recorded prehistoric sites that have been documented throughout the study area. Topographically, it is characterized by hilly and mountainous terrain bisected by a major north-south drainage channels, Las Virgenes Canyon, and several lesser drainage areas that provide many freshwater sources. The Las Virgenes and Liberty Canyons have relatively broad alluvial valleys along the western portion of the project area, and McCoy Canyon opens out as it reaches the lower eastern slopes of the mountains. These open and flat areas were ideal for native people to live.

Although historic and recent land use has altered the environment considerably, five major plant communities are present in the project area that would have existed and been the source of important resources in prehistoric times. These plant communities are chaparral, coastal sage scrub, grasslands, southern oak woodlands, and riparian, and are briefly described to provide perspective of how the native Americans utilized the resources in their everyday lives. Complete descriptions of these plant communities are found in Section IV, Environmental Resources.

Chaparral

The native populations used several species of the chaparral or woody evergreen shrubs found in the foothills around Calabasas. In particular, the scrub oak (*Quercus dumosa*), the manzanita (*Arctostaphylos* spp.), toyon (*Hetermoeles arbutifolia*), and sugar bush (*Rhamnus crocea*) provided abundant food sources and medicine for the prehistoric people. The berries of the sugar bush were dried and later soaked in water and heated for a hot tea drink, while the leaves were often used in a tea to treat colds. The berries of the toyon bush were also a source of food and medicine. A wash or lotion of manzanita leaves provided relief from poison oak rashes.

Coastal Sage Scrub

The coastal sage community also provided food, drink, and medicine plants for the early inhabitants. These included the California sagebrush (*Artemisia californica*), sages (*Salvia* spp.) and buckwheat (*Eriogonum* spp.). The chia seeds (sages) and buckwheat seeds were ground for a tasty meal, while the sagebrush leaves were used for medicine.

Grasslands

Native grasslands on fairly level terrain contained perennial grasses such as needle grass (*Stipa* spp.) bluegrass (*Poa* spp.), and herbaceous natives such as owl's clover, blue dicks, and blue-eyed grass (*Sisrynchium bellum*). These all provided food for the early inhabitants. The bulb of the blue dicks in particular were considered an important source of nourishment.

Riparian

The early inhabitants used several riparian plants found in the wet areas of the woodlands for basketery, structures, cordage, and arrow shafts. These plants included the willow (*Salix lasiolepis*), and mulefat (*Baccharis glutinosa*).

Southern Oak Woodland

The oak trees in the southern oak woodland community provided the most important food source for the native people. Oak species such as the *Quercus lobata* and *Q. agrifolia* are found in this community. The acorns from these trees, processed into a storable food, provided a main food staple for the early inhabitants of Calabasas. The Indians ground the nuts first and then washed the meal several times in sandy depressions along the creeks. They made bread and hot cereal from the processed acorns.

Calabasas' Earliest Inhabitants Background

Knowledge about the earliest inhabitants of Calabasas provides significant information of the long history of the area, and contributes to understanding how these early people lived, and how use of the area has changed through time.

According to ethnographic records and Spanish accounts, the study area lies at the border between two different language and cultural groups; each group (the Chumash to the west and the Gabrielinos to the east) exploited the inland plant and animal resources and maintained villages along major trade routes.

One Native American village *Talepop*, is identified with Las Virgenes in the San Fernando Mission registers and is thought to be the archaeological site CA-LAN-229 located within the study area. The Native American village of *El Escorpion* in Bell Canyon (King 1992) lies a few miles north of the study area. Native Americans were still living in these villages during the Spanish and Mexican rule.

No specific prehistoric chronology for the immediate area exists; however, archaeological studies conducted within the areas indicate that the earliest villages date to 3,500 years ago. The initial occupations comprised a series of site complexes, one of which is located in Las Virgenes Canyon and includes CA-LAN-225, -227 and -229, on the Century Ranch within the study area. Studies of these sites indicate that they contain components representing the entire time period of prehistoric use of the study area.

The earliest inhabitants used large projectile points, scrapers, and grinding tools. By A.D. 500, the early people hunted with bows and arrows and relied on acorns for their staple food. Stone mortars and pestles became the common tool. Pestles made from oblong cobbles were held vertically to break and grind nuts in the bowl-shaped mortar. The prehistoric or Native American occupation of the Calabasas area ended abruptly when Spanish colonists began establishing their missions. Mission San Fernando Rey de Espana was established in the San Fernando Valley in 1797. The mission recruited Native Americans for surrounding areas including the Calabasas area. Disease and forced labor quickly reduced the native population and destroyed most traditional life ways.

Descendants of Native American people live and work in the Calabasas area. The Chumash and Gabrielino Indian people actively promote their traditional beliefs and crafts. They add to the unique cultural heritage for the City of Calabasas and its General Plan study area.

PALEONTOLOGIC RESOURCES

Geologic Setting

The City of Calabasas and its General Plan study area are situated within the Transverse Ranges Geomorphic Province. This province covers the Transverse Mountain Ranges and structural basins that trend approximately east-west. This trend is at variance with the majority of Southern California mountain range, which trend north-south. The tectonic forces that resulted in this mountain building are evident in the complicated geologic structure of the area.

Stratigraphy and Paleontology

The study area is underlain by sedimentary and volcanic units that range in age from the Miocene Epoch to the Recent. The following geologic units are present in ascending order: the Topanga Formation, the Modelo Formation, Conejo Volcanics, Older Alluvium and Young Alluvium (see Figure V-1). These units and their fossil content are described below.

Topanga Formation

The Topanga Formation is a shallow water marine sandstone unit with subordinate amounts of siltstone, mudstone and conglomerate deposited during the Miocene Epoch (18 to 9 million years B.P.). The Topanga Formation has yielded large fossil faunas of vertebrates and invertebrates, as well as floras. The vertebrate fauna is represented by a variety of extinct marine mammals, birds, fish, and reptiles. Specimens of fish, including sharks, birds, whales, walruses, sea lions, seals, and aquatic birds such as shearwaters and auks have been recovered from this unit. Fossil plants, sponges, sea urchins and sand dollars, barnacles, bivalves, marine snails, and trace fossils, the tracks, trails and burrows of organisms have also been collected from the Topanga Formation. Two Los Angeles County Museum of Natural History vertebrate localities are presently recorded within the Topanga Formation in the study area (confidential data). One of these localities contains numerous extinct land animals, which washed into the Miocene sea that existed in this region about ten million years ago and became fossilized. The remains of ancestral horses, camels, deer, rodents and carnivores have been recovered. The second locality has yielded the remains of fossil whales. Fossil plants and molluscan material have also been collected from Topanga Formation localities within the study area. Additional fossil material could include animals new to science, and would also expand the knowledge of previously existing taxa.

Modelo Formation

The Modelo Formation is a deeper water marine sedimentary unit consisting of siliceous shales, diatomites, siltstones, burnt shales, porcellanites, and sandstones deposited during the Miocene Epoch. This geologic unit is highly fossiliferous. The Modelo Formation has yielded the fossil remains of diverse vertebrates, invertebrates and plants. Fossil birds, plants, seaweed (kelp), bony fish, sharks, the burrows of soft-bodied animals (trace fossils), as well as foraminifera and calcareous nannoplankton (animal and plant members of the marine plankton) have been recovered from these strata. Large numbers of scientifically significant marine mammals have been noted in the Modelo Formation in the Calabasas area. *Pithanodelphis nasalis*, an unusual dolphin, walruses, whales, sea lions are representative of the marine mammals collected from this unit. The only sea cow recovered from the Santa Monica Mountains was collected near Laurel Canyon from the Modelo Formation. A giant toothed bird, *Osteodontornis*, was recovered from this formation in the Sherman Oaks area. The first recorded occurrence of a fossil cormorant, *Phalacrocorax femoralis,* was collected immediately northwest of the study area. *Sula pohli*, a booby, and *Puffinus*, a puffin, also have been recovered from the Modelo Formation in the Calabasas area. Three Los Angeles County Museum of Natural History localities are presently recorded within the study area. Fossil whales and marine birds were collected from these localities.

The Modelo Formation has a history of producing highly significant vertebrate, invertebrate and plant fossil materials. Previously collected vertebrate fossils have helped to outline major evolutionary changes in Miocene marine mammals, and have shed light in particular on the early development of sea-lions and seals. No vertebrate animal is completely known from the fossil record, and any additional materials could yield more information. The possibility also exists that new animals could be discovered during excavation. Continued collection of invertebrates and plants from this formation would increase the knowledge of paleoenvironmental conditions in the middle-late Miocene Epoch.

Conejo Volcanics

The volcanic units on the study area are the Conejo Volcanics and are primarily composed of basalts. These units, because they originate from molten magma, are not normally considered to have potential for containing fossil materials.

Older Alluvium

Deposits of older streams, rivers, and fans formed during the late Pleistocene (120,000 to 10,000 years ago) are present as buried remnants along the sides of canyons and washes, often concealed below Recent alluvial deposits. These older rocks contain pockets of "Ice Age" animals such as mammoths, horses and sloths. One vertebrate fossil locality that is utilized by the Los Angeles County Museum of Natural History, is located within the study area. This locality contains the remains of a Pleistocene sloth (*Paramylodon)*. "Ice Age" animal remains yield important information about the climate and conditions in Southern California during the Pleistocene. In addition, the end of the Pleistocene was an extinction event of large proportions. Additional data may also play a role in understanding this event.

Younger Alluvium

Younger alluvium (10,000 years ago to the present) is present on canyon and gully bottoms. These sediments were deposited by recent streams. Sediments of this age are considered to be too young geologically to contain fossils *in situ*. However, fossils are known to erode from underlying older rock units and be transported down into the recent stream deposits. On occasion, specimens of "float" fossils are encountered and collected for scientific/educational purposes. However, the lack of contextual stratigraphic data makes these fossils less important scientifically.

Paleontologic Sensitivity

The paleontologic sensitivity of a geologic unit is a measure of the likelihood of fossil materials being present. Paleontologists working in the Southern California area have developed a classification scheme to define the paleontologic potential or sensitivity of rock units. The data used to define this classification system are based on 1) a review of existing paleontologic information both within the study site and the surrounding area, 2) discussion with paleontology professionals and 3) field experience in Southern California. The classification scheme is divided into five ratings or groupings. These ratings reflect the potential for fossil discovery during site development. The five ratings are presented below:

- ***No sensitivity*** This rating applies to rocks of a crystalline or highly metamorphosed origin where fossil remains are not expected to be preserved.

- ***Low sensitivity*** Rocks that are too young geologically to contain significant fossils *in situ*, are altered, or have a poor record of fossil discovery are classified as having a low paleontologic sensitivity.

- ***Moderate sensitivity*** A moderate sensitivity is for rocks where fossils would likely be exposed during earthmoving activities.

- ***High sensitivity*** A high sensitivity is for rocks where fossils would likely be exposed by earthmoving activities, are presently recorded, or have a well established history of producing fossils.

- ***Indeterminate Sensitivity*** Indeterminate sensitivity is reserved for units where poor rock exposures or a lack of study precludes a more specific sensitivity rating.

The Calabasas area contains rocks rated high, moderate, low and no paleontologic sensitivity (see Table II-25).

Table II-25
Paleontological Sensitivity
Calabasas General Plan Study Area
1990

Geologic Unit	Paleontologic Sensitivity
Modelo Formation	High
Topanga Formation	High
Younger Alluvium	Low
Conejo Volcanics	No
Older Alluvium	Moderate, locally high

Source: LSA Associates, 1993.

Figure V-1 in the Geology and Seismicity Section (V-A) illustrates the geologic formations.

Summary

The City of Calabasas and its General Plan study area are underlain primarily by geologic units of high paleontologic sensitivity. These fossil resources are a scientific and educational asset to the community. Although these resources will not be a hindrance to development, they need to be properly protected and addressed through the preparation of resource assessments and implementation of mitigation measures.

F. FISCAL MANAGEMENT

ECONOMIC DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

City's Demographic Support Base

This section briefly outlines the salient characteristics of the Calabasas consumer base, providing contrasts with the Los Angeles County region for selected indicators. The evidence is drawn from interpolations of the 1990 Census data for block groups. As such, it expands the commentary provided earlier discussions of the population and housing.

Commercial and service businesses in Calabasas are sustained by the residents of the City and its southern General Plan study area, along with portions of Hidden Hills. Some freeway oriented retail patronage comes from persons residing in western Los Angeles County and the western San Fernando Valley, although that is limited to a select few businesses, such as the auto dealerships. The total population of that consumer base in 1992 approximates 23,000, of which about 20,300 live within Calabasas and its General Plan study area.

Calabasas households are somewhat smaller, though considerably more affluent than Los Angeles County region as a whole. In large measure this reflects an older age structure and smaller proportion of minority group residents found in the City. Summary indicators for the City and its General Plan study area reveal the following:

- Average number of persons per household 2.57 for Calabasas versus 2.90 in Los Angeles County. The City/General Plan study area figure is virtually identical to that for Westlake Village, but smaller than the averages for Hidden Hills and Agoura Hills.

- One-third of the City/General Plan study area households are comprised of couples with no children at home. That compares to a one-in-four ratio for the county.

- One-in-five local households consists of a person living alone, slightly lower than the level in Los Angeles County at large (19.5 percent versus 25.0 percent).

- Non-Hispanic whites account for almost 90 percent of Calabasas City/General Plan study area residents, a share more than double that found countywide.

- Executive and professional occupations provide jobs for just under half of the community's workforce.

The age structure of Calabasas, its occupational mix, and local housing costs result in an income profile consistent with the county's affluent image for Western area hillside localities. At the time of the 1990 Census, the aggregate income of Calabasas and its General Plan study area approached $790 million. Comparative income benchmarks show that although the household income for Calabasas is slightly lower than that of Agoura Hills and Westlake Village, the per capita income in Calabasas is higher.

Table II-26
Regional Income Comparisons
Calabasas General Plan Study Area
1990

Household Median	
Calabasas	$66,421
Agoura Hills	$70,919
Westlake Village	$75,034
Los Angeles Co.	$34,965
Per Capita Average	
Calabasas	$38,181
Agoura Hills	$27,539
Westlake Village	$37,658
Los Angeles Co.	$16,149

Source: Urban Research Associates, November 1992.

Higher income households typically spend a greater share of their resources on meals outside the home, transportation and travel, home furnishings, and clothing than do middle-income groups. This enhances the market potential for selected service businesses and stores which specialize in either discretionary or durable goods.

We estimate the potential for taxable retail and service categories to be on the order of $130 to $145 million annually. Of course not all of that can be captured by local Calabasas businesses because of patterns of existing competition and the City's smaller size, which places it below the locational requirements for certain types of firms, such as department stores.

Local Retail Sector Performance Analysis

Starting in July 1991, the State Board of Equalization began tracking the taxable sales of retail and service firms in Calabasas. When coupled with the patterns found in surrounding communities and after taking income and population data into account, one can determine just how well retailing in the City measures up to its potential.

Table II-27 displays the sales performance achieved by each of the five western Los Angeles County cities during the second half of 1991. Agoura Hills captured the largest share of activity, just under 35 percent. It was followed in order by Malibu and Westlake Village. Calabasas ranked fourth, with slightly over 19 percent of the region's total taxable sales.

Table II-27
Retail Performance Comparisons
Calabasas General Plan Study Area
1990

City	Second Half 1991 (Thousands)	Subregional Share
Total Taxable Sales		
Agoura Hills	$82,667	34.9%
Calabasas	$45,526	19.2%
Hidden Hills	$285	0.1%
Malibu	$59,906	25.3%
Westlake Village	$48,393	20.5%
Western Los Angeles County	$236,777	100%

Per Capita City Taxable Sales	Second Half 1991 (Thousands)	Index to Subregion
Agoura Hills	$3,986	1.280
Calabasas	$2,219	0.712
Hidden Hills	$157	.050
Malibu	$3,423	1.099
Westlake Village	$6,401	2.055
Western Los Angeles County	$3,115	1.000

Source: Urban Research Associates calculations from California State Board of Equalization special tabulations and various population sources.

The high incomes of most area residents create per capita demand that is far above the average for communities the size of Calabasas, but a good portion of that is siphoned off by competition from adjacent jurisdictions. As a result, per capita local spending in Calabasas lags well behind its neighbors, recording only $ 2,219 per person in taxable sales on an average. That was 29 percent below the region-wide figure and 44 percent less than neighboring Agoura Hills. Given the roughly comparable household incomes found in the two cities and higher per capita income of Calabasas, one can only conclude that substantial retail dollars flow from Calabasas residents to businesses in Agoura Hills and other locations beyond the City's borders.

Overall, the City experiences between $39 and $54 million annually in net outflows of taxable sales potential. That translates into a loss of $390,000 to $540,000 in sales tax revenues, a sum which approaches the amount of yearly property tax receipts. A more precise measure of the actual size of the retail sales leakage and its flow from particular sectors is awkward to estimate due to the limitations of economic data available for Calabasas. Both the absence of longitudinal evidence and nature of state disclosure regulations hinder the analysis. For example, total sales volumes are published by the state for only half of the specified retail merchandise lines because of the small number of firms in selected categories.

In those retail sectors for which market potentials and outflows can be estimated, the dollar volume of "lost sales" in most cases exceeds the annualized totals in the City (see Table II-28).

Table II-28
Retail Sales
Calabasas General Plan Study Area
1990

Sector	Est. Actual Annual Sales (millions)	Total Taxable Leakage (millions)
Apparel	$1.5	$8.0
Drug Stores	$0.0	$4.9
Food Stores	$3.8	$5.1
Restaurant & Bar	$12.6	$2.6
Home Furnishings	$5.2	$1.8
Service Stations	$11.0	<1.6>

Source: Urban Research Associates, November 1992.

< > Indicates a net gain, rather than a leakage.

Gasoline service stations represent the only type of retailing for which Calabasas obtains a "net surplus" beyond its local consumer potential. Long distance commuters and patronage from through travelers bolster that particular sector. All the remaining sectors, including the basic conveniences of groceries and drug store items, represent opportunities for additional stores in Calabasas.

It would be misleading, however, to suggest that most of those dollars could be retrieved locally if Calabasas possessed a wider array of shopping opportunities. Shopping patterns for higher-order, durable goods, become ingrained and difficult to modify. As an example, the magnetism of certain regional malls remains strong and can last for decades. The

Community Attitude Survey conducted by Urban Research Associates revealed that three-fourths of local residents conducted their grocery shopping within Calabasas. However, similar proportions (72-82 percent) purchased their clothing, appliances, and home furnishings in other jurisdictions, particularly the westernmost San Fernando Valley. When people were asked which of eleven major types of retail and service businesses were needed, just two categories, quality restaurants (57 percent) and a movie theater (37 percent), received a positive reaction from more than a third of all respondents. People apparently feel very little inconvenience from having to travel outside their home community to satisfy their consumption demands.

Its general affluence notwithstanding, Calabasas faces continued competition from retail centers in the San Fernando Valley for general merchandise and home furnishing dollars, to cite just two sectors. Despite the absence of many retail and service categories within the community, residents are evenly divided, when asked whether or not there is a "need for new retail stores and services in Calabasas." Fifty-one percent of the respondents "agreed" or "strongly agreed" that there was a need for additional retailing, while forty nine percent "disagreed" or "strongly-disagreed" that there was a need. An expanded retail and service base would be advantageous from a fiscal standpoint but it is an economic development idea as much opposed as supported by community residents.

The recapture of market potential can be further constrained by limited market size. Virtually all major retail chains and commercial builders have minimum population or income density requirements before they will invest in a particular area or community. As it now stands, Calabasas represents too small a market to compete effectively for major retailers.

Commercial and Industrial Sites

Basic convenience retail needs are supplied to Calabasas residents from two neighborhood level shopping centers and a handful of convenience clusters. The Parkway Calabasas Center, anchored by Ralphs supermarket, and the older Alpha Beta Center on Mulholland offer consumer staples to local residents. Within the coming months, those will be supplemented by at least one larger center, Calabasas Promenade (190,000 square feet) and potentially another center, the 67 acre Kilroy-Ahmanson project.

From a land use perspective, the proportion of Calabasas zoned for retail, service, and industrial uses is neither exceptionally high nor exceptionally low. A total of 394 acres of the City fall under one of the commercially-related zoning designations. That equates to 4.8 percent of the total city acreage. An additional 32 acres have been designated for manufacturing within Calabasas, bringing the total proportion of commercial and industrial zoning to 424 acres or 5.1 percent of the total area. Comparably-sized cities typically have between three and seven percent of their total area in commercial uses; the range for industrial uses varies more widely, with some cases as little as one or two percent and others as high as twelve percent. Outside the City, but within the General Plan study area, another 196 acres assigned to existing or future commercial or industrial uses are located.

More than half the area zoned for commercial and industrial uses remained vacant or was only in the grading stages as of fall 1992. The CDP category dominates those sites available for future commercial activity (see Table II-29).

Table II-29
Commercial and Industrial Land Acreage
Calabasas General Plan Study Area
1990

Zoning	Calabasas	Unincorporated	Study Area
C-1	0	0	0
C-2	48	41	89
C-3	52	14	66
CM	0	0	0
CPD	94	27	121
M	0	16	16
MPD	29	1	30
RR	13	0	13
Total	**236**	**99**	**335**

Source: Urban Research Associates, March 1993.

Table II-30
Vacant Commercial Acreage
Calabasas General Plan Study Area
1990

Vacant Parcel Size	No. Parcels	Total Acreage	Percent
Less than 2 acres	24	16.0	5.1
2 to 5 acres	20	59.2	18.7
5 to 10 acres	7	46.0	14.6
10 to 20 acres	5	74.1	23.4
20 or more acres	3	120.8	38.2
Total	**58**	**316.1**	**100**

Source: Urban Research Associates, November 1992.

Of the three parcels in the largest size category, one with an acreage of 49 acres is being developed during the fall of 1992 as part of the Kilroy-Ahmanson project. Despite this, parcel size should not act as a constraint on future commercial development.

Approximately 75 percent of the vacant commercial and industrially-zoned lands lie within the present city limits, primarily along Calabasas, Agoura, or Las Virgenes Roads. Specific properties tend to be large in scale, permitting eventual subdivisions appropriate to future projects.

FISCAL CONSIDERATIONS AND FISCAL MANAGEMENT

Revenue and Expenditure Patterns

The mix of Calabasas city government revenues and expenditure patterns for its initial fiscal year reveals local priorities as well as dependencies on particular sources. The City received approximately $1.8 million more than it spent during fiscal 1991-1992, enabling a cash reserve available to meet contingencies and provide a capital improvements set-aside. During 1991-1992 fiscal year municipal spending amounted to $264 per capita, a figure similar to that in neighboring Agoura Hills.

According to the City's financial summary, community development activities and police services cost approximately $2,032,000 and $1,907,000, respectively, for the 1992 fiscal year. The amount listed in Table II-31 for fire protection represents a small fraction of total fire service costs. The Consolidated Fire Protection District of Los Angeles County, funded directly by a share of the property tax and a benefit assessment of $13.99 per single-family dwelling, supplies fire suppression and inspection services to Calabasas. Full costs of police and fire protection received from the respective county departments should be carefully monitored for their effectiveness.

City government in Calabasas directly spends far less than comparable cities for its public works and leisure services. The former arena is addressed by special benefit assessment districts, while the latter is covered by private services and county/state parklands. User fees to date have not been part of the community's public service financial strategy.

Table II-32 indicates the City's revenue sources for fiscal year 1991-1992.

Through its incorporation, Calabasas also absorbed two capital improvement areas, the Parkway Calabasas and Lost Hills Bridge and Thoroughfare Proposed Districts. Each is intended to upgrade interchanges with the Ventura Freeway. The Lost Hills District also supports widening of the bridge at Agoura Road at Las Virgenes Creek. These districts have not yet been formed.

Two concerns which revolve specifically around assessment districts have a particular bearing on financial management in Calabasas. These are the "neighborhood equity" issues and the management cost issue.

In the first instance, some neighborhoods may be paying into their own assessment district and into the City's general fund in support of services such as street lighting or park maintenance, while other areas pay only under the general fund levy. This creates differential charges between tax rate areas which could be substantial. Evidence from the County Auditor-Controller's office on this matter, although requested, has not been furnished as of this writing.

At some not-too-distant point the City of Calabasas may find itself faced with the administration of the various special districts within its borders and be required to pay their management costs. Currently handled by special Los Angeles County offices, these could become the responsibility of the City; in such an event the burden would likely fall upon the engineering staff. In light of the County's fiscal strain, this possibility may become a probability, one which brings new monitoring and implementation costs to city government. Watchful communication with Los Angeles County therefore becomes even more vital than it may have been in the past.

Table II-31
Municipal Expenditure Patterns
City of Calabasas and Reference Group

		City of Calabasas Fiscal Year 1991-1992		California Small Cities
		Amount	Share	Share
	EXPENDITURES			
1	General Administration	$ 381,469	7.0%	9.8%
2	Police Services	$ 1,906,925	35.0%	19.1%
3	Fire Protection	$ 22,475 (a)	NA	7.9%
4	Animal Control	$ 53,325	1.0%	0.3%
5	Public Works	$ 297,791	5.5%	14.8%
6	Community Development	$ 2,032,247	37.3%	9.0%
7	Water, Sewer and Solid Waste	NA	NA	10.6%
8	Parks, Recreation and Leisure Services	$ 26,047	0.5%	14.0%
9	Public Utilities	NA	NA	11.0%
10	Non-Departmental and Miscellaneous Expenditures	$ 723,958	13.3%	0.5%
	Total Expenditures	**$ 5,444,237**	**100.0%**	**100.0%**

Sources: City of Calabasas "Revenue and Expenditure Summary for Fiscal Year 1992" (October 22, 1992) and California State Controller, Annual Report of Financial Transactions of California Cities and Counties, Table 4. Calculations by Urban Research Associates.

Notes: Reference cities are all those with 1992 populations of 25,001 - 50,000 residents.
(a) Fire Protection for Calabasas is provided via Los Angeles County Consolidated Fire Protection District which directly receives a share of the one percent property tax levy.

Table II-32
Municipal Revenue Patterns
City of Calabasas and Reference Group

		City of Calabasas Fiscal Year 1991-1992		California Small Cities
		Amount	Share	Share
1	Property Taxes	$ 551,198	7.6%	11.1%
2	Sales and Use Taxes	$ 967,664	13.3%	15.1%
3	Utility User Tax	$ 1,258,571	17.3%	0.6%
4	Transient Occupancy Tax	$ 420,766	5.8%	2.5%
5	Other Taxes	$ 201,718	3.3%	8.7%
6	Development Fees and Permits	$ 1,157,067	15.9%	3.9%
7	Fines and Forfeitures	$ 37,518	0.5%	1.4%
8	Motor Vehicle In-Lieu	$ 956,741	13.1%	5.1%
9	State Gasoline Tax	$ 582,066	8.0%	2.3%
10	Highway Users Tax	$ 478,994	6.5%	NA
11	Other State and Federal Grants	$ 226,376	3.1%	4.8%
12	Interest, Rents and Related	0.	0.0	6.7%
13	Water and Sewer Enterprises	0.	0.0	11.8%
14	Solid Waste Disposal	NA	NA	3.2%
15	Other Current Service Charges	NA	NA	11.2%
16	Miscellaneous Revenues	$ 99,567	1.4%	9.0%
17	Prop. A Transportation Funds	$ 168,952	2.3%	NA

Table II-32
Municipal Revenue Patterns
City of Calabasas and Reference Group

		City of Calabasas Fiscal Year 1991-1992		California Small Cities
		Amount	Share	Share
18	Proposition C Funds	$ 136,923	1.9%	NA
19	Special Benefit Assessments	NA	NA	1.0
	Total Receipts	$ 7,285,440	100.0%	100.0%

Source: City of Calabasas "Revenue and Expenditure Summary for Fiscal Year 1992" (October 22, 1992) and California State Controller, Annual Report of Financial Transactions of California Cities and Counties, Table 4. Calculations by Urban Research Associates.