

GENERAL PLAN OBJECTIVES AND POLICIES CONSISTENCY ANALYSIS

LAND USE ELEMENT

Community Structure

Objectives

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

Policies

II-8 Emphasize retention of Calabasas' natural environmental setting, neighborhood character, and scenic features as a priority over the expansion of urban areas.

II-9 Require that development be compatible with the overall residential character of the community.

II-10 Promote an assembly of distinct neighborhoods that encompass a range of housing types that:

- Are visually attractive and compatible in intensity, dwelling unit size, and structural design with the need to protect the surrounding natural environment; and
- Meet the needs and suit the small town and rural lifestyles of present and future residents.

II-11 Promote a mix of diverse retail and service commercial, office, and business park areas that:

- Meet the retail and service needs of Calabasas citizens;
- Provide jobs for residents of all skill and education levels; and
- Contribute to a sound local economic base; and
- Are visually attractive and compatible in number, intensity, building scale, and architectural design with the community's natural environment and character.

II-14 Limit approval of new discretionary development projects to those that can be integrated into the community, providing for the protection of existing neighborhoods, desirable non-residential land uses, and open space.

II-15 Discretionary development projects are permitted the basic development intensity of their site as indicated on the General Plan Land Use Map (Figure II-1) and General Plan Land Use Districts table (Table II-1) if the proposed project is consistent with General Plan goals, objectives, approaches, and relevant policies and performance standards. Development intensities greater than the basic development intensity outlined in Table II-1 may be permitted, up to the maximum development intensity identified in Table II-1, only if the impacts of the proposed development are less than those identified in "Maximum Acceptable Development Impacts" table in the Municipal Code where specifically noted in Table II-1.

II-19 As housing redevelopment opportunities may arise for existing commercial properties located within the same underlying land use designation as the specifically identified AHO sites; and where such properties would be adjacent to, or otherwise in close proximity to, the AHO designated sites; strong consideration should be given to expansion of the AHO to include these properties. Such consideration shall be on a case-by-case basis, require City Council approval after appropriate noticed public hearings and community input, and would be predicated on the ability for any such property redevelopment proposal to address the City's affordable housing needs in a manner found to be consistent with the purposes and policies of the Housing Element.

The Project proposes to improve a portion of The Commons shopping center that is developed with a variety of retail and restaurant uses distributed throughout multiple buildings along with surface parking. The Project proposes construction of two new mixed-use buildings (referred to herein as Buildings A and B) that contain 210,921 square feet of total new floor area with 119 residential units, including 12 affordable units, and 24,163 square feet of neighborhood-serving commercial uses. To accommodate the Project, the existing theater building will be demolished, along with a portion of the existing surface parking lot and associated landscaping.

The proposed buildings would be located within the existing developed area of The Commons, which serves to minimize grading and site disturbance. Building A would be located within the footprint of the existing theater to be demolished, while Building B would be located within a portion of the existing surface parking lot to be demolished. The finished floor heights of each building are designed to match the existing development in The Commons to remain and grading is largely limited to excavation for subterranean parking levels which results in lower building heights and shields parking from the active uses at the ground level.

Section II.B of the 2030 General Plan (Community Structure) provides that within Old Town Calabasas and adjacent properties to the west along Calabasas Road up to Parkway Calabasas, which includes The Commons, it is the City's desire to recreate the character of the traditional small town's "downtown" within this area, emphasizing the area's function as a community gathering place. Individual developments should provide a variety of plazas, as well as indoor and outdoor gathering areas that are accessible to the public and that the future redevelopment include a mix of office, retail, and residential uses and provide the impetus for creating the pedestrian-oriented "city center" and gathering place that is desired.

Furthermore, Section IX (Community Design Element) identifies The Commons as part of the City's East Village area and the General Plan notes that the vision for the Commons is to create an expanded "village" environment by including new professional offices, retail commercial uses, visitor accommodations, cultural arts facilities, and residential development connected with pedestrian spaces, plazas, and parks.

The Project fulfills the intent of the 2030 General Plan by creating a more pedestrian friendly walkable "village" like environment with appropriately scaled buildings that include a diverse array of retail, dining, and residential uses. The core principles of creating a pedestrian-friendly environment and enhancing walkability in The Commons is achieved with sidewalks and pedestrian paseos between buildings that connect to retail shops, restaurants, and open space plazas designed to accommodate occasional events, group activities, and relaxation. Complementing the pedestrian experience are pedestrian friendly streetscape and landscape elements that include new mature trees, flowerbeds, and other plantings, along with seating and dining terraces. In addition, the goal of creating a town center that reflects the unique fabric of Calabasas is accomplished through close attention to planning, scale, and architectural details. Locating Building B across from the proposed Building A would facilitate creation of an active, multi-modal street with a pedestrian feel that is lined with shops and restaurants on the street

level with residential units above creating a distinct sense of place that contributes to the authenticity of the “main street” experience. Building B is designed with four intimate “village” buildings that are interspersed and connected by pedestrian pathways flanked by landscaping at the front and rear of each building and between each building. Generous publicly accessible open spaces are incorporated that can be programmed and/or used organically at different times and seasons that is also synergistic with and activated by the retail and restaurant spaces.

The residential components bring a unique and exciting design to the community through architectural diversity, creating a more authentic sense that the downtown has evolved over time. Significant building setbacks at the upper residential levels on Building A serve to preserve the character of The Commons and maintain the pedestrian level experience. Building A has intentionally been designed with a distinct yet complementary modern architectural aesthetic while Building B has been designed to mirror the Commons architecture in terms of both materiality and style. Additionally, Building B serves as a transitional zone, terracing the height from the village area southwards to Building A. Proposed Building B is designed to be compatible with the architectural style, materials, and details of The Commons existing buildings with minor exceptions, which will enhance the design quality and authenticity. Roof tiles and residential façades will primarily use the specifications of the original center while colors and details will match the existing architecture. Retail storefronts, doors and patio furnishings will be influenced and customized by future tenants to add to the visual interest and authenticity of the street while street trees, paving, curbs, accessories, and street lighting will match the existing sidewalks. Building A incorporates soft earth tones that are typical of Calabasas and The Commons, which allows it to blend into the surrounding topography. Landscaping along the façades also helps to conceal and soften its edges so the building blends into the hillside to the south.

The General Plan designates the Project Site as Mixed Use 0.95 and it is zoned CMU 0.95 (Commercial Mixed-Use). The CMU zone permits a variety and commercial/retail uses and multi-family residential uses. Under the CMC, the CMU zone permits 35 feet in height, a floor area ratio (FAR) of 0.95, and a residential density of up to 20 dwelling units per acre. The Project’s 119 new residential units results in 6.1 dwelling units per acre and the total development of The Commons would result in a 0.47 FAR with the new buildings and existing development to remain. As such, the Project’s uses, density, and FAR are consistent with the CMU zone and significantly below the maximum development permitted for the Project Site. By providing 12 Low Income affordable units in compliance with State Density Bonus Law and CMC Section 17.22.030, the Project includes a Density Bonus waiver of development standard from the height permitted in the underlying CMU zone to permit a maximum height of 85 feet for Building A and 46 feet for Building B. With approval of the waiver, which is necessary to physically accommodate the Project at the density proposed with the affordable units, the Project would be consistent with the permitted height.

The Project would add new retail/restaurant uses that increase The Commons diverse mix of retail uses that meet the retail and service needs of Calabasas citizens, provide jobs for residents of various skill and education levels, contribute to a sound local economic base, and as described above, are visually attractive and compatible in number, intensity, building scale, and architectural design with the community’s natural environment and character.

While Policy 11-19 is directed at the City and the Project would not utilize the AHO for additional development rights, the Project would support this policy by providing market rate and affordable housing on an existing commercial property located with the AHO overlay.

CONSERVATION ELEMENT

Biotic Resources

Objective

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

Policies

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

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

The Project proposes redevelopment of a portion of The Commons, an existing shopping center with surface parking, and there would be no ground disturbance of currently unpaved areas. There is no riparian habitat, sensitive natural community, habitat linkages, or sensitive biological habitats on the Project Site. Vegetation removal would be limited to existing ornamental landscaping located within the redeveloped portion of the Project Site and all existing oaks would be preserved. As such, the Project would not impact biotic resources and other sensitive biological habitats.

Urban Forestry

Objective

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

Policies

IV-10 Preserve existing mature trees, unless they are detrimental to public health and safety.

IV-11 Promote the planting of additional trees in urban locations. Plantings should include replacement of trees that are, or have been, removed and new trees in locations where none are currently present.

As noted above, vegetation removal would be limited to existing ornamental landscaping located within the redeveloped portion of the Project Site, and all existing oaks on the Project Site would be preserved. The Project includes a robust landscape plan with streetscape and landscape elements that include new trees, flowerbeds and other plantings at the front and rear of each building and between each building. New trees would also be planted in the reconfigured surface parking area. In addition, generous publicly accessible open spaces are incorporated with landscaped lawns that can be programmed and/or used organically at different times and seasons that is also synergistic with and activated by the retail and restaurant spaces.

Air Quality

Objectives

- ❖ Achieve and maintain air quality levels that meet or exceed Federal and State standards by achieving consistency of General Plan policies and subsequent new development

projects with the South Coast Air Quality Management Plan (AQMP) and the air quality provisions of the Regional Transportation Plan (RTP) prepared by the Southern California Association of Governments (SCAG).

- ❖ Reduce greenhouse gas emissions to 1990 levels as stipulated in the California Global Warming Solutions Act (AB 32).

Policies

IV-14 Minimize reliance on single occupant vehicle travel and reduce the number of vehicles on City streets during peak travel hours by maintaining transportation demand management programs in commercial and business park developments consistent with the South Coast Air Quality Management Plan.

IV-15 Minimize the need for vehicular travel through incorporation of transit and other transportation alternatives such as walking and bicycling into the design of new commercial, office, and business park developments.

IV-17 Ensure that construction activity within Calabasas complies with applicable South Coast Air Quality Management District rules and policies.

IV-18 Minimize emissions of air pollutants, including greenhouse gases, generated by electricity and natural gas consumption through implementation of the energy conservation policies in subchapter IV.F and the solid waste recycling policies listed in subchapter IV.G.

As demonstrated in the Addendum to the Calabasas 2030 General Plan Update PEIR prepared for the Project, emissions resulting from short-term construction impacts and long-term operation of the Project will not exceed the SCAQMD regional and local thresholds of significance, which were developed to determine the emission levels at which significant contributions to air quality violations could occur.

The Project is required to comply with the California Building Energy Efficiency Standards and CALGreen, which would reduce energy consumption. Furthermore, the Project's housing units would be opted by default into the Clean Power Alliance, which would supply electricity from 100 percent clean, renewable energy. In addition, the Project would be required to comply with the City's recycling and green waste requirements for multi-family residential land uses set forth in Calabasas Municipal Code (CMC) Chapters 8.16.500(C), 8.16.500(D) and 8.16.500(G), which would maximize the recycling and solid waste diversion. These factors would minimize GHG emissions associated with electricity and natural gas consumption as well as solid waste disposal.

Furthermore, per capita GHG emissions associated with the Project would not exceed the locally-applicable, project-specific threshold that was determined based on the GHG reduction target contained in SB 32, which is more stringent than the GHG reduction target contained in AB 32. The Project also conforms with the goals, objectives, and policies set forth in SCAG's RTP/SCS (Connect SoCal). Connect SoCal prioritizes growth near destinations and mobility options that facilitate multimodal access to work, educational, and other destinations. Additionally, Connect SoCal encourages infill development. The Project represents ideal infill development within an existing shopping center located near transportation and within biking and walking distance of existing residential and other commercial development. The Project Site is located within 0.25 mile of bus stops for LA Metro Line 161, which provides service to Canoga Park, Woodland Hills, Hidden Hills, and Agoura Hills and is also located near the City's Old Town Calabasas Park & Ride Lot and a City Trolley stop. Bicycle parking would be installed for residents, visitors, and employees of the Project in compliance with the City's Development Code and the Project Site provides direct connections to nearby existing pedestrian, bicycle, and transit facilities. The

streets surrounding the Project Site are improved with sidewalks and Class II Bicycle Lanes are provided on streets bordering the Project Site, including Calabasas Road and Park Granada. Therefore, the Project would emphasize a land use pattern that facilitates multimodal access to work and other destinations, planned growth near existing transit corridors, infill and redevelopment of underutilized land to accommodate new growth and increase connectivity in existing neighborhoods, and design and transportation options to reduce reliance on single occupancy passenger automobiles.

Water Resources

Objectives

- ❖ Minimize water consumption by existing and new development through an emphasis on drought-tolerant planting techniques, use of water-efficient plumbing, and water reclamation.
- ❖ Limit development in Calabasas to levels that are within the service capabilities of the Las Virgenes Municipal Water District.
- ❖ Meet National Pollution Discharge Elimination System (NPDES) water quality standards for runoff from developed areas.

Policies

IV-22 Ensure that new buildings are designed to minimize domestic water use based on the requirements of the City's Green Building Ordinance and consider establishing incentives to achieve greater water use efficiencies than are required by the Ordinance.

IV-23 Promote the use of drought-tolerant plants and efficient landscape irrigation design in existing developed areas and as part of new public and private development approvals.

IV-24 Where reclaimed water service is or can be made available, promote the use of dual water systems on new development to facilitate the use reclaimed wastewater for landscape irrigation.

IV-26 Continue undertaking the activities necessary to fulfill the City's responsibilities as a co-permittee under the Federal Clean Water Act, including implementation of the Los Angeles County Standard Urban Stormwater Mitigation Plan. Continue to monitor emerging technologies and techniques for minimizing water quality impacts from municipal runoff and update the SUSMP as new Best Management Practices are established.

IV-27 Require runoff mitigation plans as part of the application and development review process that illustrate the Best Management Practices (BMPs) to be employed to prevent pollutants from running off the project site into area waterways. BMPs may include, but are not limited to, the use of biofiltration techniques and/or provision of subsurface filtering.

IV-28 Continue to require the use of BMPs during site grading and construction to control temporary erosion and offsite deposition of soils.

As concluded in the EIR Addendum, the Project would be served by existing and planned LVMWD supplies and is not anticipated to require major LVMWD treatment or distribution facility improvements. The Project would be required to incorporate Low Impact Development (LID) techniques and stormwater control measures as outlined under Calabasas Municipal Code (CMC) Chapter 8.28.16 0(D-F), including stormwater retention and treatment features. The LID control measures would include storm drain system stenciling and signage, divert roof runoff to vegetated areas before discharge unless the diversion would result in slope instability, and direct surface flow to vegetated areas before discharge unless the diversion would result in slope instability.

Furthermore, the Project would be required to adhere to existing stormwater management regulations, including preparation of a SWPPP and management of rainfall at the source by infiltrating stormwater as close to the source as practicable. Per NPDES requirements, post-construction peak runoff must be maintained at or below pre-project levels and the CMC requires implementation of Best Management Practices (BMPs) to control the volume, rate, and potential pollutant load of stormwater runoff from project sites as a requirement of the MS4 General Permit. The CMC also sets forth requirements and BMPs pertaining to the mitigation of erosion, sediment control and runoff as outlined in Chapter 15.11.100 and Chapter 15.11.08. Furthermore, the City's LID ordinance outlined in Chapter 8.28.160 aims to specifically reduce the amount of surface runoff and aid in groundwater recharge through techniques such as infiltration, evapotranspiration, bioretention and/or rainfall harvest in accordance with the requirements set forth in the MS4 permit and the LID standards manual. As a result, the Project would not require or result in the relocation or construction of new or expanded stormwater drainage facilities.

Furthermore, the Project's would incorporate drought-tolerant plantings to help minimize water consumption and the Project would comply with the California Plumbing Code and CalGreen which requires installation of low flow fixtures and toilets to further reduce water use.

Soil Conservation and Preservation

Objective

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

Policies

IV-30 Require the use of best management practices for soil erosion control as part of any grading activity or natural landform alteration. Additionally, require erosion control measures prior to grading operations commencement.

IV-31 Promote balanced onsite grading operations to eliminate the need for transporting soils on or offsite. In addition, promote phased grading operations instead of mass grading. The extent of clearing and grubbing operations, as well as the area being graded at any particular point in time, should be limited to the minimum necessary.

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

The Project proposes infill redevelopment of a small portion of The Commons with the construction of two new mixed-use buildings. To accommodate the Project, the existing theater building along with a portion of the existing surface parking lot and associated landscaping would be removed. The proposed buildings would be located within the existing developed area of The Commons, which serves to minimize grading and site disturbance. Building A would be located within the footprint of the existing theater to be demolished, while Building B would be located within a portion of the existing surface parking lot to be demolished. The finished floor heights of each building are designed to match the existing development and grading is largely limited to excavation for subterranean parking levels, which results in lower building heights and shields parking from the active uses.

The Project would be required to comply with state and local water quality regulations designed to control erosion and protect water quality during construction. This includes compliance with the

requirements of the State Water Resources Board (SWRCB) Construction General Permit, which requires preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will include erosion and sediment control Best Management Practices (BMPs) that would meet or exceed measures required by the Construction General Permit. Implementation of the required SWPPP would reduce the potential for eroded soil and any contaminants attached to that soil that could contaminate a waterbody following a storm event.

Energy Resources

Objective

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

Policies

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

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

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

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

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

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

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

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

IV-39 Promote the use of alternative energy sources such as solar energy, cogeneration, and non-fossil fuels. Ways in which alternative energy can be promoted include, but are not limited to, incorporation of solar panels on structures and provision of fueling stations for alternative fuel vehicles.

The Project would comply with state and local regulations, including the California Building Energy Efficiency Standards and CALGreen, related to the provision of electric vehicle supply equipment for parking spaces and incorporation of solar power generation and storage equipment into new buildings.

The Project would promote site and community/neighborhood designs that minimize energy use by creating a mix of uses where new residents can walk to the new and existing neighborhood serving retail uses in The Commons and workers can live in the new residential units. The buildings include balconies and open space recreation amenities which provide residents with access to light and ventilation.

In addition, the Project creates a pedestrian-friendly environment and enhances walkability in The Commons. Pedestrian pathways are provided along the perimeter of the buildings to separate pedestrian and vehicular traffic. Striped crosswalks are provided within the Project Site to provide safe pedestrian crossings throughout. The existing pedestrian pathway fronting the movie theater would be maintained with the construction of Building A. Building B would face the existing commercial uses and is located across the drive aisle from proposed Building A to create a new pedestrian-oriented "main street" within The Commons (Commons Lane) lined with small-scale shops and restaurants in a mixed-use format creating a distinct sense of place. Pedestrian pathways flanked by landscaping would be provided at the front and rear of each of Building B's buildings and between each building to create a pedestrian oriented environment.

Bicycle parking would be installed for residents, visitors, and employees of the Project in compliance with the City's Development Code and the Project Site provides direct connections to nearby existing pedestrian, bicycle, and transit facilities. The streets surrounding the Project Site are improved with sidewalks and Class II Bicycle Lanes are provided on streets bordering the Project Site, including Calabasas Road and Park Granada. Therefore, the Project would emphasize an efficient land use pattern that facilitates multimodal access to work and other destinations, planned growth near existing transit corridors, infill and redevelopment of underutilized land to accommodate new growth and increase connectivity in existing neighborhoods, and design and transportation options to reduce reliance on single occupancy passenger automobiles.

Solid Waste Management

Objective

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

Policies

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

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

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

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

As the Project consists of an infill site that would be redeveloped, soil from the grading would be reused onsite where feasible. Any soil that is not used onsite would be exported either to another construction site or to a landfill for use as daily cover. Handling of all debris and waste generated during construction of the Project would be subject to CalGreen requirements and the California Integrated Waste Management Act of 1989 (AB 939) requirements for salvaging, recycling, and reuse of materials from construction activity.

In addition, Project would be required to comply with federal, state, and local statutes and regulations related to solid waste, including AB 939, Calabasas General Plan Policies IV-41, IV-43, IV-44, and IV-45, the City's Resolution No. 2008-1111, and CMC Chapters 8.16.500(C-D, G). Therefore, based on the above regulatory regulations, the Project would minimize the amount of solid waste generated.

HOUSING ELEMENT

Residential Sites Analysis

East Village – The approximately 80-acre mixed use area along both sides of Calabasas Road provides an opportunity for redevelopment and intensification of existing uses to create a mix of office, retail, and residential uses to complement the uses in Old Town Calabasas and to provide the impetus for creating a pedestrian-oriented "city center" and gathering place.

Housing Opportunity Site Description

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

developed with commercial uses and surface parking. Three acres of open space is located immediately south of the planned development site but is not an impediment to the planned development and will not be affected in any way. Also, a high-pressure natural gas line terminates at the far northeastern portion of the overall property, but the gas line is more than 400 feet away from the planned development site and does not present an impediment to the planned multifamily housing development on the subject site.

Development of Affordable Housing

Objective

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

Policies

Policy V-12 Continue to require new housing development to set-aside a portion of units for lower and moderate-income households through the Inclusionary Housing Ordinance. Only if inclusion of affordable housing units within the new project is not economically feasible, allow for payment of an in-lieu fee, but this is considered the less desirable alternative.

Policy V-15 Encourage affordable housing units to be dispersed throughout a project, and not grouped together in a single area.

Policy V-16 Encourage use of sustainable and green building design in new and existing housing to reduce energy and water consumption.

The Project is consistent with the recently adopted update to the City's Housing Element. As summarized in Table V-3 and depicted in the Sites Map of the Housing Element, the Project Site was identified as suitable for residential development within the 2021-2029 planning period in order to meet the City's RHNA obligations under state law. The Housing Element noted that The Commons (Site No. 11) is the primary destination of the East Village area and is identified in the 2030 General Plan for "infill" development with high potential for new residential units. With a developed FAR of just 0.20 and a large surface parking lot, the site has plenty of opportunity for "infill" development.

The Project's proposed 119 residential apartments, comprised of market rate and affordable housing units in a mix of unit types, help to meet the General Plan's housing goal for the Site, and contribute to the City's obligation to meet the housing needs of the State, City, and region. The inclusion of market rate and low-income housing is also consistent with the Housing and Community Design Elements of the General Plan, which designate the Site for mixed income housing.

The City's Inclusionary Housing Ordinance, codified in CMC Section 17.22.030.A, requires projects with five or more housing units to include housing that is affordable to low, very low and/or moderate income households. In compliance with CMC Section 17.22.030.B, the Project would provide 10 percent of the total units, for a total of 12 units, for low-income households, as defined in Health and Safety Code section 50079.5.

As discussed above, the Project would comply with CalGreen and include sustainable building features to reduce energy and water consumption including providing space to accommodate future rooftop solar panels and incorporating energy and water efficient appliances and fixtures.

CIRCULATION ELEMENT

Objectives

- ❖ Where it is feasible to do so in a manner consistent with the non-circulation policies of the General Plan, achieve and maintain level of service (LOS) C for all intersections and roadway links within the City except as indicated on Figure VI-1.
- ❖ Where it is feasible to do so in a manner consistent with the non-circulation policies of the General Plan and recognizing that regional traffic issues beyond Calabasas' control make maintaining LOS C at freeway interchanges unrealistic, achieve and maintain LOS D at freeway interchanges within Calabasas.
- ❖ Reduce reliance on the use of automobiles by promoting alternatives such as nonmotorized transportation (bicycle, pedestrian) and the use of public transit.
- ❖ Achieve a balance between the demand for and supply of parking, recognizing the desirability and availability of alternatives to the single occupant automobile.

Policies

VI-2 Limit the intensity and traffic generation of new development in the City to that which would not compromise attainment and/or maintenance of roadway level of service standards.

VI-11 Maintain an adequate supply of parking to support the function of the uses parking serves, and to facilitate transportation demand management programs.

VI-15 Ensure that parking for bicycles is available at major destinations to promote bicycle riding for commuting and recreation.

VI-21 Require new development in Calabasas to incorporate pedestrian-oriented circulation features, as described in the Community Design Element. Such features should include amenities that make walking not only available, but desirable.

VI-22 As commercial and mixed use districts redevelop over time, consider redesigning roadways in these areas to improve pedestrian circulation (possible re-design options include, but are not limited to, roadway narrowing, crosswalk enhancements, streetscape treatments that buffer pedestrians from traffic, and widened sidewalks). Roadways should be re-designed only if the re-design would not create unacceptable levels of service or unsafe conditions for vehicular traffic.

A Local Transportation Assessment (LTA) was prepared to provide a non-CEQA evaluation of the Project. Per the City's LTS Guidelines, an LOS analysis was prepared to include 10 study intersections to determine changes in operations following construction and occupancy of the Project. Application of the operations criteria from the City indicate that none of the 10 study intersections would exceed the operations criteria with the addition of the forecast Project traffic. Accordingly, no transportation improvement measures are required or recommended for the study intersections.

In addition, the Project would provide bicycle parking for residents, guests, and employees that have connectivity to the surrounding bicycle and pedestrian networks. Class II Bicycle Lanes are provided on streets bordering the Project Site, including Calabasas Road and Park Granada. The presence of existing Class II Bicycle Lanes on streets fronting the Project Site along with bicycle parking facilities to be provided in conformance with the City's Development Code make biking a viable mode of transportation for residents, employees, and visitors of the Project.

Public sidewalks are currently provided on all streets fronting the Project Site. Direct pedestrian connections from public sidewalks to the Project Site are provided from the two driveways along the south side of Calabasas Road, the driveway along the west side of Park Granada (opposite Park Sorrento), and a pedestrian path located at the northwesterly portion of the Project Site at the southwest corner of the Park Granada / Calabasas Road intersection. Additionally, a pedestrian connection from the adjacent Calabasas Civic Center is provided at the westerly edge of the Project Site. The Project would not alter existing pedestrian infrastructure within the public right-of-way.

Internal to the Project Site, pedestrian pathways are provided along the perimeter of the buildings to separate pedestrian and vehicular traffic. Striped crosswalks are provided within the Project Site to provide safe pedestrian crossings throughout. The existing pedestrian pathway fronting the movie theater would be maintained with the construction of Building A. Building B would face the existing commercial uses and is located across the drive aisle from proposed Building A to create a new pedestrian-oriented "main street" within The Commons (Commons Lane) lined with small-scale shops and restaurants in a mixed-use format creating a distinct sense of place. Pedestrian pathways flanked by landscaping would be provided at the front and rear of each of Building B's buildings and between each Building B building to create a pedestrian oriented environment.

With respect to internal circulation, traffic calming measures and safety improvements will be installed along Commons Lane to create a pedestrian-first, multi-modal complete street. All existing and new sidewalks will be a minimum of 15 feet in width to provide a safe, comfortable pedestrian experience. The existing striped crosswalks will be improved with special paving to alert motorists of the crosswalk. Crosswalks and intersections along Commons Lane will be raised to reinforce to motorists that they are approaching a crosswalk. Stop signs will be installed at all approaches along Commons Lane to reinforce the pedestrian-first nature of the street. At the intersection of Commons Way and Commons Lane, corner extensions will be installed (pending Fire Department approval) to reduce the speed at which motorists can make right-turn movements at pedestrian crossings. At the mid-block crossing between Buildings A and B, as well as the Building A vehicular access point, the mid-block narrowing features will be installed (pending Fire Department approval) to reduce the speed of vehicular traffic.

Subterranean parking will be provided underneath each respective building to serve the proposed residential uses in compliance with the CMC and State Density Bonus Law (Government Code Section 65915). Parking for existing commercial land uses and the proposed new commercial uses will be provided within the reconfigured surface parking lot. The Project will remove 139 existing commercial automobile parking spaces and add 11 new commercial automobile parking spaces, resulting in a net loss of 128 parking spaces and a proposed total supply of 931 automobile parking spaces to be shared among the commercial uses in The Commons. The shared parking analysis prepared for the Project showed that the commercial land uses are expected to have a maximum worst-case shared parking demand of approximately 896 parking spaces, which occurs during the afternoon peak hour on weekends in December during the holiday shopping season. The parking demand for the remaining months of the year, excluding December, ranges from 611 to 733 parking spaces. The maximum worst-case parking demand of 896 parking spaces will be accommodated within the proposed supply of 931 automobile parking spaces. With a surplus of 35 parking spaces at the worst-case demand time of year, the Project provides a sufficient number of parking spaces and would not generate adverse off-site parking effects for adjacent public roadways or within the surrounding community. Moreover, outside of the peak period, the Site would provide a parking surplus ranging from 320 to 198 spaces, depending on the time of year.

Transit

Relevant Objective

Continue to provide a local transit system that meets the changing needs of the community and provides access to the employment centers, commercial areas, parks, and other gathering places for all City residents.

Policies

VI-25 Require new developments to provide and/or fund transit facilities (such as bus shelters and park-and-ride facilities) that ensure access to transit.

The Project represents ideal infill development within an existing shopping center located near transportation and within biking and walking distance of existing residential and other commercial development. The Project Site is located within 0.25 mile of a bus stop for LA Metro Line 161, which provides service to Canoga Park, Woodland Hills, Hidden Hills, and Agoura Hills. In addition, the City's Old Town Calabasas Park & Ride Lot is located 0.25 away from the Site and a City trolley stop is located approximately 200 feet from the Site.

SAFETY ELEMENT

Geology and Seismicity

Objective

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

Policies

VII-1 Incorporate adequate mitigation measures into proposed development projects to achieve an acceptable level of risk from potential seismic hazards resulting from ground motion or fault rupture.

VII-2 Emphasize prevention of physical and economic loss associated with earthquakes and other geologic disasters through early identification of potentially hazardous conditions prior to project approval.

The Project Site is located within an existing developed shopping center and parking lot. There are no active faults in the area. As such, the potential for surface rupture is low, and the development of the Project would not exacerbate the potential for surface rupture. Similarly, with respect to seismic ground shaking and liquefaction, proper engineering, including compliance with the California Building Code with City of Calabasas amendments, the City of Calabasas Municipal Code, and the policies in the General Plan Safety Element, would minimize the risk to life and property.

Stormwater Management and Flooding

Objective

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

Policies

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

VII-10 For discretionary development projects, limit new impervious surfaces to those that will not individually or cumulatively increase harmful runoff into natural stream channels downstream.

The is not located in a flood hazard zone (see Figure 4.8-2 in the General Plan Update PEIR). Runoff would connect to the existing storm drain system and would not change the preexisting condition of entering the existing underground detention system located in the northeast corner of the Site. Runoff would have approximately 3,900 square feet less impervious area than the existing site condition. In addition, the landscaping that would be developed with the Project would decrease the amount of impervious surface compared to what currently exists.

The Project would comply with state and local water quality regulations designed to control erosion and protect water quality during construction, including the installation of silt fences to trap sediments, slope stabilization, and regular sweeping of construction sites to control dust. Development would adhere to existing regulatory requirements that instruct stormwater management, including management of rainfall at the source by infiltrating stormwater as close to the source as practicable. Per NPDES requirements, post-construction peak runoff must be maintained at or below pre-project levels. As such, compliance with local standards and regulations would not result in harmful runoff.

Fire Hazard

Objective

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

Policies

VII-14 Discourage development and encourage sensitive siting of structures within hazardous fire areas as higher priorities than attempting to implement fuel modification techniques that would adversely affect significant biological resources.

VII-15 Require design and siting of new development within areas subject to wildfires in a manner that minimizes the threat of loss from wildland fire.

VII-16 Ensure that new development is designed so as to facilitate access by firefighting equipment and to maintain adequate evacuation routes.

VII-17 Do not permit development within areas that do not have adequate water pressure or fire flows until sufficient pressure and fire flows can be reliably provided.

The proposed Project would adhere to standard requirements set forth by the City Municipal Code (CMC) and the California Building Code (CBC), including sprinkler and alarm requirements. As discussed in the EIR Addendum, the existing fire protection service is expected to meet the City's needs through 2030. The Project applicant would also be required to pay standard development impact mitigation fees and comply with the Fire Code and LACFD standards.

Hazardous Materials

Objective

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

Policies

VII-21 Manage activities within Calabasas involving the transport, use, store or dispose of hazardous materials in a responsible manner that protects public health, safety, and the environment.

VII-24 Enforce the requirement that industrial facilities and construction sites have adequate Hazardous Materials Handling and Spill Response Plans to ensure that the goals of pollutant control are consistent with the City's public safety needs and the General Plan's water quality objectives.

The Project would be developed within an existing shopping center and parking lot and would comply with existing applicable regulations and programs and implementation of General Plan policies that minimize risks from routine transport, use, and disposal of hazardous materials, including potential hazards from the accidental release of hazardous materials. Additionally, oversight by the appropriate federal, State, and local agencies and compliance by new development with applicable regulations related to the handling and storage of hazardous materials during operation would minimize the risk of the public's potential exposure to these materials.

NOISE ELEMENT

Objective

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

Policies

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

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

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

VIII-2 If a proposed development project that will create or affect existing noise sensitive land uses is proposed in a location that is within a 60 dBA or greater CNEL noise contour, as determined by independent experts or consultants hired by the City, require that the project

applicant demonstrate that, unless mitigation is available: (1) the project will not generate noise exceeding the “normally acceptable” range for existing uses on adjacent properties; and (2) adjacent influences will not generate ambient noise on the project site that exceeds the “normally acceptable” range for the proposed use.

VIII-3 Locate and design noise-sensitive land uses and noise generators in such a manner that noise objectives will be maintained.

VIII-4 Emphasize the following as the City's preferred noise management strategies, and as higher priorities than construction of noise barriers:

- Avoiding placement of noise-sensitive uses within noisy areas
- Increased setbacks from noise sources
- Building orientation that shields noise sensitive portions of a project from noise sources
- Use of sound attenuating architectural design and building features

VIII-8 Use noise standards in the review of proposed developments to determine whether the proposal promotes acceptable noise compatible land uses both during construction and subsequently.

Traffic noise levels with Project are presented in the EIR Addendum (Table III.J-2, Offsite Roadway Noise Levels). A significant impact on noise levels from project operations would occur if the project causes the ambient noise level at the property line of affected uses to increase by 3 dBA in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dBA or greater noise increase in CNEL. As shown in Table III.J-2, the Project would not generate sufficient traffic to cause an audible increase (i.e., 3 dBA or greater) in noise levels during operation. Parking lot noise would be contained within a structure and would not exceed ambient levels.

The Project would include stationary mechanical equipment typical of residential development, such as air conditioning and HVAC equipment. The City has adopted specific standards for noise associated with projects in CMC Chapter 17.20.160, including limitations on exterior and interior noise levels and limitations on noise generated within known wildlife nesting or migration areas and natural open space. In addition, CMC Chapter 9.28.010 prohibits the creation of nuisance noise. Compliance with the requirements of the City's Noise Ordinance would ensure that impacts from stationary equipment would not be significant.

In addition to traffic and HVAC noise sources, the Project could include a rooftop pool deck on Building A that could involve gatherings of residents and guests and speaker noise. The Project's various outdoor amenities on the rooftop could include a swimming pool and spa, fitness room and workroom/meeting area for residents. Sound generated from the rooftop facilities would be associated with two primary sources: 1) people talking; and 2) sound system speakers. An additional potential noise source associated with outdoor uses would include the use of outdoor sound systems (e.g., ambient music broadcast through an outdoor mounted speaker system). The sound from outdoor sound systems, if used, would potentially be heard by people in the immediate vicinity of the outdoor areas. As part of the Project, the sound system used in the outdoor areas would be designed so as not to exceed noise level of 80 dBA L_{eq} at a distance of 25 feet (approximately 89 dBA L_{eq} at 10 feet) in order to remain within the allowable maximum noise level for residential areas of 50 dBA. This level of sound emanating from an amplified system would generally be louder than and mask any noise associated with people talking. As such, these sources would represent a combined source level no greater than 81 dBA L_{eq} at 25

feet. As shown in Table III.J-3 (Estimated Exterior Noise at Sensitive Receptors from Outdoor Rooftop Activity), distances from the center of the rooftop to nearby sensitive receptors would range from approximately 260 feet to the nearest receptor (Calabasas Library [Sensitive Receptor 1]) and approximately 1,450 feet to the most distant receptor (Parkway Calabasas Residential area [Sensitive Receptor 5]). As shown in Table III.J-3, levels that would be experienced at the sensitive receptors from outdoor activity at the Project would be below the applicable City Exterior Noise Level Standards. Accordingly, rooftop deck activities would not generate significant noise-related impacts.

COMMUNITY DESIGN ELEMENT

Citywide Community Design

Objectives

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

Policies

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

IX-3 Ensure that new development projects become assets to the community through direct contribution to the enhancement of Calabasas' visual environment.

IX-5 Ensure that new development is aesthetically compatible with the area's natural environment and that it contributes to a positive image for the City.

IX-6 Require that new developments preserve views of identified scenic resources from designated corridors.

IX-8 Require that new developments establish architectural and siting design themes that are compatible with the surrounding context, including:

- Prominent design features existing in the immediate area (i.e., trees, landforms, historic landmarks);
- Existing and planned development, buildings and structures; and
- The natural environment (i.e., hillsides, washes, native vegetation, community landscaping).

IX-9 Require that new developments create pleasing transitions to surrounding development. For example, where applicable:

- The bulk of new structures should be compatible with the area's environment and with adjacent development;
- Setbacks from streets and adjacent properties should be in proportion to the structure and the function of the street and shall encourage pedestrian scale and uses (for example, zero setbacks from property lines and street right-of-way are appropriate within Old Town); and
- Multi-story structures should be made less imposing by physically stepping the upper stories of the structures back from street level.

IX-11 Promote an assembly of distinct neighborhoods that encompass a range of housing types which:

- Provide a refuge from the congestion of the adjacent metropolitan area;
- Are visually attractive and compatible in intensity, dwelling unit size, and structural design with the need to protect the surrounding natural environment; and
- Meet the needs and suit the lifestyles of current and future residents.

IX-13 Promote the establishment and maintenance of the following features to enhance community character:

- Gathering, meeting, and recreational places;
- Commercial facilities that facilitate, rather than hinder, pedestrian circulation within the facility, as well as between commercial facilities and adjacent residential neighborhoods;
- Development designs that enhance a feeling of being safe
- Traditional, rather than trendy or "franchise" architecture that complements the natural character of Calabasas' setting;
- Distinctive buildings that contribute to, rather than detract from, Calabasas' character;
- Hillside residential development designs that feature natural rather than manmade forms and that emphasize the use of custom foundations in place of slab construction;
- House sizes and flat pad areas in hillside areas that are consistent with the natural character and setting; and
- Community entry statements and landscaping that accurately portray community character.

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

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

Neighborhoods - East Village

Relevant Objective

Revitalize the Craftsman's Corner area and enhance The Commons area by creating an expanded village environment that includes new retail commercial, visitor accommodations, and residential development with limited new professional offices and cultural arts facilities connected through pedestrian spaces, plazas, and parks.

Relevant Policies

IX-25 Facilitate the establishment of a "downtown" district for Calabasas Road east of Parkway Calabasas emphasizing a pedestrian-oriented mix of retail, office and residential uses as well as pedestrian connections to adjacent residential areas.

IX-26 Use The Commons as a successful example for the quality of design and public spaces.

IX-28 Reduce the visibility of parking areas from public rights-of-way using appropriate building placement, landscaping, and other design techniques.

X-31 Establish parking strategies such as shared parking facilities or establishing parking districts to increase efficiency and enable redevelopment of selected areas.

The proposed buildings would be located within the existing developed area of The Commons, which serves to minimize grading and site disturbance. Building A would be located within the footprint of the existing theater to be demolished, while Building B would be located within a portion of the existing surface parking lot to be demolished. The finished floor heights of each building are designed to match the existing development in The Commons to remain and grading is largely limited to excavation for subterranean parking levels which results in lower building heights and shields parking from the active uses at the ground level.

The Project fulfills the intent of the 2030 General Plan by creating a more pedestrian friendly walkable "village" like environment with appropriately scaled buildings that include a diverse array of retail, dining, and residential uses. The Project has been designed to be compatible and complementary with the existing Commons center along with the neighboring Civic Center uses, which include City Hall, the Library, and Senior Center. Overall, the Project design is intended to create a town center environment that reflects the unique fabric of Calabasas accomplished through close attention to planning, scale, and architectural details. Building B was inspired by the desire to create more of a "main street" experience in The Commons. Locating Building A across from the proposed Building B would facilitate the creation of an active, multi-modal street with a pedestrian feel. Building A has intentionally been designed with a distinct yet complementary modern architectural aesthetic, while Building B has been designed to mirror The Commons architecture in terms of both materiality and style. Additionally, Building B serves as a transitional zone, terracing the height from the main street southwards to Building A. Proposed Building B is designed to match the architectural style, materials, and details of The Commons' existing buildings with minor exceptions, which will enhance the design quality and authenticity. Roof tiles and residential facades will use similar specifications of the original center while colors and details will be compatible with the existing architecture. Retail storefronts, doors, and patio furnishings will be influenced and customized by future tenants to add to the visual interest and authenticity while street trees, paving, curbs, accessories, and street lighting will match the existing sidewalks.

Although Building A has been designed to complement the existing Commons development, it intentionally introduces a timeless yet contemporary aesthetic. The building incorporates soft earth tones that are typical of Calabasas and The Commons, which allows it to blend into the surrounding topography. Landscaping along the facades also helps to conceal and soften its edges so the building blends into the hillside to the south.

The upper residential levels are setback from the retail ground level below. As a result, the residential apartments will not be visible from the sidewalk in front of the existing and new retail spaces within Building A. Pedestrian access to the ground level residential lobby entrance will be located on the existing oval landscaped garden adjacent to the City's Civic Center.

In addition to the significant building setbacks, the massing of Building A will be softened by incorporating podium gardens at the first residential level and setbacks in the facade at the upper levels and penthouse. Proposed deep balconies and shadow lines and recessed windows provide rich architectural details to increase articulation and visual interest while providing needed residential open space. The color and materials palette will match the existing architecture and the structured parking is located behind the existing retail and proposed retail stores, entirely within the existing cinema footprint and screened from public view. Additionally, the rooftop deck and mechanical screens will be coordinated and include landscaping to blur the designations between resident-occupied and mechanical areas.

The core principles of creating a pedestrian-friendly environment and enhancing walkability in The Commons is achieved with sidewalks and pedestrian paseos between buildings that connect to retail shops, restaurants, and open space plazas designed to accommodate occasional events, group activities and relaxation. Complementing the pedestrian experience are pedestrian friendly streetscape and landscape elements that include new mature trees, flowerbeds and other plantings, and seating and dining terraces. Generous publicly accessible open spaces are incorporated that can be programmed and/or used organically at different times and seasons that is also synergistic with and activated by the retail and restaurant spaces.

Scenic Corridors

Objective

- ❖ Protect and enhance public views from scenic corridors within the community.

Policies

IX-43 Require new development to be designed in a manner consistent with the Scenic Corridor Overlay Zoning requirements and the Scenic Corridor Design Guidelines.

IX-46 In collaboration with neighboring jurisdictions, ensure that new development along the Ventura Freeway does not block views of significant visual features such as designated ridgelines.

The City's Scenic Corridor Overlay set forth in CMC Section 17.18.040 is intended to apply to major roadways within the City identified in the General Plan as scenic corridors, from which the traveling public may enjoy scenic views of the hill and mountain areas to the north and south of the city, and scenic views of the City itself and surrounding landscape, from the hill and mountain areas of the City. The Scenic Corridor Overlay applies to properties located within 500 feet of a road designated as a scenic corridor or proposed development located on a designated scenic corridor road and a prominent ridgeline, which defines the viewshed from the scenic corridor, or where the director determines development may have an impact upon the designated scenic corridor.

The Ventura Freeway corridor is identified as one of the City's Scenic Corridors and is located approximately 415 feet from the northerly property line of The Commons. The General Plan describes the Ventura Freeway scenic corridor as a heavily traveled, high-density corridor that encompasses much of Old Town Calabasas, Calabasas Road, and the Calabasas Grade. A small portion of The Commons is within 500 feet of the Ventura Freeway scenic corridor which is developed with surface parking and two one-story buildings occupied by a bank and restaurant. These existing uses within 500 feet of the scenic corridor are not visible due to intervening buildings located along the north side of Calabasas Road and mature vegetation. The remaining Commons buildings, including an upslope hillside located to the rear of The Commons southerly buildings, are also largely obscured from the Ventura Freeway scenic corridor by existing development and vegetation and are only visible for a brief moment to travelers along the freeway.

The ridge of this hillside slope located south of The Commons is not identified in the Open Space Element of the General Plan as a significant ridgeline.

The Project would comply with the City's Scenic Corridors Development Guidelines by incorporating mitigation measures designed to reduce exposure to fire hazards, seismic safety, pollutant runoff, erosion control and other natural hazards, incorporating medium dark colored roofs, and stepping back the upper levels on Building A from the ground level which will create an appropriately pedestrian-scaled environment at the street level and provides massing relief at the upper levels. In addition, Building A, the largest of the two proposed buildings, is setback approximately 650 feet from the Ventura Freeway allowing it to blend into the ascending hillside to the south. The buildings will be further screened by the existing surface parking lot and existing and proposed landscaping. In addition to the significant setbacks and stepbacks, the building articulation along the facades helps to open the horizontal and vertical view corridors. Additionally, the new buildings will help to screen the existing retaining wall that runs along the access road at the rear of the Project Site.

Lighting on the Project Site would include low-level interior lighting adjacent to buildings and along pathways for security and wayfinding purposes. In addition, lighting to accent signage, architectural features, and landscaping elements would be installed in each building. Other signage would be illuminated by means of low-level external lighting, internal halo lighting, or ambient light. These lighting sources would be similar to other lighting sources already within the Commons and would not generate artificial light levels that are out of character with the surrounding area. Illumination used for Project signage would be limited in light intensity to avoid negative lighting impacts to the nearest properties. In addition, on-site exterior lighting would be shielded or directed toward the areas to be lit to limit light spillover. Project lighting would also comply with regulatory requirements, including the requirements set forth by CALGreen and Title 24 that stipulate the use of high-performance light with appropriate light and glare control according to backlight, uplight, and glare standards.

CULTURAL RESOURCES ELEMENT

Objectives

- ❖ Enhance community appreciation for the importance of archaeological and paleontological resources.
- ❖ Protect significant archaeological and paleontological resources.

Policies

Pre-historic Resources

XI-1 Ensure proper treatment of archaeological resources before development occurs at a site where such resources are present.

XI-2 Preserve significant archeological and paleontological resources in-situ, when feasible. When avoidance of impacts is not possible, require data recovery mitigation for all significant resources. All forms of excavation in deposits of Native American origin shall be coordinated and monitored by representatives of the Chumash nation.

The Project Site is located within an existing shopping center and parking lot and there would be no ground disturbance of currently unpaved areas (grading and excavation would only occur on currently paved areas that were previously graded). While it is possible that during development archaeological and paleontological resources could be encountered during grading and excavation, the likelihood of unidentified cultural resources is low given the Site's prior

disturbance. The Project would be required to incorporate mitigation measures that require pre-construction surveys and monitoring on-site during construction to ensure that if cultural resources are encountered during ground-disturbing activities, proper procedures will be followed to avoid any impacts.

SERVICES, INFRASTRUCTURE & TECHNOLOGY ELEMENT

Fiscal Management

Objectives

- ❖ Maintain a stable stream of municipal income that is adequate to provide the level of municipal services desired by Calabasas residents and businesses.
- ❖ Require developers to pay for all of the infrastructure, public facilities, and service costs that they create.

Policies

XII-1 Facilitate retail and service businesses in those sectors patronized by the local population and travelers along the Ventura Freeway.

XII-2 Facilitate attractive retail development in Old Town, Calabasas Road, Agoura Road, and Ventura Freeway interchanges at Parkway Calabasas, Las Virgenes Road, and Lost Hills Road.

XII-5 Ensure that the scale of commercial development in the City is compatible with surrounding neighborhoods.

XII-7 Require developers to construct and/or pay for the new onsite capital improvements required to serve the new development. Also, require that new development:

- Is phased so as to ensure that facility and service demands associated with new development do not exceed capital facility capacities;
- Does not adversely affect the level of service provided to existing development; and
- Does not increase the cost of providing public services to existing residents and businesses.

Municipal Services

Objectives

- ❖ Ensure that local police and fire services meet the needs of the community.
- ❖ Provide convenient library facilities that meet the community's needs.
- ❖ Coordinate development activity with the provision of municipal services and facilities in a manner that:
 - Maintains defined performance standards.
 - Eliminates gaps in service provision to new development.
 - Realizes cost efficiencies.
 - Achieves an equitable sharing of the cost of municipal services and facilities based on the principle that new development is to pay for itself, both in terms of capital facilities and ongoing operations and maintenance

Policies

XII-13 Direct new development to areas with adequate existing municipal facilities and services, areas where adequate facilities and services and facilities are committed, or areas where municipal facilities and services can be economically extended consistent with the master plans of area service providers.

XII-14 Coordinate land development review with the master planning efforts of area service providers to facilitate the provision of adequate services and facilities. New development shall pay its own way.

The Project proposes improvement to the existing Commons shopping center that is already served by existing municipal facilities and services. Additional property taxes would be collected from the new residential use on the Project Site that would be used to support the City's budget for fire protection services. Additionally, the Project would be required to comply with all applicable federal, State, and local regulations governing the provision of fire protection services, including adequate fire access, fire flows, and number of hydrants. Similar to the above, the payment of additional property taxes and sales taxes to the City would be used to support the City's budget for police protection services.

Educational Services

Objectives

- ❖ Promote access for Calabasas residents to high quality local educational services by facilitating the acquisition of school sites and the construction of adequate school facilities to serve the needs of Calabasas residents and working with Las Virgenes Unified School District to promote cooperative educational programs.
- ❖ Engage cooperative school/public facility planning, which will ensure provision of adequate school facilities and quality educational programs in a manner consistent with the goals and strategies of the Calabasas General Plan with respect to facility location, use type, timing, funding, recreational and social joint use programs, and the creation of an overall sense of community.

Policies

XII-17 Require new development to provide full mitigation for school impacts, subject to the provisions of State law that limit the City's ability to require school mitigation.

The Project would be required to pay school mitigation fees to the Las Virgenes Municipal School District to offset the potential impacts resulting from the development of new multi-family residential dwellings. The payment of these fees are deemed conclusively under state law to be full mitigation for the Project's school impacts.

Water Service and Infrastructure

Objective

Assure that water supply infrastructure is adequate to meet projected needs and is provided in a manner that supports water dependent resources, enhances recreational opportunities, and preserves and enhances riparian habitats, water quality, and the environment.

Policies

XII-20 Coordinate land development review with the master planning efforts of the LVMWD to facilitate provision of adequate services and facilities.

XII-21 Direct new development to areas with adequate existing water facilities and services, areas that have adequate facilities and services committed, or areas where facilities and services can be economically extended consistent with the LVMWD's master plan.

XII-23 Support conservation and efficient water use in an effort to minimize the need for new water sources.

Wastewater Service and Infrastructure

Objective

Assure that wastewater management infrastructure is adequate to meet projected needs and are provided in a manner that supports water dependent resources, enhances recreational opportunities, and preserves and enhances riparian habitats, water quality, and the environment.

Policies

XII-25 Coordinate land development review with the master planning efforts of the LVMWD and TSD to facilitate provision of adequate sewer services and facilities.

XII-26 Direct new development to areas with adequate existing sewer facilities and services, areas where adequate facilities and services and facilities are committed, or areas where services and facilities can be economically extended consistent with the LVMWD and TSD master plans of area service providers.

XII-27 Promote the design of wastewater systems that minimize inflow and infiltration.

Storm Drains

Objective

Promote effective stormwater management to minimize flood hazards and to protect slopes, streams, and wetlands from erosion and sedimentation to avoid the degradation of environmental quality, wildlife habitat, and natural system aesthetics.

Policies

XII-29 Employ appropriate stormwater management practices to prevent stormwater problems from urban runoff, which may include flooding, erosion, or stream channel scouring in natural drainage systems. These practices at a minimum will include the collection, control and treatment of stormwater runoff at a rate and quantity that prevents damage to both man-made and natural drainage systems.

XII-30 Promote natural stormwater control mechanisms such as engineered and City-approved detention/retention basins and drainage swales to manage stormwater runoff.

XII-31 Encourage the use of semi-pervious or pervious surfaces and other low-impact development techniques to minimize stormwater runoff from individual sites.

XII-32 Prevent water quality degradation through implementation of Best Management Practices and educational programs to reduce pollution entering surface waters.

The Project's proposed water and wastewater infrastructure would connect to existing water and wastewater infrastructure already in place. The Project would be required to comply with the City's Urban Stormwater Mitigation Plan during construction and operation of the proposed project. Stormwater runoff from impermeable portions of the Project Site would be collected by catch basins or inlets and be conveyed to the proposed storm drain system. The proposed project would

be subject to applicable water conservation requirements contained in the City's Model Water Efficient Landscape Ordinance, which requires preparation of a Landscape Documentation Package, including a Water Efficient Landscape Worksheet, water budget calculations, and irrigation design plan to ensure efficient water conservation. The California Green Building Standards Code would also apply to the Project and would require water-efficient plumbing fixtures, including showerheads and toilets. In addition, a portion of the Project would be designed to achieve a LEED-equivalent silver rating or better, consistent with the City's Green Building Ordinance, which would ensure water efficient use.