B. GENERAL PLAN PERFORMANCE STANDARDS

The standards contained in this section shall be incorporated into proposed development projects as noted. Table 2 summarizes the applicability of performance standards to various types of projects. Development projects which fall below a threshold included in Table 2 are exempt from the applicable performance standard(s). Table 3 summarizes maximum acceptable development impacts.

Table 2
Applicability of Performance Standards to Development Projects

Performance Standards for:	Apply To:
Hillside Development	Discretionary development projects subject to General Plan consistency findings located within the Preservation, Retention, and Partial Retention Land Management classifications that would: ■ alter more than 500 cubic yards of earth per gross acre by either excavation or fill within the Retention land management class; ■ alter more than 500 cubic yards of earth per graded acre by either excavation or fill within the Partial Retention land management class; ■ grade any natural slopes with a gradient in excess of 20%; ■ create manufactured slopes higher than ten feet (10') or steeper than 2:1 (50 percent); or ■ change the elevation of natural slopes (having a gradient of 30% or more) from existing grade to proposed grade by more than five feet (5'), unless the area over which excavation or fill would exceed five feet is only at isolated points within the site.
Biotic Resources	All discretionary development projectssubject to General Plan consistency findings.
Air Quality:	
Very Low Density Residential	New residential subdivisions of five or more units which have an overall density of less than one dwelling unit per gross acre within the area being developed.
Low Density Residential	New residential subdivisions of five or more units which have an overall density greater than one dwelling unit per gross acre within the area being developed.
Multi-Family Residential	All new townhouse, condominium, and apartment projects, including proposals to add new units to existing developments.
Retail Development	All new retail commercial centers, as well as to proposals to intensify the use of existing centers. Where relevant, performance standards also apply to the retail portion of mixed use developments.

Table 2
Applicability of Performance Standards to Development Projects

Performance Standards for:	Apply To:
Business Park Development	All new office and business parks, as well as to proposals to intensify the use of existing developments. Where relevant, performance standards also apply to the office and business park portions of mixed use developments.
Projects Exceeding AQMD Thresholds	All proposed discretionary development projects subject to General Plan consistency findings, including proposals to intensify existing development, that exceed AQMD thresholds of significance for either construction, or operations emissions.
Water Conservation	All new developments, including proposals to intensify or remodel existing office, business park, retail, or multi-family developments. Landscaping on individual single family lots is subject to city review consistent with the City's Water Efficient Landscape Ordinance.
Erosion Control	All discretionary development projects subject to general Plan consistency findings for which a grading permit will be necessary.
Energy Conservation	All new discretionary development projects subject to General Plan consistency findings, including proposals to intensify or remodel existing office, business park, retail, or multi-family developments.
Solid Waste Management	All new discretionary development projects subject to General Plan consistency findings, as well as to expansion or remodelling of existing development.
Seismic and Geologic Hazards	All new discretionary development projects subject to General Plan consistency findings, as well as to expansion or remodelling of existing development.
Stormwater Management and Flooding	All new discretionary development projects subject to General Plan consistency findings, including proposals to intensify existing office, business park, retail, or multi-family developments.
Fire Hazard Management	All new discretionary development projects subject to General Plan consistency findings, including proposals to intensify existing office, business park, retail, or multi-family developments.
Crime Prevention	All new discretionary development projects subject to General Plan consistency findings, including proposals to intensify existing office, business park, retail, or multi-family developments.
Noise	All new discretionary development projects subject to General Plan consistency findings, with the exception of a single family dwelling on an individual lot, as well as proposals to intensify existing office, business park, retail, or multi-family developments.
Hazardous Materials	All discretionary non-residential development projects subject to General Plan consistency findings. Standards for residential uses are contained in the Calabasas Household Hazardous Waste Element.
Disaster Response	All new discretionary development projects subject to General Plan consistency findings with the exception of a single family dwelling on an individual lot.

Table 2
Applicability of Performance Standards to Development Projects

Performance Standards for:	Apply To:
Urban Design:	
General	All new discretionary development projects subject to General Plan consistency findings (with the exception of a single family dwelling on an individual lot), as well as proposals to intensify existing office, business park, retail, or multi-family developments.
Freeway Corridor	All new discretionary development projects subject to General Plan consistency findings, including proposed intensification of existing commercial, office, or business park development meeting the following criteria: ■ The project is within 500 feet of the Ventura Freeway right-of-way ■ The project is within 1,000 feet of the Ventura Freeway right-of-way, and is on a parcel greater than 40,000 square feet ■ The project is within 1,000 feet of the Ventura Freeway right-of-way, and structures of three or more stories are proposed ■ Freeway-oriented signs are proposed.
Business Park	All new discretionary business park and office complex projects subject to General Plan consistency findings, including intensification of existing developments if the project: ■ is proposed on a site equal to or greater than 20,000 square feet ■ is proposed on a site smaller than 20,000 square feet and exceeds any of the City's adopted development standards for building height, setbacks, landscaping, or signs.
Signs	All new commercial, office, and business park signs, as well as proposals for redesign of existing commercial, office, and business park signs.
Historical, Archaeological, and Paleontological Resources	All new discretionary development projects subject to General Plan consistency findings, including intensification of existing development that will result in any disturbance to the ground surface, as well as to projects involving a historic structure.
Fiscally Responsible Development	All new discretionary development projects subject to General Plan consistency findings, with the exception of a single family dwelling on an individual lot, including proposals to intensify existing office, business park, retail, or multi-family developments.
Circulation and Transportation	All new discretionary development projects subject to General Plan consistency findings, with the exception of a single family dwelling on an individual lot, and including proposals to intensify existing office, business park, retail, or multi-family developments.

Table 2
Applicability of Performance Standards to Development Projects

Performance Standards for:	Apply To:
Educational Facilities:	
Schools	All new discretionary residential development projects subject to General Plan consistency findings, including proposals for the addition of new dwelling units within existing multi-family projects. The construction of a single family dwelling on an individual lot is exempt from schools performance standards, but shall be required to pay legally established school fees. Residential projects restricted to senior citizens, and commercial, office, business park, and other non-residential uses are exempt from these standards, but shall be required to pay legally established commercial/industrial development fees.
Libraries	All new residential development, including the construction of a single family dwelling on an individual lot, as well as to the addition of new dwelling units within existing multi-family projects.
Parks and Recreation	All new residential development, including the construction of a single family dwelling on an individual lot, as well as to the addition of new dwelling units within existing multi-family projects (Performance Standards 1-3). All new commercial, office, and business park developments, as well as expansion/intensification of existing developments (Performance Standards 3 and 4).
Municipal Services and Facilities	All new discretionary development projects subject to General Plan consistency findings, with the exception of a single family dwelling on an individual lot, as well as proposals to intensify existing office, business park, retail, or multi-family developments.
Quality of Life	All new discretionary development projects subject to General Plan consistency findings, including proposals to intensify existing office, business park, retail, or multi-family developments.
Responsible Regionalism	All new discretionary development projects subject to General Plan consistency findings, with the exception of a single family dwelling on an individual lot, that are determined by the City, as the result of an Initial Study, to have a potentially significant impact within adjacent jurisdictions or agencies other than the City of Calabasas.

Source: City of Calabasas, 1993.

Table 3
Maximum Acceptable Impacts of Individual Development Projects

Environmental Issue	Maximum Acceptable Development Impact
Preservation of Open Space	New discretionary development projects subject to General Plan consistency findings which would inhibit the City from achieving its open space objective of 3,000 acres of protected natural open space within the current city limits, or which would prevent achieving an open space system whose location and size represents an extensive network of protected areas with a high degree of visual and physical continuity is considered to have an unacceptable open space impact.
Hillside Management	Discretionary development projects subject to General Plan consistency findings not in compliance with the provisions of the applicable Land Management Class or which is not in compliance with hillside grading performance standards is considered to have an unacceptable impact on area hillsides.
Biotic Resources	A discretionary development project subject to General Plan consistency findings which results in a net loss of habitat value within the "Preservation," "Retention," or "Partial Retention" Land Management Classifications is considered to have an unacceptable biological resources impact. The construction of channelized flood control works, debris basins, retention/detention facilities within a blue line stream or wetlands area is considered to be an unacceptable biological resources impact. The net loss of wetland area is also considered to be an unacceptable impact.
Air Quality	A discretionary development project subject to General Plan consistency findings is considered to have an unacceptable air quality impact if it: ■ interferes with the attainment of Federal or State ambient air quality standards or is inconsistent with the AQMP ■ would violate the State's one hour and eight hour standards for carbon monoxide (CO) ■ would create a carbon monoxide hot spot ■ involves a general plan amendment affecting the regional population projections and locations that were used in the AQMP to bring the basin into attainment with air quality standards, and which does not result in a: – 1 percent per year (or 18 percent averaged over 18 years) reduction in project emissions – 1.5 average vehicle ridership (or occupancy if a transportation project) – reduced rate of growth in vehicle miles traveled (VMT) and trips.

Table 3
Maximum Acceptable Impacts of Individual Development Projects

Environmental Issue	Maximum Acceptable Development Impact
Water Resources	A discretionary development project subject to General Plan consistency findings is considered to have an unacceptable impact on water resources if it: ■ involves an amendment to the land use map that increases water consumption beyond the amount assumed by the Las Virgenes Municipal Water District in its water master planning efforts ■ fails to incorporate best management practices in plumbing fixtures or is inconsistent with the City's Water Efficient Landscape Criteria Ordinance ■ is located in an area for which providing reclaimed water supplies is feasible, and could legally use reclaimed water supplies, but is not designed for such use ■ is inconsistent with applicable NPDES permit requirements.
Soil Conservation	Discretionary development projects subject to General Plan consistency findings are considered to have an unacceptable impact on land resources if grading or subsequent operations result in deposition of soils on public streets or on downstream properties at a rate greater than natural erosion. Employment of "best management practices" and compliance with applicable NPDES requirements are presumed to reduce the impacts of a development to an acceptable level.
Energy Resources	Discretionary development projects subject to General Plan consistency findings are considered to have an unacceptable impact on energy resources if it does not meet all applicable Title 24 energy conservation requirements, and, in addition, does not employ best management practices for passive energy conservation.
Solid Waste Management	A discretionary development project subject to General Plan consistency findings is considered to have an unacceptable impact on solid waste management if it is inconsistent with, or will result in increased generation of solid waste beyond that which was assumed in the City's Source Reduction and Recycling Element.
Mineral Resources	Any extraction of mineral resources for off-site use that is inconsisntent with the hillsid management provisions of the General Plan is considered to be an unacceptable impact.
Seismic, Geologic, Flooding, and Fire Hazards	A discretionary development project subject to General Plan consistency findings that would result in unacceptable risks as identified in Table VI-1 is considered to have an unacceptable impact.

Table 3
Maximum Acceptable Impacts of Individual Development Projects

Environmental Issue	Maximum Acceptable Development Impact
Noise	A discretionary development project subject to General Plan consistency findings is considered to have an unacceptable noise impact if it: ■ would create noise in excess of the standards outlined in Table VI-2 ■ is located in an area that currently exceeds or will exceed the standards outlined in Table VI-2 ■ would increase the existing CNEL within a rural area by more than 4 dBA or increase the existing CNEL within an urban area by more than 2 dBA.
Hazardous Materials	A discretionary development project subject to General Plan consistency findings that is inconsistent with the most current Los Angeles County Hazardous Waste Management Plan is considered to have an unacceptable impact.
Disaster Response	A discretionary development project subject to General Plan consistency findings that would measurably inhibit the ability of the City or disaster response agencies from responding to an emergency situation is considered to have an unacceptable impact.
Population Growth	A discretionary development project subject to General Plan consistency findings that would result in a population or employment increase in excess of that included in SCAG's regional forecasts for the City of Calabasas, as accepted by the City, is considered to have an unacceptable impact.
Housing	A discretionary development project subject to General Plan consistency findings is considered to have an unacceptable housing impact if it: ■ inhibits the ability of the City to meet its share of regional production needs (Table IV-4) ■ results in the net loss of any subsidized affordable housing units ■ results in the net loss of rental housing at any time the vacancy rate for rental housing is below four percent (4%).
Land Use	A discretionary development project subject to General Plan consistency findings is considered to have an unacceptable land use impact if it: ■ is inconsistent with the land use designation within which it is proposed on the Land Use Map, and as defined in Table III-1 ■ has operational characteristics that would cause unacceptable impacts on other properties or would cause any of the performance standards contained in the Development Review Program to be exceeded on other properties. ■ introduces urban intensity parcels into a rural area or proposes lot sizes incompatible with adjacent existing development.

Table 3
Maximum Acceptable Impacts of Individual Development Projects

Environmental Issue	Maximum Acceptable Development Impact
Circulation	A discretionary development project subject to General Plan consistency findings is considered to have unacceptable traffic and transportation impacts if: ■ roadway level of service along nearby streets exceeds the performance objectives defined in Chapter V: – prior to project development – subsequent to project development – at general plan buildout **and** the project will create peak hour traffic in excess of the criteria outlined in Table V-2 ■ it inhibits the ability of the City to achieve the Citywide trip reduction targets prepared by the Metropolitan Transportation Authority pursuant to the AQMP.
Fiscal Management	A discretionary development project subject to General Plan consistency findings is considered to have an unacceptable fiscal management impact if it increases the cost or lowers the level of municipal services or facilities that are being provided to existing development.
Community Design	A discretionary development project subject to General Plan consistency findings is considered to have an unacceptable community design impact if it: ■ results in a noticeable reduction or loss of the specific features that combine to create Calabasas' unique character as defined in the General Plan Approach for Community Character of Chapter III ■ would inhibit achievement of the "additional features that the General Plan strives to create and maintain to enhance community character" as defined in the General Plan Approach for Community Character of Chapter III.
Historical and Cultural Resources	A discretionary development project subject to General Plan consistency findings is considered to have an unacceptable impact on historical and cultural resources if it: ■ involves the construction of buildings adjacent to identified historical structures that is incompatible in overall intensity of use, architectural style and details, height, bulk, or setbacks ■ results in the loss of significant archaeological or paleontological resources as defined by Appendix K of the 1993 CEQA Guidelines.

Table 3
Maximum Acceptable Impacts of Individual Development Projects

Environmental Issue	Maximum Acceptable Development Impact
Educational Facilities	A discretionary development project subject to General Plan consistency findings which would occur in the absence of adequate school facilities to serve the new students that will be generated by the project is considered to have an unacceptable impact. (*Note: Application of this standard may be limited or prohibited by provisions of State law which (1) presume that payment of statutory fees is mitigation in full, (2) limit the City's ability to require school mitigation as a condition of approval, and (3) specify that cities cannot deny a development project because of school impacts.*) A discretionary development project subject to General Plan consistency findings that does not contribute its fair share to expansion of library facilities consistent with the library facilities performance standard contained in Table VII-1 is considered to have an unacceptable impact.
Parks and Recreation	A discretionary development project subject to General Plan consistency findings is considered to have an unacceptable impact on parks and recreational facilities if it: ■ inhibits the use and enjoyment of an existing or proposed public or private park; or ■ does not provide or contribute to the provision of 3.0 acres of usable, active recreational land per 1,000 population.
Municipal Services and Facilities	A discretionary development project subject to General Plan consistency findings is considered to have an unacceptable municipal services and facilities impact if it: ■ would not meet the performance standards for municipal services and facilities outlined in Table VII-1; or ■ reduces the level of service provided to existing development below the performance standards outlined in Table VII-1; or ■ where the level of service being provided to existing development is already below the performance standards outlined in Table VII-1, results in any further reduction in the level of service to existing development.
Responsible Regionalism	A discretionary development project subject to General Plan consistency findings that would create impacts in excess of these significance standards within other jurisdictions without providing offsetting benefits to those jurisdictions is considered to have an unacceptable impact.

Table 3
Maximum Acceptable Impacts of Individual Development Projects

Environmental Issue	Maximum Acceptable Development Impact
Quality of Life	A discretionary development project subject to General Plan consistency findings is considered to have an unacceptable impact on local quality of life if: ■ the increase in nighttime intensity of light on adjacent properties is greater than 0.01 foot-candles,[2] measured at a point five feet (5') inside the adjacent property, after considering the effects of such mitigation measures as: – reducing the intensity of the original light source to the minimum necessary to carry out required functions and provide security – shielding light sources – providing directional lighting. ■ humidity, heat, cold, or glare is readily detectable without instruments by the average person on an adjacent property; and ■ unpleasant odors are created that would be perceptible by the average person on an adjacent property.

Source: City of Calabasas, 1994.

[2] The standard of 0.01 foot-candles is roughly equivalent to the difference in nighttime lighting between having no moon, and having a half moon present.

PERFORMANCE STANDARD FOR HILLSIDE DEVELOPMENT

Grading

(1) Projects within hillside areas shall be designed to protect important natural features and to minimize the amount of grading. To this end, grading plans shall conform to the following guidelines:

Slopes less than 10%:

Redistribution of earth over large areas may be permitted.

Slopes between 10% and 20%:

Some grading may occur, but landforms must retain their natural character. Padded building sites may be allowed, but split level designs, stacking and clustering are required to mitigate the need for large padded building areas.

Slopes between 20% and 30%:

Limited grading may occur; however, major topographic features shall retain their natural landforms. Special hillside architectural and design techniques are expected in order to conform to the natural land form, by using techniques such as split level foundations of greater than 18 inches, stem walls, stacking and clustering.

Applicability

Hillside performance standards apply to projects within the Preservation, Retention, and Partial Retention Land Management classifications that would:

- ***alter more than 500 cubic yards of earth per gross acre by either excavation or fill within the Retention land management class;***
- ***alter more than 500 cubic yards of earth per graded acre by either excavation or fill within the Partial Retention land management class;***
- ***grade any natural slopes with a gradient in excess of 20%;***
- ***create manufactured slopes higher than ten feet (10') or steeper than 2:1 (50 percent); or***
- ***change the elevation of natural slopes (having a gradient of 30% or more) from existing grade to proposed grade of more than five feet (5'), unless the area over which excavation or fill would exceed five feet is only at isolated points within the site.***

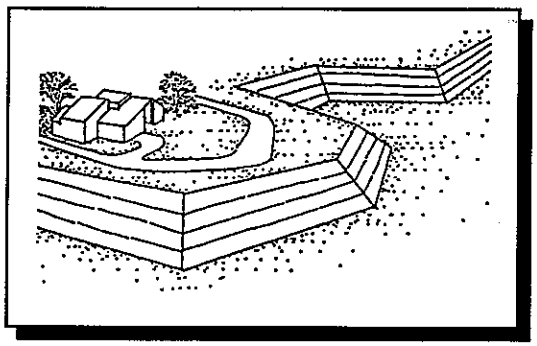
Slopes between 30% and 50%:

Development and limited grading can occur in this category only if it can be clearly demonstrated that safety hazards, environmental degradation, and aesthetic impacts will be avoided. Use of larger lots, variable setbacks and variable building structural techniques such as stepped or post and beam foundations are required. Structures shall blend with the natural environment through their shape, materials and colors. Impact of traffic and roadways is to be minimized by following natural contours or using grade separations.

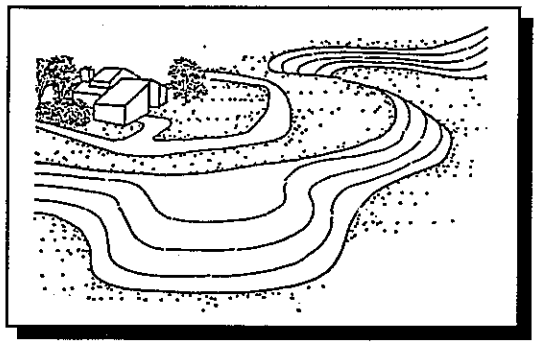
Slopes greater than 50%:

Except in small, isolated locations, development in areas with slopes greater than 50% shall be avoided.

(2) Manufactured slopes in excess of five vertical feet (5') shall be landform graded. "Landform grading" is a contour grading method which creates artificial slopes with curves and varying slope ratios in the horizontal and vertical planes designed to simulate the appearance of surrounding natural terrain. Grading plans shall identify which slopes are to be landform graded and which are to be conventionally graded.



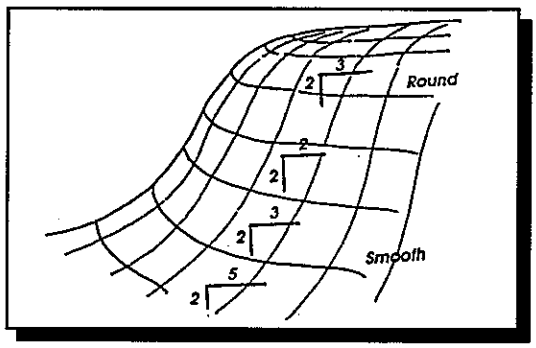
UNACCEPTABLE
Regular Slopes- Sharp Cut



ACCEPTABLE
Varied Slopes - Smooth Cut

(3) Slopes created by grading shall not exceed 50 percent or 2:1, without a soils report and stabilization study indicating a greater permissible slope, and shall not exceed 30 feet in height between terraces or benches.

(4) Grading and project design shall address and mitigate impacts to habitat linkages/wildlife corridors.



Slope banks should be contour graded at top and toe of slope

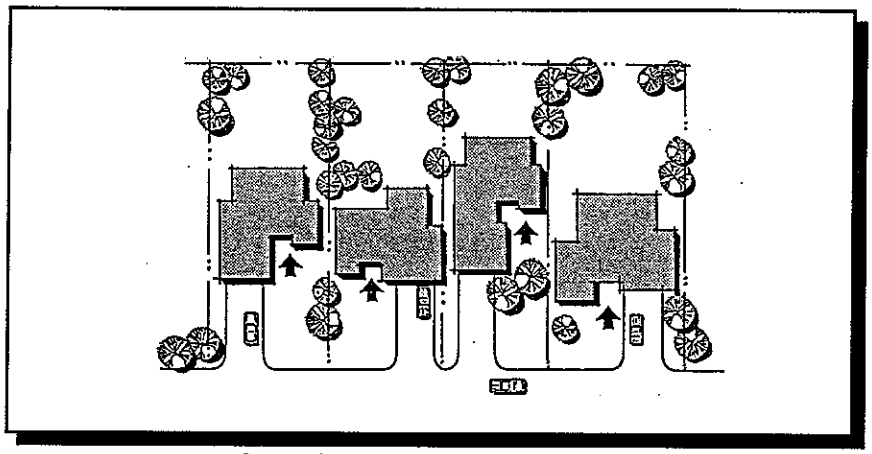
Project Site Planning

(1) The overall project design/layout shall adapt to the natural hillside topography and maximize view opportunities ***to***, as well as ***from*** the development. The project should fit the hillside rather than altering the hillside to fit the project.

(2) Grading of ridgelines is prohibited. Structures shall be sited sufficiently below ridgelines so as to preserve unobstructed views of a natural skyline. In cases where application of this performance standard would prevent construction of any structures on a lot of record, obstruction of views of a natural skyline shall be minimized, and landscaping shall be provided to soften the impact of the new structure.

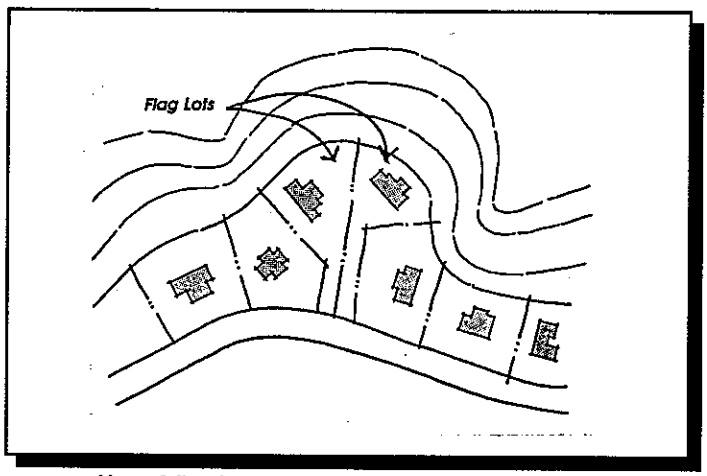
(3) Site design should utilize varying setbacks, structure heights, innovative building techniques, and retaining walls to blend structures into the terrain:

- Allow for different lot shapes and sizes, with the prime determinant being the natural terrain. Encourage split pads in large development projects.



Staggering of setbacks to each entry creates variety and identity

- Allow flag lots in areas where it is demonstrated that the end result is the preservation of natural topography by minimizing grading, and if the lot can be designed to provide adequate visibility for emergency vehicle response.

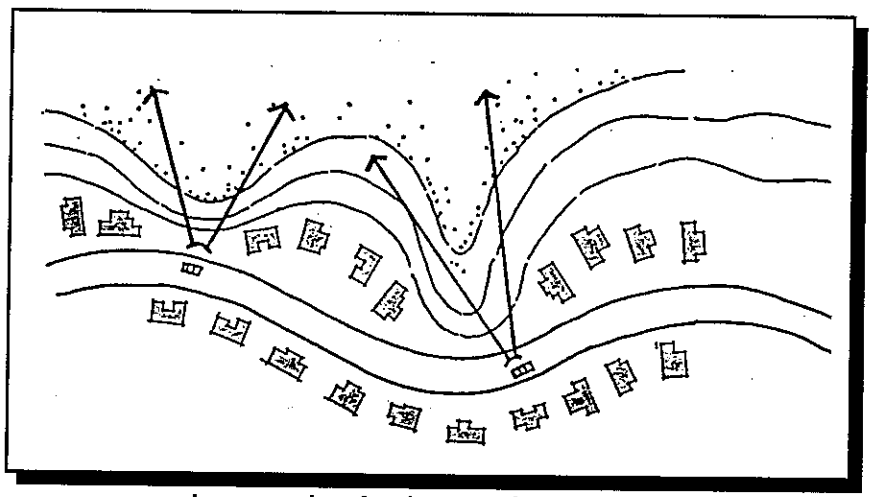


Use of flag lots can help maintain natural grades and reduce the amount of cut and fill

(4) Structures shall be sited in a manner that will:

- fit into the hillside's contour and relate to the form of the terrain;
- retain outward views from the maximum number of units while maintaining the natural character of the hillside; and
- preserve vistas of natural hillside areas and ridgelines from public places and streets.

Buildings should be located to preserve existing views and to allow new dwellings access to views similar to those enjoyed from existing dwellings.



Leave openings for views at selected locations

(5) Streets should follow the natural contours of the hillside to minimize cut and fill. Streets may be split into two one-way streets in steeper areas to minimize grading and blend with the terrain. Cul-de-sacs or loop roads are encouraged where necessary to fit the terrain. On-street parking and sidewalks may be eliminated, subject to City approval, to reduce required grading.

(6) Clustered development is encouraged where the average slope exceeds 20 percent as a means of preserving the natural appearance of the hillside and maximizing the amount of open space. Under this concept, dwelling units are grouped in the more level portions of the site, while steeper areas are preserved in a natural state.

(7) The project design should maximize public access to canyons, overlooks, and open space areas by:

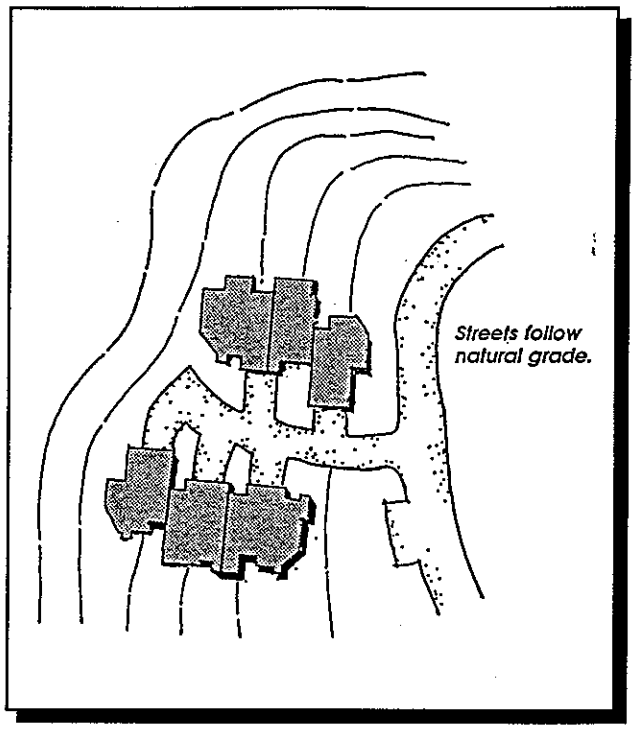
- providing open space easements between lots or near the end of streets or cul-de-sacs; and

- designating public pathways to scenic vistas.

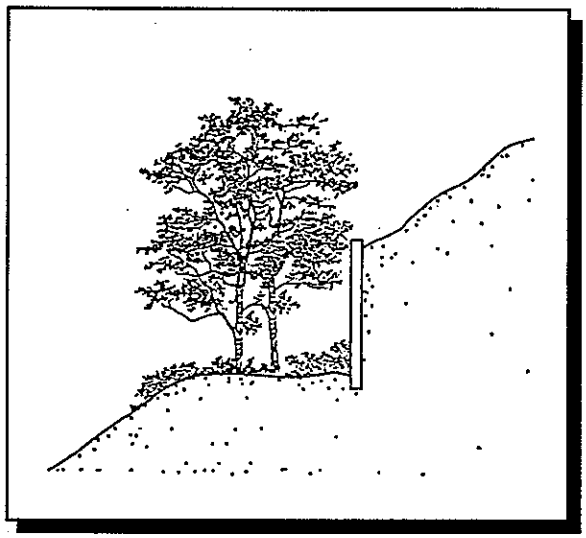
(8) New discretionary development projects subject to General Plan consistency findings should use retaining structures when it significantly reduces grading; however, such retaining structures shall be located and restricted in height so that they do not become a dominant visual feature of the parcel.

(9) Where retaining walls face public streets, they should be faced with materials that help blend the wall into the natural character of the terrain.

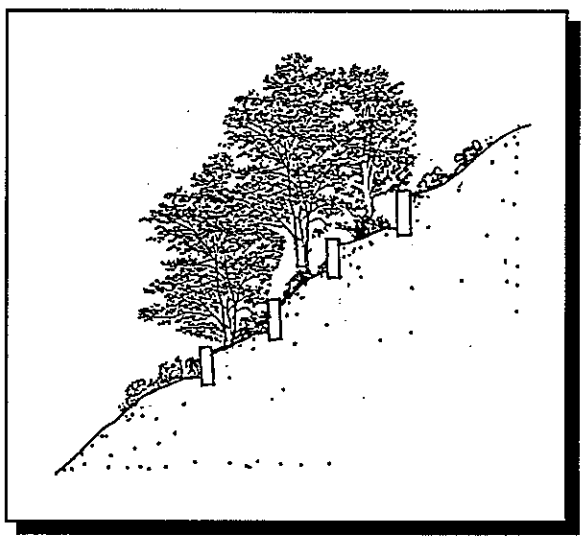
(10) Large retaining walls in a uniform plane should be avoided. Break retaining walls into elements and terraces, and use landscaping to screen them from view.



Cluster development away from open space, canyons, ridgelines, and other sensitive areas

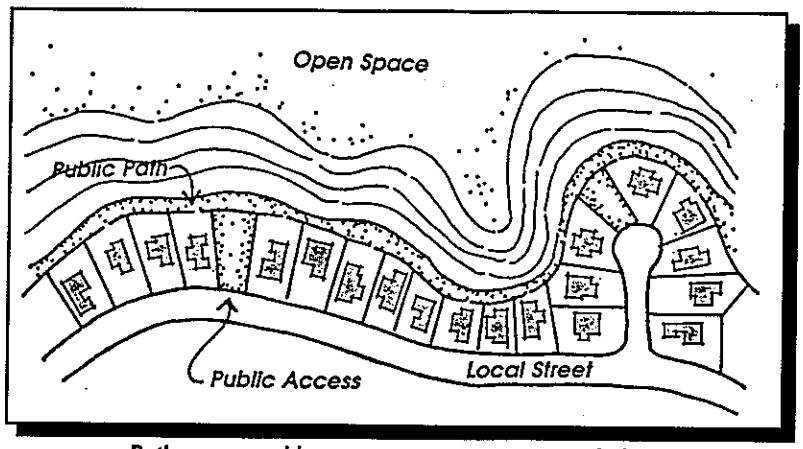


UNACCEPTABLE
Single retaining wall makes a massive scar on hillside and is difficult to screen.



ACCEPTABLE
Terraced retaining walls break up mass and are easier to screen.

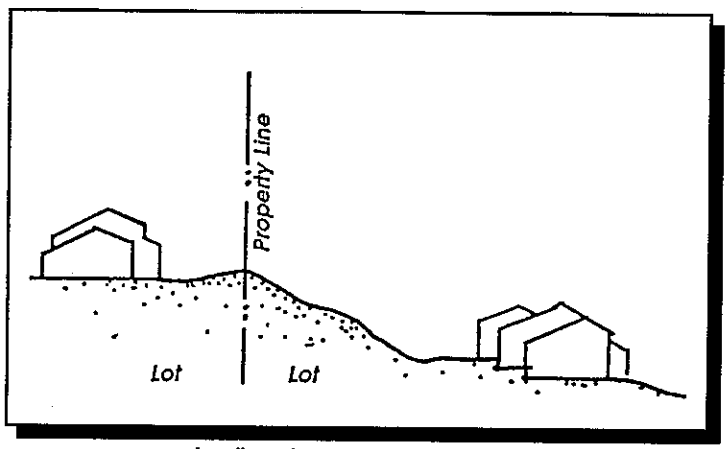
(11) Lot lines shall be placed at the top of slopes to facilitate maintenance by the down slope owner, who has the greater "stake" in ensuring the continued integrity of the slope.



Pathways provide access to open spaces and vistas

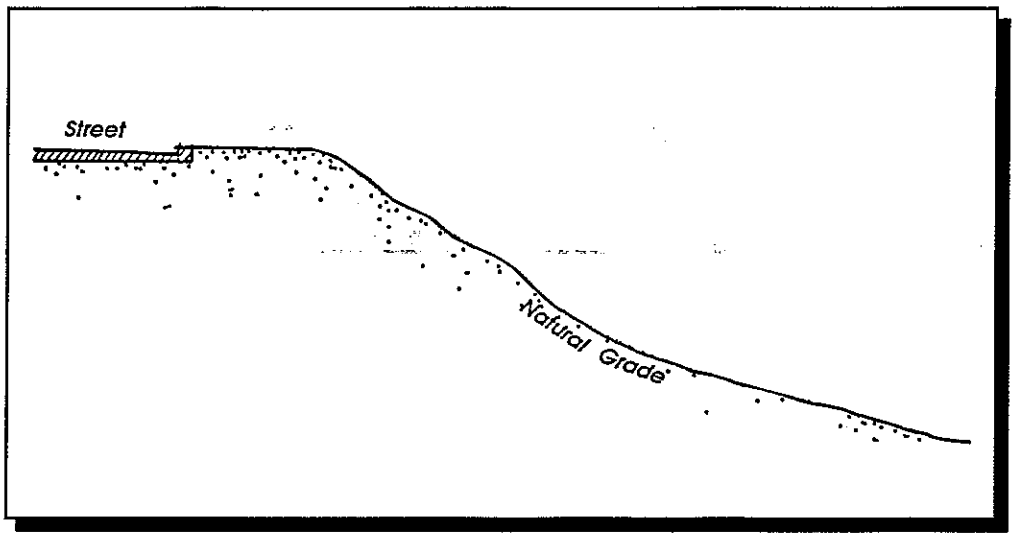
Architectural Design

(1) The overall scale and massing of structures shall respect the natural surroundings and unique visual resources of the area by incorporating designs which minimize bulk and mass, follow natural topography, and minimize visual intrusion on the natural landscape.



Lot line placement when slopes are homeowner maintained

(2) The overall height of a building is an important aspect of how well it fits into the existing character of the neighborhood and its hillside environment. Houses shall not be excessively tall so as to dominate their surroundings or create a crowded appearance in areas of small lots. Structures should be stepped down hillsides and contained within a limited envelope parallel to the natural grade, rather than "jutting out" over natural slopes.



Create a limited envelope parallel to the natural ground surface within which the structure will be contained.

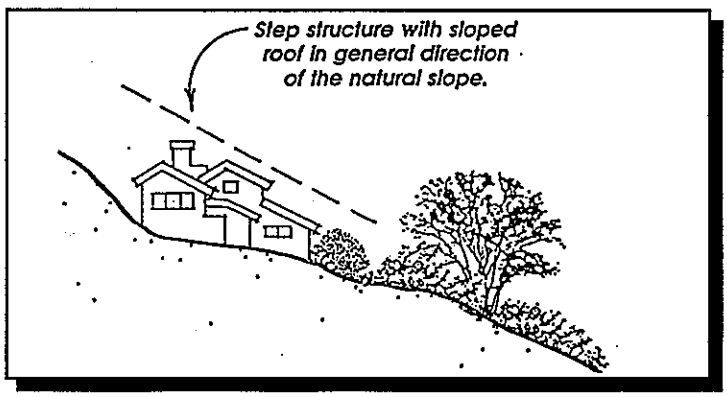
(3) Building forms shall be scaled to the particular environmental setting so as to complement the hillside character and to avoid excessively massive forms that fail to enhance the hillside character.

(4) Building facades shall change plane or use overhangs as a means to create changing shadow lines to further break up massive forms.

(5) Wall surfaces facing towards viewshed areas shall be minimized through the use of single story elements, setbacks, roof pitches, and landscaping.

(6) Collective mass roof lines and elements shall reflect the naturally occurring ridgeline silhouettes and topographical variation, or create an overall variety, that blends with the hillside.

(7) Based upon the graphic principle that dark colors recede and light colors project, medium to dark colors which blend with the surrounding environment should be used for building elevations and roof materials in view-sensitive areas.



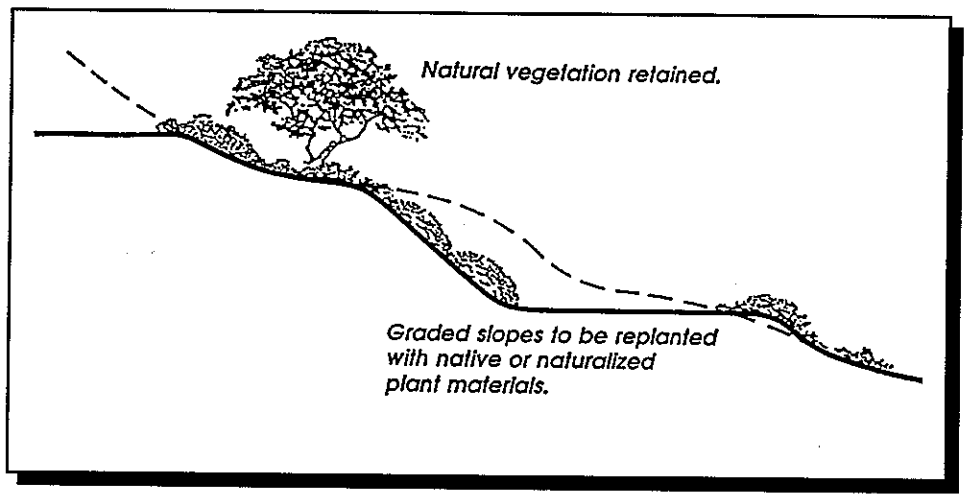
(8) Architectural style, including materials and colors, should be compatible with the natural setting. The use of colors, textures, materials and forms which will attract attention by not relating to other elements in the neighborhood is to be avoided. No one dwelling should stand out.

(9) Exposed structural and mechanical elements, unless well integrated into the design concept are unsightly and are to be avoided. Exposed structures are often eyesores for people who are lower downhill.

(10) Roof materials shall be of fire-retardant material. Special attention to coordinating roof design with the underlying contour of the land is important because of their dominating appearance.

Landscape Treatment

(1) The interface between developments and open space is critical and shall be given special attention. Slope plantings should create a gradual transition from developed slope areas into natural areas. By extending fingers of planting into existing and sculptured slopes, the new landscape should blend in with the natural vegetation.



(2) Planting along the slope side of development shall be designed to allow controlled views out, yet partially screen and soften the architecture. In general, 50 percent screening with plant materials should be accomplished.

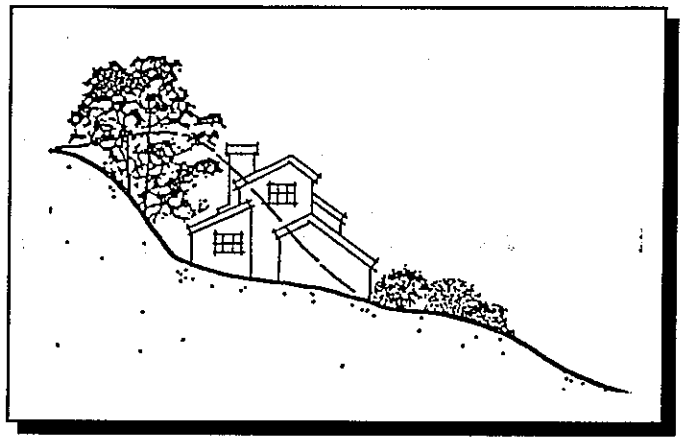
(3) Trees are to be arranged in informal masses and shall be placed selectively to reduce the scale of long, steep slopes.

(4) Shrubs are to be randomly spaced in masses.

(5) Skyline planting shall be used along recontoured secondary ridgelines to recreate the linear silhouette and to act as a backdrop for structures. Trees shall be planted to create a continuous linear silhouette since gaps in the planting will not give the desired effect.

(6) Trees that grow close to the height of structures shall be planted between buildings to eliminate the open gap and blend the roof lines into one continuous silhouette.

(7) For fire prevention purposes, a fuel modification zone shall be provided between natural open space and development. This zone shall consist of at least 100 feet, and have a fire-resistive groundcover. Larger trees and shrubs must be pruned.



Use landscape plant material as a supplement for ridgeline backdrop if ridge is graded

Slope Maintenance

(1) New development within hillside areas shall be conditioned upon:

- the preparation and recordation of a declaration of covenants, conditions and restrictions providing for the development and maintenance of manufactured slopes;
- in the case of a parcel map or subdivision, the subdivider's supplying a program and/or staff for preventive maintenance of major manufactured slope areas. Such program must be approved prior to approval of a final map, and shall include homeowner slope maintenance requirements and guidelines to be incorporated into the declaration of covenants, conditions, and restrictions.

(2) A minimum five year revegetation monitoring and maintenance program is required for all development requiring slope bank and/or habitat vegetation. The revegetation monitoring program shall include monthly inspection for months one through 12, quarterly inspection for months 12 through 36, and semi-annual inspection for months 36 through 60. Inspections shall be performed by a qualified botanist subject to City approval.

PERFORMANCE STANDARDS FOR BIOTIC RESOURCES

(1) Within the "Preservation" land management classifications, any disturbance of biotic resources is considered to be a significant adverse environmental impact for which overriding considerations are not appropriate.

Applicability

Biotic resource performance standards apply to all development projects.

(2) Within the "Preservation," "Retention," and "Partial Retention" land management classes, the vegetative resources which contribute to habitat carrying capacity (vegetative species diversity, faunal resting areas, foraging areas and food sources) and other significant biotic features are to be preserved in place.

(3) Within the "Preservation," "Retention," and "Partial Retention" land management classes, the following are considered to be unacceptable impacts for which overriding considerations are inappropriate:

- a net loss of wetlands or riparian vegetation (also applies to "Modification" land management classification);
- a measurable reduction in species diversity; or
- loss of breeding and roosting areas, foraging areas, habitat linkages, or food sources that will result in a measurable reduction in the reproductive capacity of biotic resources.

(4) Within the "Modification" land management class, significant biotic resources are to be preserved in place unless the only feasible project design alternatives would isolate significant environmental features in such a manner as to jeopardize their long-term survival in place. Offsite mitigation into a recognized habitat management program may be acceptable.

(5) Development within or adjacent to areas given a "Retention," or "Partial Retention" land management designation because of their biological habitat shall provide a minimum 25 foot setback from sensitive habitats on sites designated as Urban on the General Plan land use map and a 100-foot setback from sensitive habitats on sites designated Non-urban and Open Space on the General Plan land use map. These setbacks will, preferably, be accompanied by protective fencing or other buffers during the construction phase. These minimum setbacks may be enlarged as necessary to prevent indirect impacts on sensitive biotic resources.

(6) Protect riparian vegetation. Where riparian vegetation has previously been removed, except for channelization, the buffer that is provided shall allow for the reestablishment of riparian vegetation to its prior extent as feasible.

(7) Require conservation or open space easements, grant deeds of development rights, or other similar mechanisms over sensitive habitat areas where the development may directly impact such habitats or may indirectly impact these habitats through changes in intensity of use on the parcel.

AIR QUALITY PERFORMANCE STANDARDS

(1) Appropriate air quality mitigation measures shall be incorporated into development project design and operation. Projects shall implement all feasible mitigation measures outlined in the Air Quality Mitigation Matrix (Table 4). To be approved at an intensity greater than the Basic Development intensity identified in Table III-1, development projects need to achieve the reductions in air pollutant emissions outlined in Table 5. Air pollutant generation reduction calculations are to be based on the South Coast AQMD's *CEQA Air Quality Handbook*.[3]

The following criteria will be used to determine the level of air quality mitigation that will be required from a particular project:

- ***the intensity of mitigation measures shall coincide with the intensity of impacts;***
- ***the combination of mitigation measures that are employed should reduce emissions below the thresholds of significance maintained by the SCAQMD;***
- ***adequate resources must be available to ensure implementation of mitigation;***
- ***mitigation measures must be able to be accomplished within a reasonable time frame; and***
- ***compliance with required mitigation must be verifiable and enforceable by a legally binding commitment.***

Air Quality Performance Standards for Very Low Density Residential Development

(1) Design of new subdivisions shall encourage opportunities for residents to work at home, thereby reducing vehicle trips and associated vehicular emissions.

- House designs which provide work spaces are encouraged.

Applicability

Air Quality performance standards for Very Low Density Residential apply to new residential development projects of five units of more which have an overall density of less than one dwelling unit per gross acre within the area being developed.

- Where feasible, high-technology telecommunication links (fibre optic) are to be incorporated into project infrastructure.
- The number of telephone lines and phone jacks within individual dwellings should be sufficient to facilitate working at home, including setting up a computer work station with a fax and modem.

(2) The development's roadway system is to be designed to accommodate bicycle travel. Roadway widths shall be adequate to accommodate both vehicular and bicycle traffic.

[3] At the City's discretion, any of the measures deemed appropriate in Table VIII-4 may be required of a development project.

Table 4
Appropriate Mitigation Measures for Air Pollutant Emissions

	Residential			Office/Business Park			Retail			
	0 to 50 Units	51 to 100 Units	101 plus Units	0 to 100,000 sq. ft.	100,000 to 500,000 sq. ft.	500,000 sq. ft. & above	0 to 50,000 sq. ft.	50,000 to 100,000 sq. ft.	100,000 to 150,000 sq. ft.	150,000 sq. ft. & above
Construction Activities										
Grading Activities										
Maintain the natural topography; minimize landform alteration and grading activities	■	■	■	■	■	■	■	■	■	■
Suspend grading activities when wind speeds (instantaneous gusts) exceed 25 miles per hour	■	■	■	■	■	■	■	■	■	■
Apply non-toxic chemical soil stabilizers according to manufacturers' specifications to all previously graded areas that have been inactive for ten (10) days		■	■		■	■		■	■	■
Enclose, cover, water twice daily, or apply non-toxic chemical soil stabilizers according to manufacturers' specifications to exposed soils that have a five percent (5%) or greater silt content		■	■		■	■		■	■	■
Prepare watering schedule for before, during and after daily grading; minimum twice, preferably three times daily	■	■	■	■	■	■	■	■	■	■
Balance onsite cut and fill; eliminate need for import or export of dirt	■	■	■	■	■	■	■	■	■	■
Replace top soil and ground cover in disturbed areas immediately at the suspension of grading in the area	■	■	■	■	■	■	■	■	■	■

Table 4
Appropriate Mitigation Measures for Air Pollutant Emissions

	Residential			Office/Business Park			Retail			
	0 to 50 Units	51 to 100 Units	101 plus Units	0 to 100,000 sq. ft.	100,000 to 500,000 sq. ft.	500,000 sq. ft. & above	0 to 50,000 sq. ft.	50,000 to 100,000 sq. ft.	100,000 to 150,000 sq. ft.	150,000 sq. ft. & above
Construction Activities (Cont'd)										
On-Road Construction Emissions										
Configure construction parking areas to minimize traffic interference along public access streets	■	■	■	■	■	■	■	■	■	■
Develop a construction traffic management program that includes, but is not limited to, rerouting construction-related traffic off congested streets, consolidating truck deliveries, and providing temporary dedicated turn lanes for construction traffic		■	■		■	■		■	■	■
Provide temporary traffic control (i.e. flag man) during all construction phases to improve traffic flow where construction activities may interfere with on-road travel	■	■	■	■	■	■	■	■	■	■
Schedule construction activities that could affect traffic flows to occur during non-peak travel hours (10:00 a.m. to 3:00 p.m.)	■	■	■	■	■	■	■	■	■	■
Prohibit parking on unpaved lots		■	■		■	■		■	■	■
Pave all roads, parking lots and maneuvering areas		■	■		■	■		■	■	■
Limit amount of traffic on unpaved roads or areas		■	■		■	■			■	■

Table 4
Appropriate Mitigation Measures for Air Pollutant Emissions

	Residential			Office/Business Park			Retail			
	0 to 50 Units	51 to 100 Units	101 plus Units	0 to 100,000 sq. ft.	100,000 to 500,000 sq. ft.	500,000 sq. ft. & above	0 to 50,000 sq. ft.	50,000 to 100,000 sq. ft.	100,000 to 150,000 sq. ft.	150,000 sq. ft. & above
Construction Activities (Cont'd)										
On-Road Construction Emissions (Cont'd)										
Limit weight of vehicles permitted on unpaved roads or areas			■		■	■			■	■
Lower speed limit to 15 mph on unpaved roads			■		■	■			■	■
Cover unpaved roads with material with lower silt content		■	■		■	■		■	■	■
Require covering of trucks that are hauling soil materials	■	■	■	■	■	■	■	■	■	■
Street sweeping of access roads, if paved, and adjacent paved road once per week		■	■		■	■		■	■	■
Prepare trip reduction plan for construction workers' vehicles to achieve an average ridership of 1.2 persons per vehicle.		■	■		■	■		■	■	■
Prepare trip reduction plan for construction workers' vehicles to achieve an average ridership of 1.5 persons per vehicle.		■	■		■	■			■	■
Off-Road Construction Emissions										
Install curbing and vehicle truck wheel washers			■		■	■			■	■
Use low emission paints, coatings and solvents	■	■	■	■	■	■	■	■	■	■

Table 4
Appropriate Mitigation Measures for Air Pollutant Emissions

	Residential			Office/Business Park			Retail			
	0 to 50 Units	51 to 100 Units	101 plus Units	0 to 100,000 sq. ft.	100,000 to 500,000 sq. ft.	500,000 sq. ft. & above	0 to 50,000 sq. ft.	50,000 to 100,000 sq. ft.	100,000 to 150,000 sq. ft.	150,000 sq. ft. & above
Construction Activities (Cont'd)										
Off-Road Construction Emissions (Cont'd)										
Use pre-cut and sanded wood molding and trim products and wallboard		■	■		■	■		■	■	■
Use of vacuuming instead of pneumatic debris removal			■			■			■	■
Street sweeping of access road, if paved, and adjacent paved road once per week.		■	■		■	■		■	■	■
Design Standards										
Use turf block instead of paving for driveway areas with limited use or for emergency access	■	■	■	■	■	■	■	■	■	■
Construct wind breaks with trees, shrubs in rows, earthen banks and solid wooden or rock walls		■	■		■	■		■	■	■
Use shade trees adjacent to residences in landscape plan	■	■	■							
Provide pedestrian walkways both within the development and connecting to nearby commercial uses		■	■							
Provide access improvements and fee collection methods in park structures or drive-through facilities where queuing occurs					■	■	■	■	■	■
Improve solar gain through tree plantings adjacent to buildings	■	■	■	■	■	■	■	■	■	■

Table 4
Appropriate Mitigation Measures for Air Pollutant Emissions

	Residential			Office/Business Park			Retail			
	0 to 50 Units	51 to 100 Units	101 plus Units	0 to 100,000 sq. ft.	100,000 to 500,000 sq. ft.	500,000 sq. ft. & above	0 to 50,000 sq. ft.	50,000 to 100,000 sq. ft.	100,000 to 150,000 sq. ft.	150,000 sq. ft. & above
Design Standards (Cont'd)										
Provide teleconferencing or video conferencing facilities or equipment						■				■
Incorporate telecommuting center into building design			■			■				
Contribute to centralized telecommuting facility in the City	■	■		■	■		■	■	■	■
Provide parking spaces reserved for carpools/vanpools					■	■		■	■	■
Provide bicycle racks and lockers per City Bicycle Facilities Ordinance				■	■	■	■	■	■	■
Provide shower/locker room facilities for employees per City Bicycle Facilities Ordinance					■	■			■	■
Provide bikeways and pedestrian oriented design plans which include bicycle and pedestrian pathways	■	■	■	■	■	■	■	■	■	■
Energy Conservation										
Install non-roof mounted, non-concentrating solar collectors, low NOx heaters or a combination of both in new swimming pools	■	■	■							
Install non-roof mounted solar water heating equipment or non-concentrating solar collectors in conjunction with conventional water heaters		■	■		■	■		■	■	■

Table 4
Appropriate Mitigation Measures for Air Pollutant Emissions

	Residential			Office/Business Park			Retail			
	0 to 50 Units	51 to 100 Units	101 plus Units	0 to 100,000 sq. ft.	100,000 to 500,000 sq. ft.	500,000 sq. ft. & above	0 to 50,000 sq. ft.	50,000 to 100,000 sq. ft.	100,000 to 150,000 sq. ft.	150,000 sq. ft. & above
Energy Conservation (Cont'd)										
Install double pane windows	■	■	■	■	■	■	■	■	■	■
Install high efficiency heat pumps, gas furnaces, gas water heaters, air conditioners, refrigerators and clothes dryers or other appliances or equipment	■	■	■							
Install energy efficient ceiling and wall materials and duct insulation	■	■	■	■	■	■	■	■	■	■
Increase thermal integrity through standard weatherization measures and advanced window glazing				■	■	■	■	■	■	■
Insulate solid concrete walls with both exterior and interior products				■	■	■	■	■	■	■
Incorporate passive solar designs such as wall thickness, use of construction materials that absorb or reflect sunlight, building orientation and roof overhangs	■	■	■	■	■	■	■	■	■	■
Utilize energy efficient water and space heating and refrigeration or cooling				■	■	■	■	■	■	■
Use of timers and/or occupant sensors				■	■	■		■	■	■
Use of waste heat recovery systems					■	■			■	■
Use of energy efficient cooling equipment							■	■	■	■

Table 4
Appropriate Mitigation Measures for Air Pollutant Emissions

	Residential			Office/Business Park			Retail			
	0 to 50 Units	51 to 100 Units	101 plus Units	0 to 100,000 sq. ft.	100,000 to 500,000 sq. ft.	500,000 sq. ft. & above	0 to 50,000 sq. ft.	50,000 to 100,000 sq. ft.	100,000 to 150,000 sq. ft.	150,000 sq. ft. & above
Operational Activities										
New fleet operators purchase low emission vehicles				■	■	■	■	■	■	■
Provide truck idling limits, improve on-site truck stacking and/or provide loading zones						■		■	■	■
Establish off-peak hours for deliveries						■		■	■	■
Establish program to dispatch service employees from home without requiring them to first come to the office				■	■	■	■	■	■	■
Establish program of home-based shopping with delivery service, eliminating the need for shoppers to come to the store							■	■	■	■
Develop trip reduction plan which reduces employee trips through telecommuting, alternative work weeks, or alternative transportation modes for facilities, buildings, or businesses with 100 or more employees				■	■	■	■	■	■	■
Use alternative fueled (low emission vehicles) or electric fleet vehicles (zero emission vehicles)						■		■	■	■
Participate in establishment of Transportation Management Association (TMA)				■	■	■	■	■	■	■

Table 4
Appropriate Mitigation Measures for Air Pollutant Emissions

	Residential			Office/Business Park			Retail			
	0 to 50 Units	51 to 100 Units	101 plus Units	0 to 100,000 sq. ft.	100,000 to 500,000 sq. ft.	500,000 sq. ft. & above	0 to 50,000 sq. ft.	50,000 to 100,000 sq. ft.	100,000 to 150,000 sq. ft.	150,000 sq. ft. & above
Operational Activities (Cont'd)										
Develop non-work trip reduction plan that provides incentives for increased vehicle occupancy. Incentives include discounts for use of transit, limiting parking time, requiring validation or imposing surcharges based on parking occupancy									■	■

Source: LSA, 1993.

Table 5
Air Pollutant Reduction Objectives

Land Use	Reduction Objective (Percent)
Residential:	
1 - 50 units	10%
51 - 100 units	15%
101 or more units	20%
Office/Business Park:	
Less than 100,000 s.f. GLA	10%
100,000 - 500,000 s.f. GLA	15%
Over 500,000 s.f. GLA	20%
Retail:	
Less than 100,000 s.f. GLA	10%
100,000 - 149,999 s.f. GLA	15%
150,000 s.f. GLA or more	20%

Source: LSA, 1993

Air Quality Performance Standards for Low Density Residential Development

Applicability

Air quality performance standards for low density residential projects apply to new single family detached subdivisions with an overall density equal to or greater than one dwelling unit per gross acre within the area being developed.

(1) The design of new subdivisions shall encourage opportunities for residents to work at home, thereby reducing vehicle trips and associated vehicular emissions.

- Where feasible, high-technology telecommunication links (e.g. fibre optic) are to be incorporated into project infrastructure.
- The number of telephone lines and phone jacks within individual dwellings should be sufficient to facilitate working at home, including setting up a computer work station with a fax and modem.

(2) The development's roadway system is to be designed to accommodate bicycle and pedestrian travel.

- Roadway widths shall be adequate to accommodate both vehicular and bicycle traffic.
- Where feasible, multiple walkway/bicycle access points shall

be provided along the perimeter of the subdivision, as well as *through* cul-de-sacs so that more direct and convenient access for those modes of transportation will encourage their use.

- Neighborhood pedestrian/bicycle routes are to be connected to community routes to facilitate their use in replacing some automobile trips.

- Where residential subdivisions are located adjacent, pedestrian walks and bicycle routes should connect directly into shopping centers, schools, parks, and other local destinations to facilitate their use in replacing some automobile trips.

- Adequate space and lighting shall be provided to pedestrian/bicycle connections to avoid a "tunnel effect."

- Pedestrian barriers along walkways (e.g., lighting standards, utilities/transformers) shall be minimized. Where they cannot be avoided, additional width shall be provided along the walkway to facilitate pedestrian access.

- Within gated developments, provision of separate, but proximate, access points for pedestrians and vehicles shall be provided where feasible to enhance the convenience of pedestrian/bicycle travel without sacrificing access control.

- Street trees shall be provided which will assist in shading streets during summer time and thereby reduce the amount of reflective heat on adjacent structures.

Air Quality Performance Standards for Multi-Family Development

Applicability

Air quality performance standards for multi-family development apply to all new townhouse, condominium, and apartment projects, including proposals to add new units to existing developments.

(1) Because multi-family densities can support transit, multi-family developments *should* be located along primary roadways, ideally within 1/8 mile of an existing or potential future transit stop. Residential developments in excess of 12 units per acre *shall* be located along within a transit route and within 1/4 mile of an existing or future transit stop.[1] When requested by the Metropolitan Transit Authority, a

[1] This performance standard recognizes that, in some instances, it may be desirable to create multi-family developments that do not have access to transit facilities as a means of clustering residential development to protect significant environmental features.

transit stop shall be constructed along the adjacent public roadway system as part of required street improvements.

(2) The development's roadway system is to be designed to accommodate bicycle and pedestrian travel.

- Roadway widths on perimeter roadways shall be adequate to accommodate both vehicular and bicycle traffic. Within the project site, pedestrian and bicycle travel should be separated from vehicular access.

- Where feasible, multiple walkway/bicycle access points shall be provided along the perimeter of the development to facilitate direct and convenient access for those modes of transportation and thereby encourage their use.

- Internal pedestrian/bicycle routes are to be connected to community routes to facilitate their use in replacing some automobile trips.

- Where residential development is located adjacent, pedestrian walks and bicycle routes should connect directly into shopping centers, schools, parks, and other local destinations to facilitate their use in replacing some automobile trips.

- Adequate space and lighting shall be provided to pedestrian/bicycle connections to avoid a "tunnel effect."

- Pedestrian barriers along walkways (e.g. lighting standards, utilities/transformers) shall be minimized. Where they cannot be avoided, additional width shall be provided along the walkway to facilitate pedestrian access.

- Within gated developments, provision of separate, but proximate, access points for pedestrians and vehicles shall be provided where feasible to enhance the convenience of pedestrian/bicycle travel without sacrificing access control.

- Street trees shall be provided which will assist in shading streets during summer time and thereby reduce the amount of reflective heat on adjacent structures.

(3) To reduce the use of single occupant vehicular travel, telecommuting centers shall be provided in multi-family developments exceeding 150 dwelling units. Whenever possible, these centers are to be located within the project recreation center so as to eliminate the need to construct a separate structure.

Air Quality Performance Standards for Retail Development

(1) To facilitate pedestrian and bicycle access and afford it a priority equal to vehicular circulation, the following design features shall be incorporated into retail developments where feasible.

Applicability

Air quality performance standards for retail development apply to all new retail commercial centers, as well as to proposals to intensify the use of existing retail centers. Where relevant, these performance standards will also be applied to the retail portion of mixed use office/retail developments.

- Berms and other grade differentials which require the pedestrian or bicyclist to make a strenuous ascent between buildings or to access the retail development, and thereby make pedestrian or bicycle travel difficult, are to be avoided.

- Onsite circulation should separate pedestrian and bicycle traffic from vehicular traffic. Pedestrian walkways shall be clearly defined to enhance safety and convenience, particularly in instances where pedestrians must cross large parking areas.

- Retail centers should follow an "L" or "U" shape, with a portion of the buildings located near the street and parking located between or behind buildings. Centers designed with parking as the sole use along the street frontage are to be avoided.

- When a retail center is located within 1/4 mile of an existing or planned transit stop, building setbacks should be limited to reduce the distance between the transit stop and buildings. Buildings should be sited on the front of the lot, adjacent to the streetscape to reduce pedestrian travel distances.

- When requested by the Metropolitan Transit Authority, a transit stop shall be constructed along the adjacent public roadway as part of required street improvements.

- Site planning should favor pedestrian traffic by providing canopy trees to shade walkways, furnishing gathering places, and organizing buildings so that users have a continuous pedestrian level experience.

(2) No new drive-through facilities are to be constructed without providing a 100 percent offset for vehicle emissions that occur during queuing.

Air Quality Performance Standards for Office and Business Park Developments

(1) To facilitate pedestrian access and afford it a priority equal to vehicular circulation, the following design features shall be incorporated into retail developments where feasible.

Applicability

Air quality performance standards for office and business park development apply to all new office and business park developments, as well as to proposals to intensify the use of existing developments. Where relevant, these performance standards will also be applied to the office and business park portions of mixed use developments.

- Berms and other grade differentials which require the pedestrian to travel up or down between buildings or to access the retail development are to be avoided. As a rule of thumb, the maximum grade break should be three feet.

- Onsite circulation should separate pedestrian and bicycle traffic from vehicular traffic. Pedestrian walkways shall be clearly defined to enhance safety and convenience, particularly in instances where pedestrians must cross large parking areas.

- Office buildings are to located near the street and parking located between or behind buildings. Office complexes with parking as the sole use along the street frontage are to be avoided.

- When an office development is located within 1/4 mile of an existing or planned transit stop, building setbacks should be limited to reduce the distance between the transit stop and buildings. Buildings should be sited on the front of the lot, adjacent to the streetscape to reduce pedestrian travel distances.

- When requested by the Metropolitan Transit Authority, a transit stop shall be constructed along the adjacent public roadway as part of required street improvements.

- Site planning should favor pedestrian traffic by providing canopy trees to shade walkways, furnishing gathering places, and organizing buildings so that users have a continuous pedestrian level experience.

(2) Office developments are to be designed to facilitate bicycle ridership as follows:

- One secured bicycle parking space is to be provided for every 20 required automobile spaces.

- Double loaded galvanized steel bicycle racks should be utilized for short-term parking. Where long-term storage is desired, bicycle lockers should be provided.

(3) A reduction in parking standards up to ten percent may be granted by the City in exchange for preparation of a transportation demand management program that will increase average vehicle ridership to 1.5. For every 100 square feet of reduced parking area, an additional 50 square feet of landscaped area shall be provided over that which would be otherwise required, and building area may be increased by 50 square feet over the Basic Development Intensity, up to the Maximum Development Intensity allowed by the General Plan.

(4) A minimum of 10 percent of the required parking spaces shall be reserved for employee car and van pools. These parking spaces shall be located as near the primary employee entrance as is feasible.

(5) When a business park or office center is located within 1/4 mile of an existing or planned transit stop, building setbacks should be limited to reduce the distance between the transit stop and buildings. Buildings should be sited on the front of the lot, adjacent to the streetscape to reduce pedestrian travel distances.

(6) When requested by the Metropolitan Transit Authority, a transit stop shall be constructed along the adjacent public roadway as part of required street improvements.

Air Quality Performance Standards for Projects Exceeding AQMD Significance Thresholds

(1) Where the application of all feasible mitigation measures for reducing air pollutant emissions will not reduce emissions below the thresholds of significance maintained by the South Coast AQMD for construction or operations, offsetting indirect mitigation will be required. Such offsetting mitigation may consist of:

Applicability

These performance standards apply to all proposed development projects, including proposals to intensify the use of existing developments, that exceed South Coast AQMD thresholds of significance for either construction or operations emissions.

- establishment or contribution toward the establishment of a telecommuting facility or teleconferencing facility;
- construction of offsite pedestrian facilities;
- off-site contributions to regional transit (e.g., right-of-way, transit stops and/or shelters);

- contribution to an adopted traffic signal synchronization project;
- construction or contribution toward the construction of bicycle facilities;
- implementation of a home dispatching system where employees receive routing schedules by phone rather than by driving to work;
- replacement of fleet vehicles with low emission vehicles or contribution toward replacement of school or transit buses with low emission vehicles;
- establishment or contribution toward establishment of a shuttle service along Calabasas Road to connect office uses with commercial establishments and fast food establishments along Calabasas Road and at the Las Virgenes Road freeway interchange.
- provision of on-site child care facilities, or contribution toward the establishment of nearby child care facilities;
- provision of transit incentives by commercial establishments within a retail center.

RESOURCES PERFORMANCE STANDARDS

(1) To meet the City's overall water conservation performance objective, projects will be reviewed to assess their compliance with the following.

Applicability

Water resources performance standards apply to all new development projects, as well as to the expansion or remodeling of existing commercial, office, business park, or multiple family developments. Individual landscaping on single family parcels is subject to City review per the City's Water Efficient Landscape Ordinance.

- Incorporation of drought tolerant and low water using plants in the landscape plans; maximize preservation of natural vegetation.
- Incorporation of water conservation techniques into the design of the irrigation system through such techniques as mulching, installation of drip irrigation systems, landscape design to group plants of similar water demand, rain sensors, and automatic irrigation systems.

- Clustering of landscaped areas to maximize the efficiency of the irrigation system; design of irrigation systems to eliminate watering of impervious surfaces.

- Use of reclaimed water, where feasible, for landscape irrigation.

- Installation of water conserving kitchen and bathroom fixtures and appliances, installation of thermostatically controlled mixing valves for baths and showers, and insulation of hot water lines.

(2) Within residential subdivision model complexes, at least one model shall be landscaped with drought tolerant plants; the sales office shall also provide information to buyers regarding drought-tolerant planting and water conservation techniques.

(3) Where reclaimed water is or can be feasibly made available by the Las Virgenes Municipal Water District and where use of reclaimed wastewater is legally permissible, the installation of a reclaimed water system for irrigation purposes will be required.

(4) As part of developments subject to Water Resources Performance Standards, proposed development project shall prepare a "Runoff Mitigation Plan" that illustrates the Best Management Practices that will be employed to prevent pollutants and sediments from running off the built project. The plan shall be designed to ensure that no new sediments or pollutants will wash off the site during rainfall event. If the project site is over five acres in size, a Storm Water Pollution Prevention Plan as prepared for the NPDES may be acceptable to the City in place of the Runoff Mitigation Plan.

The Runoff Mitigation Plan shall be designed to achieve a 20 percent reduction in volume of stormwater runoff ina 10-year storm as compared to a similar project using 1985 Los Angeles County Building and Development Standards.

(5) To slow runoff and maximize infiltration, the following minimum percentages of a development site must either be landscaped or constructed with pervious paving materials.

(6) Swales, berms, green filter strips, infiltration pits, and/or sediment traps shall be provided, where feasible, as part of site stormwater runoff management systems to slow runoff and direct runoff to permeable or landscaped areas, thereby reducing pollutant loading in area waterways.

(7) All new or reconstructed nonresidential parking lots having five or more parking spaces shall include sub-surface filtering for oil and grease contaminants. Regular maintenance of these parking lots, which can include bioremediation of infiltration areas, will be warranted.

Table 6
Minimum Pervious Surface Percentages

Designation	Minimum % of Site with Pervious Surfaces	Designation	Minimum % of Site with Pervious Surface
R-SF		B-LI	28%
Lots <1/3 ac	50%	B-R	22%
Lots >1/3 ac	65%	B-PO	24%
R-MF	45%	B-BP	28%
R-MH	25%	B-OT	28%
HM	86%	MU	38%
RR	70%	Parking Lots	30%
RC	65%		

EROSION CONTROL PERFORMANCE STANDARDS

(1) Concurrent with submittal of a grading plan, submittal of water erosion and dust control plans to the City are required. Erosion control plans will be reviewed concurrently with the grading plan.

Applicability:

Erosion control performance standards apply to all development projects for which a grading permit will be necessary.

- Erosion control plans shall be prepared and shall cover all areas impacted by the proposed grading.
- The erosion control plans shall address methods of control (e.g., detention basins, check dams, sandbagging), and interim storm drain construction if required.
- Grading plans shall include appropriate and feasible measures to minimize dust.
- Erosion control measures shall be in place prior to the rainy season.
- Erosion control measures shall be implemented as soon as grading operations commence, and shall remain in operation until improvement construction has begun within the controlled area.

(2) New development should balance onsite cut and fill, so as to minimize the transporting of soils on- or off-site.

(3) The physical extent of graded areas shall be minimized. Cleared areas are to be landscaped with temporary ground cover as soon as is feasible after grading. Such measures are to remain in place until permanent landscaping can be installed.

ENERGY CONSERVATION PERFORMANCE STANDARDS

(1) To ensure that the City's Performance Objectives on Energy are met, projects shall be reviewed to assess their compliance with the following criteria:

> ***Applicability***
>
> ***Energy conservation performance standards apply to all new development, as well as to expansion or remodeling of existing commercial, business park, and multiple family developments.***

- Design buildings in groups or clusters with protected indoor or plaza/open areas which promote both exterior accessibility and enjoyment within a protected environment.

- Construct internal circulation roadways at the minimum widths necessary for safe circulation to minimize solar reflection and heat radiation; utilize shade trees within parking areas to place 50 percent of the parking area surface in the shade at noon during the summer equinox within five (5) years of installation.

- Where possible, locate reflective surfaces (e.g., parking lots) on the north and east sides of buildings to decrease potential heat gain and reflection to adjacent buildings; alternatively, where parking areas must be located to the south or west of buildings, provide landscaping to reduce potential heat gain.

- Where possible, orient glass toward the south, the side with the greatest amount of solar access (heat gain potential).

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

- Design individual buildings to maximize natural internal lighting through the use of court wells, interior patio areas, and building architecture. Site plan elements (e.g., buildings, landscaping) should protect access to sunshine for planned solar energy systems and/or for solar oriented rooftop surfaces which can support a solar collector or collectors

capable of providing for the anticipated hot water needs of the building between the hours of 9:00 a.m. and 3:00 p.m., Pacific Standard Time, on December 21.

- Use canopies and overhangs to shade windows during summer months while allowing for reflection of direct sunlight during winter months.
- Install windows and vents in commercial and industrial buildings to provide the opportunity for through ventilation.
- Use reflective roof materials to reduce solar gains, unless a passive heat system is provided.
- Incorporate the use of deciduous trees in landscaping plans, especially near buildings and around large expanses of parking lots or other paved areas.
- Incorporate deciduous vines on walls, trellises and canopies to shade south and west facing walls, to cool them in summer months.
- Incorporate wind breaks to protect against winter winds.

(2) In addition, developers are to be encouraged to cooperate with Southern California Edison (SCE), the Gas Company, and the South Coast Air Quality Management District (SCAQMD) to set up energy conservation demonstration projects, and to serve as a laboratory for testing new energy conservation techniques.

MINERAL EXTRACTION PERFORMANCE STANDARDS

(1) Mineral extraction projects shall conform to General Plan performance standards, and shall not result in unacceptable impacts as defined in Table VIII-3.

SOLID WASTE MANAGEMENT PERFORMANCE STANDARDS

(1) All new development projects within Calabasas are to be consistent with the provisions of the City's Source Reduction and Recycling Element.

Applicability

Solid Waste Management performance standards apply to all new developments within Calabasas.

SEISMIC AND GEOLOGIC HAZARDS MANAGEMENT PERFORMANCE STANDARDS

> ***Applicability***
>
> ***Seismic and geologic hazards management performance standards apply to all new developments, as well as to expansion or remodeling of existing development.***

(1) The design of all new structures shall comply with the latest Uniform Building Code seismic design standards, as well as such supplemental design criteria as the City may adopt to ensure that:

- buildings are designed so as to avoid structural collapse;
- all uses needed for emergency response are designed to withstand sufficient "g" force to remain functional; and
- the guidelines of Table VI-1 are met.

Site-specific soils studies will be required to be submitted concurrent with submittal of grading and/or building permit applications to determine onsite soils and geologic conditions, and to define the site-specific measures that are needed to avoid the unacceptable risks outlined in Table VI-1.

(2) To prevent future slope failures, new development shall be required to meet the following standards:

- achieve a Factor of Safety[2] of 1.5 against shear failure; and
- achieve a Factor of Safety of 1.1 against seismically induced slope failure.

Site-specific soils studies will be required to be submitted concurrent with submittal of grading and/or building permit applications to determine on site soils and geologic conditions, and to define the site-specific measures that are needed to avoid the unacceptable risks outlined in Table VI-1. As part of these studies, the potential for hillside areas to become unstable when saturated at the surface and liquefying shall be investigated and mitigated.

---

[2] "Factor of Safety" is the ratio of the resisting force to the driving force. Thus, values greater than 1.0 represent varying degrees of stability, while values under 1.0 represent varying degrees of instability.

STORMWATER MANAGEMENT AND FLOODING PERFORMANCE STANDARDS

(1) The incremental increase in stormwater runoff that will be created by a proposed development is to retained or detained onsite unless adequate discharge downstream capacity is available. "Available capacity" is defined as not measurably expanding downstream 10-year, 25-year, or 100-year flood levels, or requiring the replacement of natural drainage courses with concrete lined channels.

Applicability

Stormwater Management and Flooding performance standards apply to all new development. In addition, these standards apply to expansion of existing commercial, office, and business park uses, as well as to increasing the number of dwelling units within an existing multi-family residential development.

(2) The use of pervious paving materials in hardscape areas is to be maximized, along with the provision of swale designs in landscape or grassy areas which slow runoff and maximize infiltration. Where feasible, the discharge of roof drainage is to be directed into pervious areas to reduce increases in downstream runoff.

FIRE HAZARD MANAGEMENT PERFORMANCE STANDARDS

(1) The City's objective for fire protection services is a five (5) minute response time on both a citywide and response area basis. Thus, new development shall be located such that a five minute response time can be provided. Within rural areas, however, new development may be provided with a seven minute response time *if* structures intended for human occupancy are sprinklered.

Applicability

Fire prevention and protection performance standards apply to all new development, expansion of existing commercial, office, business park uses, as well as to new dwelling units within existing residential developments.

(2) Roadways and internal circulation systems shall be designed to accommodate fire suppression equipment with adequate turn-around areas as determined by the Los Angeles County Consolidated Fire Districts.

(3) All new development shall be provided with the water facilities needed to meet fire flow requirements as determined by the Los Angeles County Consolidated Fire Districts. Where necessary, existing fire hydrants are to be tested to confirm adequate fire flows.

(4) Fire hydrants are to be provided as required by the Los Angeles County Consolidated Fire Districts, as shall "blue dots" to identify fire hydrant locations.

(5) New development is designated within Fire Hazard Zone IV by the Los Angeles County Consolidated Fire Districts. This zone includes wildland fire hazard areas defined as watershed lands that contain native growth and vegetation. Development located in or within 500 feet of native vegetation is subject to the following development provisions:

- use of special, fire-resistant roofing materials;
- installation of chimney spark arresters and other fire protection devices; and
- maintenance of fuel management zones.

(6) Within rural areas, structures intended for human occupancy are to be located along a paved, all weather, publicly accessible road as in a manner which avoids the need for firefighters to move equipment onto properties without adequate turnaround space. If a structure cannot feasibly be sited in this manner, it is to be sprinklered.

(7) Prior to approval of a building permit for new structures intended for human occupancy within areas subject to wildland fires, applicants should meet with the County Consolidated Fire Districts to determine the most fire-safe location for the structure. New structures intended for human occupancy within areas subject to wildland fires are generally to be located on the lowest portion of the site. In addition, adequate setbacks from tops of slopes having natural vegetation shall be maintained so as to reduce the spread of wildland fires to structures.

(8) Proposals for new development will be referred to the Los Angeles County Consolidated Fire Districts to determine projected response times to the project site, and to provide appropriate fire hazard management recommendations for inclusion by the City as project conditions of approval.

CRIME PREVENTION PERFORMANCE STANDARDS

(1) The performance objective for law enforcement services is a seven (7) minute response time for emergency calls within urban areas and a nine (9) minute response time for emergency calls within rural areas. Thus, new development shall be located such that the above response times can be provided.

Applicability

Crime prevention performance standards apply to all new development; expansion of existing commercial, office, business park development; and to the creation of new dwelling units within existing multi-family developments.

(2) New development proposals will be referred to the Los Angeles County Sheriff's Department for review and comment, as well as for security recommendations for inclusion by the City as project conditions of approval.

(3) New developments, other than a single family home being constructed on an individual lot, will be required to provide onsite security during construction,

commensurate with the scale of the development and level of risk, as a means of preventing potential theft and vandalism.

(4) Crime shall be discouraged through the incorporation of "defensible space" concepts into the design of dwellings and structures as outlined in Table 7.

Table 7
Defensible Space Performance Guidelines

Residential Uses
Provide well lighted and visible streets and street names, entrances, and house numbers within urban areas; within rural areas provide lighted house numbers.
Avoid "flag lots," except where there are no other feasible options within hillside areas.
Provide visually well defined separation between public and private areas.
Place windows so as to allow easy resident surveillance of yards, corridors, entrances, parking areas, streets and other public and semi-public places.
Provide landscaping which permits surveillance of open areas and entryways, and does not create places for concealment.
Within multi-family projects, eliminate undefined hallways, especially double-loaded corridors shared by large numbers of families.
Within multi-family projects, design entries and circulation corridors so that as few families as possible share a common lobby, facilitating the recognition of strangers.
Within multi-family projects, provide well lighted and, where possible, windowed apartment stairwells.
Within multi-family projects, limit access into and between buildings so escape routes are fewer and undetected entrances are more difficult.
Commercial and Business Park Uses
Design landscaping, buildings and wall locations to facilitate surveillance from the street and from neighboring structures, without providing places for concealment.
Design the street system and driveways to allow emergency vehicle access around buildings, to the greatest extent possible.
Locate parking and walkways where surveillance from streets or by an attendant is possible to reduce worker or customer isolation when walking to and from cars.
Make first floor windows burglar resistant, and/or place them so as to promote surveillance from adjacent streets.
Provide visible, controlled access to buildings or building groups, as well as access between buildings so escape routes are fewer, and undetected access to buildings is made more difficult.
Eliminate the potential for access to roofs by pallets, flag poles, etc.
Where possible, design areas so that they can be sealed off when not in use.
Install alarm systems on a zone basis so that the entire area does not need to be sealed off in an emergency.
Provide adequate illumination of street names and building numbers for easy identification.
Design facilities to promote surveillance from streets and nearby buildings.
Provide adequate lighting.

Source: Planning Network, 1993.

NOISE MANAGEMENT PERFORMANCE STANDARDS

For purposes of community noise assessment, potential changes to the existing noise and traffic conditions can adversely affect the ambient noise conditions. These can be characterized by measurable increases in noise levels, and indirectly by increases in traffic volumes.

Applicability

Performance standards for noise apply to all new developments, with the exception of construction of a single family dwelling on an individual lot, as well as to expansion of existing commercial, office, business park developments and addition of dwelling units to an existing multi-family development.

(1) Require that project-related noise be no greater than a 60 dBA CNEL within known wildlife nesting or migration areas, as well as within desirable passive open space areas, as necessary to maintain tranquil open space and viable wildlife habitats and mobility.

(2) One or more of the following mitigation measures shall be provided as necessary to mitigate project-related noise impacts to a level of insignificance as defined by Table VIII-3. Mandatory mitigation measures are identified in italics. Mitigation measures which are not acceptable to the City include, but are not limited to incorporating berm/wall combinations in the project design to attenuate noise. This technique is effective in attenuating noise, but conflicts with the image objectives of the City.

Project Site Planning

(1) Orient buildings for use in buffering or attenuating noise (recommended).

(2) Route or align roadways away from noise sensitive receptors where this can be accomplished without creating other significant impacts (recommended).

(3) Place the highest noise sources sufficiently distant from adjacent sensitive uses (recommended).

(4) Provide sound attenuation walls (recommended, open space buffers and berms are preferred).

Landscape Treatment

(1) *Utilize landscape materials and "softscape" design to break up and baffle hard surfaces, thus minimizing reverberation (mandatory for noise, as well as aesthetic purposes). Scientific evidence is available which demonstrates that soft surfaces absorb more sound than hard surfaces.*

(2) *Utilize open space and landscaped buffers between uses to naturally attenuate noise with distance. Project applicants shall be responsible for providing open space buffers in the form of easements to eliminate noise encroachment from having an adverse effect. The distance shall be sufficient to meet the exterior noise standards for the land uses identified in Table VI-2 (mandatory where project site planning and other attenuation measures do not achieve applicable noise standards).*

Architectural Design

(1) *Place fixed equipment in commercial retail and business park uses, such as air conditioning units, inside an enclosed space, or in shielded locations (mandatory).*

(2) *For commercial, office, and business park uses, place rooftop equipment at an appropriate setback from property lines, or in acoustically treated mechanical rooms or in shielded equipment wells, to meet noise standards and minimize disturbance potential (mandatory).*

(3) Where appropriate, provide such features as sound rated windows, additional insulation in exterior walls or roofing systems, vent or mail slot modifications or relocation, and/or forced air ventilation (recommended).

HAZARDOUS MATERIALS MANAGEMENT PERFORMANCE STANDARDS

(1) New commercial, office, and business park uses will be required to comply with the provisions of the Los Angeles County Hazardous Waste Management Plan (see Table 8); the most current amendments to the California Code of Regulations, Title 22; and any other applicable city, county, state or federal standard relating to the use, storage, handling, transportation, or disposal of hazardous materials.

Applicability

Hazardous waste management performance standards apply to all non-residential uses within the City of Calabasas. Standards for residential uses are contained in the Calabasas Household Hazardous Waste Management Element.

(2) Concurrent with submittal of development applications, project proponents will be required to submit a history of onsite soil use, and, if warranted, a soil survey to determining the potential presence of hazardous substances in the soil.

Table 8
Hazardous Waste Management Guidelines

	Hazardous Waste Management Requirements
General	New commercial, office, and business park uses uses shall comply with all applicable city, county, state or federal standard relating to the use, storage, handling, transportation, or disposal of hazardous materials.
Permits	Obtain a hazardous waste generator permit from the County Department of Health Services (DHS). Obtain an Environmental Protection Agency (EPA) Identification Number. Obtain a Treatment, Storage, and Disposal Permit from the State of California Department of Health Services if hazardous wastes are stored onsite for longer than 90 days.
Storage	Store hazardous materials in compliance with the guidelines in the Los Angeles County DHS Hazardous Materials and Waste Management Handbook.
Transportation	When transporting hazardous waste or offering hazardous waste for transport, treatment, or disposal, prepare a manifest using the Uniform Hazardous Waste Manifest specified by the California Department of Health Services.
	Hazardous Materials Business Plan
Applicability	Prior to obtaining a business license, the following types of tenants shall submit a Hazardous Materials Business Plan, including a Hazardous Waste Contingency Plan to the Los Angeles County DHS: ■ any business that uses, generates, processes, produces, treats, stores, emits, or discharges a hazardous material in quantities exceeding 55 gallons, or 500 pounds of a hazardous material, or 200 cubic feet of a compressed gas at any time in the course of a year; ■ all hazardous waste generators, unless the business generates less than five (5) gallons or 50 pounds per month of hazardous waste; ■ any business that handles, stores, or uses Category I or II pesticides, as defined by FIFRA, regardless of amount; ■ any business that handles substances on the Governor's List of Carcinogens or Reproductive Toxicants pursuant to Proposition 65; ■ any business that handles Class A, B, or C explosives; or ■ any business which handles extremely hazardous substances in quantities exceeding the Threshold Planning Quantity.
Contents of Plan	Each business plan shall be site specific and contain all information required by the DHS. The Hazardous Materials Business Plan should also include a complete inventory of hazardous materials located onsite (including the waste category of every hazardous material handled). Chemical inventory forms are available from the DHS, and must be updated annually. Copies of the complete business plan and chemical inventory must be maintained at the local police and fire departments, the local hospital, and the DHS. A hazardous waste contingency plan shall be included to minimize releases of hazardous materials to air, soil, or surface water. The plan shall be carried out immediately whenever a fire, explosion or unplanned release occurs.

Table 8
Hazardous Waste Management Guidelines

	Hazardous Materials Business Plan (Cont'd)
	The Plan, in addition to DHS requirements, shall provide for the use of the best available technology within the production process. The plan shall also outline proposed methods for source reduction, treatment, handling, transportation, and disposal of hazardous materials and wastes, including emergency response and employee training procedures. A copy of the approved business plan submitted to the Los Angeles County DHS shall be provided to the City of Calabasas Community Development Department. As part of the Hazardous Materials Business Plan, a truck routing plan shall be submitted to the City for review and approval. The truck routing plan shall include the routes and hours of transport to be used for all hazardous materials and wastes. Prior to issuance of a business license, individual businesses, with the exception of office uses and home occupations, shall provide the Fire Department with an inventory all hazardous materials used at the site, a description of where and how each is stored, and how each reacts in a fire. This inventory shall be updated quarterly. Placards or other appropriate signs shall be maintained in businesses at locations approved by the Fire Department indicating the storage location and potential emergency nature of hazardous materials.
Exemptions	Businesses exempt from having to submit a Hazardous Materials Business Plan include: ■ Business that handle less than 55 gallons, or less than 500 pounds of a hazardous material, or less than 200 cubic feet of a compressed gas as a maximum amount at any one time in the course of a year. ■ Business that store hazardous materials contained solely in a consumer product direct for distribution to and use by the general public.

Source: Los Angeles County Hazardous Waste Management Plan

DISASTER RESPONSE

(1) New discretionary development projects subject to General Plan consistency findings will be required to provide a minimum of two points of ingress and egress, or more as required by the Los Angeles County Consolidated Fire Districts and the City of Calabasas, to maintain adequate access in the event of an emergency situation.

Applicability

The disaster response performance standard applies to all new developments except a single family home being constructed on a

(2) New discretionary development projects subject to General Plan consistency findings shall not be approved unless there exists adequate off-site emergency access for police and fire vehicles, as well as adequate off-site access to facilitate evacuation of the development site, if needed, in an emergency.

(3) New facilities intended to be used for disaster response services shall be designed to be capable of providing emergency response in all but rare and extraordinary disaster situations as defined by Table VI-1. In the case of a rare disaster as defined in Table VI-1, some, but not necessarily all local disaster emergency response facilities should be capable of providing emergency services immediately following such a disaster.

URBAN DESIGN

General Urban Design Guidelines

(1) The size, height, bulk, and location of buildings are to be managed in relation to the size of the parcel and overall site design to avoid a crowded appearance, preserve a visual appearance of openness, and to maintain the semi-rural, small town character of Calabasas.

Applicability

General urban design performance standards apply to all new development with the exception of construction of a single family dwelling on an individual lot. These performance standards also apply to expansion of existing commercial, office, and business park development, and the addition of dwelling units within an existing multi-family development.

(2) Encourage a harmonious appearance of new development with the surrounding environment and existing developments based on the compatibility of individual structures rather than one specific style of architecture. Inclusion of gateways which create a visual sense of entry in all developments is encouraged.

- Gateways should range in scale as appropriate with their importance, and may identify an entrance to the City, neighborhood, development project, or single building.

- Gateways should include enriched paving, raised medians, signage, landscaping, and other features as appropriate.

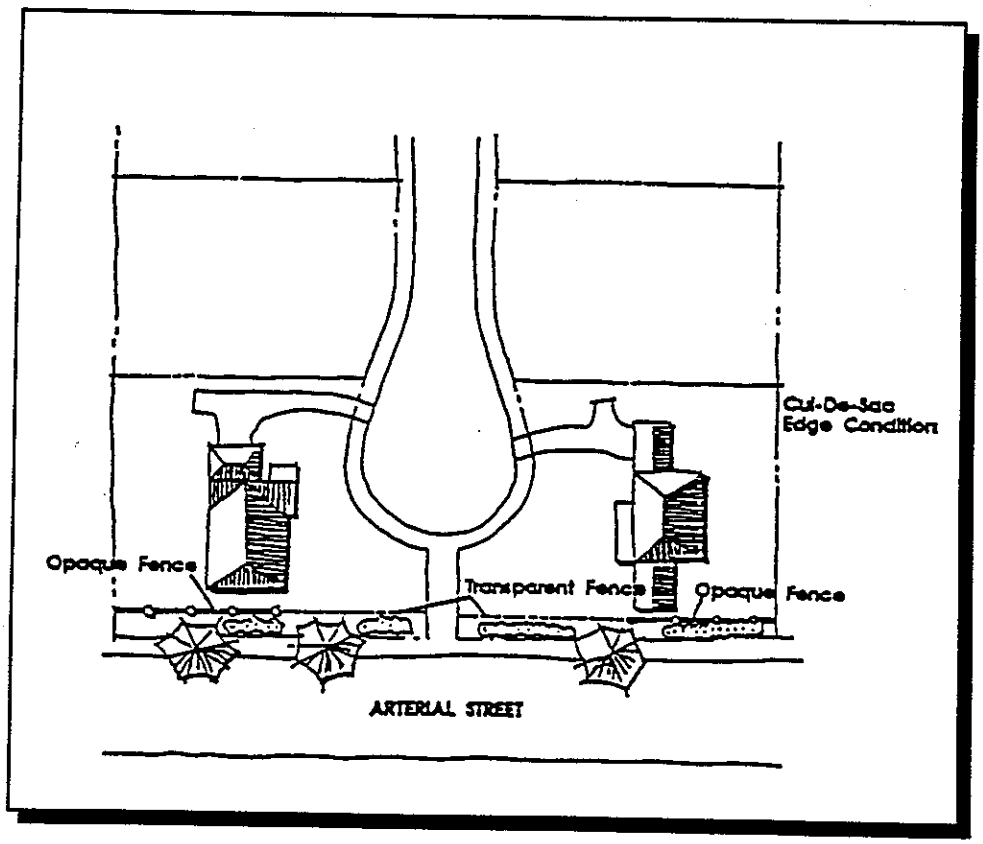
(3) Uninterrupted fences and walls are to be avoided, unless they are needed for a specific screening, safety, or sound attenuation purpose (see Figure VIII-1).

- Where they are needed, fences or walls should relate to both the site being developed and surrounding developments, open spaces, streets, and pedestrian ways.

- Fencing and walls should respect existing view corridors to the greatest extent possible.

- Fencing and walls should incorporate landscape elements or changes in materials, color, or texture in order to prevent graffiti, undue glare, heat, or reflecting, or aesthetic inconsistencies.

Figure 1
Wall Treatments Along Arterial Streets



(4) Lighting is to be designed to improve the visual identification of adjacent structures.

- Within commercial areas, lighting should also help create a festive atmosphere by outlining buildings and encouraging evening use of areas by pedestrians.
- In all projects, lighting fixtures should be attractively designed to complement the overall design theme of the project within which they are located.
- On-site lighting shall create a safe environment, adhering to established crime prevention standards, but shall not result in nuisance levels of light or glare on adjacent properties.

(5) All exterior wall elevations of buildings and screen walls shall have architectural treatments that enhance the appearance of the building or wall.

- Uniform materials and consistent style should be evident within a development project in all exterior elevations.
- Secondary accent materials and colors should be used to highlight building features and provide visual interest.

(6) Within multi-family, commercial, office, and business parks, trash enclosures, loading areas, mechanical equipment, and outdoor storage areas shall be screened from view from public streets, as well as from other public views, as appropriate.

(7) The development of centralized parking lots and structures to promote walking rather than driving between individual businesses is encouraged.

(8) The use of transition and buffering techniques will be required where one or more of the following situations exist:

- along the boundaries between residential and business uses;
- along the boundaries between urban and rural uses; or
- at the edge of areas being preserved because of their environmental sensitivity or significance.

(9) The landscaping of public roadways is to be pursued, reducing the visual obtrusiveness of roadways with parkway plantings and, where feasible, landscaped medians.

Freeway Corridor Design Guidelines

Site Planning

(1) Landscaped setbacks for structures and parking areas are to be provided to soften the appearance of development along the freeway right-of-way. These setbacks are to be of a sufficient distance and density, and are to be designed to make the landscaping, rather than the development, the dominant visual feature for freeway motorists.

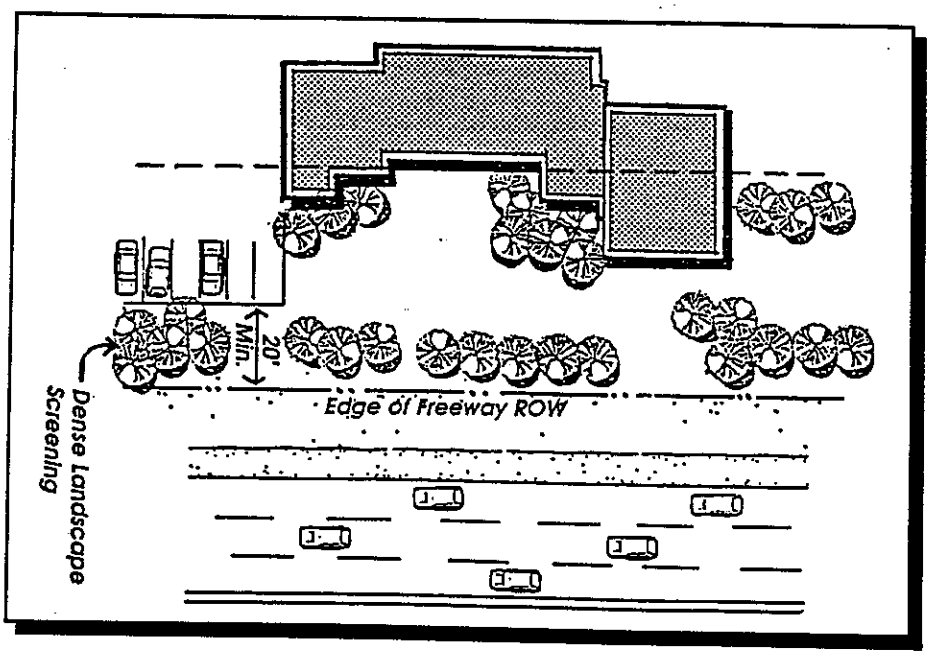
(2) Structures may be set back various distances from the freeway right-of-way to avoid flat, straight walls at the edge of a fixed setback line.

(3) Project site plans may be oriented either to the freeway or to the adjacent street but in either case should provide an equal amount of site amenities throughout the project. Buildings should not turn their backs completely to either the freeway or adjacent street(s).

Applicability

Ventura Freeway Corridor Design Guidelines apply to all new development and expansion of existing commercial, office, and business park development meeting the following criteria:

- ***the project is within 500 feet of the Ventura Freeway right-of-way;***
- ***the project is within 1,000 feet of the Ventura Freeway right-of-way and is on a parcel greater than 40,000 square feet;***
- ***the project is within 1,000 feet of the Ventura Freeway right-of-way and construction of structures three (3) or more stories in height is proposed; or***
- ***freeway oriented signs are proposed.***



Architectural Design

(4) Building forms and elevations should create interesting roof silhouettes, strong patterns of light and shadow, and integral architectural detail. Box-like structures and flat monotonous facades are to be avoided.

(5) Buildings visible from the freeway, regardless of their orientation, are to be designed to provide the same level of architectural detail on the freeway elevation as on other elevations of the building.

(6) Buildings should maintain a low profile and be visually integrated with the natural terrain to the greatest extent possible.

(7) Building materials should blend with the colors and textures of the surrounding hillsides. The use of mirrored glass is strongly discouraged.

(8) Buildings that have the potential to impact views from the freeway shall submit viewshed studies to determine visual impacts for City review and approval.

Screening and Mechanical Equipment

(9) Service areas including storage, special equipment, maintenance, and loading areas should be screened from public view with landscaping and architectural elements.

(10) Refuse collection areas shall be large enough to accommodate storage of recyclable materials, and shall be screened with a solid perimeter wall using materials and colors compatible with those of the adjacent structures. Refuse collection areas should be located on an interior building side yard and shall be roofed if the contents of the area are visible from the freeway.

(11) Loading docks and service areas should be located on interior side yards, and shall be concealed from freeway view (side yard opposite the direction of traffic).

(12) Utility equipment and communication devices shall be screened so that the project will appear free of all such devices. Utility lines shall be installed underground.

(13) All roof mounted equipment, if required, shall be completely screened from public view on all sides. Particular attention shall be given to the sides visible from the freeway with the intent of minimizing the need for screening devices to the greatest extent possible.

(14) Structures and devices used to screen roof mounted equipment shall be architecturally compatible with the design of the building and should appear as an integral part of the building, not something that was added on at a later time.

Signs

(1) Offsite signs (those which identify uses/businesses at a location different from that of the sign, and signs advertising products or services on a commercial basis that are not available at the same location) are subject to the following standards:

Applicability

Sign design guidelines apply to all new commercial, office, and business park signs, as well as to proposals for redesign of existing commercial, office, and business park signs.

- Offsite signs are not allowed in the City except within the Ventura Freeway Corridor for the purpose of providing motorists with advanced notice of services available at an upcoming freeway interchange.

- Users of freeway advanced identification signs are limited to those types of business providing services to the motoring public (i.e. hotels/motels, restaurants, vehicle service). Information provided on the sign should be limited to company names and/or logos only.

- Although the City may establish detailed guidelines for the design of freeway advanced identification signs, each sign should be individually designed to be compatible with its own unique setting.

(2) Onsite signs (those which identify uses and businesses that are located on the same site) are subject to the following standards:

- Onsite signs are to be permitted for the sole purpose of identifying businesses located on the same site as the sign. Such signs are to be designed to communicate clearly, and are to be integrated into the overall design of the project.

- Pole signs and roof signs are not to be permitted. Signs are to be designed to reflect the general low-rise character of the City. Low monument-type signs are appropriate for identifying freestanding commercial uses, shopping centers, and business/office complexes.

- Individual tenant signs within centers should be designed as part of an overall sign program that is intended to integrate all signs with the architectural design of the project.

Business Park Development Urban Design Performance Standards

General Design Principles

> ***Applicability***
>
> ***Business park performance standards apply to all new business parks and office complexes, as well as to proposed expansions of existing developments if any of the following conditions apply:***
>
> - ***the project is proposed on a site greater than 20,000 square feet in area; or***
> - ***the project is proposed on a site smaller than 20,000 square feet in area and exceeds any of the City's adopted development standards for building height, setbacks, landscaping, or signs.***

(1) The primary objective for business park and office development is the arrangement of structures and functions in a clean, low-rise, campus-like setting reflective of quality, contemporary design.

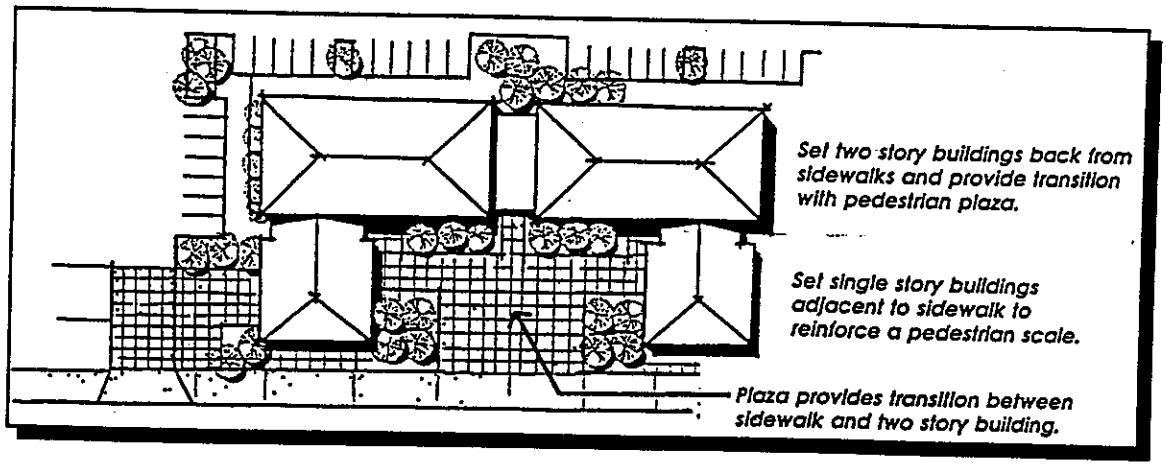
(2) A variety of structure and parking setbacks should be provided in order to avoid long monotonous facades and to create diversity within the project.

(3) Setbacks from property lines should be provided proportionate to the scale of the building and in consideration of adjacent development. Larger buildings require additional setback area for a balance of scale and so as not to impose on neighboring uses.

(4) Placement of structures should create opportunities for plazas, courts, or gardens.

(5) The main elements of appropriate business park design include the following:

- a low-rise campus-like setting with strong pedestrian orientation;
- provision of plazas, courtyards, and landscaped open space;
- convenient access, visitor parking, and on-site circulation;
- service areas located at the sides and rear of structures;
- screening of outdoor storage, work areas, and equipment; and
- an emphasis on the primary business entry with significant landscaping.

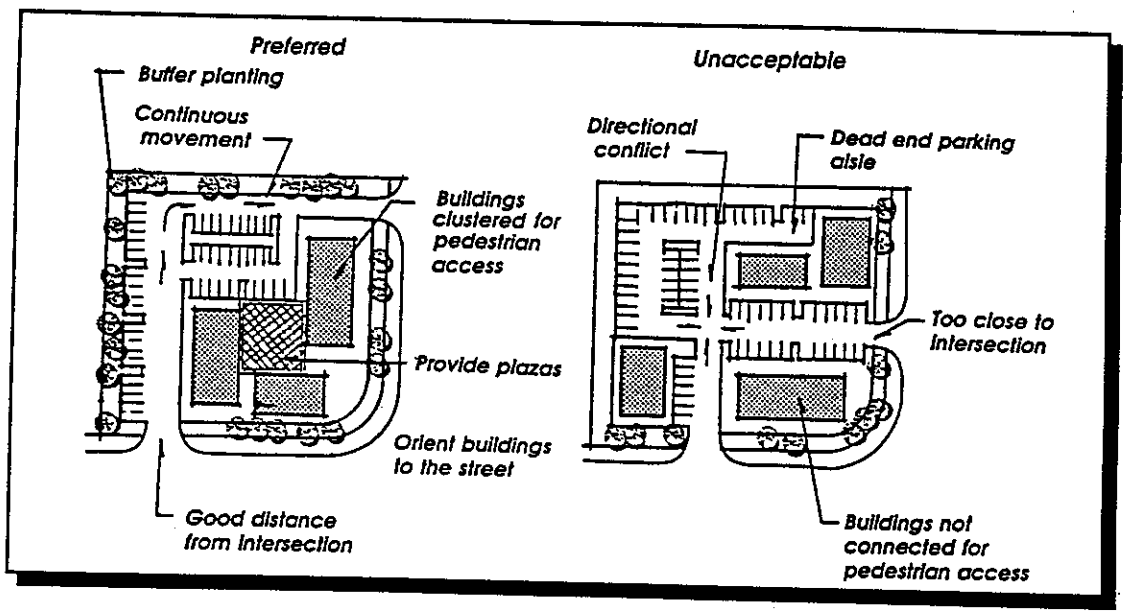


Parking and Circulation

(6) Parking lots should not be the dominant visual element on the site. Large expansive paved areas located between the street and the buildings are to be avoided in favor of smaller multiple lots separated by buildings and landscaping.

(7) Buildings should be located on "turf islands," where the main entrance does not directly abut paved parking areas. A minimum five- to seven-foot wide landscape strip should be provided between parking areas and buildings.

(8) Parking lots adjacent to and visible from public rights-of-way should be screened from view through combinations of earth berms, low screen walls, changes in elevation, and landscaping.



Architectural Design

(9) As categories of building types, offices, and typically plain semi-industrial buildings often present unattractive, "box-like" forms. A variety of design techniques, including colors, should be used to help overcome this situation and to achieve the character of development that reinforces Calabasas' low-rise, semi-rural image.

(10) There should be a consistent use of colors, materials, and detailing throughout all elevations of the building. Elevations which do not directly face a street should not be ignored or expected to receive only minimal architectural treatment.

(11) The use of architectural elements that define the main entrance and organize space at the ground plane (i.e. arcades, colonnades, and covered walkways) is encouraged. Such elements help to reinforce the pedestrian scale of the building and contribute to its overall low-rise character.

(12) All roof equipment shall be completely screened from a horizontal line of sight. Such screening should be an integral part of the building design and not appear as a tacked-on afterthought. Ground-mounting of mechanical equipment (with appropriate wall or landscape screening) is encouraged as an alternative to roof-mounting.

Landscaping

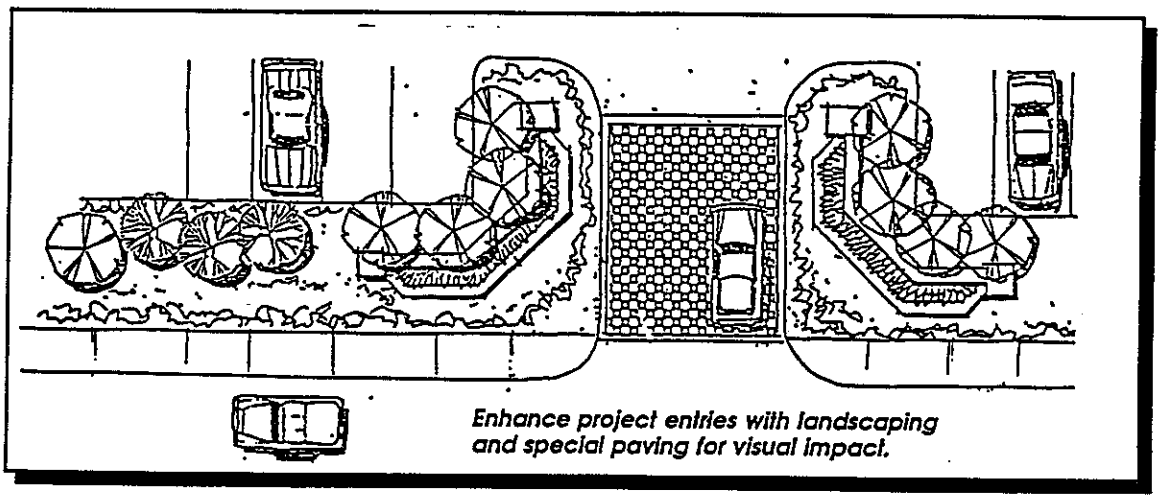
(13) Landscaping should be designed as an integral part of the overall site plan design. Landscaping and open spaces should not be relegated to pieces of the site left over after buildings, parking, and circulation have been laid out.

(14) Landscape design should accent the overall design theme and help to reinforce the pedestrian scale of the project through the use of structures, arbors, and trellises that are appropriate to the particular architectural style of the project. Pedestrian amenities should be provided throughout the project including benches, trash receptacles, drinking fountains, and lighting.

(15) The use of water efficient landscape materials and the installation of appropriate irrigation systems are required. This does not mean that the landscape is brown, displays a "desert" theme, or is devoid of plants. However, it does mean that a well designed landscape shall be provided which produces the same lush appearance as other non-water efficient landscapes, but requires less water and maintenance. Where consistent with the site's design theme, native and naturalized species should be featured in the site's landscape design.

(16) Whenever landscaping of the public parkway is required it should be designed in coordination with the project's on-site landscaping to provide an integrated design concept along street frontages.

(17) Project entries should be designed as special statements reflective of the character of the project in order to establish identity for tenants, and visitors. Accent planting, specimen trees, enhanced paving, and project entry signs should be used to reinforce the entry statement.



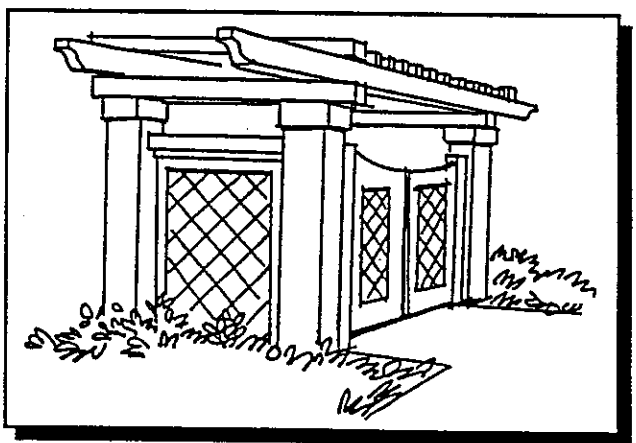
Enhance project entries with landscaping and special paving for visual impact.

Refuse, Storage, and Equipment Areas

(18) Refuse containers, service areas, loading docks, etc. should be located in areas out of view from the general public and so that their use does not interfere with parking and circulation.

(19) Any outdoor equipment, whether on a roof, side of a structure, or on the ground, shall be appropriately screened from view. The method of screening must be architecturally integrated with the adjacent structure in terms of style, materials, and color.

(20) Trash storage areas that are visible from the upper stories of adjacent buildings should have an opaque or semi-opaque horizontal screening (such as a trellis) to mitigate unsightly views. The covering structure should be compatible with the site's architecture.



Trellis structures are used to screen top view of trash enclosure

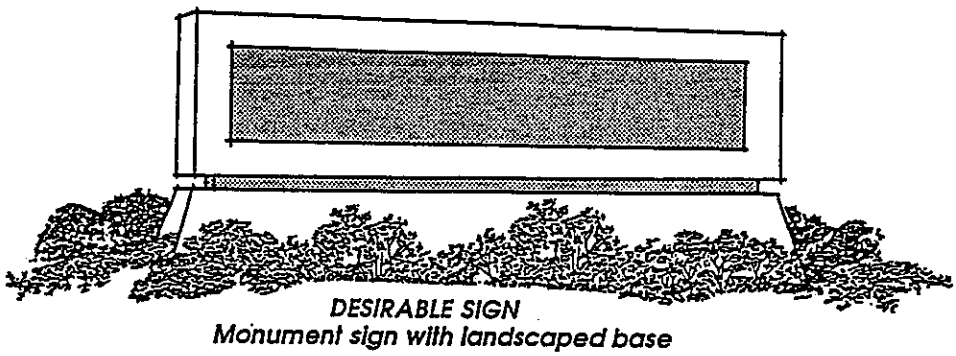
Signs

(21) Every building should be designed with a precise concept for adequate signing. Provisions for sign placement,

size, and the readability of the sign should be considered in developing the overall signing concept. All signs should be highly compatible with the building and site design relative to color, material, scale and placement.

(22) Monument signs are the preferred sign type for business park identification. Where several tenants occupy the same site, individual wall mounted signs are appropriate in combination with a monument sign identifying the business park complex and address.

(23) The site should be appropriately signed to give directions to loading and receiving areas, visitor parking, and other special areas.



DESIRABLE SIGN
Monument sign with landscaped base

HISTORICAL, ARCHAEOLOGICAL, AND PALEONTOLOGICAL RESOURCES

General Requirements

(1) Prior to permitting the demolition of a historic structure, the applicant shall prepare an evaluation of the condition of the structure and the cost for rehabilitation. If adaptive reuse of the structure consistent with its historic value is feasible, demolition will not be permitted.

Applicability

Performance standards apply to all new development and intensification of existing development that will result in any disturbance to the natural ground surface. These performance standards also apply to any new development or intensification of development involving an historic structure.

(2) The historic architectural integrity of historic structures shall be protected by:

- ensuring that the rehabilitation of historic structures is carried out without damaging the integrity of historic structures by inappropriate alterations;
- using Community Development Block Grant (CDBG) funds to fund an assistance program to extend low interest financing to owners of historic properties and buildings, and possibly providing other assistance such as architectural, financial planning, and planning and preservation services as well; and
- requiring that site plans, as well as architectural scale and design adjacent to historic structures respect the historical integrity of the structure and its surroundings. "Architectural scale and design" includes building heights, setbacks, proportion, patterns and rhythms of architectural details, roof types, projections, surface textures and colors, landscape treatment, as well as overall site design.

Cultural Resource Inventory Requirements

(1) Prior to approving discretionary development on lands within the City of Calabasas, City staff shall review the cultural resource sensitivity of any property proposed for development by consulting available inventories of prehistoric and historic sites. Phase I studies (literature search and preliminary surface survey) shall be required on all parcels determined by the City to be potentially sensitive for subsurface cultural resources.

Exceptions to the Phase I study requirement can be made by the Community Development Director in cases where:

- prior archaeological or historic studies have been performed and no significant deposits have been found;

- building additions and modifications will not exceed five percent (5%) of the existing building footprint square footage;
- interior remodeling or exterior facade renovation is proposed; or
- other circumstances that, in the Community Development Director's judgment, warrant an exemption from the Phase I study requirement. Exemption decisions should be coordinated as part of Planning staff review of a project. Exemptions shall not be permitted for Phase I, II, or III studies on any parcel where archaeological deposits or historic structures meeting CEQA definitions of significance are met.

Historic and Prehistoric Archaeological Sites: Significance Evaluation (Phase II) and Mitigation Programs (Phase III)

(1) If archival or physical evidence on the surface of a location proposed for development indicates that historic or prehistoric archaeological resources or important historic resources may be present, Phase II (subsurface) archaeological test excavations designed and implemented by trained historic and/or prehistoric archaeologists. The Phase II requirements are mandatory where any significant cultural resource is identified as a result of Phase I evaluation.

The Phase II investigation shall determine the probable area and vertical extent of archaeological remains and determine whether the deposits are intact and meet CEQA eligibility requirements pursuant to 1993 CEQA Guidelines.[6] In the cases of historic structures, the Phase II study shall identify the significance of the structure and any potential mitigation plan which may reduce impacts to the structure. The Phase II report shall include a plan for mitigation complying with Appendix K of the 1993 CEQA Guidelines if significant deposits or historic buildings or sites are encountered.

(2) If determined eligible under the 1993 CEQA Guidelines, impacts to a significant historic or prehistoric archaeological site or standing structure shall be mitigated through a Phase III (subsurface testing or architectural documentation) data recovery program. Financial limitations on Phase III programs shall conform with Appendix K of the 1993 CEQA Guidelines, unless construction is undertaken with Federal funds in which case mitigation funding shall comply with and be limited by Federal standards and guidelines.

(3) If feasible, construction impacts to significant archaeological deposits shall be minimized through the use of less destructive footing construction technology (post-tensioned slabs, pier footings, etc).

[6] For ease of reference, Appendix K of the 1993 CEQA Guidelines has been included as Appendix C of this document.

(4) In cases where a Phase III data recovery program has been required and once a mitigation data recovery program has been completed, a qualified archaeologist shall be present during all excavation activity, including preliminary soil investigations and trenching for foundations, utilities, and grading. When items of historic or archaeological value are uncovered, work shall be halted for a time period reasonable to the City to assess the features and, if necessary, prepared a plan to preserve or recover them.

(5) If the proposed project is located in an area with prehistoric or historic native Californian sites, then a native descendant shall also be retained to assist in Phase II and Phase III testing and to perform monitoring as required.

FISCALLY RESPONSIBLE DEVELOPMENT

(1) To ensure that new development meets the City's Fiscal Performance Objective and "pays for itself," new development shall:

Applicability

Fiscally responsible development performance standards apply to all new development with the exception of a single family dwelling placed on an individual lot, and apply to the expansion of existing commercial, office, and business park developments, as well as the addition of new dwelling units within existing residential developments.

- construct and/or pay for new on-site capital improvements required by the project, consistent with performance criteria identified in Municipal Services objectives;
- ensure that all new off-site capital improvements required by the project are available, consistent with performance criteria identified in the Performance Objective for Municipal Services;
- provide for public services consistent with the performance criteria identified in the Performance Objective for Municipal Services;
- not result in any long-term reduction in the level of public services provided to existing development;
- not result in any substantial, short-term reduction in the level of public services provided to existing development; and
- where necessary, be phased so as to ensure that the capital facilities used by the new development meet applicable general plan performance criteria.

(2) Where the value of the services and facilities that are needed to support build out of a proposed development project is greater than the impact created by the proposed project, the City mayrequire the provision of such services and facilities as a condition of approval. In such a case, the City will enter into an agreement with the developer for reimbursement from future developments and relevant development fees for the excess costs.

CIRCULATION AND TRANSPORTATION

Driveways

(1) Limit driveway access to local roadways. Where feasible within business areas, require that reciprocal access agreements and joint access be provided. Require that existing driveways which are unnecessary or substandard be removed or upgraded, where feasible, in conjunction with any onsite development or any adjacent street construction.

Applicability

Circulation and transportation performance standards apply to all new development, with the exception of a single family dwelling placed on an individual lot, and apply to the expansion of existing commercial, office, and business park developments and the addition of new dwelling units within existing residential developments.

(2) Where single family residences need to front on collector or arterial roadways, require, where feasible, that circular driveways or onsite turnarounds be provided to eliminate the need for residents to back onto the street.

(3) Require driveway locations to maintain adequate separation from or to align with access points on the opposite side of the street.

(4) Locate driveways on corner parcels as far away from the intersection as is possible.

(5) Avoid locating driveways within passenger waiting areas of bus stops or within bus bays. Locate driveways so that drivers will be able to see around bus stop improvements, both existing and planned.

Medians

(1) Medians may be used as a method for achieving any of the following objectives: access control, separation of opposing traffic flows, left turn storage, aesthetic improvement, and/or pedestrian refuge.

(2) Provide median openings at the maximum feasible intervals, but in no case less than 1/8 mile.

Traffic Signals

Traffic signals regulate the flow of vehicular, pedestrian, and bicycle traffic by alternatively assigning rights-of-way on intersecting streets. Important objectives of traffic signalization are to reduce the frequency of certain types of accidents, effect orderly traffic movement, provide continuous flow of traffic (coordinated signals), and allow other vehicles and pedestrian and bicycle traffic to cross a heavy traffic stream.

(1) Where a series of traffic signals are provided along a route, coordinated traffic signals to optimize traffic progression on a given route is desirable. To optimize signal coordination on these arterials, the desirable signal spacing is ½ mile intervals. Some collectors will have coordinated signals; traffic signalization should emphasize facilitating access from neighborhood areas onto the City's primary roadway network, and should work to discourage through traffic from using the street.

(2) Actuated traffic signals should include push buttons to signal the need for pedestrians to cross. Actuated traffic signals corresponding with bicycle routes should include bicycle sensitive loop detectors or push buttons adjacent to the curb.

(3) Traffic signals should be limited to urban areas, and should be avoided wherever feasible within rural areas as they tend to conflict with the rural character of outlying lands.

Intersection Improvements

(1) Intersections should be spaced consistent with the primary function of the street, wherein street intersections along heavily traveled through routes are ideally spaced no closer than at ½ mile intervals, while intersections along collectors are ideally spaced no closer than at ¼ mile intervals.

(2) Intersections along arterials and collectors should not be offset. Intersections along local and minor residential collector streets may be offset within the subdivision as a means of discouraging through traffic.

(3) Intersections may be expanded to include additional turning and through lanes to relieve congestion and improve intersection operation, so long as the intersection will continue to accommodate pedestrians and bicyclists. The design of traffic system improvements which facilitate vehicular turning and bus movements should not discourage pedestrian or bicycle movements.

(4) Collectors and local streets should intersect with arterial streets at right angles, even though the street alignment may be curvilinear.

On-Street Parking

(1) Parking on public streets is secondary to the street's primary purpose of providing safe and efficient travel for the public.

(2) Parking is normally permitted on collector streets, but may be restricted to accommodate transit stops, on-street bicycle lanes, added lanes at intersections, or other operational requirements. Removal of parking to increase capacity should be avoided.

Alternative Travel Modes

Alternative modes of transportation should be integrated into the City's street system to reduce traffic congestion, improved air quality, conserve energy, and provide better transportation for those who choose not to or are unable to drive.

(1) The number of bus bays should be limited because they can significantly increase travel times of transit passengers. Bus bays may be used as an initial stage toward developing a queue jumper at an intersection. Bus bays are also acceptable on arterials at bus transfer locations and where boarding time delays are substantial.

(2) The standard bus stop location is the far side of an intersection. Bus stops may be located at the near side of an intersection or mid-block depending upon transit demand at a particular site and traffic safety considerations.

(3) All existing and future bus stop locations should include a passenger waiting area adjacent to, but not interfering with, the sidewalk. The waiting area should be equipped with improvements based on the volume of bus patrons using that stop. The range of bus stop improvements are: a sign only, a bench, a standard shelter, special large shelters, and cool tower shelters. Bus stop waiting areas should include landscaping, handicap accessibility, lighting, and a paved landing area (if the sidewalk is set back from the curb).

(4) Bicycle storage facilities shall be provided at uses where there is a demand for bicycle use (e.g., schools, parks, offices, local shopping centers, libraries).

(5) Trails and bicycle facilities shall be provided as required by the General Plan trails and bicycle routes maps and policies.

Pedestrian System

(6) Sidewalks or pedestrian paths approved by the City shall be provided within all urban areas. Within Old Town, where extensive pedestrian movement is desirable, a thematic walkway appropriate to the area's historic character should be adjacent to the roadway.

(7) Walks that are adjacent to the curb should be a minimum of six feet wide. Walks that are set back from the curb should be a minimum of five feet wide, except for walks within developed recreational areas which should be a minimum of eight feet wide.

(8) Walks should be paved with a hard, all-weather surface that is easy to walk on.[7] Walks and curbs should accommodate pedestrians with disabilities. Walks within open space areas should have specially paved surfaces or consist of unpaved trails that blend with the surrounding environment.

(9) In general, walks should be straight to provide a direct route for short to medium distance pedestrian trips, and to facilitate the movement of large numbers of pedestrians. Meandering sidewalks are appropriate in areas where the natural topography or low density land uses lend themselves to informal landscapes.

Streetscape Amenities

While streetscapes will vary throughout the City and General Plan study area, overall streetscape goals include the following.

(1) Provide street trees and streetscape landscaping that is appropriate to the character of the community and the desired character of the adjacent land use.

(2) Provide functional travel routes for pedestrians, and, where designated, bicyclists, horse riders, hikers, joggers which are buffered from automobile traffic.

(3) Use a landscaping buffer to transition between automobile traffic lanes and developed sites adjacent to the street while maintaining safe sight distances.

(4) Provide visually attractive and physically comfortable environments where people pause, gather, wait, meet, and relax, that are integrated with similar environments of adjacent private property.

(5) Provide visually attractive environments for those who travel through an area in automobiles and buses.

(6) Combine plant materials with man-made structures to visually soften the built environment, cleanse the air, and reduce the heat island effect of pavement and concrete.

Plants

(7) Streetscape plantings should serve a variety of different functions: climate and glare control, aesthetics, and architectural enhancement, erosion protection, and delineation of space.

(8) Plant palettes and irrigation systems shall be designed to be water efficient. The emphasis in plant selection should be on native and naturalized plants.

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[7] Within Old Town, paved walkways may not be appropriate. Instead, the wood walkways now located on the south side of Calabasas Road might be continued. Specific walkway treatments will be determined by the Old Town Master Plan.

(9) Where they are relevant to landscaping issues, cultural, environmental, and historical considerations should be acknowledged when selecting a plant palette for the streetscape.

(10) Landscape plans should account for the size of plantswhen they are mature so as to avoid an overgrown appearance. Landscape plans shall protect necessary sight visibility triangles for all transportation modes and avoid conflicts with utilities.

(11) Plants that are selected for roadside areas should be able to thrive in a roadside environment, including its high levels of reflected heat and glare, as well as vehicle air pollutant emissions.

(12) Plants selected for use in the streetscape should be easy to maintain and replace.

(13) Existing mature trees should, wherever feasible, be retained in roadway design.

(14) Trees should be used to provide scale, unify unrelated elements, provide overhead and vertical planes to create sheltered spaces, provide shade and block winds, and either screen undesirable views or enhance desirable views.

(15) Shrubs should be used to provide mid-level vertical planes for creating space, screen or enhance views, direct/guide circulation, and provide a protective barrier between pedestrian and vehicular circulation.

(16) Groundcovers should be used to provide ground level visual interest and direct/guide pedestrian and bicycle circulation.

Street Furniture

(17) The design and location of street furniture should avoid conflicts with driver sight lines and utilities.

(18) Lighting should accommodate night use of streets and promote security while complying with the provision of a dark night sky. Streetscape areas which are used by pedestrians at night should be well lit.

(19) Where a distinctive street character is important, such as in Old Town, the types and colors of lighting fixtures used should contribute to that character. In all other areas of the City, consistent decorative lighting fixtures should be used.

(20) Pedestrian furniture (benches, planter seating, trash containers, drinking fountains, etc.) should embellish pedestrian gathering places (places for sitting, meeting people, relaxing, people watching, etc.). It should be compatible with the streetscape theme, durable, easily maintained and easily replaced.

(21) As pedestrian furniture is both in the public right-of-way and on private property, the style and placement of furniture should be coordinated on public and private property, and should avoid blocking travel on the sidewalk.

(22) Benches and planters should provide comfortable and adequate seating.

(23) Trash containers should be large enough in size and quantity to discourage littering.

(24) Transportation-related furniture (bicycle parking, bus shelters, bus benches, pedestrian channelization features, railings, bollards) should accommodate and encourage the use of non-automobile travel modes, without blocking sidewalk travel.

(25) Bus passenger waiting areas should be placed between the sidewalk and the street where adequate space exists. Inadequate space or driveway proximity may necessitate placing the passenger shelter behind the sidewalk.

(26) The design of utilities (traffic signal boxes, power poles, transformers, underground cables) should minimize the visual presence of these features within the streetscape.

EDUCATIONAL FACILITIES

Schools

(1) Residential development applications subject to the educational facilities performance standards will be submitted to the Las Virgenes Unified School District. The District will be requested to indicate the level of facilities available to house new students from the project.

Applicability

School Facilities performance standards apply to all new residential developments, as well as to the addition of new dwelling units within existing multi-family developments.

The construction of a single family dwelling on an individual lot is exempt from these performance standards, but shall be required to pay legally established residential development fees. Residential projects that are restricted to senior citizens, and commercial, office, business park, and other non-residential uses are exempt from these performance standards, but shall be required to pay legally established commercial/ industrial development fees.

(2) New residential development shall be responsible for providing the necessary funding/resources to establish or expand facilities commensurate to their project impact. In cases where existing school capacity is not sufficient to house the students expected from a development, implementation of appropriate funding mechanisms will be required to the extent permitted by State law. Potential funding mechanisms include:

- contractual arrangements between the school district and the developer to provide funds for schools over and above those that can be required by law by the City as a condition of project approval;
- development fees collected at the time of building permits;
- dedication of land;

- lease-back turn key programs;
- special assessment districts (e.g., Mello Roos Community Facilities District) for the proposed development area; and
- other similar mechanisms.

PARKS AND RECREATION

Applicability

The first three parks and recreation performance standards apply to all new residential developments, including construction of a single family dwelling on an individual lot, as well as to the addition of new dwelling units within existing multi-family developments. The final two Performance Standards (3 and 4) apply to new commercial, office, and business park developments, as well as to intensification of

(1) Except in cases where mitigation fees or facilities to mitigate impacts have already been provided, all new residential development, including single family and multi-family projects shall be required to provide improved land or to pay such development impacts fees as the City may establish for the provision of parks and recreational facilities.

(2) Multi-family development projects shall be required to provide usable open space within the project.

(3) All new developments and proposed expansions or intensification of existing development shall be required to dedicate easements or land for the establishment of the trails identified in Figure VII-1.

(4) To the extent that the City has programmed or made available recreational activities and facilities for area employees and businesses (e.g., ball fields and gymnasium facilities available for corporate leagues, corporate fitness programs), new commercial, office, and business park developments shall be required to pay development impact fees established by the City for the provision of parks and recreational facilities.

MUNICIPAL SERVICES AND FACILITIES

(1) Applications for discretionary development permits subject to General Plan consistency findings are to be approved only after the City's approving authority hasfirst determined that the services, infrastructure, and facilities needed to serve such development meet or exceed the General Plan objectives.

Applicability

The Municipal Services and Facilities performance standards apply to all new development with the exception of a single family structure being constructed on an individual lot. The performance standards also apply to intensification of existing multi-family, commercial, office, and business park developments.

(2) In the event that general plan objectives for services, infrastructure, and facilities are not being met due to existing development, then only the basic development intensity defined in Table III-A will be permitted. In addition, new development shall be required to provide such facilities as are necessary to ensure that performance objectives are met for the services, infrastructure, and facilities provided to the new development, and that existing public services, infrastructure, and facilities are not further degraded.

(3) The use of interim facilities by new development shall be permitted only when it is found that development of such interim facilities will not impair the financing or development of master planned facilities.

QUALITY OF LIFE

Applicability

Quality of life performance standards apply to all new development and intensification of existing residential, commercial, office, and business park developments.

(1) The design of new developments shall protect the privacy of existing residential dwellings and their yard areas to the maximum feasible extent.

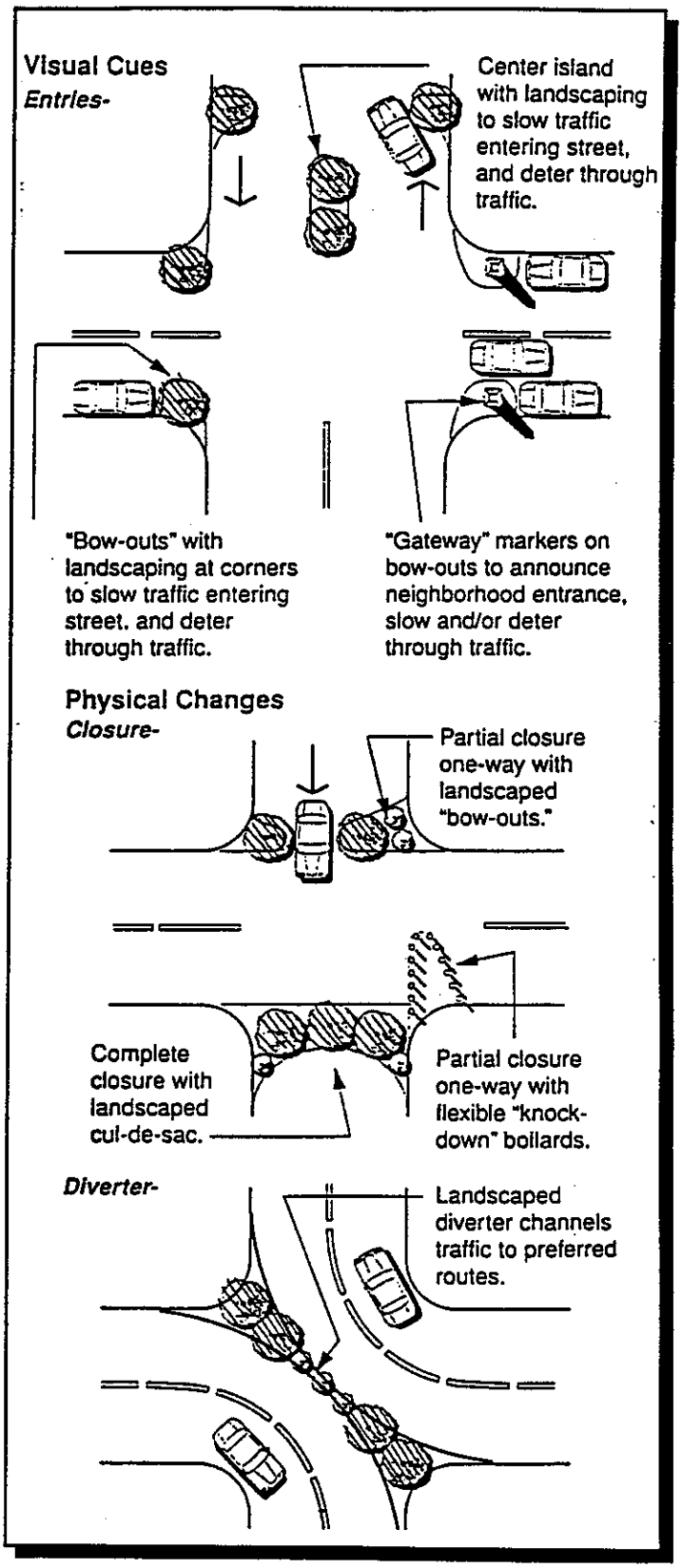
(2) New multi-family, commercial, office, and business park developments shall emphasize pedestrian level activities by utilizing the following techniques in addition to those discussed as part of air quality performance standards:

- design projects so as to have a central plaza or main visual focus which is oriented toward pedestrians;
- incorporate plaza areas which can be used as informal gathering places;
- utilize "street furniture" (planters, benches, bike racks, trash receptacles) to create and enhance urban open spaces; and
- within commercial, office, and business park developments, encourage architectural styles which provide covered verandas and other similar pedestrian-oriented shade features.

(3) Where needed, active programs are to be undertaken to minimize or prohibit through traffic from using neighborhood collectors and local streets. Visual deterrents to through traffic will be emphasized, using physical deterrents only as a last resort.

(4) Good faith efforts shall be made to resolve differences as to the social compatibility of the proposed development between the applicant and the affected neighborhood through the process for identifying impacts on social compatibility outlined in the Intergovernmental Coordination and Community Involvement Program. (This performance standard does not apply to construction of a single family house on an individual lot).

(5) To maintain natural lighting and solar access, the elements of a site plan (buildings and landscaping) shall not cast a shadow onto adjacent properties greater than that which would be cast by a hypothetical twenty-five foot (25') wall located at the property line between the hours of 9:00 a.m. and 3:00 p.m., Pacific Standard Time, on December 21.



RESPONSIBLE REGIONALISM

(1) Development proposals within the City of Calabasas will be provided to all agencies that will potentially be impacted by the proposed project for review and comment.

(2) Impacts to outside agencies and adjacent jurisdictions must be mitigated to a level of insignificance or the project must result in offsetting benefits to those agencies that will experience significant impacts.

Applicability:

Responsible Regionalism performance standards apply to all development projects with the exception of construction of a single family dwelling on an individual lot, that are determined by the City, as the result of an Initial Study, to have potentially significant impacts to adjacent jurisdictions or agencies other than the City of Calabasas.

(3) In determining the significance of impacts on an outside agency, the City of Calabasas will utilize the Calabasas General Plan to determine the significance of impacts occurring within the General Plan study area. To determine the significance of impacts of Calabasas development projects within adjacent jurisdictions, Calabasas will use the adjacent jurisdiction's General Plan as it exists at the time that the development application is determined to be complete.