Calabasas Park Centre Project
Development and Design Guidelines

City of Calabasas
Reviewed by the Calabasas Planning Commission
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Introduction

The Calabasas Park Centre Development and Design Guidelines are the result of a cooperative planning and community participation process that was undertaken to create a new, comprehensive master plan to guide the future planning and build out of the 67-acre Calabasas Park Centre property.

The master planning process was jointly initiated by the Calabasas City Council and the project developer, Kilroy Calabasas Associates ("Kilroy") in December of 1994. The objectives of the master planning process are set forth in a Memorandum of Understanding (MOU) that was entered into by and between the City of Calabasas and Kilroy Industries on May 5, 1995.

The master plan was undertaken as a means whereby: (1) the project developer would obtain entitlements for the development of a mix of land uses and building densities that would be more consistent with current real estate market conditions, and (2) the City of Calabasas and its residents could participate in a more direct, pro active and effective manner in the creation of a plan for the property that would be more appropriate than the higher density, office-dominated project that was approved on the property in 1989 by the County of Los Angeles, prior to the April 1991 incorporation of the City of Calabasas and, unlike the previously approved project, would garner greater support within the community.

The Master Plan is made up of the following components:

- Development and Design Guidelines
- Illustrative Site Plans for the Garden Office and Urban Office Scenarios

Together these components define and regulate development within the master plan area.

Project History

In March of 1989, the County of Los Angeles Board of Supervisors granted approvals allowing for the development of a total of 1,445,000 gross square feet of commercial office space and 50,000 gross square feet of retail space on the 67-acre Calabasas Park Centre property. Under this plan, the project would have consisted of a series of up to twelve individual multistory office structures (3-6 stories) and up to ten individual above-grade parking structures. Many members of the community opposed the project, based on the opinion that the approval allowed development that was out of scale (too large) for the low-density, residentially-dominated area.

Although none of the approved structures were constructed, the entire 67-acre project site was graded (to finish pad status) and all primary infrastructure elements were installed during the period of 1989-1992. These infrastructure elements included the western extension of Park Sorrento, all utilities, all perimeter landscaping and a variety of design elements including an entry signage and fountain element as well as the primary street trees. Since that time, changes in the ownership and management of the property, changes in national and regional commercial real estate market conditions, input received from local residents and business people and impacts related to the April 1991 incorporation of the City of Calabasas resulted in the submittal of a request by the landowner to modify these "original" project approvals.

In November 1992, the property owner submitted a request to the City of Calabasas seeking to modify its existing entitlements to, among other things, permit the development of an approximately 200,000 gross square foot retail center, which would replace an equivalent amount of previously approved office space on the site. On December 7, 1994, the Calabasas City Council denied the majority of these requests, but granted approvals to allow for the development of the northeastern corner of the project site as a community retail center, containing not more than 200,000 square feet of overall development and including a seven-auditorium, 1,700-seat, multiplex movie theater use that, despite the existing entitlements, continued to be the subject of controversy among some local residents.

As part of the December 1994 retail center approvals, the City and property owner agreed to enter into a master planning process for the western portion of the property that would include substantive, pro active participation by interested local residents and members of the business community.

Several months later, the master planning effort began. The Calabasas Park Centre Task Force was appointed by the City Council in June of 1995 and shortly after the Memorandum of Understanding between the City and property owner was signed. Initially, the Task Force addressed only the issues related to the western portion of the site. However, by the Summer of 1996 the applicant, with the City's approval, asked that the Task Force expand the scope of their work to include the entire site. By November of 1996 the Task Force delivered a draft of the master plan to the City Council and Planning Commission.

Opportunities and Constraints

The master plan presents an opportunity for the community-at-large to have a significant voice in the planning and development of one of the largest, most visible and most strategically located parcels of land in the City of Calabasas. The community-based nature of the master planning process allows members of the local business and resident community to participate directly and determine the future use of the property and its resultant impact on the local economy and quality of life.

Opportunities
Located in the center of the City, the Calabasas Park Centre site presents a number of characteristics which add to the desirability of the site. The site is easily accessible from the freeway, Old Town and adjacent businesses and residences. Sewer, water and other utilities already serve the site. The approximately forty-five acres of developable area, present opportunities for mixed use development not available in other areas of the community.

Constraints
The constraints inherent in the master planning process are primarily physical and economic. Because the property had previously been graded into a pad ready condition, with substantial infrastructure already installed (including the extension of an eighty-foot wide segment of Park Sorrento which bisects the site into a north and south half), the physical environment and boundaries of the property's developable land were fixed in place.

The Development and Design Guidelines contained herein are part of the means by which the goals and objectives set forth herein will be achieved. The Development and Design Guidelines are intended to serve as a framework and foundation that will establish the general criteria for, but are not, however, intended to serve as a substitute or replacement for the more detailed site plan and architectural design reviews that will continue to be conducted for specific development proposals on individual parcels within the Master Plan Area as specific users and tenants are secured by the property owner/project developer.

These more detailed reviews, potentially including but not limited to additional conditional use permit reviews for certain prospective land uses, will still need to be conducted by the City of Calabasas Planning and Environmental Programs staff, City of Calabasas Planning Commission and Calabasas City Council following the adoption of the new Master Plan.

Organization of the Document

The Development & Design Guidelines have been organized in a tiered manner, beginning with a statement of overall goals, followed by design criteria for development for the master plan area and individual projects within Calabasas Park Centre. The document concludes with a set of standards that apply to specific areas of the site.

- **Goals and Objectives of the Master Plan Process**
- **Project-Wide Development Guidelines**
- **Project Specific Site Design Guidelines**
- **Project Specific Architectural Design Guidelines**
- **Design Guidelines for Signs**
- **Development Standards for Geographic-Based Planning Zones**

Nature of the Guidelines

The guidelines define the vision for Calabasas Park Centre. They generally describe the desired outcome of the project and list suggested methods for achieving a particular outcome. Therefore, the guidelines represent a commitment by the City Council, Planning Commission, property owner to the community of Calabasas.

The guidelines are to be used by developers, staff, Planning Commissioners and members of the City Council to evaluate individual projects and to ensure that all development with the master plan area is consistent with the community's vision for Calabasas Park Centre.

Goals and Objectives of The Master Planning Process

Master Plan Task Force "Mission" Statement

As described above, the goals and objectives of the master planning process were to create a new, comprehensive master plan which would guide the future planning and long-term build out of the 67-acre Calabasas Park Centre Master Plan Area.

One of the earliest tasks of the Calabasas Park Centre Master Plan Task Force was to formulate and adopt an appropriate "mission statement" that would serve as a foundation around which the master plan would be created. The "mission" statement of the Calabasas Park Centre Master Plan Task Force, as voted on and agreed upon in one of the early Task Force meetings, was as follows:

> To work with the City, the Developer, the Community and experts to arrive at a mutually agreeable, approved Master Plan. The objectives of the Master Plan are
>
> (1) the formation of traffic, safety, environmental and aesthetic protections that will minimize the intrusion of a Town Center into the surrounding community, while providing the goods, services and other amenities the City wants and needs; and
>
> (2) the creation of an economically viable Town Center containing an appropriate mix of uses.

Goals and Objectives of the Master Planning Process

In addition to this overall "mission" statement, the fundamental goals and objectives of the master planning process were to provide and establish the following:

- An assurance to the members of the local resident and business community that the Master Plan Area will be developed in an orderly and cohesive manner that will be comprised of the highest quality development possible, provide a significant, long-term source and variety of employment opportunities, housing resources, retail, personal and professional services and would serve as a focal point of social activity that would also be compatible with the surrounding neighborhood and the community as a whole.

- A rational and objective, yet flexible framework for local government officials and technical staff to maintain necessary control over local land use and development policy, while facilitating the orderly and successful development of the Master Plan Area that will be sensitive to the community, will generate a wide range and balance of direct and indirect financial and related public benefits and will serve as an attractive addition and source of pride to the community.

- A necessary and important level of certainty to the property owner/developer and to future tenants and potential investors that: the "rules and regulations" guiding the subdivision and build out of the Master Plan Area will be fair and well defined and will remain consistent; that the developer will also be able to maintain the flexibility that will be necessary to respond to unanticipated but unavoidable changes in the local and regional real estate market and economy in order to ensure that the Master Plan Area can be developed in a timely manner that will also generate a reasonable financial return in relation to the risk and investment incurred.

Project-wide Development and Design Guidelines

The following general parameters and policies apply to the Calabasas Park Centre Master Plan Area as a whole, including all of its eight constituent geographic-based planning zones and individual parcels.

Project Parameters

1. *Entitlement Approvals.* The approved Development and Design Guidelines, will complement the Master Conditional Use Permit, appropriate Implementing Conditional Use Permits, Site Plan Approvals, and new Vesting Tentative Tract Map (VTTM).

2. *General Plan Consistency.* The Calabasas Park Centre Master Plan Area shall be developed in a manner that is consistent with and serves to achieve the applicable goals, objectives, policies and programs of the adopted City of Calabasas General Plan and the applicable provisions of the City of Calabasas Development Code, currently under public review. As part of the project review process, individual projects will be reviewed for general plan consistency and a finding of general plan consistency must be made by the reviewing body.

3. *Conformance Requirements.* Individual land uses and structures in the Master Plan Area shall conform to the Development and Design Guidelines as set forth herein, including all development density, land use zone, land use building height, building setback, massing/ architectural design guidelines.

4. *Binding on Future Owners.* The Development and Design Guidelines shall be binding on any or all current or future constituent owners, lessors, developers, tenants, occupants, investors, lenders and users of property within the Master Plan Area, subject to the provisions of the State of California Planning and Zoning Law.

Land Use

General Land Use Requirements

5. *Master Conditional Use Permit.* The development of office, hotel, institutional, civic, public, open space, multi-family residential and retail land uses shall be permitted within the Master Plan Area, subject to the approved Master Conditional Use Permit and applicable land use zone designation, density and related restrictions and guidelines set forth herein.

6. *Permitted Land Uses.* The development of the permitted land uses within the Master Plan Area, as described above, will be allowed in the geographic-based planning zones described in greater detail herein, in the Master Conditional Use Permit . Any land uses not expressly permitted within the individual planning zones as described herein shall be precluded.

Civic Plaza Design

7. *Civic Plaza Design and Development.* Development within geographic-based Planning Zone #5 shall include a pedestrian-scale community-related focal point and civic plaza, at an agreed upon size and location. The "Civic Plaza" area will architecturally relate to and operate in combination with the proposed retail center that is expected to be located in the eastern portion of the Master Plan Area. Although the specific requirements of the plaza area will be defined by the Civic Center design process, the "Civic Plaza" area will include but not be limited to:
   a. public plaza and courtyard features,
   b. street furniture,
   c. water features or public art/sculpture elements and
   d. decorative landscaping,
   e. public parking and
   f. must also be surrounded by accessory commercial and/or public uses (for example, library, senior center, community center, and day care center).

Vehicular Circulation

8. *Traffic Calming Measures.* Along the major east/west and north/south corridors through the project encourage the use of the following traffic calming techniques, such as:
   a. Angle parking,
   b. Chokers, a set of two curb bulbs that extend out into the street at an intersection or access point,
   c. Roundabout at the intersection of Park Sorrento and Park Centre,
   d. Raised intersections
   e. Location of parkway, including street trees and other elements of the streetscape, adjacent to the curb face.

Access Points

9. *Number of Vehicle Access Points.* Circulation and vehicular access to and from individual parcels and parking areas within the Master Plan Area shall be limited to existing number of curb cuts currently permitted along Calabasas Road, Park Granada or Parkway Calabasas.

10. *Alignment of Vehicle Access Points.* Access points, entrances to parking areas and service or loading areas shall be aligned to maximize circulation efficiency and public safety and to minimize traffic congestion impacts and potential vehicular/pedestrian conflicts. Shared access points, serving multiple parcels and/or land uses are encouraged, subject to approval of the City Traffic and Transportation Manager.

11. *Encourage Use of the Parkway Calabasas Interchange.* The vehicular access point coordination described above shall include the alignment of medians and exit points, so as to facilitate the use of the Parkway Calabasas freeway interchange and discourage vehicular travel through either the "Old Town" area, located east of the Master Plan Area, or local residential areas located to the south.

Medians

12. *Additional Medians.* Additional median strips or islands within the Master Plan Area shall be encouraged along the major east/west corridor as approved by the City of Calabasas Traffic and Transportation Manager.

13. *Design of Medians.* The location and design of such additional medians (including landscaping elements, paving, street furniture, etc.) shall be specifically reviewed and approved by the City of Calabasas Planning and Environmental Programs staff, for consistency with aesthetic, urban design and streetscape standards and the City of Calabasas Traffic and Transportation Manager, for circulation and safety requirements.

Alternative Transportation

14. *Existing Bus Stop.* The existing bus stop along Calabasas Road shall be maintained. Pedestrian connections from this stop directly to the project shall be provided. Transit riders shall not be forced to walk to Park Centre or Parkway Calabasas to reach the office buildings or hotel to the south.

15. *City Shuttle Bus Stops.* Four shuttle bus stops shall be developed within the project. Location and design of stops will be subject to approval by the City Traffic and Transportation Manager. However, they will generally conform to the following criteria:
    a. Two shuttle bus stops will be located east of Park Centre and two stops west of Park Centre,
    b. Shuttle bus stops shall be clearly identified by consistent signs, lighting, paving, and landscaping treatment
    c. Shuttle bus stops may be coordinated with other pedestrian amenities such as kiosks, seating, or shade structures.

16. *Transportation Demand Management (TDM).* Development within the Master Plan Area shall be subject to and comply with all the applicable provisions of the City of Calabasas Transportation Demand Management [TDM] Ordinance.

17. *Bicycle Routes.* Bike routes shall be designated and improved throughout the project. Site level bicycle facilities, such as bicycle racks or lockers, shall be required as part of the site plan review process.

Pedestrian Movement

18. *Design Criteria for Crosswalks.* Crosswalks and pedestrian walkways at driveways will be subject to the approval of the City of Calabasas Director of Planning and Environmental Programs and the Traffic and Transportation Manager and will generally conform to the following criteria:
    a. Crosswalks will use a distinctive paving pattern to clearly define the pedestrian zone
    b. Crosswalks will provide a safe, accessible walking surface for pedestrians.

19. *Existing Crosswalks.* Crosswalks are installed at the major entrances to the project: Park Sorrento and Park Granada, Park Centre and Calabasas Road, and Parkway Calabasas and Park Sorrento. These crosswalks shall be maintained.

20. *Additional Crosswalks.* Within the project, additional crosswalks shall be provided at the intersection of the major east/west and north/south corridors and at designated intervals throughout the project. In predominantly office areas, one mid-block crossing will be required. A minimum of two mid-block crossings must be constructed in the retail zones.

21. *Consistent Crosswalk Design.* Additional crosswalks shall be designed to match or complement the existing crosswalks at the three major entry points to the Calabasas Park Centre project (Calabasas Road and Park Centre, Park Granada and Park Sorrento, and Parkway Calabasas and Park Sorrento).

Parking

General Parking Standards

22. *Parking Code Standards.* Parking serving development within the Master Plan Area shall be subject to the terms and provisions of the City of Calabasas Municipal Code, Chapter 17.28, Parking and Loading[1], as modified by the intra-Project shared parking and on-street parking allowances set forth herein and in the Master Conditional Use Permit for Calabasas Park Centre and in future site plan approvals.

23. *Establishment of Shared Parking.* It is acknowledged that the "overlapping" nature of the parking demands that are expected to be generated by the mixture of the individual land uses that will be developed on the Project will allow for the implementation of a system of shared parking among and between the different retail, office and civic uses, as demonstrated by the project developer and as determined/approved by the City of Calabasas.

24. Uses Eligible for Shared Parking. The following uses shall be eligible to participate in to use shared parking to satisfy portions of their off-street parking requirements:

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[1]Reference to Draft Calabasas Municipal Code – Title 17, Land Use and Development Code.

a. Shared parking receivers include: the theater and restaurant uses.
b. Shared parking donors include: office and civic uses

25. *Standards for Shared Parking.* On-site parking requirements may be reduced if the applicant can demonstrate to the satisfaction of the Planning Commission the following:
   a. Parking reductions shall be no more than 20 percent of the total parking requirements for a use.
   b. All shared parking shall be located the closer of the two distances described below:
      i. within a 500' radius of the main pedestrian entry to the building **or**
      ii. no further from the main pedestrian entry to the use than the dedicated parking space that is furthest from that entry.

On-Street Parking (East/West Corridor -- Park Sorrento)

26. *Location of On-street Parking.* Angled, surface parking shall be allowed along both sides (north and south) of Park Sorrento, in an area defined by the eastern property line of Planning Zone 4 and a point approximately 200 feet east of Parkway Calabasas. The parking spaces shall be designed to provide convenient access to retail and office uses, to slow pass-by traffic traveling through the site and to create a more urban, "Civic Plaza" atmosphere within the center of the Master Plan Area along Park Sorrento.

27. *Design Criteria for On-Street Parking.* To ensure that on-street parking promotes a pedestrian-friendly environment, the design of on-street parking shall include:
   a. Landscape Areas. An area equivalent to one parking space shall be provided for landscaping, seating and street furniture for every 10 parking spaces along Park Sorrento (or the primary east/west corridor through the project).
   b. Angle parking. Angle parking stalls shall be required rather than parallel parking.
   c. Screening. Street trees, landscaping and bollards shall be used to buffer the sidewalks from the cars.
   d. Parking Overhang. No parking overhang shall be permitted for on-street parking spaces.

28. *Parking Credits for On-Street Parking.* Any such on-street parking may be credited toward the total off-street parking requirements for the retail, office and civic components of the Master Plan Area that are expected to utilize this parking.
   a. The credits for on-street parking shall be based on the number of parallel parking spaces that could fit along the curb, not the actual number of on-street parking spaces provided. For example, if there are ten diagonal parking spaces on one side of the street but only five parallel parking spaces could fit in that area the adjacent uses would only be allowed credit for five parking spaces.
   b. On-street parking credits shall be assigned to specific parcels by dedication.

Streetscape

Street Furniture and Public Art

29. *Consistency with Project Architecture.* Street Furniture shall complement the overall architectural theme of the project.

30. *Types of Street Amenities.* Street furniture shall include, but not be limited to:
    a. Seating
    b. Bollards
    c. Trash Cans and Ash Urns
    d. Planters,
    e. Drinking Fountains
    f. Lighting
    g. Bicycle Storage
    h. Telephones
    i. Public Information Kiosks
    j. Public Art

31. *Arrangement of Street Furniture.* Street furniture shall be arranged to define gathering spaces and to act as a barrier between pedestrian areas and vehicular traffic.

32. *Criteria for Selecting Street Furniture.* Street furniture shall be selected on the basis of the following criteria:
    a. Durability
    b. Aesthetics
    c. Cost
    d. Resistance to graffiti and theft

33. *Undergrounding Utilities.* Any utilities serving the Project and all individual parcels / building within the Project (sewer, water, electric, gas, cable, storm drain) shall be installed below grade, with all transitions and connections shielded from pubic views.

Landscaping

34. *Landscaping Theme.* A consistent landscape theme shall be maintained throughout the master plan area. The landscape theme should focus on the use of drought-resistant/erosion-controlling native plant materials selected from the best of local historical landscape evolution specific areas shall be highlighted by the use of ornamental plant materials.

35. *Landscaping Complement Calabasas Park Centre Architectural Theme.* Landscaping themes within the Master Plan Area shall complement the architecture developed within the project, while providing a vital element of visual unification and aesthetic character to the overall project. The linear nature of the project, as well as the physical division created by Park Sorrento, emphasize the importance of the landscape theme in creating a cohesive development.

36. *Existing Landscaping.* The existing density and appearance of perimeter landscaping shall be maintained or restored. If a proposed project will result in the removal of landscaping, the design of the streetscape and installation of new landscaping shall conform to good planning practice for streetscape development. The existing density and appearance of perimeter landscaping shall be maintained or increased to protect residential uses.

37. *Landscape Area Design Standards.* Criteria for the design of landscaped areas shall include:
   a. Landscaped areas shall include specimens from each of the following three plant groups: grasses and ground covers, shrubs and trees.
   b. To create a unifying element connecting the east and west portions of the site, "street trees" along the east/west collector street shall be regularly planted along both sides of the street. The trees shall be canopy trees and should be spaced between 30 and 50 feet apart.
   c. Plants with similar water needs shall be grouped together in distinct hydrozones.
   d. Parkway strips shall include design provisions to ensure smooth transitions between different types and patterns of landscaping and/or public and private property, using street trees and complementary landscaping.
   e. Provide a transition, or buffer, between pedestrians and vehicle traffic.

38. *Mature Height.* To provide adequate visibility at maturity, plants located in areas with pedestrian traffic shall comply with the following standards:
   a. trees should be able to be trimmed 10 feet above the ground and
   b. shrubs should be maintained at a height of approximately three feet

Building and Parking Setbacks (Project-Wide)

39. *Horizontal Building and Parking Setbacks.* Appropriate horizontal building and parking setbacks shall be applied throughout the Master Plan Area and shall be utilized as a fundamental means of providing buffering and separation through distance and space between buildings, as well as through the provision of landscaping elements and other aesthetically-pleasing design amenities.

40. *Setbacks for Specific Zones.* The specific building and parking setback requirements applicable to each of the eight (8) geographic-based planning zones within the Master Plan Area are set forth in last chapter of this document-Development Standards for Individual Geographic-Based Planning Zones.

41. *Setbacks Along Park Sorrento.* Less restrictive horizontal building setbacks shall be required along the north and south sides of Park Sorrento, throughout the Master Plan Area, so as to encourage the creation of a more urban and pedestrian streetscape character, through the special definition of streetscape and open spaces within this portion of the Master Plan Area.

42. *Additional Setbacks.* In addition to the general building setback guidelines set forth above, buildings to be developed in the Master Plan Area, including above-grade

parking structures and surface parking areas, shall be located and oriented so as to provide appropriate additional setbacks from the perimeter boundaries of the Master Plan Area and the public rights of way. Except along Park Sorrento, additional building and parking setbacks, above and beyond the minimums specifically established herein for each geographic-based planning zone, are encouraged but not mandatory.

43. *Building Setback Measurement.* Building setback distances shall be measured perpendicular from the property line (edge of adjacent rights of way). Landscaping and surface parking shall be permitted within the building setback area.

44. *Minimum Internal Setbacks.* The minimum internal, side and rear yard setbacks between individual buildings or groups of buildings within the Master Plan Area shall be no less than fifteen (15) Feet (except for service corridors). Internal setbacks with primary or secondary pedestrian walkways will be further defined by the height of the building elevation adjacent to the setback. Distance between buildings will be increased by one foot for every four feet, or fraction thereof, of building height above thirty feet. For example, a 45 foot building must maintain minimum internal setbacks of 19 feet.

Architecture

Building Design (Project wide)

45. *Overall Architectural Theme.* The architecture styles of individual buildings shall be designed to complement the architecture style of the entire Master Plan Area. The architecture and building design shall be of a consistent quality and character and shall not promote a "theme park" image. Typical characteristics of this architectural style include:
    a. Stucco surfaces which predominate over openings,
    b. Low-pitched tile roofs,
    c. Closely related to the outdoors through the use of French doors, terraces and pergolas,
    d. Use of decorative ironwork for windows, doors, balconies, and roof supports,
    e. Use of glazed and unglazed tile as accents in walls and on floors
    f. Rich cast concrete or terra-cotta ornament.

46. *Calabasas Park Centre Standard of Quality.* In the event that the Calabasas Park Centre Design and Development Guidelines do not specifically address a proposed design element or subject area, the general criteria for building massing and architectural design considerations should be as follows:
    a. Will the proposed design maintain or enhance the existing character of the Calabasas Park Centre Master Plan Area?
    b. Is the design compatible with the established high quality image?
    c. Does the design seem appropriate to the spirit and identity of Calabasas Park Centre?

47. *Discourage the Use of "Franchise" or "Corporate" Architecture.* The use of

standardized "franchise" or "corporate" architectural styles associated with chain-type restaurants or stores is strongly discouraged.

Building Heights (Master Plan Area)

48. *Building Elevations Respond to Existing Topography.* The heights of individual buildings shall reflect a sensitivity to the elevated topography and dominant ridgeline which comprises the southern portion of the 15.33-acre open space parcel of the site and the lower density commercial and residential uses located east of the Master Plan Area.
    a. Lower buildings, shall, as possible, be located within the lower-lying, more exposed portions of the site in the northeastern portion of the Master Plan Area, adjacent to the intersection of Calabasas Road and Park Granada.
    b. As possible and feasible, building located along the eastern and western "edges" of the Master Plan Area shall be terraced and stepped toward the center and rear of parcels, using lower heights in proximity to lower adjacent land uses and topography, public rights of way and public view corridors, and shall include vertical setbacks and vertical articulation that will serve to lessen and soften the physical/visual impact and perception of building height and massing across the Master Plan Area.

49. *Measurement of Building Height.* Building heights and building elevations, as described herein, shall be measured as described in the section on Geographic-Based Planning Zones.

50. *Permitted Exceedance of Height Limitations.* Towers, steeples and similar vertical elements are encouraged within the retail center, so as to enhance the visual identity and interest of the project.

51. *Maximum Building Height in Specific Zones.* In addition to the overall building height guidelines set forth above, buildings to be developed on the Master Plan Area shall not exceed the specific building elevation and building story restrictions that have been established for each of the eight geographic-based planning zones within the Master Plan Area.

52. *Compliance with Lockheed Agreement.* Notwithstanding the above-described zone-specific building height restrictions, no buildings in the Master Plan Area shall be allowed to extend above a height of 1,100 feet above mean sea level - this restriction reflects the maximum building elevation set forth in the Agreement by and between Ahmanson Commercial Development Company and Lockheed Corporation, dated March 10, 1989, established to protect the viewshed of the existing building located south of the master plan area at 4500 Park Granada, presently occupied by Countrywide Mortgage.

Subdivision and Parcelization

53. *Compliance with City Ordinances and Subdivisions Maps.* Subdivision of the Master Plan Area shall be undertaken in an orderly manner, in accordance with the applicable provisions of the State of California Subdivision Map Act, the City of Calabasas General Plan and the City of Calabasas Development Code and shall be achieved through the filing and implementation of Tentative and Final Vesting Parcel Map(s) and Lot Line Adjustments, as necessary.

54. *Maximum Number of Legal Lots.* The maximum number of individual legal parcels of record and land subdivision patterns permitted shall be those which are necessary to allow for the viable development of the Master Plan Area as contemplated herein and shall not be restricted so as to preclude such viable development and financing. The total number of individual legal parcels within the Master Plan Area shall be limited to twenty-five (25).

Site Planning

Building Orientation

55. *Connect Groups of Office and Commercial Buildings.* Locate buildings in groups to create interesting spaces and to avoid the creation of long strings of structures that resemble "strip malls." Techniques for connecting buildings include:
    a. Clustering the buildings on the site. This also provides opportunities to create shelter pedestrian areas.
    b. Offsetting the building elevations can be used to break up a row of buildings and create sheltered pedestrian-oriented plazas.
    c. When clustering or offsetting the building elevations is not feasible, a visual link between structures can be created through the use of an arcade system, trellis or landscaping.

56. *Main Building Elevation Should Relate to the Street.* For freestanding commercial structures, the main building elevation should be orient toward the street. This includes:
    a. Facing the major entry toward the street where access (Park Sorrento) is provided and
    b. Orienting the major facade parallel to the main street (Park Sorrento/Calabasas Road).

57. *Buffer between Buildings and Surface Parking.* Buildings should be located on "turf islands," where the main entrance does not directly abut paved parking areas. A minimum seven-foot wide landscape strip should be provided between parking areas and buildings. Where walkways are adjacent to the building, hardscape area shall be credited toward compliance with the landscape strip requirement.

Plaza Standards for Individual Buildings

58. *Plaza Standards.* In the commercial and office developments greater than one acre in size, public space shall be provided as part of any new development in an amount that covers no less than two percent of the project site. Public space includes parks, plazas, courtyards, and arcades, but excludes pedestrian walkways. Specific design criteria for public space includes:
    a. Minimum width or depth of ten feet
    b. Include the following pedestrian amenities: seating, lighting, planting, shade features and special paving.
    c. Additional amenities may include: public art, food and flower vendors, and special recreational features.

59. *Comfortable in a Variety of Weather Conditions.* In Southern California the climate varies from cloudy and rainy in the winter to scorching hot in the summer months. Plazas and outdoor pedestrian spaces must be designed to provide comfortable areas in either weather. They should include:
    a. Areas of shade
    b. Areas that are protected from rain and
    c. Areas that allow pedestrians to bask in the sunlight.

Physical Security Development Standards

60. *Design Project to Facilitate Surveillance from the Street.* Design landscaping, buildings and wall locations to facilitate surveillance from the street and from adjacent structures, without providing places for concealment.

61. *Permit Surveillance of Pedestrian Areas.* 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.

62. *Protect the Ground Floor Windows.* Make first floor windows burglar resistant by appropriate selection of building materials and landscaping treatment

63. *Control Access Point.* Provide visible, controlled access to buildings or building groups.

64. *Provide Adequate Lighting.* Maintain appropriate lighting levels in parking areas, public spaces, and loading areas.

On-Site Circulation

Access Points

65. *Location of Individual Access Points.* The specific locations and function of all new access points, entrances and service/loading areas, as described above, shall be reviewed and approved by the City of Calabasas Traffic and Transportation Manager, as part of the project-specific site plan review and approval process.

66. *Shared Driveways.* Whenever possible, shared driveways should be created to reduce the number of access points onto City streets.

67. *Access Points off Park Sorrento:* Whenever possible, locate access points off Park Sorrento or the main east/west connection to reduce the impact of the project on adjacent residential uses.

Vehicular Circulation

68. *Separate Vehicular Circulation.* To reduce on-site congestion, whenever possible, maintain vehicle routes separate from parking aisles.

69. *Drive-Thru Facilities.* Drive-thru facilities within the Master Plan Area shall be prohibited, with the exception of "drop off" or valet parking service locations for retail, restaurant and office uses and lobby, registration, or leasing offices for primary uses or "pick-up" facilities for prescription and non-prescription drugs as regulated by the Master Conditional Permit.

Pedestrian Circulation

70. *Pedestrian Walkways.* Pedestrian walkways shall be of a consistent design throughout the project.

71. *Primary Walkways in Retail Areas.* Pedestrian walkways adjacent to commercial uses shall be no less than 15 feet in width to accommodate window shoppers, pedestrians, and landscaping and street amenities. Six feet of the 15-foot walkway shall be maintained clear to permit pedestrian traffic to move freely.

72. *Shelter Walkways.* Whenever possible, use canopies, awnings, landscaping to provide shade and shelter walkways from inclement weather.

73. *Buffer Walkways from Automobiles.* Use landscaping, planters, seating, and other street furniture to create a separation between the walkway and vehicles to buffer pedestrians from the adjacent vehicles.

Parking Design

Surface Parking Design

74. *Location of Surface Parking for Office Uses.* With the exception of the parking area in Zone 1, surface parking shall be located to the sides and rear of buildings, so as to minimize the visibility from public rights of way, public views and adjacent buildings.

75. *Techniques for Screening Surfacing Parking.* Surface parking areas that are adjacent to and visible from public rights of way and prominent areas within the Master Plan Area shall be screened and buffered from view. Typical screening techniques include:

a. Earthen Berms – Slopes of berms landscaped with lawn or ground covers that can be walked on shall not exceed 1:4. Slopes of berms planted with shrubs or ground covers that do not permit walking shall not exceed 1:2.
b. Low Walls and Fencing – Walls shall be of high quality material and shall complement the design of the building. Wall height shall not exceed 42 inches.
c. Changes in Elevation – Slopes landscaped with lawn or ground covers that can be walked on shall not exceed 1:4. Slopes planted with shrubs or ground covers that do not permit walking shall not exceed 1:2.

d. Landscaping Elements – Planting strips along a public right-of-way shall have a minimum width of ten feet. The planting strip may be pierced by pedestrian and vehicular access ways. Plant materials must include
   i. large-scale, high canopy, horizontally branching tree species, and
   ii. a sight-obscuring evergreen hedge.

Applicants are encouraged to use a combination of the techniques described above.

76. *General Design Criteria for Screening Surface Parking.* Proposed parking lots screening shall be consistent with the following design criteria:
   a. An opaque screen of no less than 30 inches and no greater than 42 inches shall be provided. For all office uses a screen of no less than 42 inches shall be provided.
   b. The height of the screen shall be measured from grade to the top of the screening material.
   c. Shrubs, when used as parking perimeter screens, shall be planted in minimum three-gallon container sizes, or larger, as necessary, to achieve the desired screening height of 30 inches with two years after planting
   d. Breaks more than five feet in length, shall be provided at regular intervals of approximately 20 feet within landscaped planting strips to provide opportunities for pedestrian access and visual surveillance of the parking lot.

77. Reducing the Scale of Surface Parking Areas. Surface parking lots shall 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 (GPC). Criteria for evaluating the size of parking areas and techniques for mitigating the impact of large parking areas include:
   a. the size of any single surface parking area that do not exceed 2.5 acres unless divided by a building, plaza or landscaped walkway not less than 10 feet in width
   b. surface parking areas with more than 50 cars that are divided by landscaping strips or internal walkways with a minimum width of 10 feet that visually screen one parking area from another.
   c. the orientation of the parking shall change to reflect the divisions within a larger parking area.

78. *Access from the Public Sidewalk to the Project Entrance.* In all projects, a clearly identified pedestrian path connecting the public sidewalk to the entrance of the building shall be provided.

79. *Orientation of Parking Layout.* To reduce the need for pedestrians to cross parking aisles and landscape areas, orient parking areas so that pedestrians walk parallel to moving cars.

80. *Separate Pedestrian Walkways in Parking Lots.* In large commercial projects, provide separate walkways for pedestrians in parking lots. The design of these walkways should:
   a. Use distinctive paving patterns, landscaping and structural elements (such as trellises) to identify the walkway and separate it from the rest of the parking area.
   b. Connect directly between the entrances and the building or the sidewalk.

Structure Parking Design

81. *Parking Structure Design.* The elevations of parking structures shall be architecturally treated and shall include design and landscaping elements that will serve to soften and minimize their potentially adverse aesthetic impact on the project. The use of color, texture, facade articulation, awnings and landscaping are encouraged as the primary means of achieving these objectives. Design criteria for parking structures include:
   a. Architecture. Parking structures constructed to serve a specific building shall be designed to complement the building incorporating the architectural detailing of the main building.
   b. Building Height. Parking structures shall be no taller than the adjacent buildings or the principal buildings they serve.
   c. Ground Floor Land Uses. Along Park Sorrento, encourage the development of the ground floor lineal frontage in a manner that could accommodate retail commercial and service uses.
   d. Upper Floor. The upper floor of the parking structure shall be landscaped in accordance with the City landscape standards for parking areas. The ordinance requires that 30 percent of the parking area on the roof dedicated to landscaping. Areas covered by trellis work may be credited toward meeting the landscaping requirement.
   e. Elevations above Ground Level. The perimeter of each parking garage floor shall have an opaque screen or other screening mechanism to shield automobiles from view that is at least thirty inches in height from the finished floor elevation.
   f. Ground Floor Elevations. Shall be articulated and designed to encourage pedestrian-scale activity.

82. *No Adjacent Parking Structures.* Parking structures shall not be permitted to be built either immediately adjacent to one another, or directly across the street from one another.

83. *Disguise Sloped Ramps.* Parking structures shall feature horizontal spandrels/patterns to disguise sloped ramps. Applicants are encouraged to design unique solutions to the of the elevations of a parking structure that may include
   a. Innovative architectural treatments
   b. Landscaping, or
   c. Public art.

Service and Loading Area Requirements

84. *Location of Service and Loading areas.* Service and loading areas, particularly those associated with retail or hotel uses, should not face public rights of way, open spaces, plaza areas or major public views.

85. *Architectural Consistency.* Screening solutions shall be consistent with the architectural design of the main building. Materials used in walls or fences shall be compatible with the building materials used in the main building.

86. *Methods for Screening of Loading Areas.* Views and/or noise impacts of service and loading areas, either direct or indirect, shall be shielded or buffered with appropriate screening solutions including:
    a. building recesses and setbacks,
    b. vine-covered walls or fences,
    c. decorative trellises or arcades,
    d. the effective use of topography,
    e. dense landscaping and earthen berms, or
    f. a combination of these elements.

Landscaping

Existing Landscaping

87. *Maintain Existing Perimeter Landscaping.* Existing perimeter landscaping shall be maintained to the greatest extent possible.

88. *Transplanting Trees on Site.* If existing trees must be moved to accommodate alterations in the curb cuts, whenever possible, the trees shall be relocated to another site within the master plan area.

Landscape Design

89. *Landscaping to Emphasize Entry Points and Key Project Components.* A combination of both formal and informal plant groupings shall be used to identify and activate key elements such as entries, and open space areas, while softening structural interfaces and providing privacy and intimacy through buffering and screening. The individual landscape elements will reinforce the overall landscape theme through the inclusion of complementary materials and design layouts. To implement this goal, the following concepts should be used whenever possible:
    a. Specimen trees, a minimum 36-inch box, should be used in informal grouping and rows at major focal points,
    b. Extensive use of flowering vines both on walls and arbors,
    c. Pots, vases, wall or raised planters used to soften and define the edges of hardscape areas.
    d. The use of planting to create shadow and patterns against walls,
    e. The use of flowering trees and plants in informal groups to provide color
    f. The use of berms, plantings, and low walls to screen parking areas from view and

Lighting (Exterior)

99. *Overall Lighting Plan Design.* The intensity, placement and design of lighting, elements throughout the project shall be designed and coordinated to balance function, safety and aesthetic considerations. Criteria for evaluating compliance with this standard include:
    a. Lighting shall be provided in the following areas of a site: parking, loading, shipping and receiving, walkways and working areas.
    b. The design of light fixtures and their structural support should be architecturally compatible with the architectural theme for the Calabasas Park Centre project.
    c. Whenever appropriate, lights should be integrated within the architectural design of the building.
    d. As a security measure, all building entrances should be well lighted.
    e. All lighting fixtures must be shielded or designed to confine light spread too within the project site boundaries.

100. *Height of Light Fixtures.* The maximum height of Individual light fixtures shall not exceed 25 feet, except to accommodate the slope of the site.

101. *Types of Lighting Fixtures.* Decorative lighting within parking areas, pedestrian areas, building entries, courtyard areas and open spaces is highly encouraged. Low-glare and energy efficient lighting features are required.

102. *Screening Utilities.* All necessary above ground utility meters and related equipment shall be accessible to utility company and maintenance personnel, but shall be fully screened from adjacent properties, streets and neighborhood views.

103. *Screening Trash Enclosures and Mechanical Equipment.* All trash enclosures and mechanical equipment shall be fully screened from view. Trash enclosures or mechanical equipment potentially visible from the upper stories of adjacent buildings should have an opaque or semi-opaque horizontal screen (such as a trellis) to mitigate unsightly views.

104. *Outdoor Storage Prohibited.* No outdoor storage of merchandise shall be permitted.

105. *Compatibility with Adjacent Architecture.* All screening devices shall be designed to complement adjacent architecture.

Fences and Walls

106. *Design of Fences and Walls.* Fences and walls should be constructed of similar or complementary materials to those used on adjacent buildings. The use of decorative metal work or similar materials and appropriate landscaping as a buffer is encouraged. The height, proportions and scale of walls must be sympathetic to the architecture of adjacent buildings.

107. *Retaining Wall Design.* Where a retaining wall is used, it shall be properly waterproofed to eliminate scaling and *peeling.*

108. *Southern Retaining Wall Treatment*. To minimize the visual impact of the retaining wall on the southern boundary of Geographic-Based Planning Zone 7, the applicant shall use of the following:
   a. installation of stone-faced, pop-out planters at the base,
   b. provision of plantings at both the top and bottom of the wall, and
   c. installation of a mixture of Boston Ivy and Cat's Claw plants.

Overall Architectural Design

109. *Architectural Character.* Developers in the Calabasas Park Centre will be challenged to provide innovative designs that exhibit outstanding architectural features consistent with the architectural theme of the project and subject to the review and approval of the Calabasas Planning Commission.

Building Massing

110. *Building Massing Sensitive to Pedestrian Scale.* Structures shall be characterized by interesting, pedestrian-scale massing and architectural forms with an emphasis on the horizontal, accentuated by roof forms and enriched by traditional building materials (including stucco, precast concrete and other natural materials) and building elements, such as balconies, porches, enhanced window treatments, and decorative entry features. Successful architectural solutions may include:
    a. Varying the planes of the exterior walls in depth and direction. Wall planes should not run in one continuous direction for more than 50 feet without an offset.
    b. Varying the height of the buildings so that it appears to be divided into distinct massing elements.
    c. Articulating the different parts of a building's facade by the use of color, arrangement of facade elements, or a change in materials.
    d. Using landscaping and architectural detailing at the ground level to lessen the impact of an otherwise bulky building.
    e. Avoiding blank walls at the ground floor levels through the use of windows, trellises, wall articulation, arcades, changes in materials or other features.

111. *Avoid Large Blank Walls.* Building massing should avoid large expanses of undifferentiated wall planes, either vertically or horizontally. Particular efforts shall be made to break up large, horizontal building expanses. Visible facade planes should include enhanced articulation and detailing. In successful design solutions, staff and members of the Planning Commission will be looking for the following:
    a. In commercial projects, a minimum of 75 percent of the first story facing Park Sorrento, Park Centre, or the major east/west collector, shall be devoted to interest-creating features, such as pedestrian entrances, transparent show or display windows, or windows affording views into the commercial space.
    b. In all areas, long facades should be divided into shorter segments a maximum of 40 feet and preferably 25 feet in width. Techniques for creating these smaller modules include: pilasters, trellises, arcades, notching the building plan, installing planters, and changes in color, texture or materials.

Building Elevations

Facades

112. *Consistent Architectural Treatment on All Elevations.* In successful architectural solutions, side and rear elevations should receive treatment consistent with the style and quality of the front elevation.

113. *Distinctive Treatment of the Separate Parts of a Building Facade.* Building facades should have three design elements: a base, a middle and a top. In successful design solutions, staff and members of the Planning Commission will be looking for the following:

a. The design of the base should relate to pedestrians through appropriately scaled building elements. The base should visually support the building, and may include:
   i. thicker walls, or
   ii. special materials-such as ceramic tile, masonry or textured treatments.
b. The middle of the building should display a clear pattern of openings and surface features. Windows, wall panels, pilasters, building bays, should be based on a module derived from the building's structural systems. Features based on this module should be carried across windowless walls to relieve blank, uninteresting surfaces.
c. Tops should create an attractive profile for the building:
   i. cornices,
   ii. roof overhangs,
   iii. stepped roof parapets,
   iv. special or textured materials, or
   v. differently colored materials.

114. *Provide Protection from the Weather.* Commercial buildings fronting on a pedestrian walkway should provide weather protection the use of canopies, awnings, balconies, arcades or other architectural features. In successful design solutions, staff and members of the Planning Commission will be looking for the following:

a. Overhangs projecting a minimum of 48 inches over the walkway
b. Overhangs with a minimum 8 feet clearance above the walkway.
c. Designs that complement the character of the building as well as adjacent buildings.

These standards may be modified to achieve a pedestrian scale within the project.

Entrances and Windows

115. *Architectural Detail Used to Identify Building Entry and Define Space.* In successful architectural solutions, 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 character.

116. *Recessed Entrances.* In successful architectural solutions, creating a recessed entrance to a building not only identifies the main entry but provides protection from the elements. It also removes the doorway from the pedestrian traffic way. As a result the potential for people passing by to collide with an opening door is reduced.

117. *Window Treatment.* Windows are to be enhanced, using treatments such as multi-paned windows with trim. Architectural projections, accent windows or clerestory windows are encouraged. Glazing adjacent to pedestrian areas shall be clear glass. Highly reflective glazing is prohibited at ground level.

118. *Windows on the Ground Floor Level.* In commercial buildings windows shall be provided on the street level to encourage a visual and economic link between businesses and passing pedestrians. In successful design solutions, staff and members of the Planning Commission will be looking for the following:
   a. A minimum of 60 percent of the ground floor facades facing primary pedestrian walkways shall be in non-reflective, transparent glazing.
   b. A minimum of 30 percent of the ground floor facades facing secondary pedestrian walkways shall be in non-reflective, transparent glazing.
   c. In tenants with greater than 15,000 square feet, a minimum of 30 percent of the ground floor facades facing primary pedestrian walkways shall be in non-reflective, transparent glazing. To enhance these facades a combination of murals, arcades, or other architectural features may be employed.

Roof Forms and Materials

119. *Roof Forms.* In successful architectural solutions, roof forms should be comprised of simple shapes without overly complex joining. Roof pitches shall be shallow, with extended overhangs and exposed rafter tails encouraged to provide roof accents. Flat roofs are discouraged and, where visible from adjoining buildings, public streets, or open space areas, roof top equipment is to be screened.

120. *Roof Cladding.* In successful architectural solutions, visible roof cladding shall be clay flat tile, S-tile, or barrel tile. Alternate roofing materials may be approved pending submittal of color and material sample boards to City staff, the City Planning Commission and/or City Council for approval.

121. *Roof Eaves Where Adjacent to a Primary Pedestrian Walkway.* All descending roof termination points in these areas will include rain gutters, with water directed or carried by down-spouts to drains. Gutters are to be designed as a continuous feature, and shall be compatible with the architectural style of the buildings. Roof vents must be colored to match the dominant roofing materials. Flashes and exposed sheet metal shall be painted to match the dominant color at the attachment.

122. *Treatment of Roof-Mounted Mechanical Equipment.* All air conditioning and heating equipment, as well as other mechanical equipment shall be incorporated into building architecture itself, screened from view, and insulated for sound attenuation. No externally projecting window-mounted or wall-mounted mechanical units are permitted.

Building Materials, Colors, and Finishes

123. *High Quality Building Materials.* Exterior wall surfaces shall be exterior grade plaster, precast concrete and similar high quality materials with a light textured smooth trowel coat and painted, or approved equal finish.

124. *Provision for Use of Alternative Building Materials.* Should alternative building materials and/ or colors be selected, they shall be compatible with the overall intent of the guidelines contained herein and will be subject to the review and approval of the Director of Planning and Environmental Programs.

125. *Discourage Use of Reflective Materials.* The use of highly-reflective glass and exotic-toned glazing is discouraged in large expanses or areas. Reflective materials shall be limited to less than 50% of any building elevation.

126. *Basic Color Scheme.* Earth tones or lighter colors and shades and naturally pigmented finishes are preferred, supplemented by accent colors and features.

127. *Review of Exterior Colors.* All exterior colors shall be submitted to the City staff for review in accordance with the applicable site plan review procedure. In successful architectural solutions, wood trim shall be painted in high gloss. When repainting, the original color scheme shall be repeated, or a new color scheme submitted for review.

Development Standards for Geographic-based Planning Zones

The following section of the Development and Design Guidelines includes more detailed policies and requirements that are applicable to each of the eight (8) geographic-based planning zones that have been established for the Master Plan Area.

The general location, boundaries and sizes in land area (acres) for each of the eight (8) geographic-based planning zones are shown in the Calabasas Park Centre Map of Geographic-Based Planning Zones

However, the following basic standards apply to all geographic-based planning zones.

- *Measurement of Setbacks.* All setbacks shall be measured from the property line.
- *Calculation of Height for Buildings with Sloped Roofs.* In these buildings, height shall be measured from the top of slab to the mid-point of a pitched roof.
- *Calculation of Height for Buildings with Flat Roofs.* In these buildings, height shall be measured from the top of slab to the top of the parapet.
- *Landscape Standards Calculations.* The landscape standards for minimum site coverage shall be based on the area of a parcel.

PLANNING ZONE #1 (Northwest)

Land Use Options[2]

- Office, Retail and Service
- Parking (Surface and Structured as described below)
  No structured parking shall be permitted within an area defined by a north/south line starting at a point 400 feet east of the property line at the intersection of Calabasas Road and Parkway Calabasas.
- Open Space

Minimum Parcel Size — 21,780 Square Feet (0.50 Acres)

Building Setbacks (Minimum)

Calabasas Road	
Garden Office Alternative	Forty (40) Feet (Average)
Urban Office Alternative	Forty (40) Feet
Park Sorrento	Fifteen (15) Feet
Parkway Calabasas	Forty (40) Feet

Parking Setbacks (Minimum)

Calabasas Road

Garden Office Alternative – Thirty (30) Feet. The setback may be reduced by up 10 feet at the discretion of the Director of Planning and Environmental Programs when parking is appropriately screened.

Urban Office Alternative	Thirty (30) Feet
Park Sorrento	Twenty (20) Feet
Parkway Calabasas	Forty (40) Feet

Building Heights - Maximum (Stories and Feet)

Flat Roof Buildings	Five (5) Stories, not to exceed seventy-five (75) Feet
Sloped Roof Buildings	Five (5) Stories, not to exceed Eighty (80) Feet

Vertical Building Setbacks - Minimum (Stories and Feet)

Park Sorrento Right of Way (north side)

Three (3) stories or fifty (50) feet for a distance of ten (10) linear feet from the inside line of the fifteen (15) linear foot minimum setback.

Calabasas Road Right of Way

Three (3) stories or fifty (50) feet for a distance of ten (10) linear feet from the inside line of the thirty (30) linear foot minimum building setback.

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[2]Permitted and Conditional Uses are defined in the Master Conditional Use Permit for this project and may be subject to additional review.

PLANNING ZONE #2 (Northern Center)

Land Use Options[3]

- Office, Retail and Service
- Parking (Surface and / or Structured)
  Multiple, adjacent parking structures are prohibited.
  Parking structures must be setback a minimum of 200 feet from Park Centre
- Open Space

Minimum Parcel Size — 21,780 Square Feet (0.50 Acres)

Building Setbacks (Minimum)

Calabasas Road	
Garden Office Alternative	Forty (40) Feet (Average)
Urban Office Alternative	Forty (40) Feet
Park Sorrento	Twenty-five (25) Feet
Park Centre	Fifteen (15) Feet

Parking Setbacks (Minimum)

Calabasas Road

Garden Office Alternative – Thirty (30) Feet.
The setback may be reduced by up 10 feet at the discretion of the Director of Planning and Environmental Programs when parking is appropriately screened.

Urban Office Alternative	Thirty (30) Feet
Park Sorrento	Twenty-five (25) Feet
Park Centre	Forty (40) Feet

Building Heights - Maximum (Stories and Feet)

Flat Roof Buildings	Five (5) Stories, not to exceed seventy-five (75) Feet
Sloped Roof Buildings	Five (5) Stories, not to exceed Eighty (80) Feet

Vertical Building Setbacks - Minimum (Stories and Feet)

Park Sorrento Right of Way (north side)
Three (3) stories or fifty (50) feet for a distance of ten (10) linear feet from the inside line of the fifteen (15) linear foot minimum setback.

Park Centre Right of Way (west side)
Three (3) stories or fifty (50) feet for a distance of ten (10) linear feet from the inside line of the fifteen (15) linear foot minimum setback.

Calabasas Road Right of Way
Three (3) stories or fifty (50) feet for a distance of ten (10) linear feet from the inside line of the thirty (30) linear foot minimum building setback.

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[3]Permitted and Conditional Uses are defined in the Master Conditional Use Permit for this project and may be subject to additional review.

Landscaping Standards Site Coverage (Minimum)	
Garden Office Alternative	Twenty-four Percent (24%)
Urban Office Alternative	Thirty-eight Percent (38%)

PLANNING ZONE #3 (Northeast)

Land Use Options[4]

- Retail
- Parking (Surface and / or Structured - attached, not Free-Standing)
- Open Space

Minimum Parcel Size — 5,000 Square Feet (0.11 Acres)
Maximum of Six Parcels within Zone

Building Setbacks (Minimum)

Calabasas Road	
Retail	Minimum of Forty (40) Feet
Garden Office Alternative	Forty (40) Feet (Average)
Urban Office Alternative	Forty (40) Feet
Park Granada	
Retail	Minimum of Twenty (20) Feet
Garden Office Alternative	Fifty (50) Feet
Urban Office Alternative	Fifty (50) Feet
Park Sorrento	Twenty-five (25) Feet
Park Centre	Fifteen (15) Feet

Parking Setbacks (Minimum)

Calabasas Road

Retail — Twenty (20) Feet

To accommodate the variation in the property line at the bus turn out locations, the setback may be reduced to Fifteen (15) Feet

Garden Office Alternative — Thirty (30) Feet

The setback may be reduced by up to 10 feet at the discretion of the Director of Planning and Environmental Programs if parking is appropriately screened.

Urban Office Alternative — Thirty (30) Feet

Parking along the Calabasas Road frontage shall not be located so as to alter the existing landscape boundary, unless necessary for access and circulation requirements.

Park Granada	Thirty (30) Feet
Park Sorrento	Thirty (30) Feet
Park Centre	Thirty (30) Feet

Building Heights - Maximum (Stories and Feet)

Two (2) Stories not to exceed Thirty-five (35) Feet for all uses except specific architectural design elements such as towers, steeples. Height of these specific architectural design

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[4]Permitted and Conditional Uses are defined in the Master Conditional Use Permit for this project and may be subject to additional review.

elements must be proportional to the massing of the building.

The height of the theater building may exceed the 35-foot height limit, if it can be demonstrated that the theater cannot be designed to accommodate stadium seating within the proposed height limit.

Vertical Building Setbacks - Minimum (Stories and Feet) Not Applicable

Landscaping Standards Site Coverage (Minimum)

Twenty-two Percent (22%)

PLANNING ZONE #4 (Southwest)

Land Use Options[5]

- Office
- Overnight Accommodations
- Parking (Surface)
- Open Space

Minimum Parcel Size	21,780 Square Feet (0.50 Acres)

Building Setbacks (Minimum)

Park Sorrento	Forty (40) Feet
Parkway Calabasas	Forty (40) Feet

Parking Setbacks (Minimum)

Park Sorrento	Twenty (20) Feet
Parkway Calabasas	Twenty (20) Feet

Building Heights - Maximum [Stories and Feet)

Office Uses	
Flat Roof Buildings	Five (5) Stories, not to exceed seventy-five (75) Feet
Sloped Roof Buildings	Five (5) Stories, not to exceed Eighty (80) Feet
Overnight Accommodations	Three (3) Stories not to exceed Forty-five (45) Feet

Vertical Building Setbacks - Minimum (Stories and Feet)

Park Sorrento Right of Way (South side)

Three (3) stories or fifty (50) feet for a distance of ten (10) linear feet from the inside line of the fifteen (15) linear foot minimum setback.

Parkway Calabasas Right of Way

The first three stories of a building must be an average of 35' from the property line and may be no closer to the property line than 30' at any point. The fourth story must be setback a minimum of 10' from the building line of the first 3 stories. A four story building with no terracing must be an average of 45' from the property line and may be no closer to the property line than 40' at any point.

Landscaping Standards Site Coverage (Minimum)

Garden Office Alternative	Twenty-four Percent (24%)
Urban Office Alternative	Thirty-eight Percent (38%)

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[5]Permitted and Conditional Uses are defined in the Master Conditional Use Permit for this project and may be subject to additional review.

PLANNING ZONE #5 (Center)

Land Use Options[6]

- Office, Retail, Public, Civic, Institutional
- Ground Floor Retail Use is Encouraged
- Surface Parking
- Open Space

Minimum Parcel Size — 5,000 Square Feet (0.11 Acres)
Maximum of Four (4) Parcels within Zone

Building Setbacks (Minimum)
Park Sorrento — Fifteen (15) Feet for one story structures and One hundred feet for buildings with more than one story, or as further defined in the Civic Center design process.

Parking Setbacks (Minimum)
Park Sorrento — Twenty-Five (25) Feet

Building Heights - Maximum (Stories and Feet)
Flat Roof Buildings — Five (5) Stories, not to exceed seventy-five (75) Feet
Sloped Roof Buildings — Five (5) Stories, not to exceed Eighty (80) Feet
Any buildings located within one hundred feet of Park Sorrento shall be limited to a single story.

Vertical Building Setbacks - Minimum (Stories and Feet)
Park Sorrento Right of Way south side terracing and / or articulation is required for buildings greater than three (3) stories.

Landscaping Standards Site Coverage (Minimum)
Garden Office Alternative — Twenty-four Percent (24%)
Urban Office Alternative — Thirty-eight Percent (38%)

[6]Permitted and Conditional Uses are defined in the Master Conditional Use Permit for this project and may be subject to additional review.

PLANNING ZONE #6 (Southern Center)

Land Use Options[7]

- Office, Retail, Overnight Accommodations
- Parking (Surface and / or Structured)
- Open Space

Minimum Parcel Size 21,780 Square Feet (0.50 Acres)

Building Setbacks (Minimum)
Park Sorrento Fifteen (15) Feet

Parking Setbacks (Minimum)
Park Sorrento Fifteen (15) Feet
Dense berming and vegetation is required to buffer parking. Parking is not permitted between the building and Park Sorrento (the east/west collector).

Building Heights - Maximum (Stories and Feet)
Flat Roof Buildings Five (5) Stories, not to exceed seventy-five (75) Feet
Sloped Roof Buildings Five (5) Stories, not to exceed Eighty (80) Feet

Vertical Building Setbacks - Minimum (Stories and Feet)
Park Sorrento Right of Way - Three (3) stories or fifty (50) feet for a distance of ten (10) linear feet from the inside line of the fifteen (15) linear foot minimum setback. Four and five story, the buildings must be setback an additional ten (10) feet, for a total minimum setback of thirty-five (35) feet.

Landscaping Standards Site Coverage (Minimum)
Garden Office Alternative Twenty-four Percent (24%)
Urban Office Alternative Thirty-eight Percent (38%)

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[7]Permitted and Conditional Uses are defined in the Master Conditional Use Permit for this project and may be subject to additional review.

PLANNING ZONE #7 (Southeast)

Land Use Options[8]

- Multi-Family Residential, Office, Retail
- Parking (Surface and / or Attached)
- Open Space

Minimum Parcel Size — 21,780 Square Feet (0.50 Acres)

Building Setbacks (Minimum)

Park Granada

Residential	Forty (40) Feet
Retail	orty (40) Feet
	May be reduced south of Park Sorrento to Thirty (30) Feet for an area equal to 20 percent of the street frontage
Garden Office Alternative	Fifty (50) Feet
Urban Office Alternative	Fifty (50) Feet

Park Sorrento[9]

Twenty (20) Feet up to two stories, increasing to Fifty (50) Feet for three or more stories.

Parking Setbacks (Minimum)

Park Granada	Forty (40) Feet
Park Sorrento	Twenty-Five (25) Feet

Building Heights - Maximum (Stories and Feet)

Residential — Three (3) Stories not to exceed Fifty (50) Feet

Retail

Two (2) Stories not to exceed Thirty-five (35) Feet for all uses except specific architectural design elements such as towers, steeples. Height of these specific architectural design elements must be proportional to the massing of the building.

The height of the theater building may exceed the 35-foot height limit, if it can be demonstrated that the theater cannot be designed to accommodate stadium seating within the proposed height limit.

Other Uses

Flat Roof Buildings	Five (5) Stories, not to exceed seventy-five (75) Feet
Sloped Roof Buildings	Five (5) Stories, not to exceed Eighty (80) Feet

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[8]Permitted and Conditional Uses are defined in the Master Conditional Use Permit for this project and may be subject to additional review.

[9]As part of the conditional use permit and site plan review process, Park Sorrento may be removed, relocated or otherwise modified.

Landscaping Standards

Site Coverage (Minimum)	
Residential Uses	Forty Five Percent (45%)
Retail Uses	Twenty-two Percent (22%)
Offices	
Garden Office Uses	Twenty-four Percent (24%)
Urban Office Uses	Thirty-Eight Percent (38%)

PLANNING ZONE #8 (Southern)

Land Use Options[10]

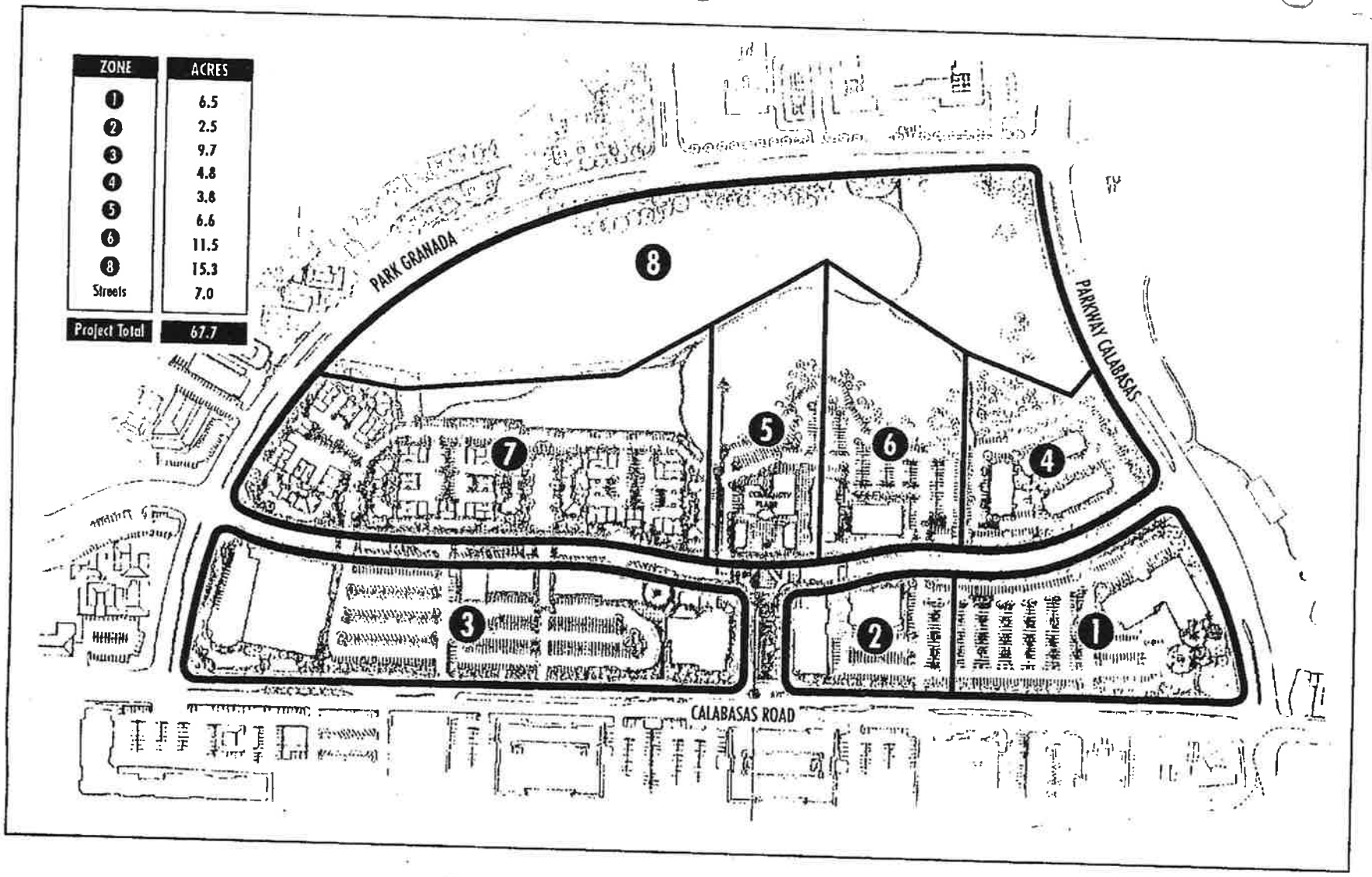
- Open Space

Minimum Parcel Size	Not applicable
Building Setbacks (Minimum)	Not applicable
Parking Setbacks (Minimum)	Not applicable
Building Heights - Maximum (Stories and Feet)	Not applicable
Landscaping Standards	
Site Coverage (Minimum) Pervious Surface	One Hundred Percent (100%) of Total Parcel Area

[10]Permitted and Conditional Uses are defined in the Master Conditional Use Permit for this project and may be subject to additional review.

Development and Design Guidelines Modification Procedures

Any future modifications or amendments that may become necessary to the guidelines shall be considered and acted upon on a "case by case" basis, subject to the review and approval process set forth herein. This process shall include review and approval by the City Planning Commission and, may be appealed to, the Calabasas City Council, with appropriate public review and participation, in accordance with all applicable state and local ordinances.



CALABASAS PARK CENTRE PROJECT – MASTER PLAN

PLANNING ZONES MAP

0 200' 400'