



CITY *of* CALABASAS

**CITY COUNCIL AGENDA
REGULAR MEETING – WEDNESDAY, OCTOBER 23, 2013
CITY HALL COUNCIL CHAMBERS
100 CIVIC CENTER WAY, CALABASAS
www.cityofcalabasas.com**

THE STARTING TIMES LISTED FOR EACH AGENDA ITEM SHOULD BE CONSIDERED A GUIDELINE ONLY. THE CITY COUNCIL RESERVES THE RIGHT TO ALTER THE ORDER OF DISCUSSION IN ORDER TO RUN AN EFFECTIVE MEETING. IF YOU WISH TO ASSURE YOURSELF OF HEARING A PARTICULAR DISCUSSION, PLEASE ATTEND THE ENTIRE MEETING. YOU MAY SPEAK ON A CLOSED SESSION ITEM PRIOR TO COUNCIL'S DISCUSSION. TO DO SO, PLEASE SUBMIT A SPEAKER CARD TO THE CITY CLERK AT LEAST 5 MINUTES PRIOR TO THE START OF CLOSED SESSION. THE CITY VALUES AND INVITES WRITTEN COMMENTS FROM RESIDENTS ON MATTERS SET FOR COUNCIL CONSIDERATION. IN ORDER TO PROVIDE COUNCILMEMBERS AMPLE TIME TO REVIEW ALL CORRESPONDENCE, PLEASE SUBMIT ANY LETTERS OR EMAILS TO THE CITY CLERK'S OFFICE BEFORE 5:00 P.M. ON THE MONDAY PRIOR TO THE MEETING.

OPENING MATTERS – 7:00 P.M.

Call to Order/Roll Call of Councilmembers
Pledge of Allegiance by Cub Scout Pack 333
Approval of Agenda

ANNOUNCEMENTS/INTRODUCTIONS – 7:10 P.M.

- Welcome of Britt Aaronson to the Library Commission
- Recognition of Norm and Naomi Goodkin; Mariam (Mari) Levenson; and Brian and Daniel Goodkin for their volunteer work in the City
- Recognition of Calabasas Rotary Club on their 25th anniversary
- Proclamation declaring October 24, 2013 World Polio Day
- Recognition of outgoing Commissioners

ORAL COMMUNICATIONS - PUBLIC COMMENT – 7:45 P.M.

CONSENT ITEMS – 7:50 P.M.

1. Approval of meeting minutes from October 9, 2013.
2. Recommendation to approve the appointment of Bert Rosario by the Calabasas Emergency Response Program (CERP) to the Public Safety Commission.
3. Approval of Memorandum of Understanding with the City of Los Angeles regarding the administration and cost sharing for development of Integrated Watershed Management Program and Coordinated Integrated Monitoring Program for the Upper LA River Watershed.
4. Adoption of Resolution No. 2013-1392, approving the Quimby fee associated with the approved 60-unit senior condominium project at 26705 Malibu Hills Road.
5. Adoption of Resolution No. 2013-1391, approving a policy delegating authority to the City Manager for acceptance of Capital Improvement Program (CIP) projects.

PUBLIC HEARING – 8:00 P.M.

6. Consideration of Resolution No. 2013-1385 and Ordinance No. 2013-307, request for a Lot Line Adjustment, General Plan Amendment and Zone Change. Applicant: Las Virgenes Municipal Water District. The project site is located at 4232 Las Virgenes Road within the Public Facility (PF) zoning district and the Las Virgenes Road Scenic Corridor (SC). And **CEQA: The proposed project has been determined to qualify for one or more categorical exemptions under CEQA.**

NEW BUSINESS – 8:20 P.M.

7. Adoption of Resolution 2013-1389 approving the 2013 City of Calabasas Pedestrian/Bicycle Master Plan.

INFORMATIONAL REPORTS – 8:40 P.M.

8. Check Register for the period of October 2-9, 2013.

TASK FORCE REPORTS – 8:45 P.M.

CITY MANAGER'S REPORT – 8:50 P.M.

FUTURE AGENDA ITEMS – 8:55 P.M.

CLOSED SESSION – 9:00 P.M.

1. Public employee performance evaluation (Gov. Code § 54957)
Title: City Attorney.
Public employee appointment (Gov. Code § 54957)
Title: City Attorney.

ADJOURN – 9:30 P.M.

The City Council will adjourn in memory of Harold Howard, Linda Palmer and Bob Guthrie to their next regular meeting scheduled for Wednesday, November 13, 2013, at 7:00 p.m.

**MINUTES OF A REGULAR MEETING OF
THE CITY COUNCIL OF THE CITY OF CALABASAS,
CALIFORNIA, HELD WEDNESDAY, OCTOBER 9, 2013**

Mayor Gaines called the meeting to order at 7:02 p.m. in the Council Chambers, 100 Civic Center Way, Calabasas, California. All members of the City Council were present.

ROLL CALL Present: Mayor Gaines, Mayor pro Tem Shapiro, Councilmembers Bozajian, Martin and Maurer.
Absent: None.
Staff: Coroalles, Hernandez, Howard, Seferian, Steller, and Yalda.

The Pledge of Allegiance was led by Michael Rubin.

APPROVAL OF AGENDA

Mayor pro Tem Shapiro moved, seconded by Councilmember Maurer to approve the agenda. MOTION CARRIED 5/0 as follows:

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

ANNOUNCEMENTS/INTRODUCTIONS

➤ Sheriff's Crime Report

Lt. Wiard provided the Sheriff's crime report.

Members of the Council made the following announcements:

Councilmember Martin:

- Reminded that Ahmanson Ranch will be celebrating its 10 year anniversary on Sunday, November 17.
- Reminded about the flu clinic scheduled on October 12.

Mayor pro Tem Shapiro:

- Expressed appreciation to all who were involved with International Walk to School Day on Wednesday, October 9.
- Extended appreciation to staff for arrangements made to welcome a delegation of mayors from Japan.
- Calabasas High School first concert of the year will take place on October 17.

Councilmember Bozajian:

- Extended appreciation to the Sheriff's foundation for a successful golf classic on September 30.
- Expressed appreciation to the LVMWD for an informative tour of the Malibu Creek Water Shed on September 28.
- Extended an invitation to the Calabasas Pumpkin Festival on October 19 and 20.
- Trunk or Treat event will take place on Thursday, October 31, at the Agoura Hills/Calabasas Community Center.
- The signal at Park Granada and Park Capri is now operational.

Councilmember Maurer:

- An emergency preparedness night will take place on Wednesday, October 16, at AC Stelle Middle School.
- A drive in memory of Kevin Cordasco will be held at the Pumpkin Festival to collect items for teens, such as headphones, hoodies, warm fuzzy socks, etc.

Mayor Gaines:

- Reminded the community about two upcoming elections on November 5 and November 19 for the LVUSD Board and run off for the State Assembly seat, respectively.
- Congratulated the City of Agoura Hills for a successful Reyes Adobe event.
- The Chamber of Commerce's monthly breakfast will take place on October 10 at the Calabasas Country Club.
- Wished his wife Jill a happy anniversary.

ORAL COMMUNICATIONS - PUBLIC COMMENT

Rachel Burnap, Cheryl Feldman and Lt. Bob Wiard spoke.

CONSENT ITEMS

1. Approval of meeting minutes from September 25, 2013.
2. Adoption of Ordinance No. 2013-306, amending Calabasas Municipal Code, Chapter 5.18, Sections 5.18.110, -8.20.110 and 5.18.130 related to tobacco retailer registration.
3. Approval of appointment of Heath Patton as a board member and Robert Blackstone as a board alternate to the Agoura Hills/Calabasas Community Center (AGCCC) JPA for terms expiring in March 2014.

4. Recommendation to approve a professional services agreement with Telecom Law Firm, P.C. to provide wireless communications consulting services for a period of one year, in an amount not to exceed \$25,000 per year.
5. Recommendation to accept completion for the Safe Routes to School Project, Specification No. 11-12-02, Federal Project No. SRTSL-5463 (017), by C.A. Rasmussen, Inc., and to direct the City Clerk to file a Notice of Completion.

Councilmember Martin requested Item No. 4 be pulled.

Councilmember Maurer moved, seconded by Councilmember Bozajian to approve Consent Items No. 1-3 and 5. MOTION CARRIED 5/0 as follows.

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

Mayor Gaines congratulated newly appointed AHCCC JPA Board members.

Ms. Steller responded to Councilmember Martin's inquiry in regard to Item No. 4.

Mayor pro Tem Shapiro moved, seconded by Councilmember Bozajian to approve Consent Item No. 4. MOTION CARRIED 5/0 as follows.

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

NEW BUSINESS

6. Las Virgenes Municipal Water District presentation regarding the Bay Delta Conservation Plan. And consideration of Resolution No. 2013-1390 in support of the Bay Delta Conservation Plan, reliable water supplies and environmental restoration.

Mr. Jeff Reinhardt presented this item.

Extensive discussion took place.

Conner Everts; LVMWD Directors Glen Peterson and Charles Caspary spoke on this item.

Councilmember Bozajian moved, seconded by Mayor pro Tem Shapiro to approve the adoption of Resolution No. 2013-1390. MOTION CARRIED 3/2 as follows.

AYES: Mayor Gaines, Mayor pro Tem Shapiro and Councilmembers Bozajian.

NAYS: Councilmembers Martin and Maurer.

7. Evaluation of the adult crossing guard needs study at the intersection of Lost Hills Road and Cold Springs Street.

Mr. Seferian presented this item.

Marta Voda, Leila and Kelly Barth, Michelle Hill, Sherese and Tate Morrow, Stephanie David, David Case, Anneliese Johnson, and AE Right Middle School PFC President, Rebeca Golden spoke on this item.

Extensive discussion took place.

The Council concurred to bring this item back for further discussion and consideration.

INFORMATIONAL REPORTS

8. Check Register for the period of September 16-25, 2013.

No action was taken on this item.

TASK FORCE REPORTS

Councilmember Maurer reported that Councilmember Martin and she met with Headwaters Corner, Debbie Sharpton who has requested to be added to a future agenda. In addition, she reported their meeting with Mr. Jordan regarding public safety and emergency preparedness.

CITY MANAGER'S REPORT

Mr. Coroalles reported that he met with the operators of the new Erewhon gourmet natural food market. He also reported on the dispute between the tenant of the fish market and the center's owner.

FUTURE AGENDA ITEMS

Mr. Coroalles reported that Britt Aaronson has been appointed to the Library Commission by the City of Hidden Hills; and that she will be invited to attend a future Council meeting.

Mr. Bozajian reminded everyone that next meeting would be the traditional Halloween costume day.

The Council recessed to Closed Session at 10:14 p.m.

CLOSED SESSION

1. Public employee performance evaluation (Gov. Code § 54957)
Title: City Attorney.
Public employee appointment (Gov. Code § 54957)
Title: City Attorney.

The Council returned to Open Session at 10:55 p.m.

No reportable action was taken on the Closed Session items.

ADJOURN

The meeting adjourned at 10:57 p.m. to the next regular meeting scheduled on Wednesday, October 23, 2013, at 7:00 p.m.

Maricela Hernandez, MMC
City Clerk



CITY of CALABASAS

CITY COUNCIL AGENDA REPORT

DATE: OCTOBER 14, 2013

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: MARICELA HERNANDEZ, MMC, CITY CLERK *Marc*

SUBJECT: RECOMMENDATION TO APPROVE THE APPOINTMENT OF BERT ROSARIO BY THE CALABASAS EMERGENCY RESPONSE PROGRAM (CERP) TO THE PUBLIC SAFETY COMMISSION, TERM ENDING MARCH 31, 2014.

MEETING DATE: OCTOBER 23, 2013

SUMMARY RECOMMENDATION:

That the City Council approve the appointment of Bert Rosario to the Public Safety Commission, term ending March 31, 2014.

BACKGROUND:

Pursuant to the City's Municipal Code, the commissioner nominated from the CERP or a successor organization shall have a term lasting for the lesser of two years or until March 31st of the even-numbered year first following his or her appointment. With the departure of Amber Gendein, CERP members have recommended Bert Rosario to fill the vacancy.

REQUESTED ACTION:

Approve the appointment of Bert Rosario to the Public Safety Commission, term ending March 31, 2014.

ATTACHMENTS:

Commission application.



RECEIVED

OCT 07 2013

**CITY OF CALABASAS
CITY CLERKS OFFICE**

CITY of CALABASAS

APPLICATION FOR APPOINTMENT

AS A MEMBER OF:

- COMMUNICATIONS AND TECHNOLOGY COMMISSION
- ENVIRONMENTAL COMMISSION
- HISTORIC PRESERVATION COMMISSION
- LIBRARY COMMISSION
- PARKS, RECREATION & EDUCATION COMMISSION
- PLANNING COMMISSION
- PUBLIC SAFETY COMMISSION
- TRAFFIC & TRANSPORTATION COMMISSION
- STUDENT MEMBER
- OTHER:

ARE THERE ANY WORKDAY EVENINGS YOU COULD NOT MEET? YES NO

If yes, when:

NAME: BERT ROSARIO

ADDRESS: [REDACTED]

Check one: Calabasas, 91302 Calabasas, 91301 Topanga, 90290

HOME TELEPHONE: [REDACTED]

CELL PHONE: [REDACTED]

E-MAIL: BERTROSARIO@CHARTER.NET

HOME FAX: [REDACTED]

REGISTERED VOTER IN CALABASAS? YES NO

BUSINESS TELEPHONE:

BUSINESS FAX:

OCCUPATION: ACTOR - RETIRED

EMPLOYER:

BUSINESS ADDRESS:

TYPE OF BUSINESS:

EDUCATION:

CAL STATE CERTIFIED: RECYCLING AND RESOURCE MANAGEMENT, SANTA MONICA COLLEGE, 2013, BA THEATRE ARTS, CSUN '71, BUSH FELLOW -MFA UMINN, '73

CIVIC AFFILIATIONS:

**CALABASAS EMERGENCY RESPONSE PROGRAM (CITY)
COMMUNITY EMERGENCY RESPONSE TEAM (CALIFORNIA)**

COMMUNITY INTERESTS:

GREATER MULWOOD HOMEOWNERS ASSOCIATION

PLEASE GIVE A BRIEF STATEMENT AS TO WHY YOU ARE INTERESTED IN SERVING ON THIS COMMISSION OR BOARD:

MY EXPERIENCE WITH CERP HAS TAUGHT ME THAT THE NATURAL AND ABIDING CONCERN FOR THE SECURITY, SAFETY AND WELL-BEING I HAVE FOR MY FAMILY IS IN SOME VITAL WAYS DEPENDENT ON HOW WELL THE CITY OF CALABASAS FORESEES EVENTUALITIES. THE CITY SHOULD PREPARE FOR THE INEVITABLE, MAKE READY FOR THE PROBABLE AND TAKE PRECAUTIONS AGAINST THE POSSIBLE. ROUTINE INFRASTRUCTURE MAINTENANCE, HOWEVER, MUST REMAIN FRONT BURNER CONCERNS.

DATE: October 4, 2013  _____
SIGNATURE OF APPLICANT

Please attach any additional information relating to this application and return to the City Clerk, City of Calabasas, 100 Civic Center Way, Calabasas, CA 91302 (818) 224-1600.


INDIVIDUALS WITH DISABILITIES REQUIRING ANY ACCOMMODATION TO PARTICIPATE IN THE APPLICATION AND SELECTION PROCESS MUST INFORM THE CITY OF CALABASAS AT THE TIME THIS APPLICATION IS SUBMITTED. INDIVIDUALS NEEDING SUCH ACCOMMODATIONS MUST DOCUMENT THE NEED FOR SUCH ACCOMMODATION INCLUDING THE TYPE AND EXTENT OF ACCOMMODATIONS NEEDED TO COMPLETE THE APPLICATION FORM, PARTICIPATE IN THE SELECTION PROCESS OR PERFORM THE VOLUNTEER DUTIES/JOB FOR WHICH THEY ARE APPLYING.



CITY of CALABASAS
CITY COUNCIL AGENDA REPORT

DATE: OCTOBER 14, 2013

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM:  ROBERT YALDA, P.E., T.E., PUBLIC WORKS DIRECTOR/CITY ENGINEER
ALEX FARASSATI, PH.D., ENVIRONMENTAL SERVICES SUPERVISOR

SUBJECT: APPROVAL OF MOU WITH THE CITY OF LOS ANGELES REGARDING THE ADMINISTRATION AND COST SHARING FOR DEVELOPMENT OF INTEGRATED WATERSHED MANAGEMENT PROGRAM AND COORDINATED INTEGRATED MONITORING PROGRAM FOR THE UPPER LOS ANGELES RIVER WATERSHED.

MEETING DATE: OCTOBER 23, 2013

SUMMARY RECOMMENDATION:

That the City Council approve Approval of MOU with the City of Los Angeles Regarding the administration and cost sharing for development of Integrated Watershed Management Program and Coordinated Integrated Monitoring Program for the Upper LA River Watershed.

BACKGROUND:

As explained in great details in the information staff report and presentation made to the City Council on March 13, 2013, the Los Angeles Regional Water Quality Control Board adopted a new National Pollutant Discharge Elimination System (NPDES) Permit under the Federal Clean Water Act (CWA) for discharges from the municipal separate storm sewer system (MS4) within Los Angeles County that became effective on December 28, 2012.

The new municipal storm water permit is a highly complex document, and requires that discharges from the storm drain system not cause or contribute to any exceedance of water quality standards. These standards are measured through the adoption of Total Daily Maximum Loads (TMDLs). TMDLs are the maximum amount of pollutants the identified water body can handle in relation to its dependent ecosystem and the designated beneficial uses (e.g. recreational, commercial fishing, wildlife habitat). Violation of these water quality standards opens the City to enforcement and third-party lawsuits.

DISCUSSION/ANALYSIS:

As part of the permit requirements, each agency must select one of the three implementation methods available to comply with the new permit, and submit a notice of intent to the Regional Board by June 28, 2013. City of Calabasas along with 15 other agencies sharing the Upper Los Angeles River watershed notified the RWQCB that preparing an Enhanced Watershed Management program would be the city's preferred option in complying with the provisions of the new NPDES permit.

Through the EWMP, permittees will not only implement projects to improve water quality, but also to evaluate and, where feasible, implement regional projects that retain all non-stormwater runoff and all stormwater runoff from the 85th percentile, 24-hour storm event for the drainage area tributary to those projects. These projects may also achieve other benefits such as flood protection, water supply enhancement, recreational opportunities, and wildlife habitat enhancement. In addition, the EWMP puts an emphasis on collaboration with other agencies, which will provide opportunities to pool resources (financial, technical, available land, etc.)

City of Los Angeles was selected as the lead agency to administer the development of an EWMP for the Upper LA River watershed, consisting of the following agencies: Cities of Alhambra, Burbank, Calabasas, Glendale, Hidden Hills, La Canada Flintridge, Los Angeles, Montebello, Monterey Park, Pasadena, Rosemead, San Gabriel, San Marino, South Pasadena, Temple City, County of Los Angeles and Los Angeles County Flood Control District. The Upper LA River Watershed Group work extensively on terms and conditions of a Memorandum of Understanding and a cost-sharing formula.

The attached MOU is the result of several months of meetings and negotiations and the cost sharing is based on land area. The City of Los Angeles has hired a consultant to prepare the EWMP and corresponding Integrated Coordinated Monitoring Plan at the cost of \$1,424,110.

FISCAL IMPACT/SOURCE OF FUNDING:

The City of Calabasas' share for preparation of the Upper LA River EWMP would be \$18,603. Staff recommends the approval of the funding that shall be appropriated from city's General Fund through Account No. 10-313-52500.

REQUESTED ACTION:

That the City Council approve Approval of MOU with the City of Los Angeles Regarding the administration and cost sharing for development of Integrated Watershed Management Program and Coordinated Integrated Monitoring Program for the Upper LA River Watershed.

ATTACHMENT:

Memorandum of understanding regarding the administration and cost sharing for the development of the Enhanced Watershed Management Program and the Coordinated Integrated Monitoring program for the Upper Los Angeles River Watershed.

MEMORANDUM OF UNDERSTANDING
BETWEEN

THE CITY OF LOS ANGELES, THE CITY OF ALHAMBRA, THE CITY OF BURBANK,
THE CITY OF CALABASAS, THE CITY OF GLENDALE, THE CITY OF HIDDEN HILLS,
THE CITY OF LA CANADA FLINTRIDGE, THE CITY OF MONTEBELLO, THE CITY OF
MONTEREY PARK, THE CITY OF PASADENA, THE CITY OF ROSEMEAD, THE CITY
OF SAN GABRIEL, THE CITY OF SAN MARINO, THE CITY OF SOUTH PASADENA,
THE CITY OF TEMPLE CITY, THE LOS ANGELES COUNTY FLOOD CONTROL
DISTRICT, AND THE COUNTY OF LOS ANGELES

REGARDING THE ADMINISTRATION AND COST SHARING FOR DEVELOPMENT OF
THE ENHANCED WATERSHED MANAGEMENT PROGRAM AND THE COORDINATED
INTEGRATED MONITORING PROGRAM FOR THE UPPER LOS ANGELES RIVER
WATERSHED

This Memorandum of Understanding (MOU) is made and entered into as of the date of the last signature set forth below by and between: the City of Los Angeles, a municipal corporation; the City of Alhambra, a municipal corporation; the City of Burbank, a municipal corporation; the City of Calabasas, a municipal corporation; the City of Glendale, a municipal corporation; the City of Hidden Hills, a municipal corporation; the City of La Canada Flintridge, a municipal corporation; the City of Montebello, a municipal corporation; the City of Monterey Park, a municipal corporation; the City of Pasadena, a municipal corporation; the City of Rosemead, a municipal corporation; the City of San Gabriel, a municipal corporation; the City of San Marino, a municipal corporation; the City of South Pasadena, a municipal corporation; the City of Temple City, a municipal corporation; the Los Angeles County Flood Control District (LACFCD), a body corporate and politic; and the County of Los Angeles, a political subdivision of the State of California. Collectively, these entities shall be known herein as “Parties” or individually as “Party.”

WITNESSETH

WHEREAS, the Regional Water Quality Control Board, Los Angeles Region (“Regional Board”) adopted National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System Permit Order No. R4-2012-0175 (MS4 Permit); and

WHEREAS, the MS4 Permit became effective on December 28, 2012 and requires that the LACFCD, County of Los Angeles, and 84 of the 88 cities (excluding Avalon, Long Beach, Palmdale, and Lancaster) within the County of Los Angeles comply with the prescribed elements of the MS4 Permit; and

WHEREAS, the MS4 Permit identified the MS4 permittees that are responsible for compliance with the MS4 Permit requirements pertaining to the Los Angeles River Watershed Management Area; and

WHEREAS, the Parties have agreed to collaborate on the development of an Enhanced Watershed Management Program (EWMP) for the Upper Los Angeles River Watershed as shown in Exhibit C of this MOU to comply with certain elements of the MS4 Permit; and

WHEREAS, the Parties agree that each shall assume full and independent responsibility for ensuring its own compliance with the MS4 Permit despite the collaborative approach of the MOU; and

WHEREAS, the development of an EWMP includes the preparation of a Work Plan, a draft and final Coordinated Integrated Monitoring Plan (“CIMP”), and a draft and final Enhanced Watershed Management Program Plan (“EWMP Plan”), collectively referred to herein as “Plans”; and

WHEREAS, the Parties collaboratively prepared a final Scope of Work and Request for Proposal to obtain a Consultant for preparing the Plans that will satisfy the requirements of the MS4 Permit; and

WHEREAS, the Parties have determined that hiring a Consultant to prepare and deliver the Plans will be beneficial to the Parties and they desire to participate and will provide funding in accordance with the cost allocation on Exhibit A; and

WHEREAS, the Parties have agreed that the total cost for developing the Plans shall not exceed \$1,582,344.50 including the project administration and management cost but excluding 10% contingency; and

WHEREAS, the Parties have agreed to retain the City of Los Angeles to coordinate the services of a Consultant to develop the Plans, the Parties have agreed to share in the cost and pay the City of Los Angeles for these consultant services as provided by Exhibit A of this MOU, and the City of Los Angeles has agreed to act on behalf of all Parties in the preparation of the Plans and the coordination of the consultant services;

NOW, THEREFORE, in consideration of the mutual benefits to be derived by the Parties, and of the promises contained in this MOU, the Parties agree as follows:

Section 1. Recitals: The recitals set forth above are fully incorporated into this MOU.

Section 2. Purpose: The purpose of this MOU is to cooperatively fund the preparation and submittal of the Plans to the Regional Board.

Section 3. Cooperation: The Parties shall fully cooperate with one another to attain the purpose of this MOU.

Section 4. Voluntary: This MOU is voluntarily entered into for the purpose of preparing and submitting the Plans to the Regional Board.

Section 5. Term: This MOU shall become effective on the last date of execution by the Parties or December 28, 2013, whichever comes first, and shall remain in effect until June 30, 2016. If a Party does not execute this MOU by December 28, 2013, that Party shall be excluded from this MOU and this MOU shall become effective on December 28, 2013 by execution by the remaining Parties.

Section 6. Assessment for Proportional Cost: The Parties agree to pay the City of Los Angeles for preparation and delivery of the Plans in the amounts shown in Table (4) of Exhibit A, based on the total costs shown in Tables (1) and (2) and the cost allocation formula shown in Table (3) of Exhibit A, attached hereto and made part of this MOU by this reference. The City of Los Angeles will invoice the Parties in two installments upon execution of this MOU as shown in Table (4) of Exhibit A, based on the allocated costs for developing the Plans by the Consultant and the project administration and management costs at a percentage of 10% of the allocated costs for development of the Plans. At the end of each fiscal year, the City of Los Angeles will provide the Parties with a statement with the actual expenditures. Unexpended funds at the termination of this MOU will be returned to the Parties in accordance with the cost allocation formula set forth in Table (3) of Exhibit A.

Section 7. City of Los Angeles agrees:

- a. To solicit proposals for, award and administer a Consultant contract for the preparation and delivery of the Plans. The City of Los Angeles will be compensated for the administration and management of the Consultant contract as described in Exhibit A.
- b. To utilize the funds deposited by the Parties only for the administration of the Consultant contract, project management, and the preparation and completion of the Plans.
- c. To provide the Parties with an electronic copy of the technical memos, draft Plans and completed Plans within 7 business days of receipt from the Consultant.
- d. To notify the Parties if the actual cost for the preparation of the Plans will exceed the cost estimates shown on Exhibit A and obtain approval of the increase from the Parties. Upon approval of the cost increase by the Parties, the City of Los Angeles will invoice the Parties per the cost allocation formula on Exhibit A.
- e. To ensure all comments and concerns raised by the Parties during the preparation of the Plans are addressed to the satisfaction of the simple majority of the Parties.
- f. To invoice the Parties in the amounts and according to the schedule shown in Table 4 of Exhibit A.
- g. To provide an accounting summary within 90 days after the termination of the MOU or within 90 days after the early termination of the MOU pursuant to Section 11. The

City of Los Angeles shall return the unused portion of all funds deposited with the City of Los Angeles in accordance with Table 3 in Exhibit A.

Section 8. The Parties further agree:

- a. To make a full faith effort to cooperate with one another to achieve the purposes of this MOU by providing information about project opportunities, reviewing deliverables in a timely manner, and informing their respective administration, agency heads, and/or governing body..
- b. To fund the cost of the preparation and delivery of the Plans and to pay the City of Los Angeles for the preparation and delivery of the Plans based on the cost allocation shown in Exhibit A. This includes the costs incurred by the City of Los Angeles for administering the Consultant services between awarding the Consultant contract and the execution of this MOU.
- c. To grant access rights and entry to the City of Los Angeles and the Consultant during the terms of this MOU to the Parties' facilities (i.e. storm drains, channels, catch basins, properties, etc.) ("Facilities") to achieve the purposes of this MOU. Prior to exercising said right of entry, the City of Los Angeles or their Consultant shall provide written notice to the Parties at least 72 hours in advance. For the purposes of this provision, written notice shall include notice delivered via e-mail that has been delivered to the Parties' representatives identified in Exhibit B.

Section 9. Invoice and Payment

- a. Payment: The Parties shall pay the City of Los Angeles their proportional share of the cost for the preparation and delivery of the Plans and project administration and management as shown in Table 4 of Exhibit A. Payments are due within sixty (60) days of receiving the invoice from the City of Los Angeles.
- b. Invoice: The City of Los Angeles will invoice Parties in two installments in the amounts shown in Table 4 of Exhibit A. The first invoice will be sent upon execution of this MOU or in January 2014, whichever comes first. The second invoice will be sent in July 2014.
- c. Contingency: The City of Los Angeles will notify the Parties if actual expenditures are anticipated to exceed the cost estimates contained in Exhibits A and obtain written approval of such expenditures from all Parties. Upon approval, the Parties agree to reimburse the City of Los Angeles for their proportional share of these additional expenditures at an amount not to exceed 10% of the original cost estimate as shown in Exhibit A. This 10% contingency will not be invoiced, unless actual expenditures exceed the original cost estimate. Expenditures that exceed the 10% contingency will require an amendment of this MOU.

Section 10. Indemnification

- a. Each Party shall indemnify, defend, and hold harmless each other Party, including its special districts, elected and appointed officers, employees, and agents, from and against any and all liability, including but not limited to demands, claims, actions, fees, costs, and expenses (including attorney and expert witness fees), arising from or connected with the respective acts of each Party arising from or related to this MOU; provided, however, that no party shall indemnify another party for that party's own negligence or willful misconduct.
- b. In light of the provisions of Section 895.2 of the Government Code of the State of California imposing certain tort liability jointly upon public entities solely by reason of such entities being parties to an agreement (as defined in Section 895 of said Code), each of the Parties hereto, pursuant to the authorization contained in Section 895.4 and 895.6 of said Code, shall assume the full liability imposed upon it or any of its officers, agents, or employees, by law for injury caused by any act or omission occurring in the performance of this MOU to the same extent that such liability would be imposed in the absence of Section 895.2 of said Code. To achieve the above stated purpose, each Party indemnifies, defends, and holds harmless each other Party for any liability, cost, or expense that may be imposed upon such other Party solely by virtue of said Section 895.2. The provisions of Section 2778 of the California Civil Code are made a part hereof as if incorporated herein.

Section 11. Termination

- a. This MOU may be terminated upon the express written agreement of all Parties. If this MOU is terminated, all Parties must agree on the equitable redistribution of remaining funds deposited, if there are any, or payment of invoices due at the time of termination. Completed work shall be owned by all Parties. Rights to uncompleted work by the Consultant still under contract will be held by the Party or Parties who fund the completion of such work.
- b. If a Party fails to substantially comply with any of the terms or conditions of this MOU, that Party shall forfeit its rights to the work completed through this MOU, but no such forfeiture shall occur unless and until the defaulting Party has first been given notice of its default and a reasonable opportunity to cure the alleged default.

Section 12. General Provisions

- a) Notices. Any notices, bills, invoices, or reports relating to this MOU, and any request, demand, statement or other communication required or permitted hereunder shall be in writing and shall be delivered to the Representative of the Party at the address set forth in Exhibit B. Parties shall promptly notify each other of any change

of contact information, including personnel changes, provided in Exhibit B. Written notice shall include notice delivered via email or fax. A notice shall be deemed to have been received on (a) the date of delivery, if delivered by hand during regular business hours, or by confirmed facsimile or by email; or (b) on the third (3) business day following mailing by registered or certified mail (return receipt requested) to the addresses set forth in Exhibit B.

- b) Administration. For the purpose of this MOU, the Parties hereby designate as their respective Party Representatives the persons named in Exhibit B. The designated Party Representatives, or their respective designees, shall administer the terms and conditions of this MOU on behalf of their respective Party. Each of the persons signing below on behalf of a Party represents and warrants that they are authorized to sign this MOU on behalf of such Party.
- c) Relationship of Parties. The Parties are and shall remain at all times as to each other, wholly independent entities. No Party to this MOU shall have power to incur any debt, obligation, or liability on behalf of another Party unless expressly provided to the contrary by this MOU. No employee, agent, or officer of a Party shall be deemed for any purpose whatsoever to be an agent, employee or officer of another Party.
- d) Binding Effect. This MOU shall be binding upon and inure to the benefit of each Party to this MOU and their respective heirs, administrators, representatives, successors and assigns.
- e) Amendment. The terms and provisions of this MOU may not be amended, modified or waived, except by an instrument in writing signed by all the Parties. This section applies to, but is not limited to, amendments proposed to address regulatory changes in the MS4 permit, modifications to the Scope of Work, or changes in the number of Parties to this MOU. For the City of Los Angeles, the Director of Bureau of Sanitation or his/her designee is authorized to execute such amendments.
- f) Waiver. Waiver by any Party to this MOU of any term, condition, or covenant of this MOU shall not constitute a waiver of any other term, condition, or covenant. Waiver by any Party to any breach of the provisions of this MOU shall not constitute a waiver of any other provision, nor a waiver of any subsequent breach or violation of any provision of this MOU.
- g) Law to Govern; Venue. This MOU shall be interpreted, construed and governed according to the laws of the State of California. In the event of litigation between the Parties, venue in the state trial courts shall lie exclusively in the County of Los Angeles.
- h) No Presumption in Drafting. The Parties to this MOU agree that the general rule that a MOU is to be interpreted against the Party drafting it, or causing it to be prepared shall not apply.

- i) Entire Agreement. This MOU constitutes the entire agreement of the Parties with respect to the subject matter hereof and supersedes all prior or contemporaneous agreements, whether written or oral, with respect thereto.
- j) Severability. If any term, provision, condition or covenant of this MOU is declared or determined by any court or competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions of this MOU shall not be affected thereby and this MOU shall be read and constructed without the invalid, void, or unenforceable provision(s).
- k) Counterparts. This MOU may be executed in any number of counterparts, each of which shall be an original, but all of which taken together shall constitute but one and the same instrument, provided, however, that such counterparts shall have been delivered to all Parties to this MOU.
- l) All Parties have been represented by counsel in the preparation and negotiation of this MOU. Accordingly, this MOU shall be construed according to its fair language.

IN WITNESS WHEREOF, the Parties hereto have caused this MOU to be executed by their duly authorized representatives and affixed as of the date of signature of the Parties:

THE CITY OF LOS ANGELES

Date: _____

By: _____
Kevin James, President
Board of Public Works

ATTEST:

By: _____
June Lagmay
City Clerk

APPROVED AS TO FORM:

Michael N. Feuer
City Attorney

By: _____
John A. Carvalho
Deputy City Attorney

THE CITY OF ALHAMBRA

Dated: _____

CITY OF ALHAMBRA

By _____
Steven Placido, Mayor

ATTEST:

Mary Swink, City Manager

APPROVED AS TO FORM:

Joseph Montes, City Attorney

THE CITY OF BURBANK

Dated: _____

CITY OF BURBANK

By _____
Emily Gabel-Luddy, Mayor

ATTEST:

Mark Scott, City Manager

APPROVED AS TO FORM:

Joseph H. McDougall, Senior Assistant City Attorney

THE CITY OF CALABASAS

Dated: _____

CITY OF CALABASAS

By _____
Fred Gaines, Mayor

ATTEST:

Maricela Hernandez, MMC
City Clerk

APPROVED AS TO FORM:

Scott H. Howard
Interim City Attorney

THE CITY OF GLENDALE

Dated: _____

CITY OF GLENDALE

By _____
Dave Weaver, Mayor

ATTEST:

Scott Ochoa, City Manager

APPROVED AS TO FORM:

Michael Garcia, City Attorney

THE CITY OF HIDDEN HILLS

Dated: _____

CITY OF HIDDEN HILLS

By _____
Steve Freedland, Mayor

ATTEST:

Cherie L. Paglia, City Manager

APPROVED AS TO FORM:

Roxanne M. Diaz, City Attorney

THE CITY OF LA CANADA FLINTRIDGE

Dated: _____

CITY OF LA CANADA FLINTRIDGE

By _____

Laura Olhasso, Mayor

ATTEST:

Mark R. Alexander, City Manager

APPROVED AS TO FORM:

Mark Steres, City Attorney

THE CITY OF MONTEBELLO

Dated: _____

CITY OF MONTEBELLO

By _____
Christina Cortez, Mayor

ATTEST:

Daniel Hernandez, City Clerk

APPROVED AS TO FORM:

Arnold Alvarez-Glasman, City Attorney

CITY OF MONTEREY PARK

Date: _____

By: _____
Paul Talbot, City Manager

ATTEST:

By: _____
Vincent D. Chang, City Clerk

APPROVED AS TO FORM:

By: _____
Karl H. Berger, Assistant City Attorney

CITY OF PASADENA

Dated: _____

CITY OF PASADENA

By _____
Michael J. Beck, City Manager

ATTEST:

Mark Jomsky, City Clerk

APPROVED AS TO FORM:

Brad L. Fuller, Assistant City Attorney

CITY OF ROSEMEAD

Dated: _____

CITY OF ROSEMEAD

By _____
Jeff Allred, City Manager

ATTEST:

Gloria Molleda, City Clerk

APPROVED AS TO FORM:

Rachel H. Richman, City Attorney

THE CITY OF SAN GABRIEL

Dated: _____

CITY OF SAN GABRIEL

By _____
Steven A. Preston, City Manager

ATTEST:

Nina Castruita, Deputy City Clerk

APPROVED AS TO FORM:

Robert L. Kress, City Attorney

CITY OF SAN MARINO

Dated: _____

CITY OF SAN MARINO

By _____
Richard Ward, Mayor

ATTEST:

John Schaefer, City Manager

APPROVED AS TO FORM:

Steve Dorsey, City Attorney

THE CITY OF SOUTH PASADENA

Dated: _____

CITY OF SOUTH PASADENA

By _____
Sergio Gonzalez, City Manager

ATTEST:

Sally Kilby, City Clerk

APPROVED AS TO FORM:

Richard L. Adams II, City Attorney

CITY OF THE TEMPLE CITY

Date: _____

CITY OF TEMPLE CITY

By _____
Cynthia Sternquist, Mayor

ATTEST:

Peggy Kuo, City Clerk

APPROVED AS TO FORM:

Deputy City Attorney

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

By _____
Gail Farber
Chief Engineer

APPROVED AS TO FORM:

John F. Krattli
County Counsel

By: _____
Associate

Date

COUNTY OF LOS ANGELES

By: _____
Gail Farber
Director of Public Works

Date

APPROVED AS TO FORM:

John F. Krattli
County Counsel

By: _____
Associate

Date

EXHIBIT A

Table 1. Estimated Consultant Contract Cost

Item		Total Cost
Contract Cost	(a)	\$ 1,438,495.00
City of Los Angeles Contract Management Fee (10%)	(a) X 10% = (b)	\$ 143,849.50
SUB-TOTAL COST	(a)+(b)=(c)	\$1,582,344.50
LACFCD Allocation (10%) ¹	(c) x 10% = (d)	\$158,234.45
TOTAL COST TO BE DISTRIBUTED	(c)-(d)=(e)	\$1,424,110.05

Note:

1. The Los Angeles Flood Control District (LACFCD) has committed to contributing 10% of the Total Cost, including contract management fee, as their allocation in the development of the Plans.

Table 2. Distribution of Estimated Total Cost

Agency	Acres ^{1,2}	Percent of Area ³	Distributed Total Cost ⁴
Alhambra	4,884.31	1.60%	\$22,683.50
Burbank	11,095.20	3.62%	\$51,527.85
Calabasas	4,005.68	1.31%	\$18,603.01
Glendale	19,587.50	6.40%	\$90,967.43
Hidden Hills	961.03	0.31%	\$4,463.19
La Canada Flintridge	5,534.46	1.81%	\$25,702.90
Los Angeles	181,288.00	59.22%	\$841,929.98
Los Angeles County	41,048.07	13.25%	\$190,633.71
Montebello	5,356.38	1.75%	\$24,875.87
Monterey Park	4,951.51	1.62%	\$22,995.59
Pasadena	14,805.30	4.84%	\$68,758.14
Rosemead	3,310.87	1.08%	\$15,376.20
San Gabriel	2,644.87	0.86%	\$12,283.19
San Marino	2,409.64	0.79%	\$11,190.75
South Pasadena	2,186.20	0.71%	\$10,153.06
Temple City	2,576.50	0.84%	\$11,965.67
TOTAL	306,645.53	100.00%	\$1,424,110.05

Note:

1. The areas owned by Caltrans, State Parks, and U.S. Government have been excluded from the total area of the Upper Los Angeles River watershed.
2. Area (acres) determined by GIS analysis as shown in EXHIBIT C
3. Percent Area = Agency Area / Total Area
4. Total Cost = \$1,424,110.05 X Agency Percent of Area

Table 3. Cost Allocation Formula

$Distributed\ Total\ Cost = Total\ Cost \times Agency\ Percent\ of\ Area$

Table 4. City of Los Angeles Invoicing Schedule and Invoice Amounts to Parties

Agency	Invoice Schedule		Distributed Total Cost (a)+(b)=(c)	Contingency (10%) ¹ (c)x0.1=(d)	TOTAL COST INCLUDING CONTINGENCY (c)+(d)=(e)
	Jan. 2014 (a)	Jul. 2014 (b)			
Alhambra	\$11,341.75	\$11,341.75	\$22,683.50	\$2,268.35	\$24,951.85
Burbank	\$25,763.93	\$25,763.93	\$51,527.85	\$5,152.79	\$56,680.64
Calabasas	\$9,301.50	\$9,301.50	\$18,603.01	\$1,860.30	\$20,463.31
Glendale	\$45,483.71	\$45,483.71	\$90,967.43	\$9,096.74	\$100,064.17
Hidden Hills	\$2,231.60	\$2,231.60	\$4,463.19	\$446.32	\$4,909.51
La Canada Flintridge	\$12,851.45	\$12,851.45	\$25,702.90	\$2,570.29	\$28,273.19
Los Angeles	\$420,964.99	\$420,964.99	\$841,929.98	\$84,193.00	\$926,122.97
Los Angeles County	\$95,316.86	\$95,316.86	\$190,633.71	\$19,063.37	\$209,697.08
Montebello	\$12,437.94	\$12,437.94	\$24,875.87	\$2,487.59	\$27,363.46
Monterey Park	\$11,497.80	\$11,497.80	\$22,995.59	\$2,299.56	\$25,295.15
Pasadena	\$34,379.07	\$34,379.07	\$68,758.14	\$6,875.81	\$75,633.96
Rosemead	\$7,688.10	\$7,688.10	\$15,376.20	\$1,537.62	\$16,913.82
San Gabriel	\$6,141.60	\$6,141.60	\$12,283.19	\$1,228.32	\$13,511.51
San Marino	\$5,595.37	\$5,595.37	\$11,190.75	\$1,119.07	\$12,309.82
South Pasadena	\$5,076.53	\$5,076.53	\$10,153.06	\$1,015.31	\$11,168.36
Temple City	\$5,982.84	\$5,982.84	\$11,965.67	\$1,196.57	\$13,162.24
LACFCD	\$79,117.23	\$79,117.23	\$158,234.45	\$15,823.45	\$174,057.90
TOTAL	\$791,172.25	\$791,172.25	\$1,582,344.50	\$158,234.45	\$1,740,578.95

Note:

1. Contingency is 10% of the total invoice amount. Contingency will not be invoiced unless there is a need for its expenditure as agreed by all Parties.

EXHIBIT B

UPPER LOS ANGELES RIVER WATERSHED EWMP/CIMP GROUP Responsible Agencies Representatives

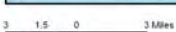
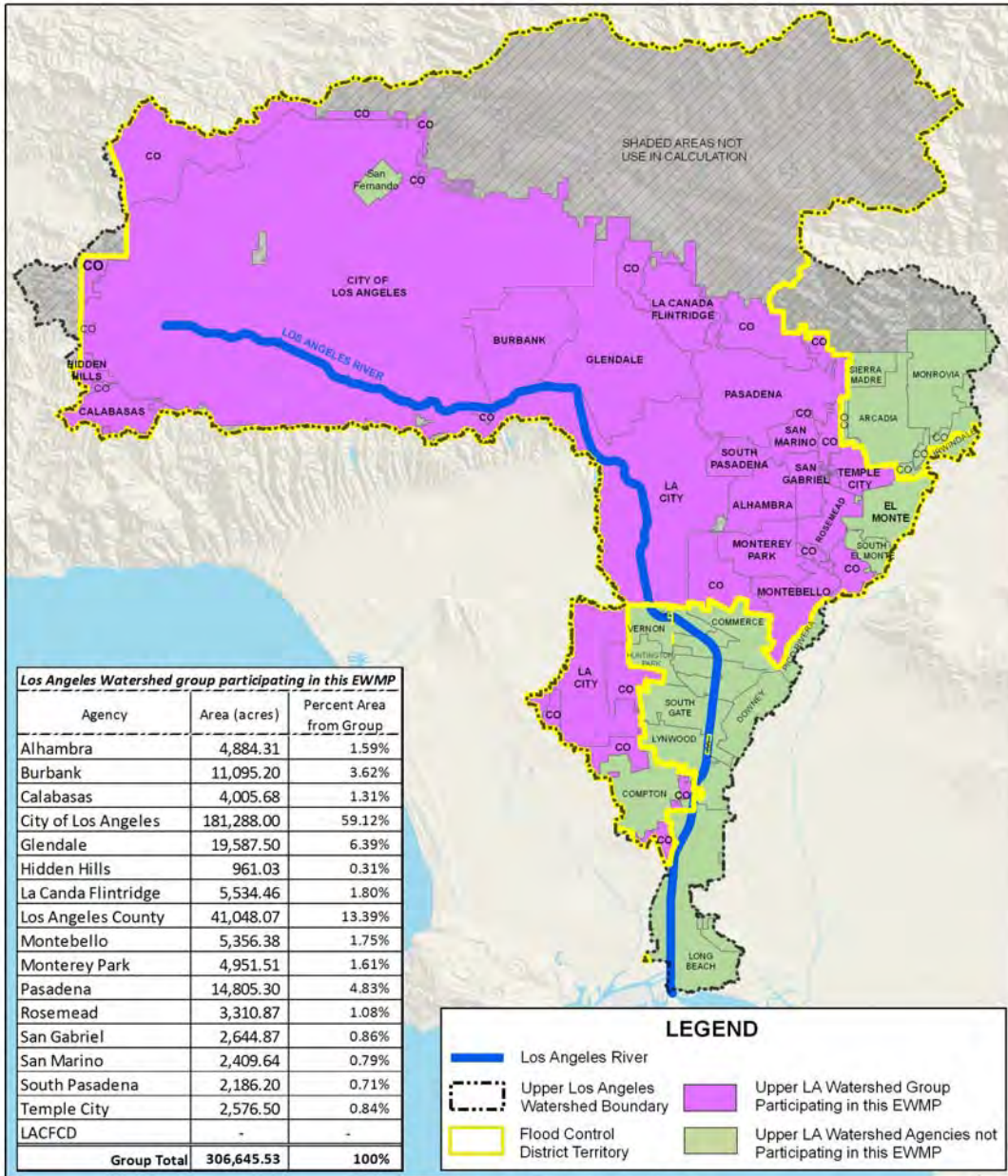
Agency Address	Agency Contact
City of Los Angeles Department of Public Works Bureau of Sanitation, Watershed Protection Division 1149 S. Broadway Los Angeles, CA 90015	Shahram Kharaghani E-mail: Shahram.Kharaghani@Lacity.org Phone: (213) 485-0587 Fax: (213) 485-3939
County of Los Angeles Department of Public Works Watershed Management Division, 11 th Floor 900 South Fremont Avenue Alhambra, CA 91803-1331	Gary Hildebrand E-mail: GHILDEB@dpw.lacounty.gov Phone: (626) 458-4300 Fax: (626) 457-1526
Los Angeles County Flood Control District Department of Public Works Watershed Management Division, 11 th Floor 900 South Fremont Avenue Alhambra, CA 91803-1331	Gary Hildebrand E-mail: GHILDEB@dpw.lacounty.gov Phone: (626) 458-4300 Fax: (626) 457-1526
City of Alhambra 11 South First Street Alhambra, CA 91801-3796	David Dolphin E-mail: DDOLPHIN@cityofalhambra.org Phone: (626) 300-1571 Fax:
City of Burbank P.O. Box 6459 Burbank, CA 91510	Alvin Cruz E-mail: ACruz@burbankca.gov Phone: (818) 238-3941 Fax:
City of Calabasas 100 Civic Center Way Calabasas, CA 91302-3172	Alex Farassati E-mail: afarassati@cityofcalabasas.com Phone: Fax:
City of Glendale Engineering Section, 633 East Broadway, Room 209 Glendale, CA 91206-4308	Maurice Oillataguerre E-mail: moillataguerre@ci.glendale.ca.us Phone: Fax:
City of Hidden Hills 6165 Spring Valley Road Hidden Hills, CA 91302	Joe Bellomo JBellomo@willdan.com 805-279-6856

EXHIBIT B

UPPER LOS ANGELES RIVER WATERSHED EWMP/CIMP GROUP Responsible Agencies Representatives

<p>City of La Canada Flintridge 1327 Foothill Blvd. La Canada Flintridge, CA 91011-2137</p>	<p>Edward Hitti E-mail: EHitti@lcf.ca.gov Phone: 818-790-8882 Fax: 818-70-8897</p>
<p>City of Montebello 1600 W Beverly Blvd Montebello, CA 90640</p>	<p>Norma Salinas Nsalinas@cityofmontebello.com Phone: 323-887-1365 Fax: 323- 887-1410</p>
<p>City of Monterey Park 320 West Newmark Avenue Monterey Park, CA 91754-2896</p>	<p>Amy Ho E-mail: amho@montereypark.ca.gov</p> <p>Mikki Klee E-mail: mklee@jlha.net Phone: (562) 802-7880 Fax: (562) 802-2297</p>
<p>City of Pasadena P.O. Box 7115 Pasadena, CA 91109-7215</p>	<p>Stephen Walker E-mail: SWalker@cityofpasadena.net Phone: (626) 744-4271 Fax:</p>
<p>City of Rosemead, 8838 East Valley Blvd. Rosemead, CA 91770-1787</p>	<p>Elroy Kiepke E-mail: Ekiepke@willdan.com Phone: Fax:</p>
<p>City of San Gabriel 425 South Mission Avenue San Gabriel, CA 91775</p>	<p>Daren Grilley E-mail: dgrilley@sgch.org Phone: Fax:</p>
<p>City of San Marino 2200 Huntington Drive San Marino, CA 91108-2691</p>	<p>Kevin Sales E-mail: kjserv@aol.com Phone: Fax:</p>
<p>City of South Pasadena 1414 Mission Street South Pasadena, CA 91020-3298</p>	<p>Shin Furukawa E-mail: SFurukawa@ci.south-pasadena.ca.us Phone: (626) 403-7246 Fax:</p>
<p>City of Temple City 9701 Las Tunas Drive Temple City, CA 9178</p>	<p>Mark Persico E-mail: mpersico@templecity.us</p> <p>Mikki Klee E-mail: mklee@jlha.net Phone: (562) 802-7880 Fax: (562) 802-2297</p>

EXHIBIT C UPPER LOS ANGELES RIVER WATERSHED EWMP/CIMP GROUP



Upper Los Angeles River Watershed
EWMP Agencies

	BUREAU OF SANITATION		
	ENRIQUE C. ZALDIVAR DIRECTOR	SHAHRAM KHARAGHANI PROGRAM MANAGER	
ULARIV_EWMPAgencies	DRAWN BY: NH	CHECKED BY:	DATE 6/18/2013
			DATE REVISED
This map shall not be copied or reproduced, all or any part thereof, whether for distribution or resale without the proper written permission of the Dept. of Public Works, City of Los Angeles Thomas Bros Data reproduce with permission granted by THOMAS BROS MAP			



CITY of CALABASAS
CITY COUNCIL AGENDA REPORT

DATE: OCTOBER 14, 2013

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: TOM BARTLETT, AICP, CITY PLANNER *TB*
TALYN MIRZAKHANIAN, SENIOR PLANNER *Talyn Mirzakhanian*

SUBJECT: ADOPTION OF RESOLUTION NO. 2013-1392, APPROVING THE QUIMBY FEE ASSOCIATED WITH THE APPROVED 60-UNIT SENIOR CONDOMINIUM PROJECT AT 26705 MALIBU HILLS ROAD.

CEQA: A NEGATIVE DECLARATION WAS PREPARED AND ADOPTED FOR THIS PROJECT. APPROVAL OF THE ASSOCIATED QUIMBY FEE REQUIRES NO ADDITIONAL CEQA REVIEW.

MEETING OCTOBER 23, 2013
DATE:

SUMMARY RECOMMENDATION:

That the Council adopt Resolution No. 2013-1392 (Attachment A) approving the Quimby fee associated with the 60-unit senior condominium project located at 26705 Malibu Hills Road.

BACKGROUND:

Section 17.50.030 of the Land Use and Development Code provides for the dedication of land and/or the payment of fees to the City for park and recreational purposes as a condition of approval of a tentative map, in compliance with the General Plan. On July 19, 2006, City Council approved File(s) No. CUP 600-004, SPR 006-053, OAK 006-021 and TM6-000-003, associated with the construction of a new 60 unit senior condominium development located at 26705 Malibu Hills Road. To fulfill Quimby Act obligations pursuant to Government Code Section

66477, Section 17.50.030 of the City's Municipal Code, and the Conditions of Approval for the tentative map, the applicant is required to either dedicate vacant land or pay an in-lieu fee to the City prior to recordation of the final map for this project.

Construction of this project commenced in May 2012 and is now nearing completion. The applicant is requesting approval of the Quimby fee, as described in the section below, after which he shall pay the in-lieu fee, and then proceed to Council for approval of the final map.

DISCUSSION:

Per Section 17.50.030(C) of the Code, the amount of land or fees paid shall be based on the approved residential density. For a standard project, the presumption, per the Code, is that the average number of persons per household by units in a structure is the same as that disclosed by the most recent available Federal Census. 2010 Census data indicates that the average household size for Calabasas is 2.7. However, the Code also gives Council the authority to consider any evidence submitted by the subdivider showing that the actual population density of the project will differ from the presumed density. If the Council agrees that the actual population density will differ from the presumed density, than the Council shall calculate the required land or in-lieu fee using the actual density. The Code specifically identifies City-approved senior citizen residential units as a type of project for which actual density may be considered.

The subdivider for the subject project submitted a letter and associated evidence (see Attachment B) requesting to calculate the Quimby fee using a residential density of 1.47 persons per household based on the limitation of the project to seniors only. The subdivider applied the percentages they derived from the gathered data to their project and concluded that the most likely scenario for this development would be the following:

- 60% of the condominiums at this development (36 units) will be occupied single-person households.
- The remaining 24 condominiums would have, on average a population density of 2.18, which is a 30% reduction from the presumed 2.7.

This computation results in an average household size of 1.47 per unit for this development.

The amount of land to be dedicated by a subdivider shall be equivalent to a ratio of three acres of usable park land per one thousand residents. Therefore, the formula, as provided in the Code, is as follows:

$$\text{Amount of Parkland Required} = 0.003 \times \text{No. of Units} \times \text{Population Density.}$$

Based on this formula and the 1.47 persons per unit population density, the amount of parkland required for this 60-unit project would be 0.265 acres (11,526 square-feet). However, per Section 17.50.030(G)(6), the subdivider may get credit for providing substantial recreation areas within the proposed subdivision that are privately owned and maintained by the future residents. Based on the approved plans, the subdivider is providing 2,135 square-feet of active recreation areas within the community building and 6,382 square-feet in the pool area, for a total of 8,517 square-feet of active recreation areas. Given this credit, the subdivider remains responsible for providing 3,009 square-feet of parkland (11,526 – 8,517 = 3,009).

In-lieu of providing 3,009 square-feet of parkland to the City, the subdivider has chosen to pay the in-lieu fee. The fee is derived by multiplying the amount of parkland the subdivider is required to provide by the per-acre fair market value of the unimproved land within the subdivision. According to the appraisal report for this property (prepared on September 16, 2013), the fair market value of the land is \$3,480,000.00 (see Attachment C for appraisal report's cover letter; a copy of the full appraisal is available in the project file). With a total acreage of 2.77, the fair market value per acre for the site is \$1,256,317.69 and the associated fee derived is \$86,811.55. In addition to the raw land valuation component, the Quimby Act must also include a cost component covering street improvements for the parkland (CMC 17.50.030.E.2). This is calculated by multiplying the amount of parkland the subdivider is required to provide (0.0691 acres) by the fair market value per acre of the actual cost per acre for the full street improvements of the subdivision for which the fee is calculated. With a street improvement cost of \$13,433.21 per acre for this project, the required street improvement value is \$928.23. Therefore, the total Quimby fee the subdivider is required to pay to the City is \$87,739.78.

FISCAL IMPACT/SOURCE OF FUNDING:

The City will receive \$87,739.78 from the developer of the 60-unit senior condominium project at 26705 Malibu Hills Road. Collected fees shall be used for either acquiring land or developing new or rehabilitating existing park or recreational facilities reasonably related to serving the proposed subdivision. The Director of the Community Services Department has confirmed that these funds will be of great use for necessary site improvements at either of the two City parks closest to this

project, De Anza Park and Grape Arbor Park. Fees collected shall be committed to park improvements or new park land acquisition within five years after payment. If fees are not committed within this timeframe, the fee shall be returned.

REQUESTED ACTION:

That the City Council adopt Resolution No. 2013-1392 (Attachment A) approving the Quimby fee associated with the 60-unit senior condominium project located at 26705 Malibu Hills Road.

ATTACHMENTS:

- Attachment A: Resolution No. 2013-1392
- Attachment B: Developer's request letter and exhibits
- Attachment C: Land Appraisal Report's Cover Letter

RESOLUTION NO. 2013-1392

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF CALABASAS APPROVING THE
\$87,739.78 QUIMBY FEE ASSOCIATED WITH THE
APPROVED 60-UNIT SENIOR CONDOMINIUM
PROJECT AT 26705 MALIBU HILLS ROAD.**

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

1. Agenda reports prepared by the Community Development Department.
2. The City of Calabasas Land Use and Development Code, General Plan, and all other applicable regulations and codes.
3. All related documents received and/or submitted at or prior to the City Council meeting.

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

1. On July 1, 2013, the applicant submitted a letter with associated attachments to Planning staff regarding calculation of the project's Quimby fee and, based upon evidentiary documentation, requested use of a population density of 1.47 in the calculation of the fee in lieu of the population density presumed by the Land Use and Development Code.
2. The applicant is also requesting credit for 8,517 square-feet of private recreational areas provided on-site for use by future project residents.
3. On September 16, 2013, the applicant submitted an appraisal report for the subject site indicating the market value of the land.
4. The actual population density of the project is less than the Code presumed density.

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

FINDINGS

Section 17.50.030(G)(6) of the Calabasas Municipal Code (CMC) allows the City Council to approve credit given toward requirement of land for subdividers who provide private recreation or open space provided that the following findings are made:

1. *Yards, court areas, setbacks and other open areas required to be maintained by Titles 15 and 17 of the Municipal Code are not included in the computation of the private open space;*

No required yard, court, setback, or other open areas were included in the computation of the 8,517 square-feet of private recreation space being provided by the subdivider. Therefore the request meets this finding.

2. *The private ownership and maintenance of the open space in the future is adequately secured and contained in recorded written agreements, conveyances, covenants, conditions, or restrictions;*

Private ownership and maintenance of the open space in the future is adequately secured in the Conditions, Covenants, and Restrictions for this condominium project. Therefore the request meets this finding.

3. *The use of the private open space is restricted for park and recreational purposes by recorded covenants, conditions, or restrictions, which run with the land in favor of the future owners of property and which cannot be defeated or eliminated without the consent of the city;*

The Conditions, Covenants, and Restrictions for this condominium project restrict the private open space for recreational uses that run with the land and cannot be eliminated without the consent of the City. Therefore the request meets this finding.

4. *The proposed private open space is usable for active recreation;*

All portions of the pool area and community center included in the computation of proposed recreation space are usable for active recreation. Proposed activities and uses for these areas include lap pool

swimming, exercise classes, walking paths, a gym room, shuffleboard, and various other active uses. Therefore, the request meets this finding.

5. *The proposed private open space is open to all subdivision property owners and residents therein; and*

On-site private open spaces will be open to all subdivision property owners and residents and will be described as such in the Conditions, Covenants, and Restrictions for this condominium project. Therefore, the request meets this finding.

6. *Facilities proposed for the open space are in substantial compliance with the provisions of the General Plan and Master Plan of Parks.*

Per the Parks, Recreation & Trails Element of the 2030 General Plan, a Recreation Needs Assessment conducted as part of the Park & Recreation Master Plan reported unmet demand for aquatic facilities, a senior center, cultural arts facilities, etc. Accordingly, Policy X-1 of the Element discusses the provision of adequate facilities to support a wide range of recreational activities for children, adults, and senior citizens. The pool and community center, inclusive of all activity areas it will include, will provide recreational opportunities for the senior residents of this development that are in line with the provisions of the General Plan and Master Plan of Parks. Therefore, the request meets this finding.

Section 4. In view of all of the evidence and based on the foregoing findings and conclusions, the City Council approves the Quimby fee for the 60-unit senior condominium project at 26705 Calabasas Road in the amount of \$87,739.78.

Section 5. All documents described in Section 1 of Resolution No. 2013-1392 are deemed incorporated by reference as set forth at length.

CITY COUNCIL RESOLUTION NO. 2013-1392 **PASSED, APPROVED AND ADOPTED** this 23rd day of October, 2013.

Fred Gaines, Mayor

ATTEST:

Maricela Hernandez, MMC
City Clerk

APPROVED AS TO FORM:

Scott H. Howard,
Interim City Attorney

The Zaharoni Law Firm

5400 W. Rosecrans Ave.
Suite #105
Hawthorne, CA 90250

Tel: (310) 727-3025
Fax: (310) 727-3026
danz@zaharoni.com

July 1, 2013

City of Calabasas Planning Dept.
Attn: Talyn Mirzhakanian
100 Civic Center Way
Calabasas, CA 91302

Re: Quimby Fee Recalculation

Dear Talyn,

As you know, we are nearing completion of our 60-unit seniors-only condominium complex on Malibu Hills Road in the City of Calabasas. Prior to filing our Final Plat, we are required to pay a "Quimby Fee", which is calculated by using an average for the number of people who are estimated to occupy each household. According to Geoff Starns, the standard number used for condominiums in Calabasas is 2.70, based on the standard number of people who occupy all households in the area.

However, as we discussed, we believe that the seniors-only aspect of this particular development will result in fewer people occupying each unit than would be expected in a non-restricted community. Because seniors generally do not have minor children living with them as often as younger household heads, we believe the average expected occupancy for our building would be significantly less than 2.70.

Most importantly, we believe that the majority of the condominiums at our development will be occupied by single person households. The census taken recently in 2010 bears this out. The census identifies approximately 78,988,788 total U.S. households led by a person whose age exceeds 55. Of these households, approximately 48,943,537 are single person households. (See attached report, Exhibit "A"). That equals 61% of total households in that age range.

Moreover, for the particular census tract in which the Horizons is situated (Tract No. 8003.29, Exhibit "B"), single person households led by people over the age of 55 are disproportionately large compared to their representation in the population as a whole. Households led by 55+ people make up only 21% of the total households in the Tract although they make up 47% of the single-person households in the area.

Our own data gathered from recent marketing reflects a similar trend. We have obtained inquiries from more than 700 people since May, 2013. The vast majority of those people are single-person households and, of the remainder, virtually 100% have, at most, two people in the household. This is distinct from the average household in the census tract which is calculated at approximately 2.70 people/household.

Based upon the above data and observations, we would request that the "average household" at our development be computed as follows:

1. 60% of the condominiums in our complex (36 total) be considered single person households;
2. The remaining condominiums (24 total) be reduced by 30% from the current 2.70 calculation down to 2.18/household.
3. The resulting "average household" for our purposes would equal 1.47/household.

Based upon the information set forth herein, I respectfully request that the Quimby Fees be recalculated per the above to account for the smaller household occupancy that would be expected from a seniors-only development.

Thank you for your attention to this letter.

Sincerely,
26705 Malibu Hills Road, LLC



Dan Zaharoni, Manager

Enclosures

EXHIBIT "A"

Households and Families: 2010

2010 Census Briefs

Issued April 2012

C2010BR-14

INTRODUCTION

The 2010 Census enumerated 308.7 million people in the United States, a 9.7 percent increase from 281.4 million in Census 2000. Of the total population in 2010, 300.8 million lived in 116.7 million households for an average of 2.58 people per household. This was down from an average of 2.59 in 2000 when 273.6 million people lived in 105.5 million households. The remaining 8.0 million people in 2010 lived in group-quarters arrangements such as school dormitories, nursing homes, or military barracks. This report presents information on the number and types of living arrangements of American households in 2010 derived from the relationship question on the 2010 Census.

HOUSEHOLD RELATIONSHIP QUESTION

The relationship item (Figure 1), a version of which has been on the census since 1880, asks the relationship of each member of the household to the householder or the person designated as the individual who owns or rents the housing unit.¹ This question provides information about individuals as well as the composition of families and households. Three separate categories describe the sons and daughters

¹ In a case of joint ownership, one individual is chosen as the householder. If this choice cannot be made, the first person 15 years and over listed on the form is chosen as the householder.

Figure 1.

Reproduction of the Question on Relationship to Householder From the 2010 Census

2. How is this person related to Person 1? Mark ONE box.

- | | |
|---|--|
| <input type="checkbox"/> Husband or wife | <input type="checkbox"/> Parent-in-law |
| <input type="checkbox"/> Biological son or daughter | <input type="checkbox"/> Son-in-law or daughter-in-law |
| <input type="checkbox"/> Adopted son or daughter | <input type="checkbox"/> Other relative |
| <input type="checkbox"/> Stepson or stepdaughter | <input type="checkbox"/> Roomer or boarder |
| <input type="checkbox"/> Brother or sister | <input type="checkbox"/> Housemate or roommate |
| <input type="checkbox"/> Father or mother | <input type="checkbox"/> Unmarried partner |
| <input type="checkbox"/> Grandchild | <input type="checkbox"/> Other nonrelative |

Source: U.S. Census Bureau, 2010 Census questionnaire.

of the householder in 2010: biological, adopted, or stepchild. Relatives identified in the questionnaire are spouses, brothers, sisters, and parents of the householder, as well as grandchildren, parents-in-law, and sons/daughters-in-law.

Those who live in households but who were not related to the householder were identified as housemates/roommates, roomers or boarders, and unmarried partners of the householder. This latter group includes people who initially identified themselves as being same-sex spouses of the householder. The tables with same-sex couples show these groups in two ways. One estimate shows households as originally reported on the census forms. The second presents improved and preferred estimates of the same-sex household population, accounting for marking errors that inadvertently overestimated that

By
Daphne Lofquist,
Terry Lugalla,
Martin O'Connell,
and
Sarah Feliz

Table 1.
Relationship to Householder by Age: 2010

(For information on confidentiality protection, nonsampling errors, and definitions, see www.census.gov/prod/cen2010/doc/sf1.pdf)

Relationship type	Total	Number				
		Under 18 years	18 to 29 years	30 to 44 years	45 to 64 years	65 years and over
Total household population	300,758,215	73,920,881	47,903,506	59,766,531	80,357,019	38,810,278
Householder	116,716,292	28,297	13,862,048	30,758,709	46,247,402	25,819,836
Spouse	56,510,377	8,793	4,863,702	17,524,307	24,935,103	9,178,472
Biological son or daughter	82,582,058	60,466,596	16,007,784	3,941,728	2,093,818	72,132
Adopted son or daughter	2,072,312	1,527,020	403,558	99,376	41,282	1,076
Stepson or stepdaughter	4,165,886	2,784,531	1,100,511	217,220	61,226	2,398
Brother or sister	3,433,951	298,242	1,125,419	848,247	922,338	239,705
Father or mother	3,033,003	(X)	(X)	128,343	1,187,041	1,717,619
Grandchild	7,139,601	5,825,229	1,117,324	180,096	16,926	26
Parent-in-law	925,713	(X)	(X)	10,178	281,266	634,269
Son-in-law or daughter-in-law	1,216,299	25,063	593,674	428,186	158,997	10,379
Other relative	4,662,672	1,631,262	1,268,787	774,403	648,580	339,640
Roomer or boarder	1,526,210	142,899	559,814	376,180	363,573	83,744
Housemate or roommate	5,223,365	42,515	3,163,824	1,084,668	769,490	162,898
Unmarried partner	7,744,711	11,651	2,622,772	2,724,034	2,020,431	365,823
Other nonrelative	3,805,765	1,128,783	1,214,289	670,886	609,546	182,261

(X) Not applicable

Source: U.S. Census Bureau, 2010 Census Summary File 1.

population's size.² This report uses this set of estimates in the text, as it represents the best set of numbers from the 2010 Census.

People related to the householder

Despite the diversity of households in the United States, three relationship categories made up the majority of people in 2010. The householder, his or her spouse, and his or her sons and daughters comprised 262.0 million people or 87 percent of the population (Table 1). Of the 88.8 million children of householders, 93 percent were biological children. There were approximately twice as many stepchildren (4.2 million) as adopted children (2.1 million).

As expected, most of the children living with their parents were under 18 years old. These three child types exhibit different age distributions. About 73 percent of either biological or adopted

children were under 18, compared with 67 percent of stepchildren. Stepchildren were more likely to be young adults ages 18 to 29 years (26 percent) than either biological or adopted children (19 percent each). Stepchildren were older in general as they reflect the blending of two different families where the spouse already has older children from a prior marriage.

In the same generation as the children of the householder are the sons-in-law and daughters-in-law of the householder. They numbered 1.2 million in 2010, and almost half of them were young adults who depended on their in-laws for housing assistance. Given their age, most were probably recently married. About one-third of all brothers and sisters of the householder (3.4 million) were 18-to-29 years old.

Another 1.1 million young adults were grandchildren of the householder. This age group made up 16 percent of the 7.1 million grandchildren living with their grandparents—the majority of these grandchildren were under 18 (82 percent). At the other end of

the generational continuum were the parents and parents-in-law of the householder, comprising about 3.0 million and 926,000 relatives, respectively. Unlike people in any other relationship category, the majority of these were 65 years and over—57 percent of parents and 69 percent of parents-in-law were this age.

Although not specified by detailed type in the 2010 Census, another 4.7 million were “other relatives” who lived in households. About one-third of them were under 18 and were often nephews and nieces of the householder.³

Nonrelatives of the householder

People who were not related to the householder numbered 18.3 million in 2010 (6.1 percent of the household population), up from 14.6 million in 2000 (5.2 percent of the household population). In fact, 1 out of every 8 homes in

³ There were 845,000 nephews and nieces of the householder under 18 in Census 2000. See Terry Lugaila and Julia Overturf, “Children and the Households They Live In: 2000,” *Census 2000 Special Reports*, CENSUR-14 (March 2004), Table 1.

UNMARRIED PARTNER HOUSEHOLDS

An "unmarried partner household" consists of a householder and a person living in the household who reports that he or she is (1) an unmarried partner of the householder and of the opposite sex; (2) an unmarried partner of the householder and of the same sex; or (3) a spouse of the householder and of the same sex. Procedures for the 2010 Census edited same-sex spouse households as unmarried partner households, and these households appear as such in published Summary File 1 tabulations. During the review of the data, counts of same-sex spouses appeared inflated due to mismarking errors in the gender item on the census forms. Up to 28 percent of the total number of same-sex unmarried partner households may actually be opposite-sex households: 62 percent of reported same-sex spouses were probably marked in error compared with 7 percent of reported same-sex unmarried partners. This report presents data both for same-sex households as shown in Summary File 1 tabulations and for a set of "preferred estimates" that attempts to remove statistically same-sex households that are likely opposite-sex households.

2010 contained one or more people not related to the householder.⁴ Roomers or boarders comprised 1.5 million individuals who represented a wide array of people such as students, migrants to an area waiting for better accommodations, or people who could not afford

to rent their own home.⁵ About 143,000 (9.4 percent) of roomers and boarders were less than 18 years old, suggesting they might be children of displaced families living in boarding homes. Another 61.3 percent (936,000) were in the prime working ages of 18 to 44 years, compared with 35.8 percent

⁵ A historical perspective and the growth and characteristics of roomers and boarders is presented in Melissa Scopilliti and Martin O'Connell, "Roomers and Boarders: 1880–2005," paper presented at the Annual Meetings of the Population Association of America, New Orleans, LA, April 17–19, 2008, <www.census.gov/population/www/documentation/paa2008/Scopilliti-OConnell-PAA-2008.ppt>.

⁴ Proportion derived from U.S. Census Bureau, *2010 Census Summary File 1*, Table P27.

for the household population as a whole.

Housemates or roommates who were coequals with the householder and who shared maintenance of the housing unit had more economic equality with the householder. Looking at the age structure of these 5.2 million people, 61 percent were young adults ages 18 to 29 who might be sharing living expenses. The percentage declined sharply for the next older age group, 30 to 44 years old (21 percent).

Overall, the unmarried partner population numbered 7.7 million in 2010 and grew 41 percent between 2000 and 2010, four times as fast as the overall household population (10 percent). Unmarried partners were generally older than housemates: 2.6 million (34 percent) were 18 to 29 years old, while 2.7 million (35 percent) were 30 to 44 years old. In addition, 26 percent of unmarried partners were 45-to-64 year olds, compared with 15 percent of housemates. This difference in age profiles reflects the transitions occurring first when a young person shares expenses as a housemate or roommate after leaving the parent's home and later when that person develops a more permanent and personal relationship with an unmarried partner.

HOUSEHOLDS

All of these various relationship types contribute to the formation of households, both family and nonfamily households. Who lives in a household has important consequences for economic resources available to housing units and for access to everyday social support systems such as care for young children or older parents. The following sections show the different types of households in 2010 and their growth over the decade.

The number of households grew by over 11 million since 2000.

The number of households in the United States increased 11 percent, from 105.5 million in 2000 to 116.7 million in 2010. While family households increased 8 percent, from 71.8 million in 2000 to 77.5 million in 2010, nonfamily households increased faster, 16 percent, from 33.6 million in 2000 to 39.2 million in 2010. As a proportion of all households, family households declined from 68 percent in 2000 to 66 percent in 2010, while the proportion of nonfamily households increased from 32 percent to 34 percent, respectively.

Table 2 shows that husband-wife households numbered 56.5 million in 2010 and made up 73 percent of all family households in 2010 (households containing at least one person related to the householder by birth, marriage, or adoption).

HOUSEHOLD DEFINITIONS

A “household” includes all of the people who occupy a housing unit. One person in each household is designated as the “householder.” In most cases, this is the person, or one of the people, in whose name the home is owned, being bought, or rented. If there is no such person in the household, any household member 15 years old and over can be designated as the householder.

A family consists of a householder and one or more other people living in the same household who are related to the householder by birth, marriage, or adoption. Biological, adopted, and stepchildren of the householder who are under 18 are the “own children” of the householder. Own children do not include other children present in the household, regardless of the presence or absence of the other children’s parents.

A family household may also contain people not related to the householder. A family in which the householder and his or her spouse of the opposite sex are enumerated as members of the same household is a husband-wife household. In this report, husband-wife households only refer to opposite-sex spouses and do not include households that were originally reported as same-sex spouse households. Same-sex spousal households are included in the category, “same-sex unmarried partner households” but may be either a family or nonfamily household depending on the presence of another person who is related to the householder. The remaining types of family households not maintained by a husband-wife couple are designated by the sex of the householder.

A nonfamily household consists of a householder living alone or with nonrelatives only, for example, with roommates or an unmarried partner.

Family households maintained by a female householder with no spouse present numbered 15.3 million, more than twice the number maintained by a male householder with no spouse present (5.8 million). Among nonfamily households, one-person households predominated (31.2 million) and were more than three times as common as

nonfamily households with two or more people (8.0 million). More women than men lived alone (17.2 million and 13.9 million, respectively). A geographic look at one-person households follows later in this report.

Despite increases in both the number of households and of people in the United States since 2000, the

Table 2.

Households by Type: 2000 and 2010(For information on confidentiality protection, nonsampling errors, and definitions, see www.census.gov/prod/cen2010/doc/sf1.pdf)

Household type	2000		2010		Change, 2000 to 2010	
	Number	Percent	Number	Percent	Number	Percent
Total households	105,480,101	100.0	116,716,292	100.0	11,236,191	10.7
Family household	71,787,347	68.1	77,538,296	66.4	5,750,949	8.0
Husband-wife households	54,493,232	51.7	56,510,377	48.4	2,017,145	3.7
With own children	24,835,505	23.5	23,588,268	20.2	-1,247,237	-5.0
Without own children	29,657,727	28.1	32,922,109	28.2	3,264,382	11.0
Female householder, no spouse present	12,900,103	12.2	15,250,349	13.1	2,350,246	18.2
With own children	7,561,874	7.2	8,365,912	7.2	804,038	10.6
Without own children	5,338,229	5.1	6,884,437	5.9	1,546,208	29.0
Male householder, no spouse present	4,394,012	4.2	5,777,570	5.0	1,383,558	31.5
With own children	2,190,989	2.1	2,789,424	2.4	598,435	27.3
Without own children	2,203,023	2.1	2,988,146	2.6	785,123	35.6
Nonfamily households	33,692,754	31.9	39,177,996	33.6	5,485,242	16.3
Male householder	15,556,103	14.7	18,459,253	15.8	2,903,150	18.7
Living alone	11,779,106	11.2	13,906,294	11.9	2,127,188	18.1
Not living alone	3,776,997	3.6	4,552,959	3.9	775,962	20.5
Female householder	18,136,651	17.2	20,718,743	17.8	2,582,092	14.2
Living alone	15,450,969	14.6	17,298,615	14.8	1,847,646	12.0
Not living alone	2,685,682	2.5	3,420,128	2.9	734,446	27.3
Unmarried couple households ¹	5,475,768	5.2	7,744,711	6.6	2,268,943	41.4
Opposite-sex partners	4,881,377	4.6	6,842,714	5.9	1,961,337	40.2
Same-sex partners ²						
Summary File 1 counts	594,391	0.6	901,997	0.8	307,606	51.8
Preferred estimates	358,390	0.3	646,464	0.6	288,074	80.4
Average household size	2.59	(X)	2.58	(X)	-0.01	(X)
Average family size	3.14	(X)	3.14	(X)	0.00	(X)

(X) Not applicable.

¹ Unmarried couple households can be family or nonfamily households depending on the relationship of others in the household to the householder. In this table, it is the sum of opposite-sex partners and same-sex partners from Summary File 1 counts.² Summary File 1 counts in this table are consistent with Summary File 1 counts shown in American FactFinder.Sources: U.S. Census Bureau, *Census 2000 Summary File 1* and *2010 Census Summary File 1*.

average household size decreased over the decade, from 2.59 to 2.58, but average family size stayed the same, 3.14.⁶ These indicators show a slowing of the downward trends that have existed since the end of the Baby Boom in the 1960s. In 1960, the average household size was 3.29 people per

⁶ Average family size is the number of family members in the household (persons related to the householder including the householder) per family household. This computation excludes persons not related to the householder.

household, and the average family size was 3.65 people per family.⁷

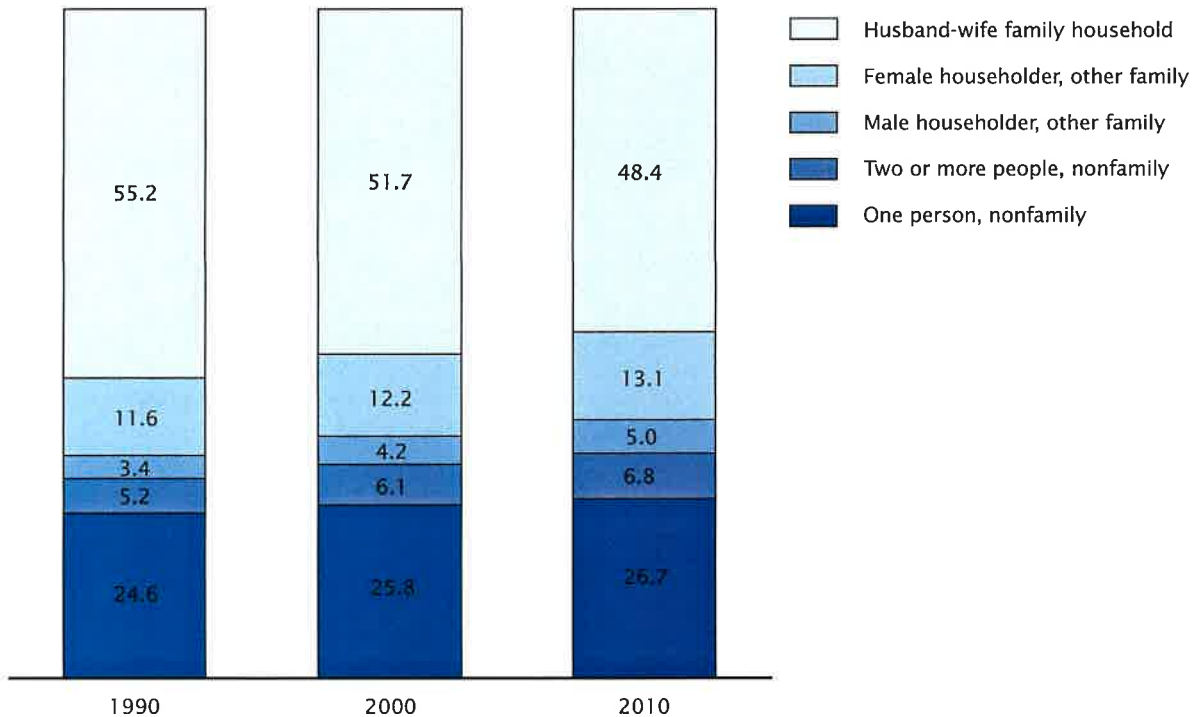
The number of households within each category type increased in the last 10 years, including husband-wife households, which increased

⁷ Average household size for 1960 may be found in Frank Hobbs and Nicole Stoops, "Demographic Trends in the 20th Century," *Census 2000 Special Reports, CENSR-4* (November 2002), Figure 5-3. Average family size for 1960 may be found in U.S. Census Bureau, 1960 Census of Population, Supplementary Reports, PC(S1)-38, *Families in the United States: 1960*, Table 280.

by 2.0 million. Figure 2 shows that, despite this increase, in 2010 less than half of all households (48 percent) were husband-wife households, down from 52 percent in 2000 and 55 percent in 1990. This is the first time that husband-wife families fell below 50 percent of all households in the United States since data on families were first

Figure 2.
Households by Type: 1990, 2000, and 2010

(Percent distribution. For information on confidentiality protection, nonsampling error, and definitions, see www.census.gov/prod/cen2010/doc/sf1.pdf)



Sources: U.S. Census Bureau, *Census 2010 Summary File 1*; *Census 2000 Summary File 1*; *1990 Census of Population, Summary Population and Housing Characteristics, United States (1990 CPH-1-1)*.

tabulated in 1940.⁸ For each of the other types of households shown in Figure 2, the percentage share has increased since 1990.

Opposite-sex unmarried partner households increased by 40 percent

⁸ See the Census Bureau's Families and Living Arrangements Web page, Historical Table HH-1, <www.census.gov/population/socdemo/hh-fam/hh1.xls>.

since 2000, almost four times the national average. For same-sex households, the preferred estimates for 2000 and 2010 showed an 80 percent increase. However, same-sex partner households made up less than 1 percent of all households in both 2000 and 2010.

Household types varied by race of householder in 2010.

Two-thirds of all households in the United States were family households (Table 3). This proportion varied considerably by race: 64 percent of non-Hispanic White alone households were family households, compared with 78 percent of Hispanic or Latino households.

DEFINITION OF RACE CATEGORIES USED IN THE 2010 CENSUS

The U.S. Census Bureau collects race and Hispanic origin information following the guidance of the U.S. Office of Management and Budget's (OMB) 1997 *Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity*. These federal standards mandate that race and Hispanic origin (ethnicity) are separate and distinct concepts and that when collecting these data via self-identification, two different questions must be used. Individuals who responded to the question on Hispanic origin are classified as either Hispanic or as non-Hispanic.

Individuals who responded to the question on race by indicating only one race are referred to as the race-alone population or the group that reported only one race category (e.g., White alone, Black or African American alone, American Indian and Alaska Native alone, Asian alone, Native Hawaiian and Other Pacific Islander alone, and Some Other Race alone). Individuals who chose more than one of the six race categories are referred to as the Two or More Races population in this report. All respondents who indicated multiple races (more than one race) or races in combination with each other can be collapsed into the Two or More Races population category, which, combined with the six race-alone categories, yields seven mutually exclusive and exhaustive categories. Thus, the six race-alone categories and the Two or More Races category sum to the total population.

As a matter of policy, the Census Bureau does not advocate the use of the alone population over the alone-or-in-combination population or vice versa. The use of the alone population in sections of this report does not imply that it is a preferred method of presenting or analyzing data. The same is true for household and family tables presented in Summary Files 1 or 2 that show the alone-or-in-combination population. Data on race from the 2010 Census can be presented and discussed in a variety of ways.

Households containing husband-wife families varied as well: 29 percent of all Black or African American alone households were husband-wife households, while 60 percent of Asian alone households were husband-wife families.

Three in 10 Black or African American alone households were female householder, no spouse present families, three times as high as White alone households (9.9 percent) and Asian alone households (9.5 percent). The majority of female family households with no spouse present contained own children of the householder, except for Asian alone households. Male family households with no spouse present represented 5 percent of all households. Almost one-half of all of these households contained own children of the householder.

Households containing unmarried couples can be family or nonfamily households, depending on the presence of relatives of the householder. Nationally, 6.6 percent of all households were unmarried partner households. American Indian and Alaska Native alone households reported the largest percentage of unmarried partner households (10.9 percent). Asian alone households had the lowest proportion of unmarried couple households, 3.6 percent. The majority of all

Table 3.

Household Type by Race and Hispanic Origin: 2010(For information on confidentiality protection, nonsampling errors, and definitions, see www.census.gov/prod/cen2010/doc/sfl.pdf)

Household type	Total	White alone	Non-Hispanic White alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Pacific Islander alone	Some Other Race alone	Two or more races	Hispanic or Latino of any race
Total households (number)	116,716,292	89,754,352	82,333,080	14,129,983	939,707	4,632,164	143,932	4,916,427	2,199,727	13,461,366
Total households (percent)	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Family households	66.4	65.4	64.3	64.9	70.4	73.9	77.0	80.8	67.6	78.4
Husband-wife households	48.4	51.2	51.1	28.5	40.1	59.7	51.3	49.6	41.0	50.1
With own children	20.2	19.9	19.0	12.8	19.4	31.8	29.0	34.2	23.0	31.3
Under 6 years only	4.6	4.5	4.4	2.3	3.6	8.9	6.1	6.9	5.7	6.4
Under 6 years and 6 to 17 years	4.4	4.1	3.7	3.0	5.1	6.3	8.2	10.8	6.0	9.4
6 to 17 years only	11.3	11.3	10.9	7.5	10.7	16.6	14.7	16.5	11.3	15.5
Without own children	28.2	31.2	32.1	15.7	20.7	27.9	22.2	15.4	18.0	18.8
Female householder, no spouse present	13.1	9.9	9.2	30.1	21.4	9.5	17.0	20.2	19.2	19.2
With own children	7.2	5.2	4.7	17.4	12.3	4.1	9.8	13.6	12.3	12.1
Under 6 years only	1.5	1.1	1.0	3.6	2.6	0.7	2.2	2.6	3.0	2.4
Under 6 years and 6 to 17 years	1.3	0.8	0.7	3.7	2.8	0.5	2.3	3.4	2.6	2.9
6 to 17 years only	4.4	3.3	3.1	10.1	6.8	2.8	5.3	7.6	6.8	6.9
Without own children	5.9	4.7	4.5	12.7	9.2	5.5	7.2	6.6	6.9	7.1
Male householder, no spouse present	5.0	4.3	4.0	6.3	8.9	4.7	8.7	10.9	7.3	9.1
With own children	2.4	2.1	2.0	2.9	4.6	1.4	4.3	5.7	3.8	4.7
Under 6 years only	0.7	0.6	0.5	0.8	1.3	0.4	1.3	1.8	1.2	1.5
Under 6 years and 6 to 17 years	0.4	.03	0.2	0.5	0.9	0.2	0.9	1.4	0.7	1.1
6 to 17 years only	1.4	1.3	1.2	1.6	2.3	0.9	2.0	2.5	1.8	2.1
Without own children	2.6	2.2	2.0	3.4	4.3	3.2	4.4	5.3	3.5	4.4
Nonfamily households	33.6	34.6	35.7	35.1	29.6	26.1	23.0	19.2	32.4	21.6
One person	26.7	27.6	28.6	29.7	22.6	19.0	15.7	12.6	23.4	15.2
Two or more people	6.8	7.0	7.1	5.4	7.0	7.2	7.3	6.6	9.0	6.4
Unmarried couple households ¹	6.6	6.4	6.2	7.0	10.9	3.6	9.3	10.2	9.8	9.4
Opposite-sex partner	5.9	5.6	5.4	6.4	10.0	3.1	8.2	9.4	8.8	8.6
With own children	2.3	1.9	1.7	3.3	5.4	1.0	4.3	6.1	4.3	5.2
Without own children	3.6	3.7	3.7	3.1	4.6	2.1	3.9	3.2	4.5	3.3
Same-sex partner—Summary File 1 counts ²	0.8	0.8	0.8	0.6	0.9	0.5	1.1	0.8	1.0	0.8
With own children	0.2	0.2	0.1	0.2	0.3	0.2	0.4	0.4	0.3	0.3
Without own children	0.6	0.7	0.7	0.4	0.6	0.4	0.7	0.4	0.7	0.5
Same-sex partner—Preferred estimates ³	0.6	0.6	0.6	0.4	0.6	0.4	0.9	0.5	0.8	0.5
With own children	0.1	0.1	0.1	0.1	0.2	0.1	0.3	0.2	0.2	0.2
Without own children	0.5	0.5	0.5	0.3	0.5	0.3	0.6	0.3	0.6	0.4

¹ Unmarried couple households can be family or nonfamily households depending on the relationship of others in the household to the householder. In this table it is the sum of opposite-sex partners and same-sex partners from Summary File 1 counts.

² Summary File 1 counts in this table are consistent with Summary File 1 counts shown in American FactFinder.

³ Preferred estimates remove likely numbers of opposite-sex couples included in same-sex tabulations.

Source: U.S. Census Bureau, 2010 Census Summary File 1.

unmarried partner households were opposite-sex partner households.

Also shown in Table 3 are the preferred estimates for same-sex partner households by race and Hispanic or Latino origin. The preferred estimates removed the households that were likely to have been opposite-sex households as judged by inconsistencies between their first names and their responses to the gender item.⁹ This resulted in a reduction of same-sex households as a percentage of all households from 0.8 percent to 0.6 percent. About 0.1 percent of all households in the United States in 2010 were estimated to be same-sex partner households with own children of the householder present, the highest being 0.3 percent for Native Hawaiian and Pacific Islander alone households.

Thirty-one percent of all households were in four states.

Table 4 shows that four states contained 31 percent of all households enumerated in 2010: California (12.6 million), Texas (8.9 million), Florida (7.4 million), and New York

⁹ See O'Connell and Feliz, *op. cit.*, for a detailed discussion of this statistical procedure.

(7.3 million).¹⁰ These states also had the most households in 2000, although Florida, which had the fourth-highest number of households in 2000, was the third highest in 2010, topping New York. Sixteen states had less than 1.0 million households, with Wyoming having the fewest (227,000). Nevada, which had 751,000 households in 2000, had slightly over 1.0 million households in 2010. No state experienced a decline in the number of households in 2010. On a regional basis, more households were located in the South (43.6 million) than any other region in the country.¹¹

The average number of people per household in 2010 ranged from a

¹⁰ These four states (California, Texas, Florida, and New York) also were the states with the largest populations.

¹¹ There were four regions (Northeast, Midwest, South, and West). The Northeast region includes Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont. The Midwest region includes Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, and Wisconsin. The South region includes Alabama, Arkansas, Delaware, the District of Columbia, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia, and West Virginia. The West region includes Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming.

low of 2.30 in North Dakota to a high of 3.10 in Utah, the only state in 2010 that averaged more than 3 people per household. The District of Columbia averaged only 2.11 people per household, a decline from 2.16 in 2000. Regionally, the West had the highest average number of people per household (2.74), while the lowest average was in the Midwest (2.49).

Utah had the highest average number of people per family (3.56), followed by California (3.45) and Hawaii (3.42). Ten states averaged less than 3 people per family in 2010: Maine, New Hampshire, and Vermont in the Northeast; West Virginia and Kentucky in the South; Iowa, North Dakota, and Wisconsin in the Midwest; and Montana and Wyoming in the West.

HOUSEHOLD COMPOSITION

Utah had the highest proportion of husband-wife households in 2010.

Sixty-one percent of all households in Utah were married husband-wife couple households, the highest in the country. New York and Louisiana had the lowest proportions of husband-wife households (44 percent). Husband-wife couples

Table 4.
Households and Families for the United States, Regions, States, and for Puerto Rico:
2000 and 2010

(For information on confidentiality protection, nonsampling errors, and definitions, see www.census.gov/prod/cen2010/doc/sf1.pdf)

Area	All households		Percent of households in 2010									Average number of people in 2010		
			Family households						Nonfamily households					
			Husband-wife households		Female family households ¹		Male family households ¹		One person			Two or more people	Per household	Per family
			April 1, 2000	April 1, 2010	Total	With own children under 18 years	Total	With own children under 18 years	Total	With own children under 18 years	Total			
United States	105,480,101	116,716,292	48.4	20.2	13.1	7.2	5.0	2.4	26.7	9.4	6.8	2.58	3.14	
REGION														
Northeast	20,285,622	21,215,415	46.9	19.5	13.3	6.9	4.7	2.1	28.1	10.7	7.0	2.53	3.12	
Midwest	24,734,532	26,215,951	48.8	19.7	11.9	6.9	4.6	2.4	28.1	10.1	6.5	2.49	3.06	
South	38,015,214	43,609,929	48.3	19.7	14.2	7.8	4.9	2.3	26.4	9.0	6.3	2.56	3.10	
West	22,444,733	25,674,997	49.5	22.1	12.2	6.6	5.6	2.8	24.8	8.4	8.0	2.74	3.30	
STATE														
Alabama	1,737,080	1,883,791	47.9	18.5	15.3	8.1	4.6	2.0	27.4	9.8	4.8	2.48	3.02	
Alaska	221,600	258,058	49.4	22.7	10.7	6.8	6.0	3.5	25.6	5.4	8.2	2.65	3.21	
Arizona	1,901,327	2,380,990	48.1	19.5	12.4	7.1	5.6	3.0	26.1	9.1	7.7	2.63	3.19	
Arkansas	1,042,696	1,147,084	49.5	18.9	13.4	7.7	4.7	2.4	27.1	10.1	5.3	2.47	3.00	
California	11,502,870	12,577,498	49.4	23.4	13.3	6.8	6.0	2.8	23.3	8.1	8.0	2.90	3.45	
Colorado	1,658,238	1,972,868	49.2	21.4	10.1	6.0	4.6	2.5	27.9	7.8	8.1	2.49	3.08	
Connecticut	1,301,670	1,371,087	49.0	20.9	12.9	7.1	4.4	1.9	27.3	10.6	6.5	2.52	3.08	
Delaware	298,736	342,297	48.3	18.3	14.2	7.6	5.0	2.4	25.6	9.7	7.0	2.55	3.06	
District of Columbia	248,338	266,707	22.0	7.9	16.4	7.9	3.9	1.3	44.0	9.7	13.7	2.11	3.01	
Florida	6,337,929	7,420,802	46.6	16.6	13.5	7.1	5.0	2.3	27.2	11.1	7.6	2.48	3.01	
Georgia	3,006,369	3,585,584	47.8	21.1	15.8	8.9	4.9	2.2	25.4	7.5	6.1	2.63	3.17	
Hawaii	403,240	455,338	50.5	20.1	12.6	5.2	5.8	2.4	23.3	8.1	7.7	2.89	3.42	
Idaho	469,645	579,408	55.3	24.0	9.6	5.9	4.7	2.8	23.8	8.8	6.6	2.66	3.16	
Illinois	4,591,779	4,836,972	48.2	21.0	12.9	6.9	4.7	2.2	27.8	9.7	6.4	2.59	3.20	
Indiana	2,336,306	2,502,154	49.6	19.9	12.4	7.3	4.9	2.6	26.9	9.5	6.2	2.52	3.05	
Iowa	1,149,276	1,221,576	51.2	20.0	9.3	5.9	4.2	2.5	28.4	11.1	6.9	2.41	2.97	
Kansas	1,037,891	1,112,096	51.1	21.3	10.4	6.5	4.5	2.6	27.8	9.9	6.2	2.49	3.06	
Kentucky	1,590,647	1,719,965	49.3	19.1	12.7	7.1	4.8	2.4	27.5	9.8	5.6	2.45	2.98	
Louisiana	1,656,053	1,728,360	44.4	17.6	17.2	9.3	5.5	2.6	26.9	8.9	6.0	2.55	3.10	
Maine	518,200	557,219	48.5	16.7	10.0	6.0	4.5	2.7	28.6	11.3	8.4	2.32	2.83	
Maryland	1,980,859	2,156,411	47.6	20.4	14.6	7.6	4.8	2.2	26.1	8.7	6.8	2.61	3.15	
Massachusetts	2,443,580	2,547,075	46.3	19.7	12.5	6.8	4.2	1.8	28.7	10.6	8.3	2.48	3.08	
Michigan	3,785,661	3,872,508	48.0	18.9	13.2	7.3	4.8	2.4	27.9	10.2	6.2	2.49	3.05	
Minnesota	1,895,127	2,087,227	50.8	21.2	9.5	5.9	4.3	2.3	28.0	9.7	7.4	2.48	3.05	
Mississippi	1,046,434	1,115,768	45.4	17.8	18.5	10.0	5.2	2.4	26.3	9.5	4.6	2.58	3.11	
Missouri	2,194,594	2,375,611	48.4	18.9	12.3	7.1	4.6	2.5	28.3	10.1	6.4	2.45	3.00	
Montana	358,667	409,607	49.2	17.8	9.0	5.4	4.5	2.6	29.7	10.7	7.5	2.35	2.91	
Nebraska	666,184	721,130	50.8	21.2	9.8	6.2	4.2	2.3	28.7	10.4	6.5	2.46	3.04	
Nevada	751,165	1,006,250	46.0	19.6	12.7	7.0	6.6	3.3	25.7	7.9	9.1	2.65	3.20	
New Hampshire	474,606	518,973	52.1	20.4	9.7	5.7	4.5	2.5	25.6	9.2	8.0	2.46	2.96	
New Jersey	3,064,645	3,214,360	51.1	23.3	13.3	6.6	4.8	2.0	25.2	10.1	5.5	2.68	3.22	
New Mexico	677,971	791,395	45.3	17.9	14.0	7.8	6.2	3.4	28.0	9.3	6.5	2.55	3.13	
New York	7,056,860	7,317,755	43.6	18.7	14.9	7.5	5.0	2.1	29.1	10.5	7.3	2.57	3.20	
North Carolina	3,132,013	3,745,155	48.4	19.6	13.7	7.8	4.6	2.3	27.0	9.1	6.3	2.48	3.01	
North Dakota	257,152	281,192	48.6	18.6	8.2	5.2	4.1	2.2	31.5	11.0	7.7	2.30	2.91	
Ohio	4,445,773	4,603,435	47.2	18.2	13.1	7.5	4.7	2.4	28.9	10.4	6.2	2.44	3.01	
Oklahoma	1,342,293	1,460,450	49.5	19.7	12.3	7.0	5.0	2.7	27.5	9.9	5.8	2.49	3.04	
Oregon	1,333,723	1,518,938	48.3	18.7	10.5	6.1	4.7	2.5	27.4	9.7	9.1	2.47	3.00	
Pennsylvania	4,777,003	5,018,904	48.2	18.3	12.2	6.5	4.6	2.2	28.6	11.4	6.5	2.45	3.02	
Rhode Island	408,424	413,600	44.5	17.6	13.5	7.7	4.8	2.2	29.6	11.3	7.6	2.44	3.04	
South Carolina	1,533,854	1,801,181	47.2	17.7	15.6	8.4	4.7	2.2	26.5	9.2	5.9	2.49	3.01	
South Dakota	290,245	322,282	50.1	19.7	9.7	6.2	4.4	2.6	29.4	10.9	6.4	2.42	3.00	
Tennessee	2,232,905	2,493,552	48.7	18.7	13.9	7.5	4.8	2.3	26.9	9.4	5.7	2.48	3.01	
Texas	7,393,354	8,922,933	50.6	23.7	14.1	8.0	5.2	2.5	24.2	7.2	5.9	2.75	3.31	
Utah	701,281	877,692	61.0	31.7	9.7	5.5	4.4	2.2	18.7	6.4	6.1	3.10	3.56	
Vermont	240,634	256,442	48.5	17.6	9.6	6.0	4.4	2.6	28.2	10.3	9.3	2.34	2.85	
Virginia	2,699,173	3,056,058	50.2	21.1	12.4	6.7	4.4	2.0	26.0	8.5	7.0	2.54	3.06	
Washington	2,271,398	2,620,076	49.2	20.4	10.5	6.2	4.7	2.5	27.2	8.7	8.4	2.51	3.06	
West Virginia	736,481	763,831	49.8	17.0	11.2	5.7	4.8	2.3	28.4	11.6	5.8	2.36	2.88	
Wisconsin	2,084,544	2,279,768	49.6	19.4	10.3	6.4	4.5	2.5	28.2	10.2	7.4	2.43	2.99	
Wyoming	193,608	226,879	50.9	19.6	8.9	5.6	4.8	2.8	28.0	8.8	7.4	2.42	2.96	
Puerto Rico	1,261,325	1,376,531	45.0	18.2	22.6	10.9	5.5	2.2	23.8	9.5	3.1	2.68	3.17	

¹ No spouse present in household.

Sources: U.S. Census Bureau, *Census 2000 Summary File 1* and *2010 Census Summary File 1*.

Table 5.

Top Ten Places of 100,000 or More Population With the Highest Percentage of One-Person Households: 2010

(For information on confidentiality protection, nonsampling errors, and definitions, see www.census.gov/prod/cen2010/doc/sf1.pdf)

Place ¹	Total households	One-person households			
		Number	Percent of total	With householder 65 years and over	
				Number	Percent of one-person households
Atlanta city, Georgia	185,142	81,555	44.0	15,832	19.4
Washington city, District of Columbia	266,707	117,431	44.0	25,913	22.1
Cincinnati city, Ohio	133,420	57,941	43.4	13,230	22.8
Alexandria city, Virginia	68,082	29,564	43.4	4,882	16.5
St. Louis city, Missouri	142,057	60,468	42.6	14,424	23.9
Pittsburgh city, Pennsylvania	136,217	56,823	41.7	16,469	29.0
Arlington CDP, Virginia	98,050	40,516	41.3	6,523	16.1
Seattle city, Washington	283,510	117,054	41.3	24,611	21.0
Cambridge city, Massachusetts	44,032	17,933	40.7	4,242	23.7
Denver city, Colorado	263,107	106,828	40.6	23,686	22.2

¹ The 2010 Census showed 282 places in the United States with 100,000 or more population. They included 273 incorporated places (including 5 city-county consolidations) and 9 census designated places (CDPs) that were not legally incorporated.

Source: U.S. Census Bureau, *2010 Census Summary File 1*.

maintained only 22 percent of households in the District of Columbia. Regional patterns in the proportion of husband-wife households show that the highest percentage was in the West (50 percent) while the lowest percentage was in the Northeast (47 percent).

Over a quarter of households were one-person households.

In 2010, 31.2 million households consisted of one person living alone.¹² This represents a 4.0 million increase in one-person households since 2000. Although this increase from 2000 to 2010 was smaller than the growth experienced between 1990 and 2000 (4.6 million), the proportion of one-person households grew slightly from 26 percent in 2000 to 27 percent in 2010. About one-third of

¹² One-person households are a subset of nonfamily households. In one-person households the householder lives alone.

all one-person households in 2010 had householders who were 65 years and over, compared with 22 percent of all householders (Table 1).

Table 5 shows the top ten places with the highest proportion of one-person households and the percentage of these households maintained by a person 65 and older. In 2010, one-person households were the most common form of household type in Atlanta, Georgia, and Washington, DC (both 44 percent), followed by St. Louis, Missouri; Cincinnati, Ohio; and Alexandria, Virginia, with 43 percent. People over the age of 65 occupied less than 20 percent of one-person households in Atlanta; Arlington, Virginia; and Alexandria. These areas may represent cities inhabited by younger adults who may move in search of job opportunities.

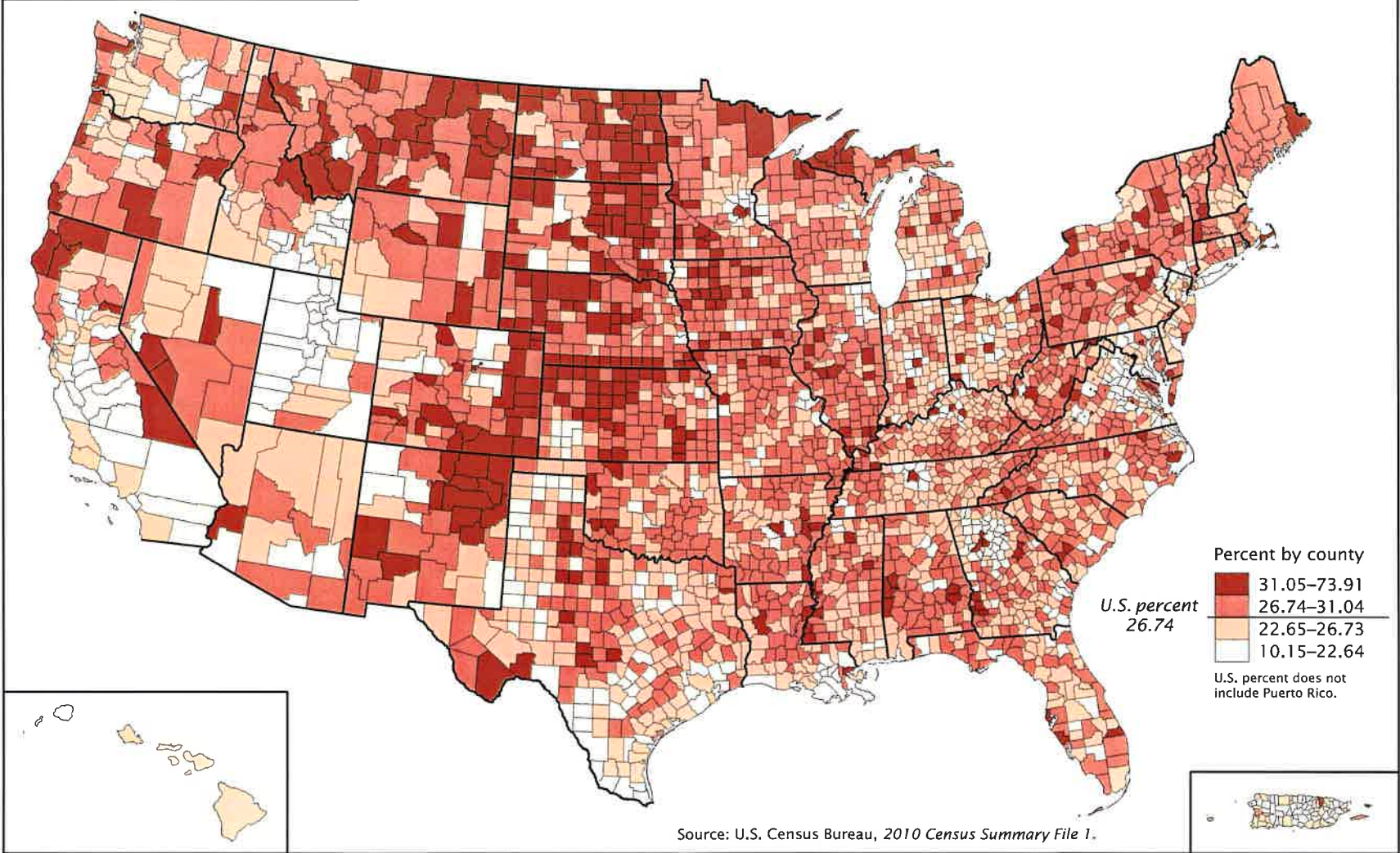
Figures 3a, 3b, and 3c are maps showing the percentage of one-person households and their geographical concentration at the county level.¹³ Figure 3a shows a high percentage of one-person households concentrated along the upper and central Midwest extending down into northeastern New Mexico. Figure 3b shows a much smaller proportion of Midwestern counties with high concentrations of persons living alone for those aged 15 to 64 years. Figure 3c specifically examines one-person households composed of individuals 65 years and older. It shows that the high percentages noted in Figure 3a in the Midwest are the result of the elderly living alone, perhaps staying in or not moving far from homes or towns where

¹³ A reference to state includes states and their statistically equivalent entities. A reference to county includes counties and their statistically equivalent entities.



Figure 3a.
Households With Person Living Alone, All Ages: 2010

For information on confidentiality protection, nonsampling error, and definitions, see www.census.gov/prod/cen2010/doc/sf1.pdf.



Percent by county

	31.05–73.91
	26.74–31.04
	22.65–26.73
	10.15–22.64

U.S. percent
26.74

U.S. percent does not include Puerto Rico.

Source: U.S. Census Bureau, 2010 Census Summary File 1.

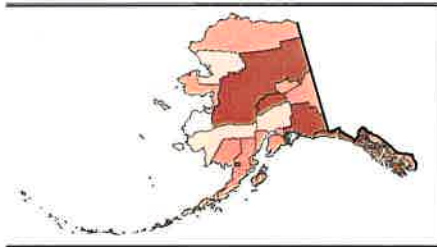
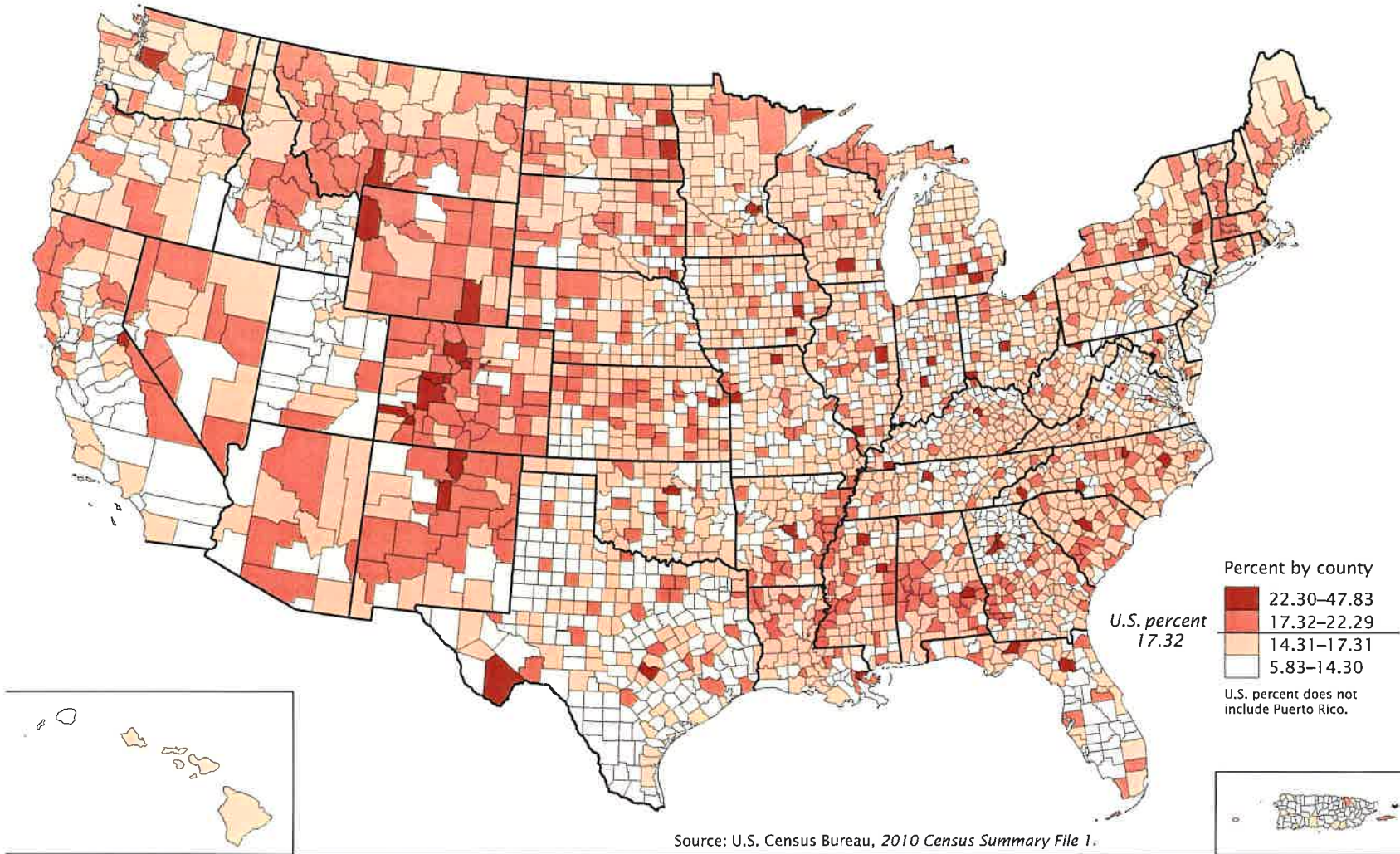


Figure 3b.
Households With Person Living Alone, Ages 15 to 64: 2010

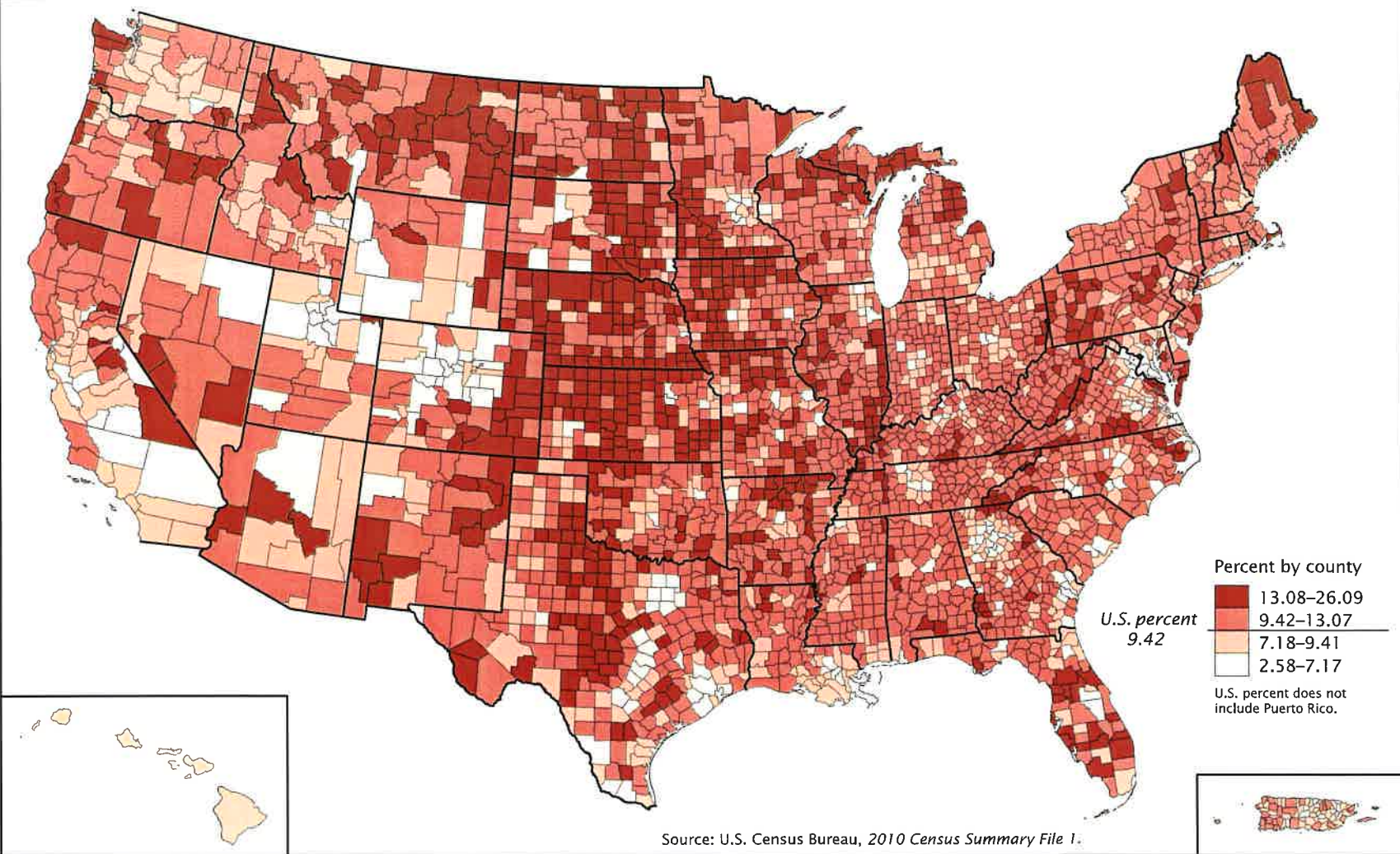
For information on confidentiality protection, nonsampling error, and definitions, see www.census.gov/prod/cen2010/doc/sf1.pdf.



Source: U.S. Census Bureau, 2010 Census Summary File 1.



Figure 3c.
Households With Person Living Alone, Ages 65 and Older: 2010
For information on confidentiality protection, nonsampling error, and definitions,
see www.census.gov/prod/cen2010/doc/sf1.pdf.



Source: U.S. Census Bureau, 2010 Census Summary File 1.

they were born.¹⁴ Note that in Alaska the reverse is true: relatively high numbers of counties with younger people living alone and very low concentrations of people 65 years and over living alone. This may result from the presence of industries—such as mining and logging—that attract younger people.

Unmarried partner households increased from 2000 to 2010.

The unmarried partner category identifies people with a close and personal relationship to the householder that goes beyond sharing household expenses. Two people may live together as an unmarried couple for a variety of reasons. For young men and women, the arrangement may represent a transitory or trial relationship, while for others it may be a precursor to an eventual marriage. For older couples that have been formerly married, it could represent an alternative lifestyle to the one they previously experienced, especially if they do not anticipate any future childbearing or childrearing activities. Unmarried partners can be either opposite-sex couple households or same-sex couple households.

There were 4.9 million opposite-sex unmarried partner households in 2000, increasing to 6.8 million by 2010 (Table 2). Opposite-sex unmarried partner households accounted for 4.6 percent of all households in 2000, while in 2010 they accounted for 5.9 percent of all households. State-level data in Table 6 show that Maine had the highest percentage of opposite-sex unmarried partner households

¹⁴ Data from the 2010 American Community Survey indicated that the Midwest region had the highest proportion of people living in the state where they were born. See Ping Ren, "Lifetime Mobility in the United States: 2010," *American Community Survey Briefs*, ACSBR/10-07 (November 2011), <www.census.gov/prod/2011pubs/acsbr10-07.pdf>.

(8.4 percent), followed by Vermont (8.1 percent). The only states with less than 5 percent of households reporting as opposite-sex unmarried partner households were Utah and Alabama (3.9 percent and 4.1 percent, respectively). Puerto Rico recorded 5.9 percent of its households as opposite-sex unmarried partner households.

Using the preferred set of estimates for measuring same-sex unmarried partner households shows there were 358,000 same-sex unmarried partner households in 2000, increasing to 646,000 in the 2010 Census (Table 2). In 2000, same-sex unmarried partner households accounted for 0.3 percent of all households, doubling in proportion to 0.6 percent of all households in 2010. Regionally, same-sex unmarried partner households were most common in the West (0.7 percent) and least common in the Midwest (0.4 percent). Of all areas, Washington, DC, had the highest percentage of same-sex unmarried partner households (1.8 percent). Among the states, proportions of 0.8 percent were found only on the east coast (Delaware, Massachusetts, and Vermont) and the west coast (California and Oregon). North Dakota and South Dakota had the lowest percentages (0.2 percent). Puerto Rico reported only 0.3 percent of all households were same-sex partner households.

Multigenerational families numbered 5.1 million in 2010.

A topic of growing interest is that of multigenerational families—family households consisting of three or more generations of relatives, such as a householder living with his or her children and

grandchildren.¹⁵ Multigenerational households may be more likely to reside in areas where new immigrants live with their relatives, in areas where housing shortages or high costs force families to double up their living arrangements, or in areas that have relatively high percentages of children born to unmarried mothers and where unmarried mothers live with their children in their parents' homes.

In 2000, there were 3.9 million multigenerational households; that number increased to 5.1 million in 2010.¹⁶ In 2000, multigenerational households made up 3.7 percent of all households, while in 2010 they made up 4.4 percent of all households. Hawaii had the highest percentage of multigenerational households, which accounted for 8.8 percent of all households in that state. Other states exceeding 5 percent in 2010 tended to be in the West and in the South, including California (6.7 percent), Georgia (5.1 percent), Louisiana (5.2 percent), Maryland (5.1 percent), Mississippi (5.7 percent), Nevada (5.1 percent), and Texas (5.8 percent). The state with the smallest percentage of multigenerational households was North Dakota (1.4 percent), which was also the state with the highest proportion of

¹⁵ The numbers in this report only identify three types of commonly encountered multigenerational households: (1) householder-child-grandchild, (2) parent/parent-in-law of householder-householder-child, and (3) parent/parent-in-law of householder-householder-child-grandchild. These numbers, then, represent a subset of all possible multigenerational households but were the most common combinations; they made up 98.1 percent of all households in 2000 with three or more generations of relatives. See Frank Hobbs, "Examining American Household Composition: 1990 and 2000," *Census 2000 Special Reports*, CENSR-24 (August 2005), Table 7, <www.census.gov/prod/2005pubs/censr-24.pdf>.

¹⁶ The data in this section referring to numbers for 2000 are from Tavia Simmons and Grace O'Neill, "Households and Families: 2000," *Census 2000 Briefs*, C2KBR/01-8 (September 2001). The data for 2010 are from the U.S. Census Bureau, *Census 2010 Summary File 1*.

Table 6.
Household Indicators for the United States, Regions, and States, and for Puerto Rico: 2010
 (For information on confidentiality protection, nonsampling errors, and definitions, see www.census.gov/prod/cen2010/doc/sf1.pdf)

Area	Percent of all households						
	Unmarried partner households			Multi-generational households	Presence of nonrelatives in the household	With individuals under 18 years	With individuals 65 years and over
	Opposite-sex partners	Same-sex partners					
		Summary File 1 counts ¹	Preferred estimates ²				
United States	5.9	0.8	0.6	4.4	12.1	33.4	24.9
REGION							
Northeast	5.9	0.8	0.6	4.1	11.9	31.5	26.7
Midwest	6.0	0.6	0.4	3.2	11.2	32.0	24.5
South	5.4	0.8	0.5	4.7	11.4	34.0	24.8
West	6.3	0.9	0.7	5.3	14.5	35.4	24.2
STATE							
Alabama	4.1	0.6	0.3	4.4	8.8	33.1	25.5
Alaska	7.8	0.7	0.5	3.7	15.1	36.4	16.0
Arizona	6.9	0.9	0.7	4.9	13.9	33.6	26.4
Arkansas	5.1	0.6	0.4	3.8	9.8	33.0	26.2
California	6.2	1.0	0.8	6.7	15.3	37.5	24.7
Colorado	5.6	0.8	0.6	3.2	12.6	32.7	20.2
Connecticut	5.8	0.8	0.6	3.7	11.2	32.7	26.5
Delaware	6.4	1.0	0.8	4.7	12.8	32.5	27.0
District of Columbia	5.8	1.9	1.8	3.9	18.3	20.7	20.4
Florida	6.5	0.9	0.7	4.6	13.4	29.8	31.4
Georgia	5.1	0.8	0.6	5.1	11.4	36.8	21.2
Hawaii	6.3	0.9	0.7	8.8	15.5	34.3	30.3
Idaho	5.7	0.6	0.4	3.0	11.6	35.7	23.9
Illinois	5.7	0.7	0.5	4.4	11.1	33.5	24.2
Indiana	6.3	0.7	0.4	3.4	11.3	33.3	23.9
Iowa	6.2	0.5	0.3	2.0	11.2	30.6	25.5
Kansas	5.3	0.6	0.4	2.8	10.6	33.2	23.7
Kentucky	5.7	0.7	0.4	3.5	10.3	32.6	24.4
Louisiana	6.1	0.7	0.5	5.2	11.4	34.7	23.7
Maine	8.4	1.0	0.7	2.2	13.9	27.8	27.1
Maryland	5.6	0.8	0.6	5.1	12.6	34.3	23.9
Massachusetts	6.0	1.0	0.8	3.5	12.8	30.8	25.6
Michigan	5.8	0.6	0.4	3.4	10.9	31.6	25.4
Minnesota	6.2	0.7	0.5	2.2	11.9	31.6	22.8
Mississippi	5.1	0.6	0.3	5.7	9.7	35.8	25.1
Missouri	6.1	0.6	0.4	3.2	11.1	31.8	25.0
Montana	6.1	0.6	0.3	2.3	11.8	28.4	25.6
Nebraska	5.5	0.5	0.3	2.2	10.8	32.0	23.9
Nevada	7.7	0.9	0.7	5.1	16.4	33.9	24.0
New Hampshire	7.4	0.9	0.6	2.8	13.1	31.0	24.4
New Jersey	5.2	0.8	0.5	5.0	10.5	35.0	26.9
New Mexico	7.3	1.0	0.7	5.0	12.8	33.7	25.3
New York	5.9	0.9	0.7	4.6	12.7	31.7	26.3
North Carolina	5.2	0.7	0.5	3.8	10.9	33.3	23.9
North Dakota	6.0	0.4	0.2	1.4	11.4	27.9	23.9
Ohio	6.1	0.6	0.4	3.2	10.9	31.3	25.3
Oklahoma	5.3	0.7	0.4	3.7	10.6	33.3	25.0
Oregon	7.1	1.0	0.8	3.0	14.9	30.1	25.3
Pennsylvania	6.0	0.7	0.4	3.5	10.9	29.9	27.9
Rhode Island	6.7	0.9	0.7	3.8	12.7	30.1	26.6
South Carolina	5.3	0.6	0.4	4.6	10.8	32.8	25.5
South Dakota	6.1	0.4	0.2	2.2	10.9	31.1	24.9
Tennessee	5.2	0.7	0.4	4.2	10.4	32.6	24.9
Texas	5.2	0.8	0.5	5.8	11.1	38.9	21.2
Utah	3.9	0.7	0.4	4.6	11.1	43.3	20.0
Vermont	8.1	1.1	0.8	1.9	14.8	28.3	25.4
Virginia	5.0	0.7	0.5	4.0	11.8	33.4	23.3
Washington	6.7	0.9	0.7	3.2	14.1	31.9	22.8
West Virginia	6.0	0.7	0.4	3.2	10.4	28.6	28.5
Wisconsin	6.7	0.6	0.4	2.2	11.8	30.6	24.0
Wyoming	6.6	0.5	0.3	2.4	12.3	30.9	22.0
Puerto Rico	5.9	0.5	0.3	6.6	8.3	37.0	29.6

¹ Summary File 1 counts in this table are consistent with Summary File 1 counts shown in the American FactFinder.

² Preferred estimates remove likely numbers of opposite-sex couples included in same-sex tabulations.

Source: U.S. Census Bureau, 2010 Census Summary File 1.

one-person households (31.5 percent, Table 4). Puerto Rico recorded 6.6 percent of households as multi-generational households.

Thirty-three percent of households included people under 18 years, and 25 percent included people 65 years and over.

There were 38 million households in 2000 with individuals under the age of 18, representing 36 percent of all households.¹⁷ By 2010, this number slightly increased to 39 million households, but the proportion of these households declined to 33 percent. Utah, in 2010, had the highest percentage of households with individuals under the age of 18 years, accounting for 43 percent of all households in Utah. States with less than 28 percent of households with individuals under the age of 18 years were Maine and North Dakota, while the District of Columbia recorded 21 percent.

In 2000, 25 million households had individuals aged 65 years and over, which amounted to 23 percent of all households. In 2010, the number of households with people aged 65 and over increased to 29 million, which accounted for 25 percent of households. Only two states had a person aged 65 years and over living in at least 30 percent of the state's households: Florida (31 percent) and Hawaii (30 percent). These areas probably reflect popular retirement destinations. Alaska and Utah had the lowest percentages of households with a person 65 years and over (16 percent and 20 percent, respectively).

Interracial couples were most prevalent in the West.

In 2010, almost 7 percent of married couple households included a householder and spouse of different races (Table 7).¹⁸ Four to 6 percent of married couples in the Midwest, the Northeast, and the South consisted of spouses of different races, compared with 11 percent in the West. Hawaii had the highest proportion (37 percent), followed by Oklahoma and Alaska (both about 17 percent). Because these states have high proportions of native populations (for example, Native Hawaiian and Other Pacific Islanders, and American Indian and Alaska Natives, respectively), these states may have greater potential for the likelihood of interracial marriage.

Unmarried partner households consistently had higher percentages of partners of different races than do married couple households at national and regional levels and for individual states.¹⁹ Nationally, the percentage for both opposite-sex and same-sex couples was 14 percent.²⁰ For opposite-sex unmarried partner households, the

highest percentage of mixed-race partnerships was in the West (21 percent) while the lowest was in the Midwest (11 percent). Over half (56 percent) of these households in Hawaii had partners of different races, followed by Alaska and Oklahoma (28 percent each).

Regional patterns and levels for same-sex unmarried partner households were similar to those for opposite-sex unmarried partner households. Again, as with opposite-sex unmarried partners, same-sex unmarried partners had the highest percentage of mixed-race partnerships in the West (21 percent) while the lowest was in the Midwest (11 percent). Fifty percent of same-sex unmarried partner households in Hawaii had partners of different races, followed by California, Oklahoma, and Alaska (23 percent each).

Four percent of married couple households had one Hispanic partner and one non-Hispanic partner.

Nationally, 4.3 percent of married couples had partners where one is Hispanic and the other is not of Hispanic origin, compared with 8.2 percent of opposite-sex unmarried partners and 10.4 percent of same-sex unmarried partners (Table 7). Similar to the geographic pattern noted for interracial partners, the highest percentages of Hispanic/non-Hispanic partner households for all three types of households were in the West. New Mexico had twice the national average of the proportion of households having only one Hispanic partner for each household type. West Virginia had the lowest proportions for both opposite-sex married and unmarried partners (0.9 percent and 1.7 percent, respectively), while Mississippi had the lowest

¹⁸ The seven race groups used in this report were White alone; Black or African American alone, American Indian and Alaska Native alone, Asian alone, Native Hawaiian and Other Pacific Islander alone; Some other race alone; and Two or more races. If either spouse or partner was not in the same single race as the other spouse or partner, or if at least one spouse or partner was in a multiple-race group, then the couple was classified as an interracial couple.

¹⁹ Since unmarried partner relationships are often short-term or trial relationships, the partners may be less likely to choose partners with the same characteristics, such as race or ethnicity, as do married couples. See Robert Schoen and Robin M. Weinick, "Partner Choice in Marriage and Cohabitations," *Journal of Marriage and Family*, Vol. 55, No. 2 (1993), pp. 408-414.

²⁰ Data in this section refer to same-sex households using preferred estimates. About 85 percent of the 255,000 misclassified same-sex households in the Summary File 1 counts are estimated to be married opposite-sex households (O'Connell and Feliz, op. cit., Appendix Table 6b).

¹⁷ See Simmons and O'Neill, op. cit. The data for 2010 are from the U.S. Census Bureau, *Census 2010 Summary File 1*.

Table 7.

Percent of Households With Partners of a Different Race or Hispanic Origin for the United States, Regions, and States, and for Puerto Rico: 2010

(For information on confidentiality protection, nonsampling errors, and definitions, see www.census.gov/prod/cen2010/doc/sf1.pdf)

Area	Householders with partner of a different race				Householders with partner of a different Hispanic origin				Householders with partner of a different race or origin			
	Husband-wife	Unmarried partner households			Husband-wife	Unmarried partner households			Husband-wife	Unmarried partner households		
		Opposite-sex partners	Same-sex partners			Opposite-sex partners	Same-sex partners			Opposite-sex partners	Same-sex partners	
			Summary File 1 counts ¹	Preferred estimates ²			Summary File 1 counts ¹	Preferred estimates ²			Summary File 1 counts ¹	Preferred estimates ²
United States	6.9	14.2	12.6	14.5	4.3	8.2	8.8	10.4	9.5	18.3	17.7	20.6
REGION												
Northeast	5.3	12.3	11.0	12.8	3.2	7.1	7.3	8.7	7.5	16.0	15.4	18.1
Midwest	4.4	11.1	9.4	11.1	2.4	5.4	5.1	6.1	6.0	13.9	12.4	14.7
South	6.2	12.7	10.5	12.1	3.9	7.2	7.6	9.2	8.8	16.5	15.3	18.1
West	11.6	20.9	19.1	20.9	7.5	13.4	13.9	15.6	15.9	26.8	26.4	29.2
STATE												
Alabama	3.9	9.3	6.6	7.8	1.4	2.8	2.3	2.8	4.8	10.5	8.0	9.4
Alaska	17.1	28.4	22.2	22.9	4.8	6.8	7.8	9.0	19.7	31.3	26.1	27.8
Arizona	9.3	18.0	15.2	16.7	8.3	15.1	14.4	16.3	14.3	25.2	23.1	25.8
Arkansas	4.7	11.0	8.6	10.3	2.0	4.0	3.0	3.5	5.9	12.7	10.3	12.2
California	12.8	22.6	21.3	23.4	8.6	14.9	16.1	17.9	17.6	28.9	29.8	32.9
Colorado	8.8	16.1	14.2	15.2	7.7	13.6	13.5	14.8	13.5	23.2	21.7	23.6
Connecticut	5.5	13.8	10.1	11.5	3.7	9.2	7.3	8.7	8.0	18.2	14.6	16.9
Delaware	5.7	13.3	9.6	10.6	2.7	6.1	4.5	4.7	7.3	16.2	12.2	13.4
District of Columbia	10.6	13.8	18.7	19.1	5.1	6.4	12.1	12.7	14.1	17.6	26.8	27.6
Florida	6.5	12.7	10.2	11.3	5.9	10.0	11.0	12.7	10.9	18.8	18.2	20.6
Georgia	5.2	11.0	9.3	11.0	2.7	4.7	5.2	6.2	6.8	13.2	12.6	14.8
Hawaii	37.2	56.4	47.2	49.7	7.6	14.2	11.8	12.6	39.2	58.9	50.1	52.9
Idaho	6.1	12.3	9.3	10.6	4.2	9.0	7.2	8.6	8.6	16.7	13.0	15.1
Illinois	5.2	11.7	11.7	13.8	3.6	7.5	8.2	9.9	7.6	15.6	16.5	19.7
Indiana	4.0	10.2	8.4	9.8	2.3	4.8	4.0	4.4	5.4	12.5	10.5	12.3
Iowa	3.1	9.6	7.1	8.6	1.8	4.7	4.0	5.0	4.2	12.1	9.4	11.5
Kansas	6.4	15.6	11.3	12.9	3.9	8.7	6.7	8.1	8.8	19.9	15.0	17.6
Kentucky	3.3	9.5	7.0	8.4	1.3	2.9	2.3	2.8	4.1	10.8	8.3	10.0
Louisiana	4.3	9.4	7.8	9.0	2.6	3.8	4.6	5.5	6.1	11.4	10.8	12.7
Maine	3.2	6.5	5.2	5.6	1.1	2.0	2.3	2.9	4.0	7.7	6.7	7.4
Maryland	6.9	12.8	12.3	14.0	2.9	4.5	5.3	6.1	8.8	15.1	15.6	17.8
Massachusetts	5.4	12.3	9.9	11.1	2.4	6.5	5.9	6.8	7.0	15.6	13.6	15.4
Michigan	4.7	11.2	8.9	10.5	2.5	5.5	4.3	5.2	6.3	14.3	11.5	13.6
Minnesota	4.4	12.4	10.2	11.7	1.8	4.4	4.3	5.2	5.5	14.6	12.4	14.5
Mississippi	2.9	7.1	5.3	7.3	1.3	2.2	1.8	2.4	3.7	8.1	6.3	8.5
Missouri	4.5	10.4	9.0	10.6	2.1	4.0	4.4	5.4	5.8	12.5	11.6	13.8
Montana	6.1	11.7	11.0	11.8	2.7	5.4	4.7	5.0	7.8	14.8	13.5	14.2
Nebraska	4.4	12.7	9.5	11.1	2.8	7.3	6.0	6.6	6.0	16.1	12.9	14.9
Nevada	13.3	23.6	20.5	22.4	7.9	13.9	14.1	15.8	17.6	29.5	27.4	30.2
New Hampshire	3.6	6.7	5.7	6.5	1.7	3.4	3.4	4.0	4.7	8.6	8.0	9.2
New Jersey	6.2	14.5	11.6	13.5	4.5	10.0	9.1	10.9	9.3	19.8	17.2	20.3
New Mexico	11.1	19.7	17.2	18.8	13.2	20.2	19.4	21.8	19.4	29.7	28.2	31.3
New York	6.6	14.3	13.7	15.9	4.1	8.5	9.7	11.3	9.3	18.7	19.6	22.7
North Carolina	5.2	12.4	9.1	10.5	2.4	4.6	3.9	4.6	6.6	14.4	11.2	13.1
North Dakota	3.8	10.8	9.6	12.3	1.3	3.6	3.6	4.8	4.6	12.7	11.2	14.8
Ohio	3.8	10.4	8.3	9.7	1.7	3.9	3.5	4.2	4.9	12.4	10.4	12.2
Oklahoma	17.2	28.5	21.1	23.1	3.6	7.6	5.4	6.5	19.1	31.4	23.7	26.2
Oregon	8.8	15.7	13.4	14.2	4.4	8.4	8.2	9.0	11.4	19.8	18.2	19.5
Pennsylvania	3.5	9.9	8.3	10.2	1.9	4.8	4.5	5.7	4.7	12.3	10.9	13.5
Rhode Island	5.7	14.1	10.9	11.8	2.5	6.9	4.7	5.1	7.1	17.1	13.4	14.5
South Carolina	4.1	10.5	7.4	9.2	2.0	3.6	3.1	3.8	5.3	12.2	9.2	11.4
South Dakota	4.3	12.8	9.1	12.6	1.5	4.0	3.2	4.1	5.2	14.6	10.7	14.4
Tennessee	3.8	9.9	7.4	8.6	1.7	3.4	3.2	3.7	4.9	11.5	9.2	10.8
Texas	7.6	15.2	12.8	14.8	7.1	13.3	13.8	16.8	12.2	22.0	21.2	25.2
Utah	6.5	15.4	10.8	12.2	5.0	11.6	9.7	11.4	9.4	20.9	16.0	18.3
Vermont	3.3	5.8	6.1	6.7	1.3	2.2	3.2	3.6	4.3	7.1	8.1	9.0
Virginia	7.2	14.3	11.7	13.4	3.2	5.4	5.6	6.6	9.2	16.9	15.1	17.6
Washington	10.9	19.6	17.0	18.5	4.4	8.5	8.3	9.3	13.4	23.4	21.3	23.3
West Virginia	2.6	7.2	5.4	7.3	0.9	1.7	1.8	2.7	3.2	8.1	6.5	9.1
Wisconsin	3.8	10.6	8.6	10.3	2.1	5.4	5.2	6.3	5.1	13.3	11.6	14.1
Wyoming	5.8	11.0	9.9	12.0	5.1	10.3	7.3	9.0	8.9	16.5	14.2	17.2
Puerto Rico	15.7	20.8	19.7	22.1	1.4	1.5	2.1	2.8	16.7	21.8	21.2	24.0

¹ Summary File 1 counts in this table are consistent with Summary File 1 counts shown in the American FactFinder.

² Preferred estimates remove likely numbers of opposite-sex couples included in same-sex tabulations.

Source: U.S. Census Bureau, 2010 Census Summary File 1.

proportion for same-sex unmarried partners (2.4 percent). This, of course, reflects the below-national proportions of people in these states who are Hispanic or Latino.²¹

Figures 4a, 4b, and 4c summarize state variations in coupled households with partners of either a different race or Hispanic origin for the three types of coupled households.²² The maps show the state variations within each type of coupled household, the similarity in these geographical variations among the types of households, and the differences in the levels of these proportions.

Overall, 10 percent of opposite-sex married couples had partners of a different race or Hispanic origin. States with higher percentages of couples of a different race or Hispanic origin were primarily located in the western and southwestern parts of the country. These areas tend to have a high Hispanic population. Hawaii had the highest percentage of spouses of a different race or Hispanic origin (39 percent). Alaska, New Mexico, and Oklahoma also had about 19 percent of opposite-sex married couples where the partner is of a different race or Hispanic origin than the householder. This reflects the high proportion of American Indian and Alaska Native alone population in Alaska and Oklahoma and the high proportion of Hispanics or Latinos in New Mexico. Another interesting pattern of relatively low percentages (less than 5 percent) emerges in a range of states extending from the Gulf Coast states of Mississippi and Alabama through Appalachia to Ohio and Pennsylvania, and

²¹ Sharon R. Ennis, Merarys Rios-Vargas, and Nora Albert, "The Hispanic Population: 2010," *2010 Census Briefs*, C2010BR-04 (May 2011), Table 2.

²² A reference to state includes states and their statistically equivalent entities. A reference to county includes counties and their statistically equivalent entities.

another cluster emerges among the New England states of Maine, New Hampshire, and Vermont. States in the South had a history of interracial marriage laws that prohibited marriage between Whites and Blacks. These laws were not repealed until 1967 in the Supreme Court decision of *Loving v. Virginia*.²³ The low proportions noted in the New England states likely reflect the small proportions of the population in those states that are either Black or Hispanic (1 percent to 2 percent).²⁴

Although opposite-sex unmarried couples were approximately twice as likely to have partners of a different race or Hispanic origin (18 percent) as opposite-sex married couples (10 percent), they have a similar pattern of state percentages. Figure 4b shows that the states with the highest percentages of opposite-sex unmarried partners of a different race or Hispanic origin were in the western and southwestern United States, including Hawaii and Alaska.²⁵ Diverse populations in terms of both racial and ethnic origins characterize these areas. Along with the areas mentioned earlier, above-average percentages of couples of different racial and ethnic origins were noted in Kansas, Oklahoma, and Texas in the West Central part of the United States, Florida in the South, and New Jersey and New York in the Northeast.

²³ Alabama did not officially remove language prohibiting interracial marriage from its state constitution until 2000. "Alabama removes ban on interracial marriage," *USA Today*, November 7, 2000.

²⁴ See Ennis, Rios-Vargas, and Albert, op. cit., Table 2, and Sonya Rastogi, Tallese D. Johnson, Elizabeth M. Hoeffel, and Malcom P. Drewery, Jr., "The Black Population: 2010," *2010 Census Briefs*, C2010BR-06 (September 2011), Table 5.

²⁵ The correlation between the percentages of partners of a different race and Hispanic origin between opposite-sex married and unmarried couples for the 50 states and the District of Columbia is 0.980.

The final map (Figure 4c) shows that same-sex unmarried partners with a partner of a different race or Hispanic origin were about 2 percentage points higher than for opposite-sex unmarried partners. However, both household types had similar geographical patterns.²⁶ As with opposite-sex unmarried couples, the states with the highest percentages of different-race same-sex unmarried partners were in the western and southwestern United States, along with Hawaii and Alaska. New Jersey, New York, and the District of Columbia had higher than average percentages on the east coast. The lowest percentages of interracial/ethnic same-sex couples were in a band of states extending from the lower Mississippi Valley through Appalachia and in upper New England.

The striking similarity in state variations among the three household types suggests that the racial and ethnic composition of populations strongly influenced the patterns shown among the states, while the type of household—married or unmarried—was an important factor that affected the proportionate level of mixed race and ethnic partners.

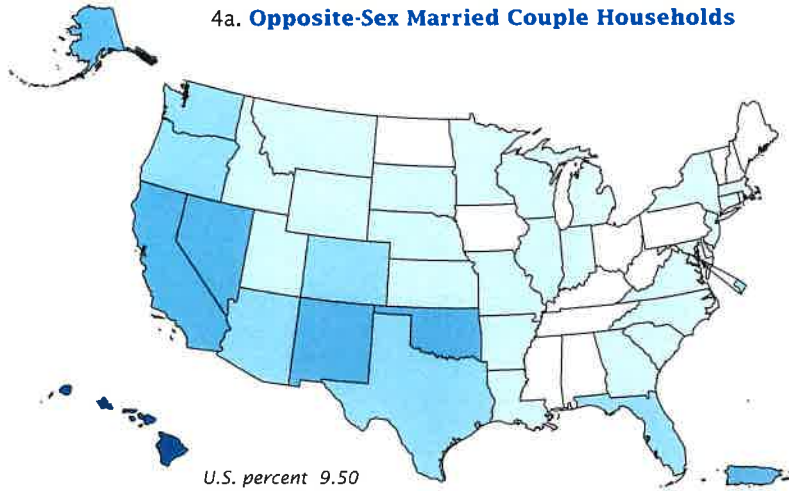
METHODOLOGY AND SOURCES OF DATA

This report uses decennial census data primarily for the years 2000 and 2010. Unrounded data are used to compute all derived values. For readability, most whole numbers in the text are expressed in millions or rounded to the nearest thousand, and most percentages are rounded to the nearest whole percent. In the tables, whole numbers are unrounded, and percentages

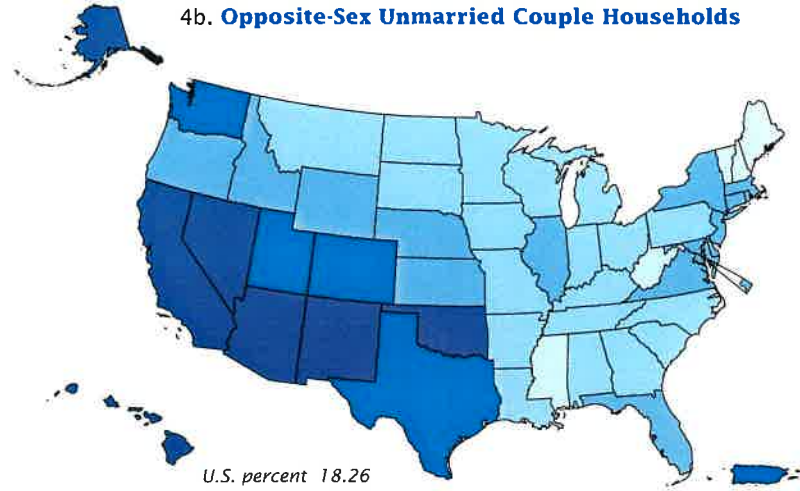
²⁶ The correlation between the percentages of partners of a different race and Hispanic origin between opposite-sex and same-sex unmarried couples for the 50 states and the District of Columbia is 0.961.

Figures 4a.-4c.
Households With Partners of a Different Race or Hispanic Origin: 2010

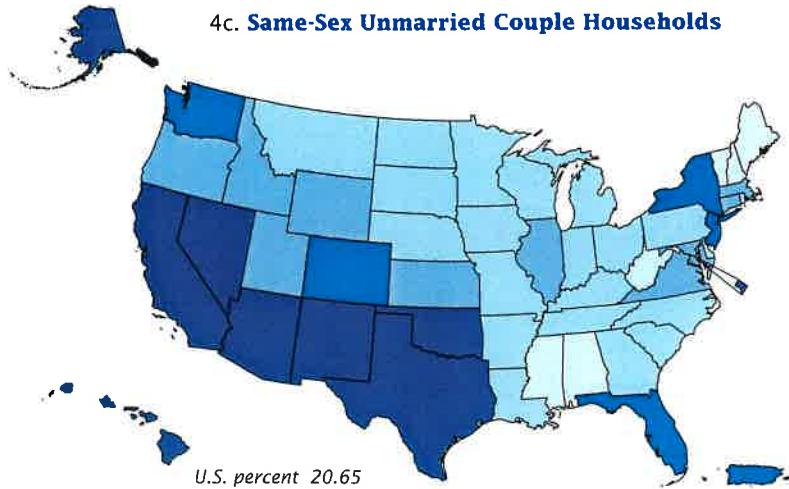
4a. **Opposite-Sex Married Couple Households**



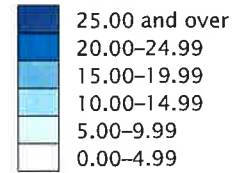
4b. **Opposite-Sex Unmarried Couple Households**



4c. **Same-Sex Unmarried Couple Households**



Percent by state



U.S. percent does not include Puerto Rico.

Sources:
 Figures 4a and 4b: U.S. Census Bureau, *2010 Census Summary File 1*.
 Figure 4c: U.S. Census Bureau, *2010 Census Summary File 1* (Preferred estimates from Table 7 of this report).
 For information on confidentiality protection, nonsampling error, and definitions, see www.census.gov/prod/cen2010/doc/sf1.pdf.

are rounded to the nearest tenth. Maps are created using unrounded data.

ABOUT THE 2010 CENSUS

Why was the 2010 Census conducted?

The U.S. Constitution mandates that a census be taken in the United States every 10 years. This is required in order to determine the number of seats each state is to receive in the U.S. House of Representatives. The data collected in the census is used to provide states with the small-area data they need to redraw state legislative districts to distribute over \$400 billion in federal program funding per year and to help a variety of stakeholders in tasks such as planning services for their communities or researching the diversity of their neighborhoods.

Why did we ask the household relationship question?

The relationship question measures the changing composition of families and households in the United States and provides essential information for the planning and carrying out of federal programs

designed to help families and children. The information derived from the relationship item helps to identify, for example, areas that have experienced changes in the number of children, elderly people living alone or with their children, and single-parent households so that government agencies can develop and evaluate programs that assist these populations. Housing agencies and developers use this information to determine community needs for different types of housing, such as multibedroom housing for areas with large household populations or special needs housing for the elderly. Businesses use the data to find potential new markets or to change their product mix in neighborhoods to reflect changes in family structure and associated consumer habits.

FOR MORE INFORMATION

For more information on families and households in the United States and additional 2010 Census tables on interracial spouses and partners, visit the U.S. Census Bureau's Web site at <www.census.gov/hhes/families>. Data on families and households for state and local

areas are available on the Internet at <factfinder2.census.gov>. Information on confidentiality protection, nonsampling error, and definitions is available on the Census Bureau's Web site at <www.census.gov/prod/cen2010/doc/sf1>. Information on other population and housing topics is presented in the 2010 Census Briefs series located on the U.S. Census Bureau's Web site at <www.census.gov/prod/cen2010/>. This series presents information about race, Hispanic origin, age, sex, and housing tenure and type.

If you have questions or need additional information, please call the Customer Services Center at 1-800-923-8282. You can also visit the Census Bureau's Question and Answer Center at <ask.census.gov> to submit your questions online.

EXHIBIT "B"

B25116: TENURE BY HOUSEHOLD SIZE

2006-2010 American Community Survey 5-

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2010, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. For 2006 to 2009, the Population Estimates Program provides intercensal estimates of the population for the nation, states, and counties.

	Census Tract 8003.29,	
	Estimate	Margin of
Total:	2,538	+/-128
Owner occupied:	1,549	+/-159
1-person household:	272	+/-120
Householder 15 to 54 years	143	+/-90
Householder 55 to 64 years	49	+/-45
Householder 65 to 74 years	36	+/-40
Householder 75 years and over	44	+/-35
2-or-more person household:	1,277	+/-132
Householder 15 to 54 years	794	+/-145
Householder 55 to 64 years	292	+/-110
Householder 65 to 74 years	179	+/-90
Householder 75 years and over	12	+/-19
Renter occupied:	989	+/-171
1-person household:	316	+/-127
Householder 15 to 54 years	230	+/-119
Householder 55 to 64 years	22	+/-30
Householder 65 to 74 years	53	+/-55
Householder 75 years and over	11	+/-18
2-or-more person household:	673	+/-167
Householder 15 to 54 years	551	+/-160
Householder 55 to 64 years	81	+/-51
Householder 65 to 74 years	30	+/-46
Householder 75 years and over	11	+/-17

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2006-2010 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

September 16, 2013

CRA File No. 30754

Mr. Dan Zaharoni, Esq.
Certified Green Building Professional
5400 West Rosecrans Avenue, #105
Hawthorne, California 90250

Re: The Horizons at Calabasas, 2.77 Acres of land located at 26705 Malibu Hills Road, Calabasas, Los Angeles County, California 91301

Dear Mr. Zaharoni:

As requested, enclosed is a restricted summary appraisal report of the above referenced property. This report has been prepared in accordance with the Uniform Standards of Professional Appraisal Practice and the Code of Ethics and Standards of Professional Practice of the Appraisal Institute. This report is intended to comply with the reporting requirements set forth under Standards Rule 2-2(b) of the Uniform Standards of Professional Appraisal Practice for a summary appraisal report. As such, it presents only summary discussions of the data, reasoning, and analyses used in the appraisal process to develop the appraisers' opinions of value.

We have the knowledge and experience necessary to complete this appraisal assignment, and the appraisal assignment was not based on a requested minimum or specific valuation or the approval of a loan. No departure provisions or scope limitations are cited herein.

It is our understanding that the report is being commissioned for use and submission to the City of Calabasas, and internal partnership purposes and NOT for use in a federally regulated transaction. The depth of discussion is specific to your needs and for the intended use stated herein. I am not responsible for its unauthorized use. NO OTHER USERS ARE ENVISIONED and the report may not be used for any other purpose without the appraiser's written consent.

The purpose of this appraisal is to estimate the following requested values.

- **As-Is Market Value (fee simple land value ONLY) as of August 30, 2013;**

Based upon the investigations undertaken, the analyses made, and subject to the enclosed assumptions and limiting conditions, it is our opinion that the As-Is market value of the fee simple interest in the subject property as of August 30, 2013, is:

AS-IS (LAND) MARKET VALUE - AUGUST 30, 2013
--- \$3,480,000 ---
<i>We reserve the right, but not the obligation, to amend the value indication if any of the assumptions are found to be inaccurate or materially affect the stated opinion of value. Acceptance of this report is contingent upon acceptance of the extraordinary assumptions and our standard assumptions and limiting conditions.</i>

Exposure/Marketing Period

Based upon our market investigations, a reasonable exposure (time on market prior to date of value) period on an as-is basis is six to 12 months, with nine months most probably. A reasonable marketing period (time to market and sell the property after the date of value) to sell the subject on an as-is basis is six to 12 months, with nine months most probable.

The following summary restricted narrative report outlines our data, analyses and conclusions. Additional material relied upon is retained in the work paper files and available upon written request. Thank you for the opportunity to be of service in this matter. If we can be of further assistance, please contact us at your convenience.

Respectfully submitted,
Continental Realty Advisors-VSG



Steve Kerhart, CPA ASA, CCIM, MAI, MRICS
Partner-AG008880 / Expiration 9-23-2013
949.221.0967 / sk@cravaluation.com



Tyler Dobson
Trainee-AT040003 / Expiration 10/16/2014
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CITY of CALABASAS

CITY COUNCIL AGENDA REPORT

DATE: OCTOBER 8, 2013

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: ANTHONY M. COROALLES, CITY MANAGER 

SUBJECT: ADOPTION OF RESOLUTION NO. 2013-1391, APPROVING A POLICY DELEGATING AUTHORITY TO THE CITY MANAGER FOR ACCEPTANCE OF CAPITAL IMPROVEMENT PROGRAM (CIP) PROJECTS.

MEETING DATE: OCTOBER 23, 2013

SUMMARY RECOMMENDATION:

Adopt Resolution No. 2013-1391, approving a policy delegating authority to the City Manager for acceptance of Capital Improvement Program (CIP) projects.

BACKGROUND:

In the past, the City's completed CIP projects were presented to the City Council for acceptance. To improve efficiencies in this process, staff recommends that the Council delegate this authority to the City Manager. As part of the acceptance process, the City Manager will cause the recordation of a Notice of Completion in the official records of the County of Los Angeles, in accordance with Civil Code Section 3093. One of the objectives of a timely recordation of a Notice of Completion is to shorten the time for filing lien claims and to inform claimants of the completion so they are aware of the time limitation for filing a claim of lien. The City Attorney has reviewed and is in concurrence with this policy.

REQUESTED ACTION:

Adopt Resolution No. 2013-1391, adopting a policy delegating authority to the City Manager for acceptance of Capital Improvement Program projects.

ATTACHMENTS:

- A. Resolution No. 2013-1391
- B. Project Acceptance Policy

RESOLUTION NO. 2013-1391

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALABASAS, CALIFORNIA ADOPTING A POLICY DELEGATING AUTHORITY TO THE CITY MANAGER FOR ACCEPTANCE OF CAPITAL IMPROVEMENT PROGRAM (CIP) PROJECTS.

WHEREAS, Civil Code section 9204 provides in pertinent part that a notice of completion for a work of improvement, if one is to be filed, must be signed and verified by the public entity or agent; and

WHEREAS, Civil Code section 8066 provides that an agent is one who has been authorized to perform designated tasks within his/her scope of authority; and

WHEREAS, current practice has been for the City Council to accept projects undertaken under contract with the City of Calabasas, typically projects included in the CIP; and

WHEREAS, the City Council wishes to improve efficiencies in project acceptance; and

WHEREAS, the City Council therefore wishes to expressly delegate authority to the City Manager to accept all CIP projects and file a Notice of Completion for the City of Calabasas; and

WHEREAS, the City Council wishes to establish provisions under which CIP projects may be accepted to ensure consistency with the City's issued project contracts.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CALABASAS that the CIP Project Acceptance Policy, attached hereto as "Exhibit A," is hereby adopted by the City Council of the City of Calabasas.

PASSED, APPROVED AND ADOPTED this 23rd day of October, 2013.

Fred Gaines, Mayor

ATTEST:

Maricela Hernandez, MMC
City Clerk

APPROVED AS TO FORM:

Scott H. Howard
Interim City Attorney

Project Acceptance Policy

It is the policy of the City Council of the City of Calabasas:

Upon determining that a particular project has satisfied the provisions of this Policy, the City Manager is authorized and may accept completion of Capital Improvement Program (CIP) projects in accordance with this policy. Further, the City Manager is authorized to execute a Certificate of Acceptance, in a form substantially in conformance with "Attachment A," to memorialize the acceptance of the project. As is set forth in the form of the Certificate of Acceptance, upon execution thereof, the City Manager is further authorized to cause to be recorded, in the Official Records of the County of Los Angeles a Notice of Completion in accordance with Civil Code Section 3093.

Within 15 days of receipt of written verification from the City Engineer or other department head, if applicable, that a project has satisfied the conditions of this Project Acceptance by the City Manager policy described below, the City Manager will either accept the project or refer it back accordingly.

Capital Improvement Program (CIP) Projects – Conditions for Acceptance

All of the following conditions must be satisfied for a CIP project to be considered for acceptance. Within 10 days of completion of all the conditions, the City Engineer or other department head, if applicable, shall provide the City Manager written notification with a recommendation to accept the project.

1. The contractor has submitted a written request for final payment and release of all retentions, which request is accompanied by a duly executed conditional waiver and release upon final payment in the then-current statutory form releasing the City from all existing and/or future claims against the City for the work.
2. The contractor has completed all punch list items.
3. The contractor has completed all required submittals.
4. The contractor has provided a warranty bond in conformance with contract requirements.
5. The total amount of final compensation to be paid to the contractor does not exceed the amount authorized by the City Council or the City's Municipal Code for the construction contract.

CERTIFICATE OF ACCEPTANCE

This is to certify that the project specified herein:

[For CIP projects: list project name and CIP number, description and location of project, date of completion, contractor name and address.]

is hereby accepted by the City Manager of the City of Calabasas on behalf of said City pursuant to authority conferred by Resolution No. 2013-1391 of the City Council of the City of Calabasas adopted on October 23, 2013.

The City Clerk is hereby ordered to file a Notice of Completion in the office of the County Recorder within ten (10) days of the date of this acceptance.

City Manager

City Clerk



CITY of CALABASAS

CITY COUNCIL AGENDA REPORT

DATE: OCOTBER 14, 2013

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: ISIDRO FIGUEROA, PLANNER 

SUBJECT: CONSIDERATION OF RESOLUTION NO. 2013-1385 AND ORDINANCE NO. 2013-307 TO APPROVE FILE NO. 130000165, REQUEST FOR A LOT LINE ADJUSTMENT, GENERAL PLAN AMENDMENT AND ZONE MAP AMENDMENT TO ALLOW FOR A 1.60 ACRE PARCEL IMPROVED WITH AN EXISTING TWO-STORY, 13,611 SQUARE-FOOT OFFICE BUILDING ADJACENT TO LAS VIRGENES ROAD (PARCEL 2), AND A 9.34 ACRE PARCEL (PARCEL 1) DIRECTLY EAST (CURRENTLY IMPROVED WITH MAINTENANCE, GARAGE AND PUMP FACILITIES). THE PROJECT ALSO REQUESTS TO CHANGE THE GENERAL PLAN LAND USE DESIGNATION OF PARCEL 2 FROM PUBLIC FACILITIES-INSTITUTIONAL (PF-I) TO BUSINESS-LIMITED INTENSITY (B- LI), AND CHANGE THE ZONING FROM PUBLIC FACILITY (PF) TO COMMERCIAL, LIMITED (CL). THE GENERAL PLAN DESIGNATION AND ZONING FOR PARCEL 1 WILL REMAIN PUBLIC FACILITIES-INSTITUTIONAL (PF-1) AND PUBLIC FACILITY (PF). THE PROJECT SITE IS LOCATED AT 4232 LAS VIRGENES ROAD WITHIN THE PUBLIC FACILITY (PF) ZONING DISTRICT AND THE LAS VIRGENES ROAD SCENIC CORRIDOR OVERLAY (SC). THE CITY'S STAFF HAS DETERMINED THAT THE PROJECT IS EXEMPT FROM ENVIRONMENTAL REVIEW IN ACCORDANCE WITH SECTIONS 15061(B)(3) AND 15305 OF THE CALIFORNIA CEQA GUIDELINES.

MEETING DATE: OCTOBER 23, 2013

SUMMARY RECOMMENDATION:

That the City Council adopt Resolution 2013-1385 and Ordinance 2013-307 to approve File No. 130000165 (Lot Line Adjustment, General Plan and Zone Map Amendment).

REVIEW AUTHORITY:

The City Council is reviewing this project pursuant to Calabasas Municipal Code Section (CMC) 17.76.030 (General Plan and Zone Map Amendments), which stipulates that the City Council shall render an approval or disapproval. Please see Attachment A for City Council Resolution No. 2013-1385 and Attachment B for City Council Ordinance No. 2013-307

Pursuant to CMC Section 17.44.130 (Lot Line Adjustment), the Community Development Director shall hold a public hearing for lot line adjustments involving land area of more than five acres in size. However, CMC Section 17.60.020 allows the Director to refer any matter subject to a decision by the Director to the Planning Commission, so that the Commission may instead make the decision. Since the General Plan Amendment and Zone Change are approved or disapproved by the Council, the City Attorney has recommended that the matter of the Lot Line Adjustment be reviewed by the Council as well.

BACKGROUND:

The Las Virgenes Municipal Water District (LVMWD) previously occupied the existing vacant building from 1970 to 1996. Between 1996 and 2010, the LVMWD continuously leased the building for commercial office use only. However, the building has remained vacant since 2010. The LVMWD approached staff with a request to make exterior and interior improvements to the building site in order to resume leasing the building for commercial office use. Staff indicated to the LVMWD that leasing the building for commercial office use was not permitted under the Public Facility (PF) zone. The ongoing leasing of the building from 1996-2010 was considered a legal nonconforming use, and allowed to continue in conformance with the nonconforming regulations identified in the development code. The nonconforming use of the building lost its legal nonconforming status when the commercial office use was nonoperational for a continuous period of one year. Pursuant to CMC Section 17.72.030, when a nonconforming use of a conforming structure is discontinued for a continuous period of one year, it shall be presumed that the use has been abandoned. Further use of the site or structure shall comply with all the regulations of the applicable zoning district and all other applicable provisions of the development code.

Staff indicated to the LVMWD that approval of a General Plan Amendment and Zone Map Amendment by the City Council would be required in order to resume leasing of the building for commercial office use. Additionally, staff indicated that the exterior and interior improvements required entitlements that would be reviewed by the Planning Commission. The LVMWD decided to phase the project and seek approval of the exterior improvements first and then subsequently seek approval of the General Plan Amendment and Zone Map Amendment.

On November 9, 2012 the applicant submitted a request for a Site Plan Review, Scenic Corridor Permit and a Sign Permit seeking approval to add a 74 sq.-ft. addition to accommodate a new elevator, landscape and parking lot improvements, demolish the existing monument sign, and construct a new monument sign in a new location. On February 21, 2013, the Planning Commission approved the Site Plan Review, Scenic Corridor Permit and a Sign Permit at a noticed public hearing.

On February 13, 2013, the LVMWD submitted a request for a General Plan Amendment and Zone Map Amendment, and a Lot Line Adjustment. The proposed Lot Line Adjustment would reconfigure the two adjacent parcels to allow for a resulting 1.60 acre parcel improved with an existing two-story, 13,611 square-foot office building adjacent to Las Virgenes Road (Parcel 2), and a resulting 9.34 acre parcel (Parcel 1) directly east (currently improved with maintenance, garage and pump facilities). The project also requests to change the General Plan land use designation of the newly created 1.60-acre parcel (Parcel 2) from Public Facilities-Institutional (PF-I) to Business-Limited Intensity (B- LI), and change the zoning from Public Facility (PF) to Commercial, Limited (CL). The General Plan designation and zoning for the 9.34 acre parcel (Parcel 1) will remain Public Facilities-Institutional (PF-I) and Public Facility (PF) respectively. Please see Attachment E for site plan/ lot line map.

On September 19, 2013, the Planning Commission reviewed the project at a noticed public hearing. At the hearing, no member of the public spoke in favor or against the project. After thorough review and discussion, the Planning Commission unanimously voted to adopt Resolution No. 2013-556 (see Attachment D) recommending to the City Council approval of File No. 130000165. Please see Attachment C to review the September 19, 2013 Planning Commission staff report and Attachment E for the September 19, 2013 Planning Commission minutes.

DISCUSSION/ANALYSIS:

The key issues related to this project are discussed below:

- A. Site Design/Building Layout: The project site is comprised of two parcels with a

total area of 10.94 acres. The total land area of Parcel 1 in its current configuration is approximately 5.76 acres and the total land area for Parcel 2 in its current configuration is 5.18 acres. The proposed Lot Line Adjustment would result in an approximate 1.60 acre parcel (Parcel 2) improved with a 13,611 square foot office building, surface parking, and landscaping. The land area of the resulting Parcel 1 would be compromised of approximately 9.34 acres improved with water conveyance infrastructure, maintenance and storage buildings, and a reservoir used by the LVMWD. The proposed boundary adjustment will not create any new parcels but instead reconfigure the existing Parcel 1 and Parcel 2. The proposed Lot Line Adjustment has been configured to allow Parcel 1 and Parcel 2 to conform to the minimum lot size, site coverage, pervious surface, setbacks and other development standards pursuant to each parcels' respective zoning. Additionally, the proposed Lot Line Adjustment would adjust the boundary lines to eliminate buildings from being located across two properties as they currently do. Please see Attachment H for site photos.

- B. Parking and Circulation:** There are no parking requirements within the PF zoning. There are currently 44 parking spaces available to serve the existing office building in Parcel 2. If the General Plan Amendment, and Zone Map Amendment are approved, the office building on Parcel 2 would be required to provide 55 parking spaces in accordance with the parking requirements identified in CMC Section 17.28.050 for commercial office use. The reconfiguration of Parcel 2 will provide a total of 64 parking spaces which exceeds the minimum parking requirements identified in CMC Section 17.28.050 for commercial use. Ingress and egress to Parcel 1 and Parcel 2 is provided by a driveway located adjacent to Las Virgenes Road. The Los Angeles County Fire Department reviewed the project through the Development Review Committee and provided procedural comments only.

C. General Plan Amendment/Zone Change:

EXISTING ZONING/GP DESIGNATION

Parcel 1

Zoning: Public Facilities- Scenic Corridor (PF-SC)

General Plan Designation: Public Facilities- Institutional (PF-I)

Parcel 2

Zoning: Public Facilities- Scenic Corridor (PF-SC)

General Plan Designation: Public Facilities- Institutional (PF-I)

PROPOSED ZONING/GP DESIGNATION

Parcel 1

Zoning: No Change

General Plan Designation: No change

Parcel 2

Zoning: Commercial Limited-Scenic Corridor (CL-SC)

General Plan Designation: Business-Limited Intensity (B-LI)

The existing General Plan land use designation for Parcel 1 and Parcel 2 is Public Facilities-Institutional (PF-I). Additionally, the existing zoning designation for Parcel 1 and Parcel 2 is Public Facilities (PF). Please refer to Attachment G for proposed General Plan and Zoning land use designation maps. In order for the building on proposed Parcel 2 to be allowed to be leased for commercial office use, a General

Plan Amendment would have to be approved in order to change the existing General Plan land use designation from the existing Public Facility-Institutional to Business-Limited Intensity. Also, the zoning must change from Public Facilities to Commercial, Limited.

Surrounding land uses to Parcel 2 are: an approved 78-unit residential project located within the Commercial-Business Limited zoning to the north; existing LVMWD facilities to the south and east boundaries of the project site; and multi-family residential across Las Virgenes Road to the west.

The leasing of the vacant building located within proposed Parcel 2 for commercial office use is not an allowed use within the Public Facilities zone. The existing zoning must change from Public Facilities–Scenic Corridor (PF-SC) zoning designation to Commercial, Limited–Scenic Corridor (CL-SC) to allow for commercial office use. Please refer to Attachment G for the proposed Zoning Map. By reconfiguring Parcel 2 as proposed, the 1.60 acre parcel would far exceed the 5,000 square foot minimum lot size requirement for the CL zone. The existing building would conform to all required setbacks. The building’s floor area ratio of 0.20 would be compliant with the maximum allowed for the CL zone, and the proposed site coverage of 15% would be below the maximum allowed of 72 %. Additionally, the 27% pervious surface provided on reconfigured Parcel 2 exceeds the 24% required by the zoning. CMC Section 17.28.050 requires that the project site provide 55 off-street parking spaces for the commercial office use and the project site will provide 64 parking spaces, which exceeds the off-street parking requirement.

A General Plan Amendment from PF-I to B-LI for Parcel 2 must be approved to accommodate the proposed zone change. The project is consistent with the following General Plan policies: II-8, II-9; II-11; II-13; II-14, and IV-23. The General Plan Amendment will not eliminate any anticipated future housing in contradiction to the Housing Element; and traffic conditions and requirements will not conflict with the policies and provisions of the Circulation Element. Furthermore, the amendment will allow for the commercial office use that was previously ongoing for a period of 14 years prior to the building being vacant for the past three years. The allowance of commercial office use in the existing vacant building in Parcel 2 is consistent with one of the objectives found under the Community Structure section of the Land Use Element of the General Plan that states, “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.” Approving the General Plan Amendment would allow the existing building to be leased for office use, which provides the City with supporting commercial office use without going through new construction. The minor interior and exterior

improvements of the existing building previously approved by the Commission and the Lot Line Adjustment will conform to the City's stated policies and objectives for control of storm water runoff, control and management of light pollution, and adherence to General Plan policies concerning conservation of energy resources.

REQUIRED FINDINGS:

The required findings are contained in City Council Resolution No. 2013-1385 attached as Attachment A and Ordinance No. 2013-307 attached as Attachment B.

ENVIRONMENTAL REVIEW:

This project is Exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(B)(3) and 15305 of the CEQA Guidelines. A Notice of Exemption has been prepared and is attached as Attachment I.

CONDITIONS OF APPROVAL:

See conditions contained in resolution No. 2013-1385, attached as Attachment A.

REQUESTED ACTION:

Staff recommends that City Council adopt Resolution No. 2013-1385 approving a General Plan Amendment and a Lot Line Adjustment associated with File No. 130000165; and approve a motion to introduce Ordinance No. 2013-307 approving a Zoning Map Amendment associated with File No. 130000165.

ATTACHMENTS:

- A- Resolution 2013-1385
- B- Ordinance 2013-307
- C- Planning Commission Staff Report (September 19, 2013)
- D- Planning Commission Resolution 2013-556
- E- Planning Commission Minutes (September 19, 2013)
- F- Site/Lot Line Adjustment Map Plan
- G- Proposed Land Use & Zoning Map
- H- Site Photos
- I- Notice of Exemption

ITEM 6 ATTACHMENT A

RESOLUTION NO. 2013-1385

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALABASAS TO ADOPT AND APPROVE FILE NO. 130000165 LOT LINE ADJUSTMENT AND GENERAL PLAN AMENDMENT TO ADJUST THE LOT LINES BETWEEN PARCEL 1 AND PARCEL 2, TO ALLOW FOR A RESULTING 1.60 ACRE PARCEL IMPROVED WITH AN EXISTING TWO-STORY, 13,611 SQUARE-FOOT OFFICE BUILDING ADJACENT TO LAS VIRGENES ROAD (PARCEL 2), AND A 9.34 ACRE PARCEL (PARCEL 1) DIRECTLY EAST (CURRENTLY IMPROVED WITH MAINTENANCE, GARAGE AND PUMP FACILITIES). THE PROJECT ALSO REQUESTS TO CHANGE THE GENERAL PLAN LAND USE DESIGNATION OF THE NEWLY RECONFIGURED 1.60-ACRE PARCEL (PARCEL 2) FROM PUBLIC FACILITIES-INSTITUTIONAL (PF-I) TO BUSINESS-LIMITED INTENSITY (B-LI). THE PROJECT SITE IS LOCATED AT 4232 LAS VIRGENES ROAD WITHIN THE PUBLIC FACILITY (PF) ZONING DISTRICT AND LAS VIRGENES SCENIC CORRIDOR OVERLAY.

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

1. Agenda reports were prepared by the Community Development Department.
2. Staff presentation at the public hearing held on October 23, 2013 before the City Council.
3. The City of Calabasas Land Use and Development Code, General Plan, and all other applicable regulations and codes.
4. Public comments, both written and oral, received and/or submitted at or prior to the public hearing, supporting and/or opposing the applicant's request.
5. Testimony and/or comments from the applicant and its representatives submitted to the City in both written and oral form at or prior to the public hearing.
6. All related documents received and/or submitted at or prior to the public hearing.

7. Planning Commission Resolution No. 2013-556 recommending approval to the City Council of File No.130000165.

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

1. The applicant submitted an application for File No. 130000165 on February 13, 2013.
2. On August 22, 2013, the application was deemed complete and the applicant was notified.
3. On September 19, 2013, the Planning Commission reviewed the project at a noticed public hearing and adopted Resolution No. 2013-556 recommending to City Council approval of File No. 130000556.
4. Notice of the October 23, 2013 City Council public hearing was mailed or delivered to property owners within 500 feet of the property as shown on the latest equalized assessment roll.
5. Notice of the October 23, 2013 City Council public hearing was posted at Juan de Anza Bautista Park, the Calabasas Tennis and Swim Center, Gelson's market and at Calabasas City Hall.
6. Notice of the City Council public hearing was mailed or delivered at least ten (10) days prior to the hearing to the project applicant.
7. Notice of the City Council public hearing included the notice requirements set forth in Government Code Section 65009 (b)(2).
8. Parcel 2 is currently zoned Public Facility (PF) with an overlay zoning designation of Scenic Corridor (SC). The applicant is requesting a zone change to Commercial, Limited (CL) with an overlay zoning designation of Scenic Corridor (SC).
9. The land use designation for Parcel 2 under the City's adopted General Plan is Public Facility- Institutional (PF-I). The applicant is requesting a General Plan Amendment to Business- Limited Intensity (B-LI).
10. The land use to the west of the subject property is zoned Residential Multi-Family (RM). The land uses to the east and south are zoned Public Facility, and the land use to the north is zoned Commercial, Limited (CL).

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

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

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

The proposed amendment of the General Plan land use map designation from Public Facilities-Institutional (PF-I) to Business- Limited Intensity (B-LI) is internally consistent with the General Plan pursuant to the following General Plan policies: II-8; II-9; II-11; II-13; II-14; and IV-23. The General Plan Amendment will not eliminate any anticipated future housing in contradiction to the Housing Element; and traffic conditions and requirements will not conflict with the policies and provisions of the Circulation Element. Furthermore, the amendment will allow for the commercial office use of an existing building that was previously ongoing for a period of 14 years prior to the building being vacant for the past three years. The existing building located within the newly configured parcel will conform to the City's stated policies and objectives for control of storm water runoff, control and management of light pollution, and conservation of energy resources. For the reasons mentioned above, this project meets this finding.

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

Once the General Plan Amendment and Zone Map Amendment go into effect to allow for the commercial office use to be operated within the existing vacant building within the Commercial, Limited (CL) Land Use District, the proposed project will conform to General Plan and Development Code standards and procedures and will not be detrimental to public interest, health, safety, convenience, or welfare because the project has been reviewed by various agencies, such as the Los Angeles County Fire Department and the Calabasas Department of Public Works, and has received preliminary approval from these agencies on the basis of compliance with applicable safety and design standards. Final recordation of the Lot Line Adjustment approval will be based upon meeting the required standards of all the necessary agencies. As such, this project meets this finding.

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

The already developed project site is located along the west side of Las Virgenes Road. Access to the site is provided via a western driveway that leads to the on-grade parking lot. Along with the General Plan and Zone Map Amendment, the project is proposing a Lot Line Adjustment that would result in an approximate 1.60 acre parcel (Parcel 2) improved with an existing 13,611 square foot office building, surface parking, and landscaping. The resulting Parcel 1 would be comprised of approximately 9.34 acres improved with water conveyance infrastructure, maintenance and storage buildings, and a reservoir operated by the LVMWD.

The proposed Lot Line Adjustment has been configured to allow Parcel 2 to conform to all required setbacks. The building's floor area ratio of 0.20 would be compliant with the maximum allowed for the CL zone, and the proposed site coverage of 15% would be below the maximum allowed of 72%. The 27% pervious surface provided on Parcel 2 exceeds the 24% required by the zoning. CMC Section 17.28.050 requires that the project site provide 55 off-street parking spaces for the commercial office use and the project site will provide 64 parking spaces, which exceeds the off-street parking requirement. Additionally, the proposed Lot Line Adjustment would adjust the boundary lines to eliminate buildings from being located across two properties as they currently exist.

Surrounding land uses to the project site are: an approved 78-unit residential project located within the Commercial-Business Limited (CL) zoning to the north; existing LVMWD facilities to the south and east; and multi-family residential across Las Virgenes Road to the west. The existing Mediterranean-style building is consistent with the surrounding and anticipated development that includes housing, office, public facilities within the immediate vicinity. Since the project site is developed to meet the maximum floor area ratio requirement, no future development will be possible and exiting utilities are adequate to serve the site. For all the reasons mentioned above, this project meets this finding.

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

This project is categorically exempt from environmental review in accordance with Section 21084 of the California Environmental Quality Act (CEQA) pursuant to Section 15061(B)(3) and Section 15305 of the CEQA Guidelines.

A Notice of Exemption is prepared and will be filed in accordance to the CEQA guidelines. As such, this project meets this finding.

Section 17.44.130(B), Calabasas Municipal Code allows the review authority to deny a **Lot Line Adjustment** if any of the following findings are made:

1. *The lot line adjustment does not maintain a position with respect to General Plan or specific plan consistency, parcel design, minimum lot area, environmental quality, and other standards as specified in this development code and other applicable Municipal Code and state law provisions relating to real property divisions, which is equal to or better than the position of the existing lots before adjustment;*

The Calabasas General Plan Land Use Designation for Parcel 1 is Public Facilities-Institutional (PF-I) and the proposed Land Use Designation for Parcel 2 is Business-Limited Intensity (B-LI). General Plan Table II-1 designates the B-LI designation to accommodate for limited commercial and retail services and professional offices. The maximum allowed land use intensity is a floor area ratio of 0.20, which the project proposes. The proposed Lot Line Adjustment would not increase the number of buildable lots.

Pursuant to CMC Section 17.14.020, the minimum lot size for a CL zoned lot is 5,000 square feet and there is no minimum lot size for a PF zoned parcel. Parcel 1 has an existing land area of 5.76 acres and Parcel 2 has an existing lot size of 5.18 acres. The parcel size resulting from the Lot Line Adjustment for Parcel 1 is 9.34 acres and for Parcel 2 it is 1.6 acres. The land area for Parcel 1 is consistent with the requirements for a PF zoned parcel, and the new lot size for Parcel 2 exceeds the minimum requirement of 5,000 square feet for a CL zoned parcel. Therefore, the resulting configuration of both parcels is consistent with both the General Plan and Development Code policies and requirements.

The proposed Lot Line Adjustment has been configured to allow Parcel 1 and Parcel 2 to conform to all required development standards for their respective zones. Parcel 2 has been configured to allow the existing building to meet all of the required setbacks and has a floor area ratio of 0.20 which complies with the maximum allowed for the CL zone. The proposed site coverage of 15% would be below the maximum allowed of 72%. Additionally, the 27% pervious surface provided on Parcel 2 exceeds the 24% required by the zoning. CMC Section 17.28.050 requires that the project site provide 55 off-street parking spaces for the commercial office use and the project site will provide 64 parking spaces, which exceeds the off-street parking requirement.

The resulting Parcel 1 would be comprised of approximately 9.34 acres improved with water conveyance infrastructure, maintenance and storage buildings, and a reservoir used by the LVMWD. The existing uses are consistent with the PF zone. Additionally, the proposed Lot Line Adjustment would adjust the boundary lines to eliminate buildings from being located across two properties as they currently exist. For all the reasons mentioned above, this project does not meet this finding..

2. *The adjustment will have the effect of creating a greater number of parcels than are buildable in compliance with applicable provisions of this development code than exist before adjustment;*

There will not be any new parcels created by the approval of the Lot Line Adjustment. The project site consists of two parcels and after the boundaries are adjusted the same number of parcels will remain but in different configurations than they currently exist. Parcel 1 has an existing land area of 5.76 acres and Parcel 2 has an existing lot size of 5.18 acres. The parcel size resulting from the Lot Line Adjustment for Parcel 1 is 9.34 acres and for Parcel 2 it is 1.6 acres. The Calabasas General Plan Land Use Designation for Parcel 1 is Public Facilities-Institutional and the General Plan Land Use Designation Parcel 2 is proposed for Business-Limited Intensity. General Plan Table II-1 designates the PF designation to accommodate for the existing public uses associated with the LVMWD, and the B-LI designation is consistent with the professional offices use identified in the table. The allowed intensity for the B-LI designation is a floor area ratio of 0.20 per lot. As such, the allowed intensity for Parcel 2 has been maximized and no further development is allowed per the development code. Therefore, this project does not meet this finding.

3. *The adjustment will result in an increase in the number of nonconforming parcels.*

Pursuant to CMC Section 17.16.020, the minimum lot size for a PF zoned parcel is determined through the subdivision review process. The project proposes to adjust boundary lines between Parcels 1 and 2 to allow the existing vacant building located on the Parcel 2 to operate legally within the CL zone. The building on Parcel 2 had been leased for commercial office use for a period of 14 years while the LVMWD district continued its facility operations on what is now reconfigured Parcel 1. The Lot Line Adjustment between Parcel 1 and Parcel 2 will not result in an increase in the number of nonconforming parcels because the acreages of the affected lots will comply with the required minimum lot size per the parcels' respective zoning. Pursuant to CMC Section 17.14.020, the minimum lot size for a CL zoned lot is 5,000 square feet and there is no minimum lot size for a PF zoned parcel. Parcel 1

has an existing land area of 5.76 acres and Parcel 2 has a lot size of 5.18 acres. The parcel size resulting from the Lot Line Adjustment for Parcel 1 is 9.34 acres and for Parcel 2 it is 1.6 acres. The land area for Parcel 1 is consistent with the requirements for a PF zoned parcel, and the new lot size for Parcel 2 exceeds the minimum requirement of 5,000 square feet for a CL zoned parcel. Based on the aforementioned information, the project does not meet this finding.

Section 4. In view of all of the evidence and based on the foregoing findings and conclusions, the City Council approves the General Plan Amendment and Lot Line Adjustment associated with File No. 130000165 subject to the following agreements and conditions:

I. INDEMNIFICATION AGREEMENT

The City has determined that the City, its employees, agents and officials should, to the fullest extent permitted by law, be fully protected from any loss, injury, damage, claim, lawsuit, expense, attorney fees, litigation expenses, court costs or any other costs arising out of or in any way related to the issuance of this General Plan Amendment, Zone Map Amendment and Lot Line Adjustment, or the activities conducted pursuant to this General Plan Amendment, Zone Map Amendment and Lot Line Adjustment. Accordingly, to the fullest extent permitted by law, the applicant (Las Virgenes Municipal Water District) shall defend, indemnify and hold harmless the City, its employees, agents and officials, from and against any liability, claims, suits, actions, arbitration proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including, but not limited to, actual attorney fees, litigation expenses and court costs of any kind without restriction or limitation, incurred in relation to, as a consequence of, arising out of or in any way attributable to, actually, allegedly or impliedly, in whole or in part, the issuance of this General Plan Amendment, Zone Map Amendment and Lot Line Adjustment, or the activities conducted pursuant to this General Plan Amendment, Zone Map Amendment and Lot Line Adjustment. The applicant (Las Virgenes Municipal Water District) shall pay such obligations as they are incurred by City, its employees, agents and officials, and in the event of any claim or lawsuit, shall submit a deposit in such amount as the City reasonably determines necessary to protect the City from exposure to fees, costs or liability with respect to such claim or lawsuit.

II. CONDITIONS OF APPROVAL

Community Development Department/Planning

1. The proposed project shall be built in compliance with the approved plans on file with the Planning Division.
2. All project conditions shall be imprinted on the title sheet of the construction drawings. The approved set of plans shall be retained on-site for the review of Building Inspectors. Prior to any use of the project site, all conditions of approval shall be completed to the satisfaction of the Director of Community Development.
3. The project approved herein is depicted on those sets of drawings, elevations, etc., stamped approved by staff on the approval date. Any modifications to these plans must be approved by the Department of Community Development staff prior to the changes on the working drawings or in the field. Changes considered substantial by the Planning staff must be reviewed by the Planning Commission. The determination of whether or not a change is substantial shall be made by the Director of Community Development. Prior to final map recordation of the Lot Line Adjustment, plans shall be reviewed and approved by the Department of Community Development to ensure compliance with the plans approved by the Planning Commission. The plans shall comply with the conditions contained herein, the Calabasas Municipal Code, and all City Resolutions and Ordinances.
4. Adoption of this resolution shall serve as evidence that the applicant, or its successors, and the owner of the property involved are aware of and agree to accept all conditions of approval.
5. The subject property shall be developed, maintained, and operated in full compliance with the conditions of this grant and any law, statute, ordinance or other regulation applicable to any development or activity on the subject property. Failure of the applicant or its successors to cease any development or activity not in full compliance shall be a violation of these conditions. Any violation of the conditions of approval may result in the revocation of this approval.
6. This approval shall be valid for one year and eleven days from the date of adoption of the resolution. The permit may be extended in accordance with Title 17 Land Use and Development Code, Article VI - Land Use and Development Permits.
7. This approval shall be valid in accordance to CMC Section 17.44.110; 17.44.120; 17.44.130 and as determined by the Subdivision Map Act Sections 66412.
8. Parcel 1 and Parcel 2 shall comply with all conditions contained within Planning Commission Resolution 2013-539.

Section 5. In view of all the evidence and based on the foregoing findings and conclusions, the City Council hereby approves the General Plan Amendment and Lot Line Adjustment associated with File No. 130000165.

The City Clerk shall certify to the adoption of this resolution and shall cause the same to be processed in the manner required by law.

PASSED, APPROVED AND ADOPTED this 23rd day of October, 2013.

Fred Gaines, Mayor

ATTEST:

Maricela Hernandez, MMC
City Clerk

APPROVED AS TO FORM:

Scott H. Howard
Interim City Attorney

ATTACHMENT B**ORDINANCE NO. 2013-307**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CALABASAS, CALIFORNIA APPROVING A ZONING MAP AMENDMENT ASSOCIATED WITH FILE NO. 130000165 TO CHANGE THE EXISTING PUBLIC FACILITIES-SCENIC CORRIDOR (PF-SC) ZONING DESIGNATION TO COMMERCIAL, LIMITED- SCENIC CORRIDOR (CL-SC) OF A NEWLY RECONFIGURED 1.60 ACRE PARCEL (PARCEL 2) IMPROVED WITH AN EXISTING TWO-STORY, 13,611 SQUARE-FOOT OFFICE BUILDING. THE PROJECT SITE IS LOCATED AT 4232 LAS VIRGENES ROAD WITHIN THE PUBLIC FACILITY (PF) ZONING DISTRICT AND LAS VIRGENES SCENIC CORRIDOR OVERLAY.

WHEREAS, the City Council of the City of Calabasas, California ("the City Council") has considered all of the evidence including, but not limited to, the Planning Commission Resolution, Planning Division staff reports and attachments, and public testimony before making a final decision on October 23, 2013; and

WHEREAS, the City Council finds that the Zoning Map Amendment is consistent with the goals, policies, and actions of the General Plan and will not conflict with the General Plan; and

WHEREAS, the City Council finds that the Zoning Map Amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City; and

WHEREAS, the proposed actions are in compliance with the provisions of the California Environmental Quality Act (CEQA) because this project is categorically exempt from environmental review in accordance with Section 21084 of the California Environmental Quality Act (CEQA) pursuant to Section 15061(B)(3) and Section 15305 of the CEQA Guidelines. A Notice of Exemption is prepared and will be filed in accordance to the CEQA guidelines.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CALABASAS DOES ORDAIN AS FOLLOWS:

SECTION 1. Based upon the foregoing the City Council finds:

1. Notice of the October 23, 2013 City Council public hearing was posted at Juan de Anza Bautista Park, the Calabasas Tennis and Swim Center, Gelson's Market and at Calabasas City Hall.
2. Notice of the October 23, 2013 City Council public hearing was posted in the *Acorn* ten (10) days prior to the hearing.

3. Notice of the October 23, 2013 City Council public hearing was mailed or delivered at least ten (10) days prior to the hearing to property owners within 500 feet of the property as shown on the latest equalized assessment roll.

4. Notice of the October 23, 2013 City Council public hearing included the information set forth in Government Code Section 65009 (b)(2).

5. Following a public hearing held on September 19, 2013, the Planning Commission adopted Resolution No. 2013-556 recommending to the City Council approval of File No. 130000165.

SECTION 2. In view of all the evidence and based on the foregoing findings and conclusions, the City Council hereby approves the Zoning Map Amendment associated with File No. 130000165 to change the existing Public Facilities–Scenic Corridor (PF-SC) zoning designation of a 1.60 acre parcel located at 4232 Las Virgenes Road to Commercial, Limited–Scenic Corridor (CL-SC), as shown in the attached zoning map “EXHIBIT A”.

Section 17.76.050(B) Calabasas Municipal Code allows the City Council to approve a Zoning Map Amendment provided that the following findings are made:

1. *The proposed amendment is consistent with the goals, policies, and actions of the General Plan;*

The proposed Zone Map Amendment for Parcel 2 from Public Facilities (PF) to Commercial Limited (CL) is consistent with the goals, policies, and actions of the General Plan because it will not subtract acreage from any designated open space areas; it will not eliminate any anticipated future housing in contradiction to the Housing Element; and existing traffic conditions will not be altered as to conflict with the policies and provisions of the Circulation Element. Furthermore, the amendment will allow for the leasing of the existing vacant building located within the reconfigured Parcel 2, the existing design of which conforms to the City’s stated policies and objectives for control of storm water runoff, control and management of light pollution, and adherence to General Plan policies concerning conservation of energy resources.

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

Once the General Plan Amendment and Zone Map Amendment go into effect, the commercial office use operated within the existing vacant building will be an allowed use within the CL Land Use District. Additionally, the proposed project will conform to General Plan and Development Code standards and procedures and will not be detrimental to public interest, health, safety, convenience, or welfare because the project has been reviewed by various agencies, such as the Los Angeles County Fire Department and the Calabasas Department of Public Works, and has received

preliminary approval from these agencies on the basis of compliance with applicable safety and design standards. As such, this project meets this finding.

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

This project is categorically exempt from environmental review in accordance with Section 21084 of the California Environmental Quality Act (CEQA) pursuant to Section 15061(B)(3) and Section 15305 of the CEQA Guidelines. A Notice of Exemption is prepared and will be filed in accordance to the CEQA guidelines. As such, this project meets this finding.

4. *The site is physically suitable (including access, provision of utilities, compatibility with adjoining land uses, and absence of physical constraints) for the requested zoning designations and anticipated land uses/developments.*

The already developed project site is located along the east side of Las Virgenes Road. Access to the site is provided via a western driveway that leads to the on-grade parking lot. Along with the General Plan and Zone Map Amendment, the project is proposing a Lot Line Adjustment that would result in an approximate 1.60 acre parcel (Parcel 2) improved with an existing 13,611 square foot office building, surface parking, and landscaping. The resulting Parcel 1 would be comprised of approximately 9.34 acres improved with water conveyance infrastructure, maintenance and storage buildings, and a reservoir used by the LVMWD.

The proposed Lot Line Adjustment has been configured to allow Parcel 2 to conform to all required setbacks. The building's floor area ratio of .20 would be compliant with the maximum allowed for the CL zone, and the proposed site coverage of 15% would be below the maximum allowed of 72%. The 27% pervious surface provided on Parcel 2 exceeds the 24% required by the zoning. CMC Section 17.28.050 requires that the project site provide 55 off-street parking spaces for the commercial office use and the project site will provide 64 parking spaces, which exceeds the off-street parking requirement. Additionally, the proposed Lot Line Adjustment would adjust the boundary lines to eliminate buildings from being located across two properties as they currently exist.

Surrounding land uses to the project site are: an approved 78-unit residential project located within the Commercial- Business Limited (CL) zoning to the north; existing LVMWD facilities to the south and east; and multi-family residential across Las Virgenes Road to the west. The existing Mediterranean-style building is consistent with the surrounding and anticipated development that includes housing, office, and public facilities within the immediate vicinity. Since the project site is developed to meet the maximum floor area ratio requirement, no future development will be possible and existing utilities are adequate to serve the site. For all the reasons mentioned above, this project meets this finding.

SECTION 3. Severability Clause:

Should any section, clause, or provision of this Ordinance be declared by the Courts to be invalid, the same shall not affect the validity of the Ordinance as a whole, or parts thereof, other than the part so declared to be invalid.

SECTION 4. Effective Date:

This Ordinance shall take effect 30 days after its passage and adoption pursuant to California Government Code Section 36937 and shall supersede any conflicting provision of any City of Calabasas ordinance.

SECTION 5. Certification:

The City Clerk shall certify to the passage and adoption of this ordinance and shall cause the same to be published or posted according to law.

PASSED, APPROVED AND ADOPTED this 23rd day of October, 2013.

Fred Gaines, Mayor

ATTEST:

Maricela Hernandez,
City Clerk

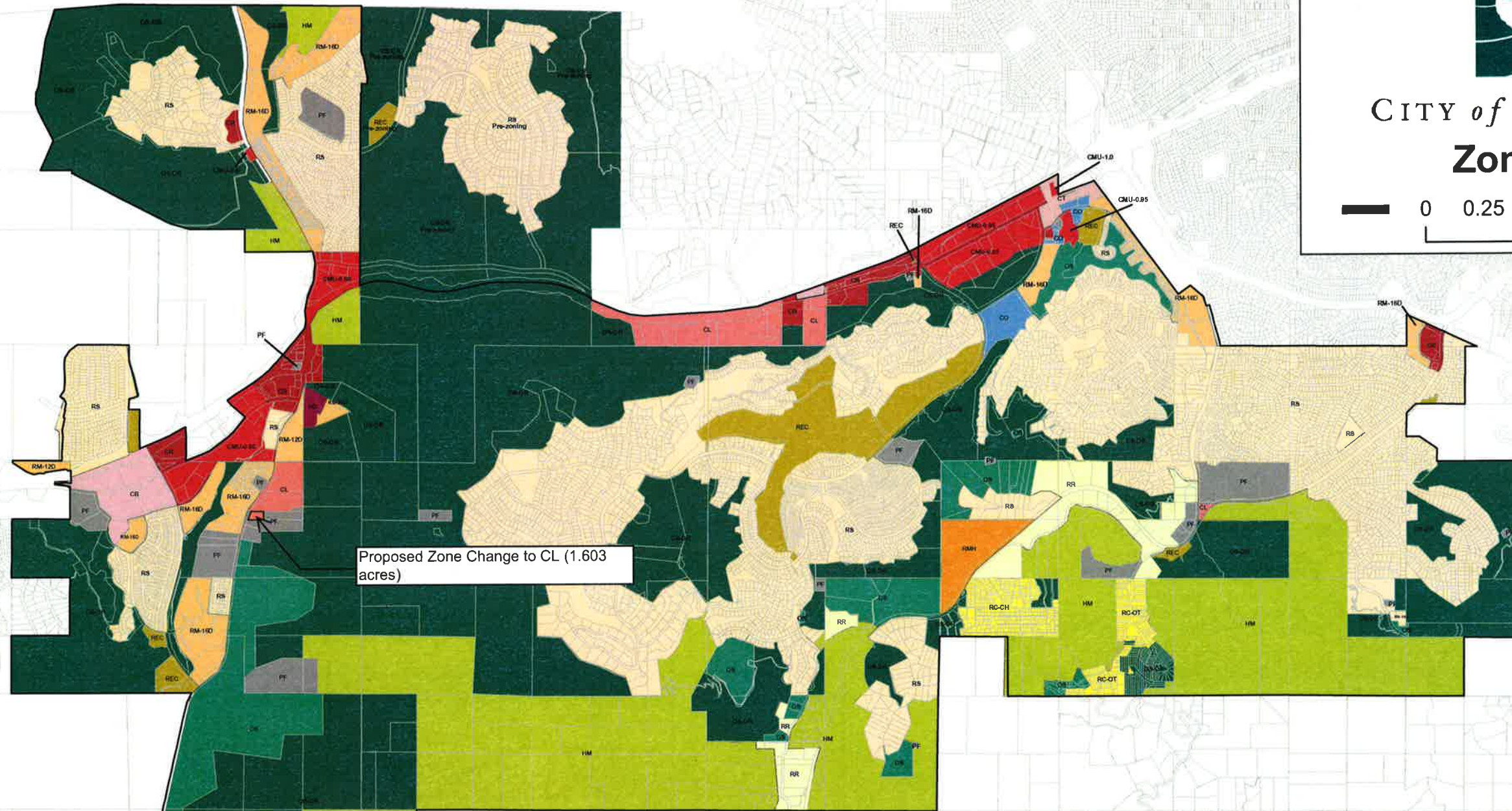
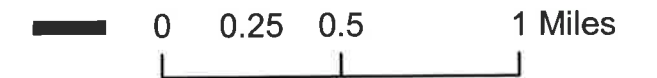
APPROVED AS TO FORM:

City Attorney

Exhibit A: Zoning Map



CITY of CALABASAS Zoning Map



Proposed Zone Change to CL (1.603 acres)

Residential Zones	Commercial Zones	Special Purpose Zones	Overlay Zones
Planned Development	CB Commercial, Business Park	HM Hillside/Mountainous	-CH Calabasas Highlands
RS Residential, Single-Family	CL Commercial, Limited	OS Open Space	-OT Old Topanga
RM Residential, Multi-Family ^a	CMU Commercial, Mixed Use ^b	REC Recreation	DP Development Plan
RMH Residential, Mobile Home	Commercial, Office	PF Public Facility	
RC Rural Community	CR Commercial, Retail	OS-DR Open Space - Development Restricted	
RR Rural Residential	CT Commercial, Old Town		

^a The number following the RM label indicates the maximum density for the area; D is for density
^b The number following the CMU label indicates the maximum FAR for the area.

^c The shaded area indicates properties within 500 feet of the designated Scenic Corridor. Properties visible from the Scenic Corridor shall be determined by the City.

Please verify with the Planning Department for accuracy of map/info. Map printed

On January 27, 2010, City Council adopted Ordinance 2010-265 approving this zoning map.
 Updates:
 Mont Calabasas Annexation 6-11-11
 Ord No. 2012-297 5-23-12

Map printed on July 30, 2012.



CITY of CALABASAS

PLANNING COMMISSION AGENDA REPORT
SEPTEMBER 19, 2013

TO: Members of the Planning Commission

FROM: Isidro Figueroa, Planner

FILE NO.: 130000165

PROPOSAL: Request for a Lot Line Adjustment, General Plan Amendment and Zone Map Amendment to adjust the lot lines between Parcel 1 and Parcel 2. The proposed Lot Line Adjustment would reconfigure two adjacent parcels to allow for a resulting 1.60 acre parcel improved with an existing two-story, 13,611 square-foot office building adjacent to Las Virgenes Road (Parcel 2), and a 9.34 acre parcel (Parcel 1) directly east (currently improved with maintenance, garage and pump facilities). The project also requests to change the General Plan land use designation of the newly reconfigured 1.60-acre parcel (Parcel 2) from Public Facilities-Institutional (PF-I) to Business-Limited Intensity (B- LI), and change the zoning from Public Facility (PF) to Commercial, Limited (CL). The General Plan designation and zoning for the 9.34 acre parcel (Parcel 1) will remain Public Facilities-Institutional (PF-1) and Public Facility (PF). The project site is located at 4232 Las Virgenes Road within the Public Facility (PF) zoning district and the Las Virgenes Road Scenic Corridor (SC).

APPLICANT: Las Virgenes Municipal Water District

RECOMMENDATION: Adopt Resolution 2013-556 recommending to City Council to adopt Resolution 2013-1385 and Ordinance 2013-307 to approve File No. 130000165 (Lot Line Adjustment, General Plan and Zone Change).

STAFF RECOMMENDATION:

The Commission should adopt Resolution No. 2013-556 recommending to City Council to

adopt Resolution 2013-1385 and Ordinance 2013-307 to approve File No. 130000165 (Lot Line Adjustment, General Plan and Zone Map Amendment).

REVIEW AUTHORITY:

The Planning Commission is reviewing this project pursuant to Calabasas Municipal Code Section (CMC) 17.76.030 (General Plan and Zone Map Amendments), which stipulates that the Planning Commission shall render a recommendation of approval or disapproval to the City Council. Please see Exhibit B for Draft City Council Resolution No. 2013-1385 and Exhibit C for Draft City Council Ordinance No. 2013-307

Pursuant to CMC Section 17.44.130 (Lot Line Adjustment), the Community Development Director shall hold a public hearing for lot line adjustments involving land area of more than five acres in size. However, CMC Section 17.60.020 allows the Director to refer any matter subject to a decision by the Director to the Commission, so that the Commission may instead make the decision. Since the General Plan Amendment and Zone Change are approved or disapproved by the Council, the City Attorney has recommended that the matter of the Lot Line Adjustment be reviewed by the Council as well.

BACKGROUND:

The Las Virgenes Municipal Water District (LVMWD) previously occupied the existing vacant building from 1970 to 1996. Between 1996 and 2010, the LVMWD continuously leased the building for commercial office use only. However, the building has remained vacant since 2010. The LVMWD approached staff with a request to make exterior and interior improvements to the building site in order to resume leasing the building for commercial office use. Staff indicated to the LVMWD that leasing the building for commercial office use was not permitted under the Public Facility (PF) zone. The ongoing leasing of the building from 1996-2010 was considered a legal nonconforming use, and allowed to continue in conformance with the nonconforming regulations identified in the development code. The nonconforming use of the building lost its legal nonconforming status when the commercial office use was nonoperational for a continuous period of one year. Pursuant to CMC Section 17.72.030, when a nonconforming use of a conforming structure is discontinued for a continuous period of one year, it shall be presumed that the use has been abandoned. Further use of the site or structure shall comply with all the regulations of the applicable zoning district and all other applicable provisions of the development code.

Staff indicated to the LVMWD that approval of a General Plan Amendment and Zone Map Amendment by the City Council would be required in order to resume leasing of the building for commercial office use. Additionally, staff indicated that the exterior and interior improvements required entitlements that would be reviewed by the Planning Commission. The LVMWD decided to phase the project and seek approval of the exterior improvements

first and then subsequently seek approval of the General Plan Amendment and Zone Map Amendment.

On February 21, 2013, the Planning Commission approved a Site Plan Review, Scenic Corridor Permit and a Sign Permit to construct a 74 sq.-ft. addition to accommodate a new elevator, landscape and parking lot improvements, demolish the existing monument sign, and construct a new monument sign in a new location.

On February 13, 2013, the LVMWD submitted a request for a General Plan Amendment and Zone Map Amendment, and a Lot Line Adjustment. The proposed Lot Line Adjustment would reconfigure the two adjacent parcels to allow for a resulting 1.60 acre parcel improved with an existing two-story, 13,611 square-foot office building adjacent to Las Virgenes Road (Parcel 2), and a resulting 9.34 acre parcel (Parcel 1) directly east (currently improved with maintenance, garage and pump facilities). The project also requests to change the General Plan land use designation of the newly created 1.60-acre parcel (Parcel 2) from Public Facilities-Institutional (PF-I) to Business-Limited Intensity (B-LI), and change the zoning from Public Facility (PF) to Commercial, Limited (CL). The General Plan designation and zoning for the 9.34 acre parcel (Parcel 1) will remain Public Facilities-Institutional (PF-I) and Public Facility (PF) respectively. Please see Exhibit D for site plan/ lot line map.

STAFF ANALYSIS:

The key issues related to this project are discussed below:

- A. Site Design/Building Layout:** The project site is comprised of two parcels with a total area of 10.94 acres. The total land area of Parcel 1 in its current configuration is approximately 5.76 acres and the total land area for Parcel 2 in its current configuration is 5.18 acres. The proposed Lot Line Adjustment would result in an approximate 1.60 acre parcel (Parcel 2) improved with a 13,611 square foot office building, surface parking, and landscaping. The land area of the resulting Parcel 1 would be comprised of approximately 9.34 acres improved with water conveyance infrastructure, maintenance and storage buildings, and a reservoir used by the LVMWD. The proposed boundary adjustment will not create any new parcels but instead reconfigure the existing Parcel 1 and Parcel 2. The proposed Lot Line Adjustment has been configured to allow Parcel 1 and Parcel 2 to conform to the minimum lot size, site coverage, pervious surface, setbacks and other development standards pursuant to each parcels' respective zoning. Additionally, the proposed Lot Line Adjustment would adjust the boundary lines to eliminate buildings from being located across two properties as they currently do. Please see Exhibit F for site photos.
- B. Parking and Circulation:** There are no parking requirements within the PF zoning. There are currently 44 parking spaces available to serve the existing office building in Parcel

2. If the General Plan Amendment, and Zone Map Amendment are approved, the office building on Parcel 2 would be required to provide 55 parking spaces in accordance with the parking requirements identified in CMC Section 17.28.050 for commercial office use. The reconfiguration of Parcel 2 will provide a total of 64 parking spaces which exceeds the minimum parking requirements identified in CMC Section 17.28.050 for commercial use. Ingress and egress to Parcel 1 and Parcel 2 is provided by a driveway located adjacent to Las Virgenes Road. The Los Angeles County Fire Department reviewed the project through the Development Review Committee and provided procedural comments only.

C. General Plan Amendment/Zone Change:

EXISTING ZONING/GP DESIGNATION

Parcel 1

Zoning: Public Facilities- Scenic Corridor (PF-SC)

General Plan Designation: Public Facilities- Institutional (PF-I)

Parcel 2

Zoning: Public Facilities- Scenic Corridor (PF-SC)

General Plan Designation: Public Facilities- Institutional (PF-I)

PROPOSED ZONING/GP DESIGNATION

Parcel 1

Zoning: No Change

General Plan Designation: No change

Parcel 2

Zoning: Commercial Limited-Scenic Corridor (CL-SC)

General Plan Designation: Business-Limited Intensity (B-LI)

The existing General Plan land use designation for Parcel 1 and Parcel 2 is Public Facilities-Institutional (PF-I). Additionally, the existing zoning land use designation for Parcel 1 and Parcel 2 is Public Facilities (PF). Please refer to Exhibit E for proposed General Plan and Zoning land use designation maps. In order for the building on proposed Parcel 2 to be allowed to be leased for commercial office use, a General Plan Amendment would have to be approved in order to change the existing General Plan land use designation from the existing Public Facility-Institutional to Business-Limited Intensity. Subsequently, the zoning would change from Public Facilities to Commercial, Limited.

Surrounding land uses to Parcel 2 are: an approved 78-unit residential project located within the Commercial-Business Limited zoning to the north; existing LVMWD facilities to the south and east boundaries of the project site; and multi-family residential across Las Virgenes Road to the west.

The leasing of the vacant building located within proposed Parcel 2 for commercial office use is not an allowed use within the Public Facilities zone. The existing zoning must change from Public Facilities –Scenic Corridor (PF-SC) zoning designation to Commercial, Limited –Scenic Corridor (CL-SC) to allow for commercial office use. Please refer to Exhibit E for the proposed Zoning Map. By reconfiguring Parcel 2 as proposed, the 1.60 acre parcel would far exceed the 5,000 square foot minimum lot size requirement for the CL zone. The existing building would conform to all required setbacks. The building's floor area ratio of 0.20 would be compliant with the maximum allowed for the CL zone, and the proposed site coverage of 15% would be below the maximum allowed of 72 %. Additionally, the 27% pervious surface provided on reconfigured Parcel 2 exceeds the 24% required by the zoning. CMC Section 17.28.050 requires that the project site provide 55 off-street parking spaces for the commercial office use and the project site will provide 64 parking spaces, which exceeds the off-street parking requirement.

A General Plan Amendment from PF-I to B-LI for Parcel 2 must be approved to accommodate the proposed zone change. The project is consistent with the following General Plan policies: II-8, II-9; II-11; II-13; II-14, and IV-23. The General Plan Amendment will not eliminate any anticipated future housing in contradiction to the Housing Element; and traffic conditions and requirements will not conflict with the policies and provisions of the Circulation Element. Furthermore, the amendment will allow for the commercial office use that was previously ongoing for a period of 14 years prior to the building being vacant for the past three years. The allowance of commercial office use in the existing vacant building in Parcel 2 is consistent with one of the objectives found under the Community Structure section of the Land Use Element of the General Plan that states, "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." Approving the General Plan Amendment would allow the existing building to be leased for office use, which provides the City with supporting commercial

office use without going through new construction. The minor interior and exterior improvements of the existing building previously approved by the Commission and the Lot Line Adjustment will conform to the City's stated policies and objectives for control of storm water runoff, control and management of light pollution, and adherence to General Plan policies concerning conservation of energy resources.

REQUIRED FINDINGS:

The findings required in Section 17.76.050(A) for General Plan Amendment; Section 17.76.050(B) for Zoning Map Amendment and Section 17.44.120 (B) for Lot line Adjustment are contained in the resolution attached as Exhibit A.

ENVIRONMENTAL REVIEW:

This project is Exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(B)(3) and 15305 of the CEQA Guidelines. A Notice of Exemption has been prepared and is attached as Exhibit G.

CONDITIONS OF APPROVAL:

See conditions contained in resolution No. 2013-556 attached as Exhibit A.

ATTACHMENTS:

- Exhibit A: Planning Commission Resolution No. 2013-556
- Exhibit B: Draft City Council Resolution No. 2013-1385
- Exhibit C: Draft City Council Ordinance No. 2013-307
- Exhibit D: Site/ Lot Line Adjustment Map Plan
- Exhibit E: Proposed Land Use Map & Zoning Map
- Exhibit F: Site Photos
- Exhibit G: Notice of Exemption

TECHNICAL APPENDIX

COMMERCIAL LIMITED (CL) DEVELOPMENT STANDARDS

Development Standard	CL Requirement	Proposed	Meets Code?
Floor Area Ratio (FAR)	20%	20%	Yes
Front Setback	20'	72'	Yes
North Side Setback	20'	46'	Yes
South Side Setback	20'	34'	Yes
Rear Setback	None Required	86'	Yes
Site Coverage	72%	15%	Yes
Pervious Surface	24%	27%	Yes
Parking	55	64	Yes

Surrounding Properties:

	Existing Land Use	Zoning	General Plan Designation
Site	Public Facility-Institutional	PF	PF-I
West	Residential Multi-Family	RM	R-MF (16)
East	Open Space-Resource Protection	OS-DR	OS-RP
North	Commercial Limited	CL	BL
South	Public Facility-Institutional	PF	PF-I

Location Map:



P.C. RESOLUTION NO. 2013-556

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CALABASAS TO RECOMMEND TO THE CITY COUNCIL ADOPTING AND APPROVAL OF FILE NO. 130000165 LOT LINE ADJUSTMENT, GENERAL PLAN AMENDMENT AND ZONE CHANGE TO ADJUST THE LOT LINES BETWEEN PARCEL 1 AND PARCEL 2. THE PROPOSED LOT LINE ADJUSTMENT WOULD RECONFIGURE TWO ADJACENT PARCELS TO ALLOW FOR A RESULTING 1.60 ACRE PARCEL IMPROVED WITH AN EXISTING TWO-STORY, 13,611 SQUARE-FOOT OFFICE BUILDING ADJACENT TO LAS VIRGENES ROAD (PARCEL 2), AND A 9.34 ACRE PARCEL (PARCEL 1) DIRECTLY EAST (CURRENTLY IMPROVED WITH MAINTENANCE, GARAGE AND PUMP FACILITIES). THE PROJECT ALSO REQUESTS TO CHANGE THE GENERAL PLAN LAND USE DESIGNATION OF THE NEWLY CREATED 1.60-ACRE PARCEL (PARCEL 2) FROM PUBLIC FACILITIES-INSTITUTIONAL (PF-I) TO BUSINESS-LIMITED INTENSITY (B-LI), AND CHANGE THE ZONING FROM PUBLIC FACILITY (PF) TO COMMERCIAL, LIMITED (CL). THE GENERAL PLAN DESIGNATION AND ZONING FOR THE 9.34 ACRE PARCEL (PARCEL 1) WILL REMAIN PUBLIC FACILITIES-INSTITUTIONAL (PF-1) AND PUBLIC FACILITY (PF). THE PROJECT SITE IS LOCATED AT 4232 LAS VIRGENES ROAD WITHIN THE PUBLIC FACILITY (PF) ZONING DISTRICT AND LAS VIRGENES SCENIC CORRIDOR OVERLAY.

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

- 1. Agenda reports prepared by the Community Development Department.**
- 2. Staff presentation at the public hearing held on September 19, 2013 before the Planning Commission.**
- 3. The City of Calabasas Land Use and Development Code, General Plan, and all other applicable regulations and codes.**

4. Public comments, both written and oral, received and/or submitted at or prior to the public hearing, supporting and/or opposing the applicant's request.
5. Testimony and/or comments from the applicant and its representatives submitted to the City in both written and oral form at or prior to the public hearing.
6. All related documents received and/or submitted at or prior to the public hearing.

Section 2. Based on the foregoing evidence, the Planning Commission finds that:

1. On February 13, 2013 the applicant submitted an application for a Lot line Adjustment, General Plan Amendment and Zone Map Amendment for File No. 130000165.
2. On August 22, 2013, staff determined that the application was complete and the applicant was duly notified.
3. Notice of the September 19, 2013 Planning Commission public hearing was posted at Juan Bautista de Anza Park, the Calabasas Tennis and Swim Center, Gelson's Market and at Calabasas City Hall.
4. Notice of the September 19, 2013 Planning Commission public hearing was provided to property owners within 500 feet of the property as shown on the latest equalized assessment roll.
5. Notice of the Planning Commission public hearing was mailed or delivered at least ten (10) days prior to the hearing to the project applicant.
6. Parcel 2 is currently zoned Public Facility (PF) with an overlay zoning designation of Scenic Corridor (SC). The applicant is requesting a zone change to Commercial, Limited (CL) with an overlay zoning designation of Scenic Corridor (SC).
7. The land use designation for Parcel 2 under the City's adopted General Plan is Public Facility- Institutional (PF-I). The applicant is requesting a General Plan Amendment to Business- Limited Intensity (B-LI).
8. The land use to the west of the subject property is zoned Residential Multi-Family (RM). The land uses to the east and south are zoned Public Facility, and the land use to the north is zoned Commercial, Limited (CL).

9. Notice of Planning Commission public hearing included the notice requirements set forth in Government Code Section 65009 (b) (2).

Section 3. In view of all of the evidence and based on the foregoing findings, the Planning Commission finds and concludes as follows:

FINDINGS

Section 17.76.050 (A) of the Calabasas Municipal Code (CMC) allows Planning Commission to recommend approval of a proposed General Plan Amendment to the City Council provided that the following findings are made:

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

The proposed amendment of the General Plan land use map designation from Public Facilities-Institutional (PF-I) to Business- Limited Intensity (B-LI) is internally consistent with the General Plan pursuant to the following General Plan policies: II-8; II-9; II-11; II-13; II-14; and IV-23. The General Plan Amendment will not eliminate any anticipated future housing in contradiction to the Housing Element; and traffic conditions and requirements will not conflict with the policies and provisions of the Circulation Element. Furthermore, the amendment will allow for the commercial office use of an existing building that was previously ongoing for a period of 14 years prior to the building being vacant for the past three years. The existing building located within the newly configured parcel will conform to the City's stated policies and objectives for control of storm water runoff, control and management of light pollution, and conservation of energy resources. For the reasons mentioned above, this project meets this finding.

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

Once the General Plan Amendment and Zone Map Amendment go into effect to allow for the commercial office use to be operated within the existing vacant building within the Commercial, Limited (CL) Land Use District, the proposed project will conform to General Plan and Development Code standards and procedures and will not be detrimental to public interest, health, safety, convenience, or welfare because the project has been reviewed by various agencies, such as the Los Angeles County Fire Department and the Calabasas Department of Public Works, and has received preliminary approval from these agencies on the basis of compliance with applicable safety and design standards. Final recordation of the Lot Line Adjustment approval will be based upon meeting the required standards of all the necessary agencies. As such, this project meets this finding.

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

The already developed project site is located along the west side of Las Virgenes Road. Access to the site is provided via a western driveway that leads to the on-grade parking lot. Along with the General Plan and Zone Map Amendment, the project is proposing a Lot Line Adjustment that would result in an approximate 1.60 acre parcel (Parcel 2) improved with an existing 13,611 square foot office building, surface parking, and landscaping. The resulting Parcel 1 would be compromised of approximately 9.34 acres improved with water conveyance infrastructure, maintenance and storage buildings, and a reservoir operated by the LVMWD.

The proposed Lot Line Adjustment has been configured to allow Parcel 2 to conform to all required setbacks. The building's floor area ratio of 0.20 would be compliant with the maximum allowed for the CL zone, and the proposed site coverage of 15% would be below the maximum allowed of 72%. The 27% pervious surface provided on Parcel 2 exceeds the 24% required by the zoning. CMC Section 17.28.050 requires that the project site provide 55 off-street parking spaces for the commercial office use and the project site will provide 64 parking spaces, which exceeds the off-street parking requirement. Additionally, the proposed Lot Line Adjustment would adjust the boundary lines to eliminate buildings from being located across two properties as they currently exist.

Surrounding land uses to the project site are: an approved 78-unit residential project located within the Commercial-Business Limited (CL) zoning to the north; existing LVMWD facilities to the south and east; and multi-family residential across Las Virgenes Road to the west. The existing Mediterranean-style building is consistent with the surrounding and anticipated development that includes housing, office, public facilities within the immediate vicinity. Since the project site is developed to meet the maximum floor area ratio requirement, no future development will be possible and exiting utilities are adequate to serve the site. For all the reasons mentioned above, this project meets this finding.

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

This project is categorically exempt from environmental review in accordance with Section 21084 of the California Environmental Quality Act (CEQA) pursuant to Section 15061(B)(3) and Section 15305 of the CEQA Guidelines. A Notice of Exemption is prepared and will be filed in accordance to the

CEQA guidelines. As such, this project meets this finding.

Section 17.76.050 (B) of the Calabasas Municipal Code (CMC) allows Planning Commission to recommend approval of a proposed Zoning Map Amendment to the City Council provided that the following findings are made:

1. *The proposed amendment is consistent with the goals, policies, and actions of the General Plan;*

The proposed Zone Map Amendment for Parcel 2 from Public Facilities (PF) to Commercial Limited (CL) is consistent with the goals, policies, and actions of the General Plan because it will not subtract acreage from any designated open space areas; it will not eliminate any anticipated future housing in contradiction to the Housing Element; and existing traffic conditions will not be altered as to conflict with the policies and provisions of the Circulation Element. Furthermore, the amendment will allow for the leasing of the existing vacant building located within the reconfigured Parcel 2, the existing design of which conforms to the City's stated policies and objectives for control of storm water runoff, control and management of light pollution, and adherence to General Plan policies concerning conservation of energy resources.

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

Once the General Plan Amendment and Zone Map Amendment go into effect, the commercial office use operated within the existing vacant building will be an allowed use within the CL Land Use District. Additionally, the proposed project will conform to General Plan and Development Code standards and procedures and will not be detrimental to public interest, health, safety, convenience, or welfare because the project has been reviewed by various agencies, such as the Los Angeles County Fire Department and the Calabasas Department of Public Works, and has received preliminary approval from these agencies on the basis of compliance with applicable safety and design standards. As such, this project meets this finding.

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

This project is categorically exempt from environmental review in accordance with Section 21084 of the California Environmental Quality Act (CEQA) pursuant to Section 15061(B)(3) and Section 15305 of the CEQA Guidelines. A Notice of Exemption is prepared and will be filed in accordance to the CEQA guidelines. As such, this project meets this finding.

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

The already developed project site is located along the east side of Las Virgenes Road. Access to the site is provided via a western driveway that leads to the on-grade parking lot. Along with the General Plan and Zone Map Amendment, the project is proposing a Lot Line Adjustment that would result in an approximate 1.60 acre parcel (Parcel 2) improved with an existing 13,611 square foot office building, surface parking, and landscaping. The resulting Parcel 1 would be comprised of approximately 9.34 acres improved with water conveyance infrastructure, maintenance and storage buildings, and a reservoir used by the LVMWD.

The proposed Lot Line Adjustment has been configured to allow Parcel 2 to conform to all required setbacks. The building's floor area ratio of .20 would be compliant with the maximum allowed for the CL zone, and the proposed site coverage of 15% would be below the maximum allowed of 72%. The 27% pervious surface provided on Parcel 2 exceeds the 24% required by the zoning. CMC Section 17.28.050 requires that the project site provide 55 off-street parking spaces for the commercial office use and the project site will provide 64 parking spaces, which exceeds the off-street parking requirement. Additionally, the proposed Lot Line Adjustment would adjust the boundary lines to eliminate buildings from being located across two properties as they currently exist.

Surrounding land uses to the project site are: an approved 78-unit residential project located within the Commercial- Business Limited (CL) zoning to the north; existing LVMWD facilities to the south and east; and multi-family residential across Las Virgenes Road to the west. The existing Mediterranean-style building is consistent with the surrounding and anticipated development that includes housing, office, and public facilities within the immediate vicinity. Since the project site is developed to meet the maximum floor area ratio requirement, no future development will be possible and existing utilities are adequate to serve the site. For all the reasons mentioned above, this project meets this finding.

Section 17.44.132(B), Calabasas Municipal Code requires the review authority to **deny** a Lot Line Adjustment if any of the following findings are made:

1. *The lot line adjustment does not maintain a position with respect to General Plan or specific plan consistency, parcel design, minimum lot area, environmental quality, and other standards as specified in this development code and other applicable Municipal Code and state law provisions relating to real property divisions, which is equal to or better than the position of the existing lots before adjustment;*

The Calabasas General Plan Land Use Designation for Parcel 1 is Public Facilities-Institutional (PF-I) and the proposed Land Use Designation for Parcel 2 is Business-Limited Intensity (B-LI). General Plan Table II-1 designates the B-LI designation to accommodate for limited commercial and retail services and professional offices. The maximum allowed land use intensity is a floor area ratio of 0.20, which the project proposes. The proposed Lot Line Adjustment would not increase the number of buildable lots.

Pursuant to CMC Section 17.14.020, the minimum lot size for a CL zoned lot is 5,000 square feet and there is no minimum lot size for a PF zoned parcel. Parcel 1 has an existing land area of 5.76 acres and Parcel 2 has an existing lot size of 5.18 acres. The parcel size resulting from the Lot Line Adjustment for Parcel 1 is 9.34 acres and for Parcel 2 it is 1.6 acres. The land area for Parcel 1 is consistent with the requirements for a PF zoned parcel, and the new lot size for Parcel 2 exceeds the minimum requirement of 5,000 square feet for a CL zoned parcel. Therefore, the resulting configuration of both parcels is consistent with both the General Plan and Development Code policies and requirements.

The proposed Lot Line Adjustment has been configured to allow Parcel 1 and Parcel 2 to conform to all required development standards for their respective zones. Parcel 2 has been configured to allow the existing building to meet all of the required setbacks and has a floor area ratio of 0.20 which complies with the maximum allowed for the CL zone. The proposed site coverage of 15% would be below the maximum allowed of 72%. Additionally, the 27% pervious surface provided on Parcel 2 exceeds the 24% required by the zoning. CMC Section 17.28.050 requires that the project site provide 55 off-street parking spaces for the commercial office use and the project site will provide 64 parking spaces, which exceeds the off-street parking requirement.

The resulting Parcel 1 would be comprised of approximately 9.34 acres improved with water conveyance infrastructure, maintenance and storage buildings, and a reservoir used by the LVMWD. The existing uses are consistent with the PF zone. Additionally, the proposed Lot Line Adjustment would adjust the boundary lines to eliminate buildings from being located across two properties as they currently exist. For all the reasons mentioned above, this project does not meet this finding.

2. *The adjustment will have the effect of creating a greater number of parcels than are buildable in compliance with applicable provisions of this development code than exist before adjustment;*

There will not be any new parcels created by the approval of the Lot Line Adjustment. The project site consists of two parcels and after the boundaries are adjusted the same number of parcels will remain but in different configurations than they currently exist. Parcel 1 has an existing land area of 5.76 acres and Parcel 2 has an existing lot size of 5.18 acres. The parcel size resulting from the Lot Line Adjustment for Parcel 1 is 9.34 acres and for Parcel 2 it is 1.6 acres. The Calabasas General Plan Land Use Designation for Parcel 1 is Public Facilities-Institutional and the General Plan Land Use Designation Parcel 2 is proposed for Business-Limited Intensity. General Plan Table II-1 designates the PF designation to accommodate for the existing public uses associated with the LVMWD, and the B-LI designation is consistent with the professional offices use identified in the table. The allowed intensity for the B-LI designation is a floor area ratio of 0.20 per lot. As such, the allowed intensity for Parcel 2 has been maximized and no further development is allowed per the development code. Therefore, this project does not meet this finding.

3. *The adjustment will result in an increase in the number of nonconforming parcels.*

Pursuant to CMC Section 17.16.020, the minimum lot size for a PF zoned parcel is determined through the subdivision review process. The project proposes to adjust boundary lines between Parcels 1 and 2 to allow the existing vacant building located on the Parcel 2 to operate legally within the CL zone. The building on Parcel 2 had been leased for commercial office use for a period of 14 years while the LVMWD district continued its facility operations on what is now reconfigured Parcel 1. The Lot Line Adjustment between Parcel 1 and Parcel 2 will not result in an increase in the number of nonconforming parcels because the acreages of the affected lots will comply with the required minimum lot size per the parcels' respective zoning. Pursuant to CMC Section 17.14.020, the minimum lot size for a CL zoned lot is 5,000 square feet and there is no minimum lot size for a PF zoned parcel. Parcel 1 has an existing land area of 5.76 acres and Parcel 2 has a lot size of 5.18 acres. The parcel size resulting from the Lot Line Adjustment for Parcel 1 is 9.34 acres and for Parcel 2 it is 1.6 acres. The land area for Parcel 1 is consistent with the requirements for a PF zoned parcel, and the new lot size for Parcel 2 exceeds the minimum requirement of 5,000 square feet for a CL zoned parcel. Based on the aforementioned information, the project does not meet this finding.

Section 4. In view of all of the evidence and based on the foregoing findings and conclusions, the Planning Commission approves File No. 130000165 subject to the following agreements and conditions:

I. INDEMNIFICATION AGREEMENT

The City has determined that City, its employees, agents and officials should, to the fullest extent permitted by law, be fully protected from any loss, injury, damage, claim, lawsuit, expense, attorney fees, litigation expenses, court costs or any other costs arising out of or in any way related to the issuance of this General Plan Amendment, Zone Map Amendment and Lot Line Adjustment, or the activities conducted pursuant to this General Plan Amendment, Zone Map Amendment and Lot Line Adjustment. Accordingly, to the fullest extent permitted by law, the applicant (Las Virgenes Municipal Water District) shall defend, indemnify and hold harmless the City, its employees, agents and officials, from and against any liability, claims, suits, actions, arbitration proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including, but not limited to, actual attorney fees, litigation expenses and court costs of any kind without restriction or limitation, incurred in relation to, as a consequence of, arising out of or in any way attributable to, actually, allegedly or impliedly, in whole or in part, the issuance of this General Plan Amendment, Zone Map Amendment and Lot Line Adjustment, or the activities conducted pursuant to this General Plan Amendment, Zone Map Amendment and Lot Line Adjustment. The applicant (Las Virgenes Municipal Water District) shall pay such obligations as they are incurred by City, its employees, agents and officials, and in the event of any claim or lawsuit, shall submit a deposit in such amount as the City reasonably determines necessary to protect the City from exposure to fees, costs or liability with respect to such claim or lawsuit.

II. CONDITIONS OF APPROVAL

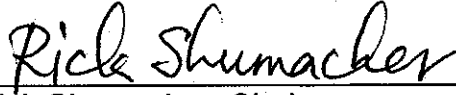
1. The proposed project shall be built in compliance with the approved plans on file with the Planning Division.
2. All project conditions shall be imprinted on the title sheet of the construction drawings. The approved set of plans shall be retained on-site for the review of Building Inspectors. Prior to any use of the project site, all conditions of approval shall be completed to the satisfaction of the Director of Community Development.
3. The project approved herein is depicted on those sets of drawings, elevations, etc., stamped approved by staff on the approval date. Any modifications to these plans must be approved by the Department of Community Development staff prior to the changes on the working drawings or in the field. Changes considered substantial by the Planning staff must be reviewed by the Planning Commission. The determination of whether or not a change is substantial shall be made by the Director of Community Development. Prior to final map recordation of the Lot

Line Adjustment, plans shall be reviewed and approved by the Department of Community Development to ensure compliance with the plans approved by the Planning Commission. The plans shall comply with the conditions contained herein, the Calabasas Municipal Code, and all City Resolutions and Ordinances.

4. Adoption of this resolution shall serve as evidence that the applicant, or its successors, and the owner of the property involved are aware of and agree to accept all conditions of approval.
5. The subject property shall be developed, maintained, and operated in full compliance with the conditions of this grant and any law, statute, ordinance or other regulation applicable to any development or activity on the subject property. Failure of the applicant or its successors to cease any development or activity not in full compliance shall be a violation of these conditions. Any violation of the conditions of approval may result in the revocation of this approval.
6. This approval shall be valid for one year and eleven days from the date of adoption of the resolution. The permit may be extended in accordance with Title 17 Land Use and Development Code, Article VI - Land Use and Development Permits.
7. This approval shall be valid in accordance to CMC Section 17.44.110; 17.44.120; 17.44.130 and as determined by the Subdivision Map Act Sections 66412.
8. Parcel 1 and Parcel 2 shall comply with all conditions contained within Planning Commission Resolution 2013-539.

Section 5: All documents described in Section 1 of PC Resolution No. 2013-556 are deemed incorporated by reference as set forth at length.

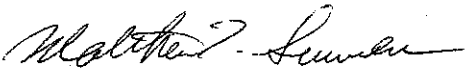
PLANNING COMMISSION RESOLUTION NO. 2013-556 PASSED,
APPROVED AND ADOPTED THIS 19th DAY OF September, 2013.


Rick Shumacher, Chairperson

ATTEST:


Maureen Tamuri
Community Development Director

APPROVED AS TO FORM:


Mathew Summers
Assistant City Attorney

Planning Commission Resolution No. 2013-556, was adopted by the Planning Commission at a regular meeting held September 19, 2013, and that it was adopted by the following vote:

AYES: Chair Shumacher, Commissioners Lia, Sikand, Weintraub & Mueller

NOES: None

ABSENT: None

ABSTAINED: None

"The Secretary of the Planning Commission shall certify the adoption of this Resolution, and transmit copies of this Resolution to the applicant along with proof of mailing in the form required by law and enter a copy of this Resolution in the book of Resolutions of the Planning Commission. Section 1094.6 of the Civil Code of Procedure governs the time in which judicial review of this decision may be sought."

**MINUTES OF A REGULAR MEETING OF THE
PLANNING COMMISSION OF THE CITY OF CALABASAS
CALIFORNIA, HELD THURSDAY, SEPTEMBER 19, 2013**

Opening Matters:

Call to Order / Roll Call of Commission Members

Chair Shumacher called the meeting to order at 7:00 p.m. in City Hall Council Chambers, 100 Civic Center Way, Calabasas, California.

Present: Chair Shumacher, Commissioners Lia, Mueller, Sikand, Weintraub, and Alternate Commissioner Litt.

Staff: Bartlett, Summers, Cohen-Cutler, Figueroa, and Blair.

Pledge of Allegiance

The pledge of allegiance was led by Alternate Commissioner Litt.

Approval of Agenda

Commissioner Lia moved, seconded by Commissioner Sikand, to approve the Planning Commission Agenda of September 19, 2013. MOTION CARRIED 5/0.

Announcements and Introductions

Chair Shumacher introduced Alternate Commissioner Litt.

Alternate Commissioner Litt stated he was looking forward to being a part of the Commission and provided a brief personal and professional background.

Oral Communications – Public Comment:

There were no public speakers.

Consent Item(s):

1. Approval of Minutes: August 1, 2013 and August 15, 2013

The Commissioners discussed various changes to be made to the minutes of August 1, 2013.

Commissioner Weintraub moved, seconded by Commissioner Mueller, to approve the Planning Commission Minutes of August 1, 2013, as amended. MOTION CARRIED 5/0.

Commissioner Mueller moved, seconded by Commissioner Sikand, to approve the Planning Commission Minutes of August 15, 2013. MOTION CARRIED 3/0, Commissioners Lia and Weintraub abstaining.

Public Hearing Items:

2. File No. 120000883. A request for a Sign Program and Sign Permit for a new, illuminated, building-mounted sign and a face change to an existing monument sign for a mixed-use building located at 24100 Calabasas Road in the CR-RM zoning district and Scenic Corridor overlay zone. Submitted by: John Gebbia. Planner: Talya Mirzakhania, Senior Planner.

City Planner Bartlett presented the staff report.

The Commissioners asked questions of staff.

Chair Shumacher opened the public hearing.

Andy Yanuck, representing the applicant, stated he was a resident of Moorpark. He discussed the project and addressed questions raised by the Commissioners.

Chair Shumacher closed the public hearing.

Commissioner Mueller moved, seconded by Commissioner Sikand, to approve Planning Commission Resolution No. 2013-555, approving File No. 120000883, a Sign Program and Sign Permit for a new, illuminated, building-mounted sign and a face change to an existing monument sign for an existing mixed-use building located at 24100 Calabasas Road. MOTION CARRIED 5/0.

3. File No. 130000514. A request for a Site Plan Review to construct two new single-family residences (one 2,228 square feet and one 2,248 square feet) and a Lot Line Adjustment to combine APNs 2072-019-007 and 2072-019-008 into buildable lot at 23714 and 23716 Valley View Road within the Rural Community-Calabasas Highlands (RC-CH) zoning district. Submitted by: Joubin Mortezapour. Planner: Andrew Cohen-Cutler, Associate Planner.

Associate Planner Cohen-Cutler presented the staff report. He read into the record changes made to the resolution.

The Commissioners asked questions of staff.

Chair Shumacher opened the public hearing.

Joubin Mortezapour, applicant and subject property owner, stated he lived in Woodland Hills. He stated he was available for questions.

The Commissioners asked questions of the applicant.

Moe Taghdiri stated he lived in Porter Ranch. He stated he was the developer and general contractor for the project.

The Commissioners asked questions of Mr. Taghdiri.

Chair Shumacher closed the public hearing.

The Commissioners and staff discussed the application.

Commissioner Mueller suggested minor changes to Condition Nos. 38, 50, 59, 68 and 70 of the redline version of the resolution.

By consensus, the Commission agreed to incorporate those changes into the motion when it is made.

Chair Shumacher summarized the changes made to the proposed resolution, as revised on September 17, 2013 by staff, and the changes made by the Commission at this meeting.

By consensus, the Commission agreed to accept all changes discussed.

Commissioner Mueller moved, seconded by Commissioner Weintraub, to approve Planning Commission Resolution No. 2013-544, as amended, approving File No. 130000514, for a Site Plan Review to construct two new single-family residences (one 2,228 square feet and one 2,248 square feet) and a Lot Line Adjustment to combine APN Nos. 2072-019-007 and 2072-019-008 into one buildable lot at 23714 and 23716 Valley View Road within the Rural Community-Calabasas Highlands (RC-CH) zoning district. MOTION CARRIED 5/0.

Planning Commission Break

At 8:22 p.m., Chair Shumacher called a recess. The meeting reconvened at 8:35 p.m., all Commissioners present.

4. File No. 130000165. A request for a Lot Line Adjustment, General Plan Amendment and Zone Change to adjust the lot lines between Parcel 1 and Parcel 2. The proposed Lot Line Adjustment would allow for a 1.60-acre parcel improved with an existing two-story, 13,611 square-foot office building adjacent to Las Virgenes Road (Parcel 2), and a 9.34-acre parcel, (Parcel 1) directly east (currently improved with maintenance, garage, and pump facilities). The project also requests to change the General Plan land use designation of the newly-created 1.60-acre parcel (Parcel 2) from Public Facilities-Institutional (PF-I) to Business-Limited Intensity (B-LI), and change the zoning from Public Facility (PF) to Commercial, Limited (CL). The General Plan designation and zoning for the 9.34-acre parcel (Parcel 1) will remain Public Facilities-Institutional (PF-I) and Public Facility (PF). The project site is located at 4232 Las Virgenes Road within the Public Facility (PF) zoning district and the Las Virgenes Road Scenic Corridor (SC). Submitted by: Las Virgenes Municipal Water District. Planner: Isidro Figueroa, Planner.

Planner Figueroa presented the staff report.

The Commissioners asked questions of staff.

Chair Shumacher opened the public hearing.

John Zhao, representing the applicant, discussed the project and addressed questions raised by the Commissioners.

Chair Shumacher closed the public hearing.

Chair Shumacher went over minor typographical changes to the resolution.

Commissioner Sikand moved, seconded by Commissioner Lia, to approve Planning Commission Resolution No. 2013-556, as amended, to recommend to the City Council adoption and approval of File No. 130000165, Lot Line Adjustment, General Plan Amendment, and Zone Change, to adjust the lot lines between Parcel 1 and Parcel 2. The proposed Lot Line Adjustment would reconfigure two adjacent parcels to allow for a resulting 1.60-acre parcel improved with an existing two-story, 13,611 square-foot office building adjacent to Las Virgenes Road (Parcel 2), and a 9.34-acre parcel (Parcel 1) directly east (currently improved with maintenance, garage, and pump facilities). The project also requests to change the General Plan land use designation of the newly-created 1.60-acre parcel (Parcel 2) from Public Facilities-Institutional (PF-I) to Business-Limited Intensity (B-LI), and change the zoning from Public Facility (PF) to Commercial, Limited (CL). The General Plan designation and zoning for the 9.34-acre parcel (Parcel 1) will remain Public Facilities-Institutional (PF-I) and Public Facility (PF). The project site is located at 4232 Las Virgenes Road within the Public Facility (PF) zoning district and Las Virgenes Road Scenic Corridor. MOTION CARRIED 5/0.

Future Agenda Items and Reports:

5. Director's Report and Update on Current Projects and Future Agenda Items

City Planner Bartlett provided a forecast of future agenda items. He stated the Commission might consider holding a reorganization at an upcoming meeting now that Council appointments had been made and the current Commissioners were beginning new terms. He suggested the Commission consider honoring former Commissioner Brown at a future meeting.


6. Reports from the Planning Commission

Chair Shumacher stated he would coordinate efforts with staff and the City Council to honor former Commissioner Brown. He stated the Municipal Code requires the Commissioners to reorganize in November of each year.

Adjournment:

Chair Shumacher adjourned the Planning Commission meeting at 9:22 p.m. to October 3, 2013 at 7:00 p.m.

Respectfully Submitted:



Liz Parker

LOT AREA

LOT AREAS SHOWN HEREON WERE CALCULATED FROM FIELD SURVEYED LOT DIMENSIONS SHOWN ON RECORD OF SURVEY 119 RS 01.

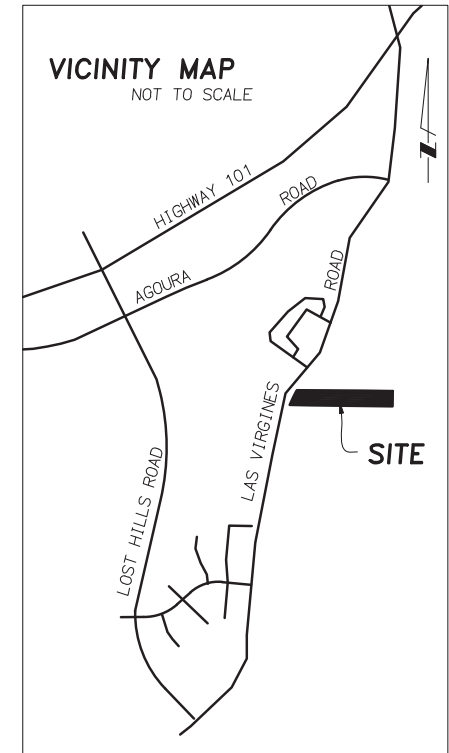
PARCEL 1	AREA (SQ. FT.)	AREA (ACRES)
BEFORE ADJ	251,086	5.764
AFTER ADJ	406,927	9.342
PARCEL 2	AREA (SQ. FT.)	AREA (ACRES)
BEFORE ADJ	225,645	5.180
AFTER ADJ	69,806	1.603

SITE COVERAGE

PARCEL 1	5.764 ACRES
PARCEL 2	5.180 ACRES
TOTAL	10.944 ACRES
COVERAGE	4.166 ACRES 38%

ZONING REQUIREMENTS

Development Code Standard	Required by PF Zoning District	Proposed Parcel 1	Compliant?	Required by CL Zoning District	Proposed Parcel 2 (Project Site)	Compliant?
Minimum Lot Size						
Area	N/A	406,927	Yes	5,000 S.F.	69,806 SF	Yes
Width	N/A	435 feet	Yes	50 feet min.	181 Feet	Yes
Floor Area Ratio	N/A	0.15	Yes	0.2 Max.	0.2	Yes
Site Coverage	N/A	10%	Yes	72% of net site area, max.	15%	Yes
Setbacks required						
Front	N/A	20 feet	Yes	20 feet min.	72 Feet	Yes
Sides (Each)	N/A	30/80 feet	Yes	20 feet min. adjacent to residential. None otherwise	34/46 Feet	Yes
Street Side	N/A	N/A	Yes	20 feet min.	N/A	Yes
Rear	N/A	563 feet	Yes	20 feet min. adjacent to residential. None otherwise	86 Feet	Yes
Height Limits	N/A	30 feet	Yes	35 feet max.	30 Feet	Yes
Landscaping						
Pervious Surface/Landscaping	N/A	69%	Yes	24% min.	27%	Yes
Parkign and Loading	N/A	4/	Yes	1 space/ 250 S.F. = 55 spaces	64	Yes



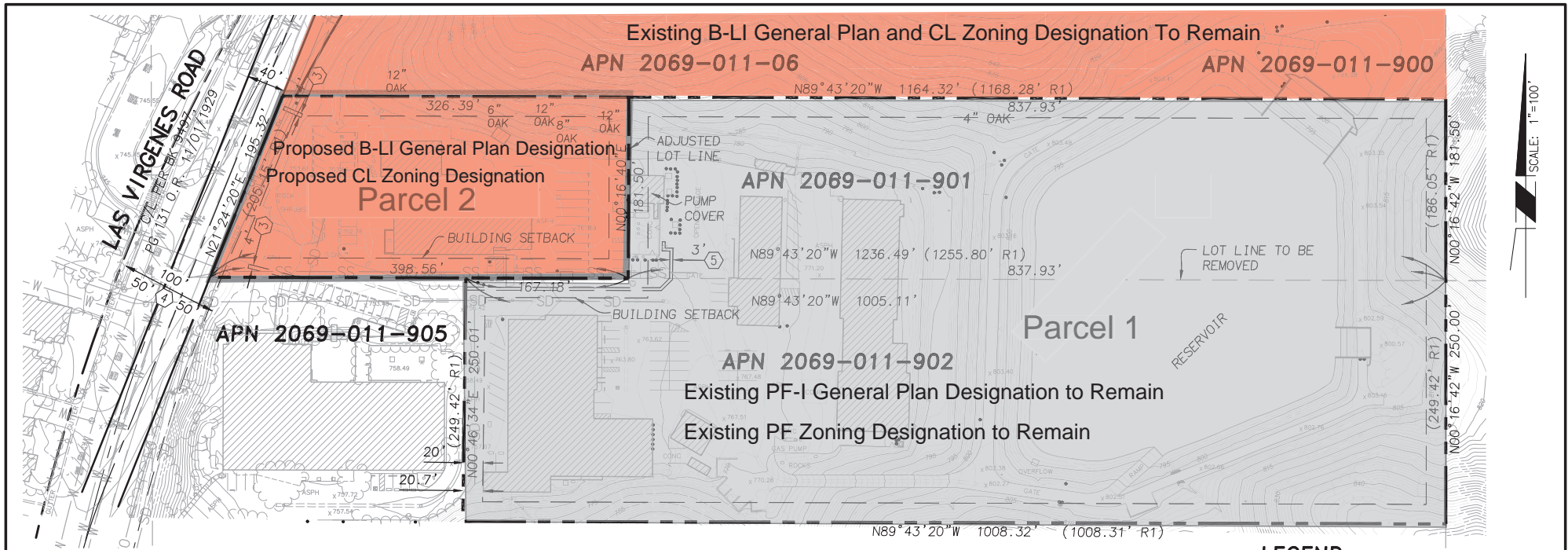
Matthew J. Vernon
MATTHEW J. VERNON, PLS

7/3/2013
DATE

RBF PLANNING ■ DESIGN ■ CONSTRUCTION
CONSULTING
5051 VERDUGO WAY, SUITE 300
CAMARILLO, CALIFORNIA 93012-5180
805.383.3373 ■ FAX 805.383.3371 ■ www.RBF.com

**LOT LINE ADJUSTMENT
No. PL1301405**

DRAWN BY: JM
DATE: 7/03/2013
SCALE: 1"=100'
CLIENT: LAS VIRGENES MWD
JOB No: 132812
FILE: C-2812-EX-002.DWG



EASEMENT LEGEND:

- ③ INDICATES A 4-FOOT WIDE EASEMENT TO SOUTHERN CALIFORNIA EDISON COMPANY FOR UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 20, 1968 AS INSTRUMENT NO. 3013 OF OFFICIAL RECORDS.
- ④ INDICATES AN EASEMENT TO THE COUNTY OF LOS ANGELES FOR PUBLIC ROAD AND HIGHWAY PURPOSES AND INCIDENTAL PURPOSES, RECORDED MARCH 21, 1968 AS INSTRUMENT NO. 2956 OF OFFICIAL RECORDS.
- ⑤ INDICATES A 3-FOOT WIDE EASEMENT SOUTHERN CALIFORNIA EDISON COMPANY FOR UTILITIES AND INCIDENTAL PURPOSES, RECORDED JUNE 12, 1979 AS INSTRUMENT NO. 633405 OF OFFICIAL RECORDS.

GENERAL INFORMATION

- 1) SITE IMPROVEMENTS
ALL BUILDINGS AND SITE IMPROVEMENTS TO REMAIN, NO CHANGES TO THE SITE ARE PROPOSED AT THIS TIME.
- 2) ZONING:
ZONING DESIGNATION: PF (PUBLIC FACILITIES)
LAND USE DESIGNATION: PF-I (PUBLIC FACILITIES-INSTITUTIONAL)
- 3) TOPOGRAPHY:
THE TOPOGRAPHY SHOWN HEREON WAS COMPILED FROM AERIAL PHOTOGRAPHY NOVEMBER 20, 2012.

LEGEND:

- R1 RECORD OF SURVEY 119 RS 1
- +O+ FIRE HYDRANT
-) GUY ANCHOR
- ☉ MANHOLE
- POLE
- ⊙ POWER POLE
- +
- SS— SS— SANITARY SEWER
- SD— STORM DRAIN
- W— W— WATER
- F□— FIBER OPTIC
- E□H— OVERHEAD ELECTRIC
- T— TELEPHONE
- T□HL— OVERHEAD TELEPHONE



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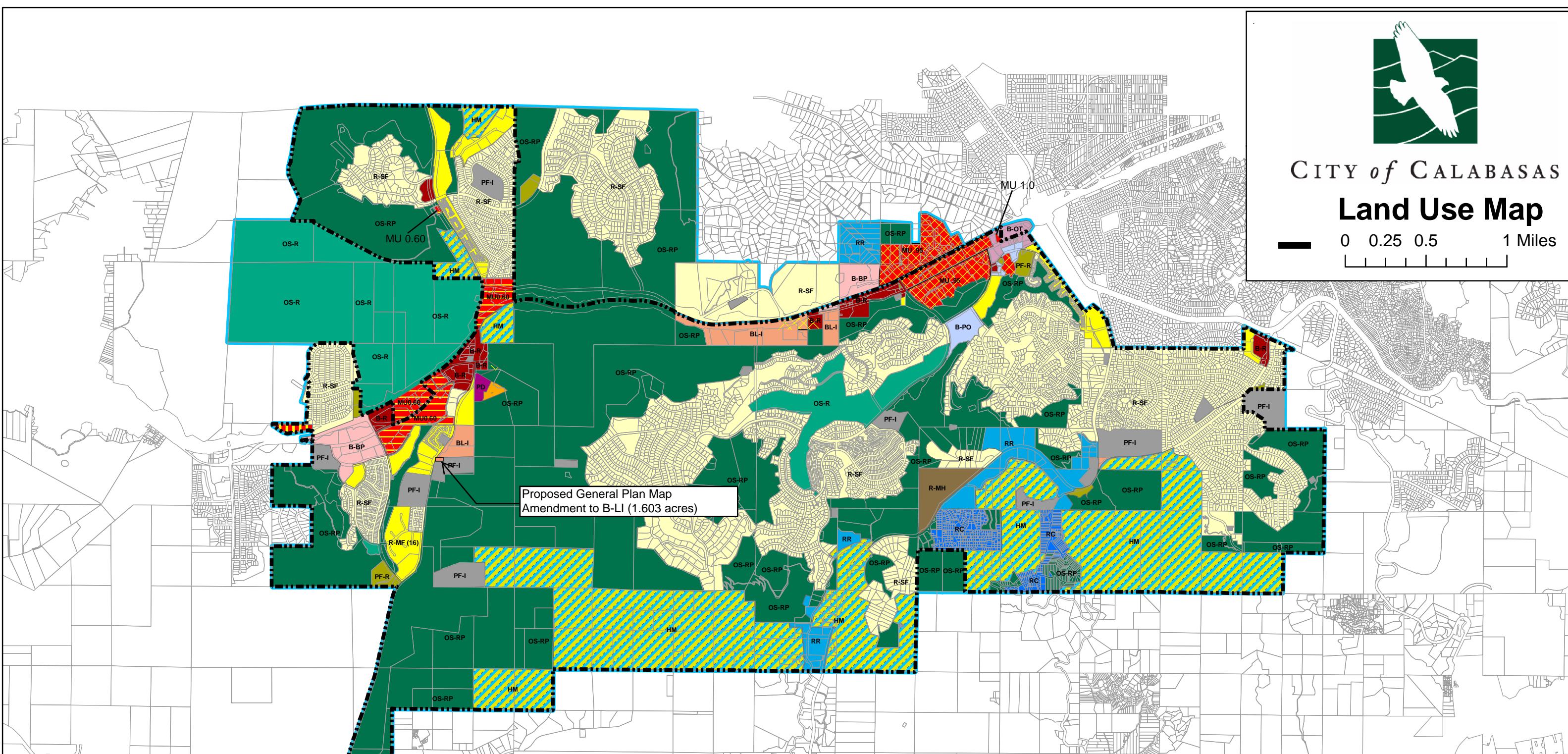
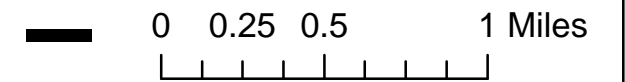
**LOT LINE ADJUSTMENT
No. PL1301405**

DRAWN BY: JM
DATE: 7/03/2013
SCALE: 1"=100'
CLIENT: LAS VIRGENES MWD
JOB No: 132812
FILE: C-2612-EX-002.DWG



CITY of CALABASAS

Land Use Map

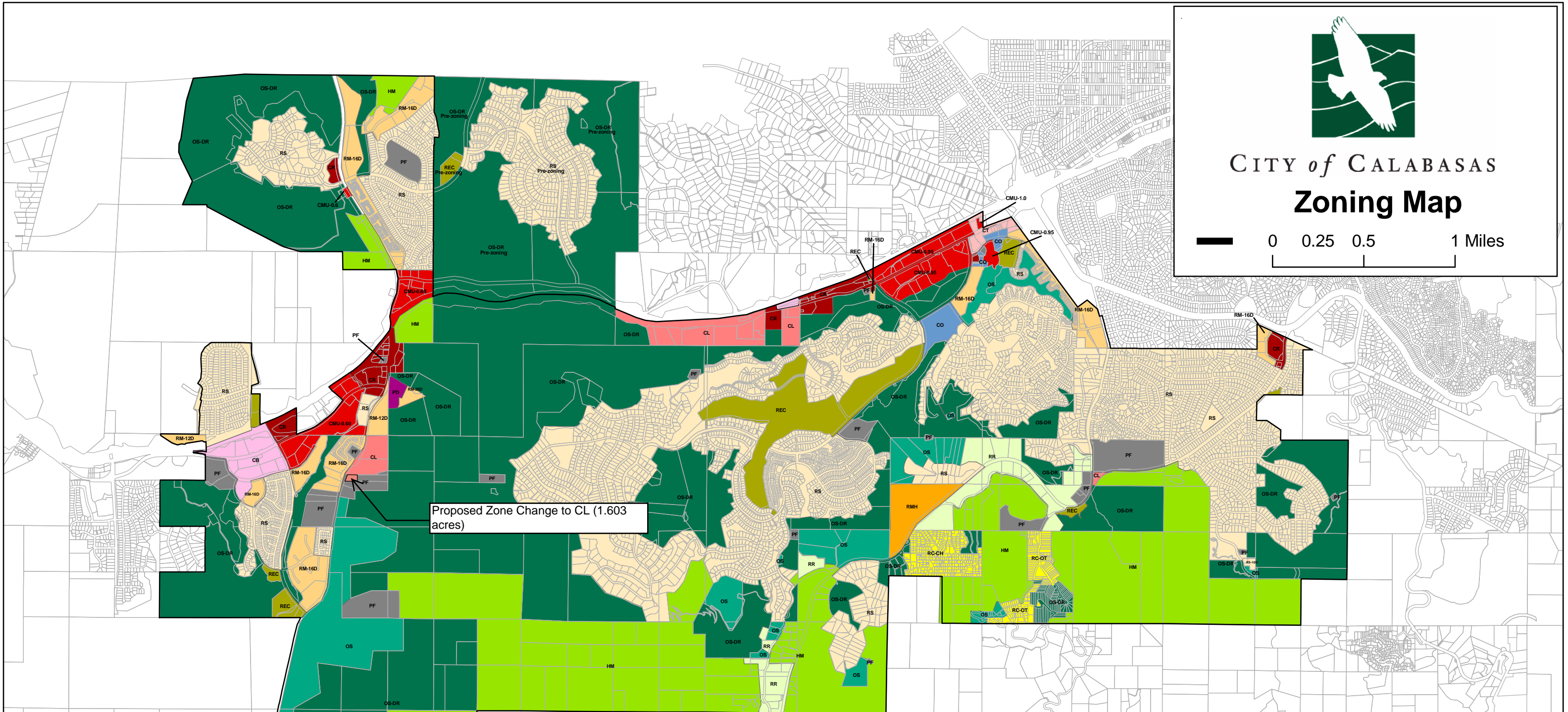
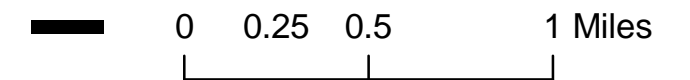


Proposed General Plan Map
Amendment to B-LI (1.603 acres)

	Calabasas City Boundary		R-MH Residential- Mobile Home		MU 0.95 Mixed Use 0.95		HM Hillside Mountainous
	Plan Area Boundary		B-OT Business- Old Town		MU 0.6 Mixed Use 0.60		OS-R Open Space- Recreational
	R-SF Residential- Single Family		B-PO Business- Professional Office		PD Planned Development		OS-RP Open Space- Resource Protected
	R-MF(12) Residential- Multiple Family (12)		B-R Business- Retail		PF-R Public Facilities- Recreational		Labels
	R-MF(16) Residential- Multiple Family (16)		B-BP Business- Business Park		PF-I Public Facilities- Institutional		On December 10, 2008, City Council adopted Resolution 2008-119 approving this land use map.
	R-MF(20) Residential- Multiple Family (20)		B-LI Business- Limited Intensity		RR Rural Residential		Updates: Mont Calabasas Annexation 8-11-11 Resolution No. 2012-1326, 5-9-12
			MU 1.0 Mixed Use 1.0		RC Rural Community		Map printed on July 30, 2012.



CITY of CALABASAS Zoning Map



Proposed Zone Change to CL (1.603 acres)

Residential Zones	Commercial Zones	Special Purpose Zones	Overlay Zones
PD Planned Development	CB Commercial, Business Park	HM Hillside/Mountainous	-CH Calabasas Highlands
RS Residential, Single-Family	CL Commercial, Limited	OS Open Space	-OT Old Topanga
RM Residential, Multi-Family ^a	CMU Commercial, Mixed Use ^b	REC Recreation	DP Development Plan
RMH Residential, Mobile Home	CO Commercial, Office	PF Public Facility	
RC Rural Community	CR Commercial, Retail	OS-DR Open Space - Development Restricted	
RR Rural Residential	CT Commercial, Old Town		

^a The number following the RM label indicates the maximum density for the area; D is for density

^b The number following the CMU label indicates the maximum FAR for the area.

^c The shaded area indicates properties within 500 feet of the designated Scenic Corridor. Properties visible from the Scenic Corridor shall be determined by the City.

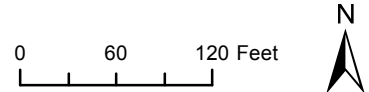
Please verify with the Planning Department for accuracy of map/info. Map printed

On January 27, 2010, City Council adopted Ordinance 2010-265 approving this zoning map.
Updates:
Mont Calabasas Annexation 8-11-11
Ord No. 2012-297 5-23-12

Map printed on July 30, 2012.



Imagery provided by National Geographic Society, ESRI and its licensors © 2013.



Photograph Location Map



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16



Photo 17

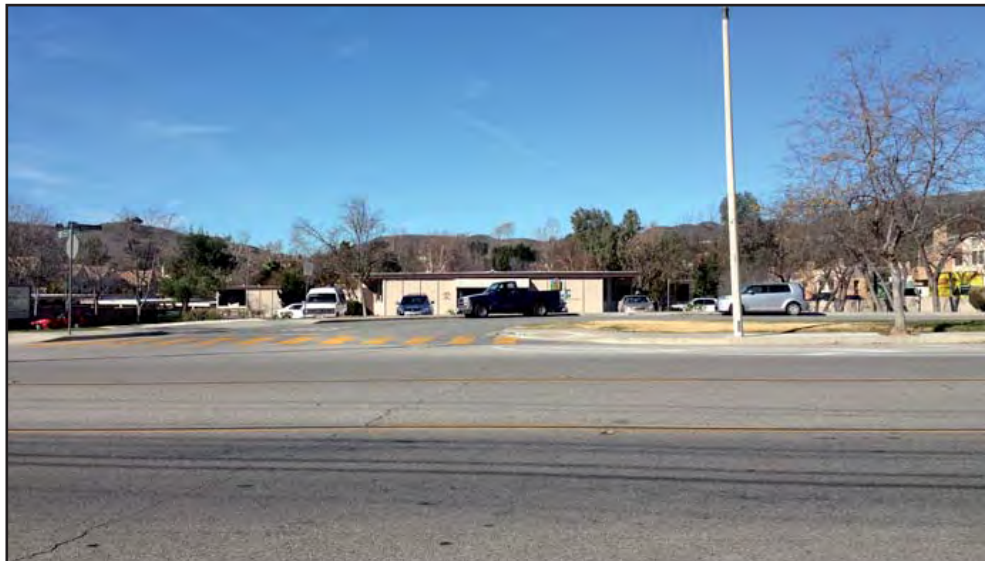


Photo 18

City of Calabasas - Tentative Parcel Map Application
APN 2069-011-901
Las Virgenes Municipal Water District
Date Photos Taken: January 18, 2013
Photographer: Karly Kaufman, Rincon Consultants, Inc.



Photo 19



CITY of CALABASAS

ITEM 6 ATTACHMENT I

Community Development Department
Planning Division
100 Civic Center Way
Calabasas, CA 91302
T: 818.224.1600

www.cityofcalabasas.com

Notice of Exemption

To: County Clerk, County of Los Angeles
12400 East Imperial Highway, Room 2001
Norwalk, CA 90650

Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, California 95814

SUBJECT: FILING OF NOTICE OF EXEMPTION IN COMPLIANCE WITH SECTION 15062 OF THE PUBLIC RESOURCES CODE

Project Title/File No.: 130000165

Project Location: 4232 Las Virgenes Road (APNs 2069-011-901&902), Calabasas, CA, 91302, County of Los Angeles.

Project Description: Request for a Lot Line Adjustment, General Plan Amendment and Zone Change to adjust the lot lines between parcel 1 and parcel 2. The proposed Lot Line Adjustment would allow for a 1.60 parcel improved with an existing two-story, 13,611 square-foot office building adjacent to Las Virgenes Road (parcel 2), and a 9.34 acre parcel (parcel 1) directly east (currently improved with maintenance, garage and pump facilities). The project also requests to change the General Plan land use designation of the newly created 1.60-acre parcel (parcel 2) from Public Facilities-Institutional (PF-I) to Business-Limited Intensity (B- LI), and change the zoning from Public Facility (PF) to Commercial, Limited (CL). The General Plan designation and zoning for the 9.34 acre parcel (parcel 1) will remain Public Facilities-Institutional (PF-1) and Public Facility (PF). The project site is located at 4232 Las Virgenes Road within the Public Facility (PF) zoning district and the Las Virgenes Road Scenic Corridor (SC).

Name of approving public agency: City of Calabasas Planning Commission

Project Sponsor: Las Virgenes Municipal Water District, 4232 Las Virgenes Road, Calabasas, CA, 91302

Exempt Status: Ministerial (Sec. 21080(b)(1); 15268)
 Declared Emergency (Sec. 21080(b)(3); 15269(a))
 Emergency Project (Sec. 21080(b)(4); 15269(b)(c))
 Categorical Exemption— Section 15061(b)(3) and Section 15305 (Minor Alterations in Land Use Limitations)
 Statutory Exemptions. Section

Reason(s) why Project is exempt: Categorical Exemption. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Minor lot line adjustments, side yard, and set back variances not resulting in the creation of any new parcel.

City of Calabasas Planning Division
Plan Preparation Guidelines & Minimum Plan Contents

Lead Agency/Contact Person: Isidro Figueroa, Planner, City of Calabasas Planning Division, 100 Civic Center Way, Calabasas, CA 91302.

Date: October 23, 2013 **Signature:** _____
Isidro Figueroa

Title: Planner

Phone: (818) 224-1708

Date received for filing and posting: _____





CITY of CALABASAS

CITY COUNCIL AGENDA REPORT

DATE: OCTOBER 11, 2013

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: **ROBERT YALDA, P. E., T. E., PUBLIC WORKS DIRECTOR / CITY ENGINEER**
 **MARC SEFERIAN, P. E., T. E., SENIOR CIVIL ENGINEER**
RYAN THOMPSON, ASSISTANT TRANSPORTATION PLANNER

SUBJECT: ADOPTION OF RESOLUTION 2013-1389 APPROVING THE 2013 CITY OF CALABASAS PEDESTRIAN/BICYCLE MASTER PLAN.

MEETING OCTOBER 23, 2013
DATE:

SUMMARY RECOMMENDATION:

City Staff and the Traffic and Transportation Commission recommend that the City Council adopt Resolution 2013-1389, approving the 2013 City of Calabasas Pedestrian and Bicycle Master Plan.

BACKGROUND:

The City of Calabasas adopted its first Bicycle Master Plan in 1996, updated it in 1997, 2005 and again in 2008. Staff has been working on the Calabasas Pedestrian and Bicycle Master Plan (CPBMP) to promote enhanced infrastructure and amenities that improve facilities for non-motorized modes of transportation throughout Calabasas and connections with outlying areas.

Overall, the primary purpose of the CPBMP is to document a program that identifies pedestrian and cyclist infrastructure deficiencies, preferred enhancements, policies for future development, and ways to finance these improvements.

Additionally, the CPBMP will provide numerous socio-economic benefits to the residents and visitors of Calabasas; these benefits include the following:

- 1) Improving safety for all roadway users;
- 2) Providing alternatives to driving;
- 3) Promoting exercise to improve the health of adults and children; and,
- 4) Creating a more desirable environment to live and visit.

DISCUSSION/ANALYSIS:

In 2010, the Calabasas Bicycle Advisory Group (CBAG) was formed to gain public perspective and insights on the development of the planning document. CBAG was composed of novice and expert cyclists, activists and City Staff who were located in and around the City of Calabasas. Over the course of 5 meetings, a conceptual framework and set of guidelines were created for the development of the planning document.

The Traffic and Transportation Commission reviewed the document a number of times throughout its development:

- Mar 23, 2010
- May 25, 2010
- Oct 26, 2010
- Jan 25, 2011
- Jul 24, 2012
- Oct 23, 2012
- Jan 22, 2013
- Aug 27, 2013

Over the last year, Staff has been working to develop a pedestrian and bicycle master plan to present to the Traffic and Transportation Commission for recommendation to take to Council.

The CPBMP has been reviewed by planning staff and all recommendations were incorporated into the document.

In late June, the planning firm of Fehr and Peers was contracted to assist in completing the document at the recommendation of the Traffic and Transportation Commission. Fehr & Peers reviewed the document and suggested including the following material:

- 1) Updated Needs Assessment – This task will make the plan compliant with Streets and Highways Code (SHC) section 891.2 and enable the City to be eligible to apply for Bicycle Transportation Account (BTA) funding for bike-related improvements.

- 2) Funding Source Identification – This task will help ascertain potential funding sources for the projects outlined in the CPBMP and will be provided in the form of a matrix.

Fehr and Peers completed this work and the document is presented in EXHIBIT A. The resolution adopting the 2013 Calabasas Pedestrian Bicycle Master Plan is presented in EXHIBIT B.

FISCAL IMPACT/SOURCE OF FUNDING:

The adoption of the Calabasas Pedestrian and Bicycle Master Plan creates no fiscal impact; however it will provide the City with more leverage when applying for pedestrian and bicycle transportation improvement grants.

REQUESTED ACTION:

City Staff and the Traffic and Transportation Commission recommend that the City Council adopt Resolution 2013-1389, approving the 2013 City of Calabasas Pedestrian and Bicycle Master Plan.

EXHIBITS:

- Exhibit A – 2013 Calabasas Pedestrian and Bicycle Master Plan
- Exhibit B – Resolution 2013-1389

Calabasas Bicycle Master Plan



Submitted to:
City of Calabasas

Submitted by:

FEHR & PEERS

600 Wilshire Boulevard, Suite 1050
Los Angeles, CA 90017

October 2013

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1. Introduction

In Southern California, driving often seems like our only transportation option. With its Mediterranean climate and nearly 300 days of sunshine annually, the City of Calabasas is an ideal place to walk and bike for transportation or recreation. To create a pedestrian and bicycle friendly environment, we must appreciate the users and create a landscape which makes walking and biking feasible, pleasurable and safe. The purpose of the Calabasas Pedestrian and Bicycle Master Plan (CPBMP) is to provide an overview and critique of pedestrian and cycling infrastructure within the City of Calabasas, to recognize the positives in Calabasas' existing landscape, and to make recommendations for improvements. These policy recommendations will serve as a guide for future grant proposals, public works endeavors, and legislative decisions that impact pedestrians and cyclists. In addition, the CPBMP as envisioned is a constituent based plan that aims to compliment the pre-existing General Plan already adopted by the City, yet adding further insight to the common goal – setting standards for agency action.

The City of Calabasas, located in northwest Los Angeles County about 29 miles from downtown Los Angeles, is adjacent to the cities of Hidden Hills and Agoura Hills and is a gateway to Malibu, via Las Virgenes Road. Incorporated on April 5, 1991, Calabasas is governed by a five-member City Council, has an active citizenry, and takes pride in civic activism which has insured a quality of life for its residents. The City of Calabasas covers a small area of only 12.9 square miles. The primary access to this City of 23,000 is from either US Highway 101 or Malibu Canyon Road/Las Virgenes, which connects with the Pacific Coast Highway. Calabasas is known for its reserves of open space, careful land use planning, attention to livable communities, and contains some of the most scenic and protected topography of Southern California. With Heritage Oak trees, Santa Monica Mountain peaks, ridgelines, canyons and creeks, this feeling of openness gives Calabasas its rural character.

The City of Calabasas has taken a proactive approach to transportation, both local and regional, understanding the nexus between land use development, transportation, and regional impacts. With the City's unique location along US 101, it serves as a connection between Ventura County and Los Angeles County, as well as, a gateway to the Santa Monica Mountains National Recreation Area (SMMNRA), the City of Malibu, and public beaches. This gateway to the SMMNRA has attracted many pedestrians and bicyclists, both residents of Calabasas and non-residents, for recreational and commuter cycling.

The City of Calabasas first adopted a Bicycle Master Plan (BMP) in November 1996. Updated and revised in 2005, and again in 2008, it is the guide by which the City develops and implements an effective, safe and interconnected bicycle transportation system that serves both commuters and recreational riders. The City does not currently have an adopted Pedestrian Master Plan. The CPBMP will be the first adopted pedestrian plan, providing guidance and direction towards building a pedestrian friendly community and an ever improving bicycle network.

This chapter describes the process that was used to develop the Plan, describes the contents of the Plan and outlines how these contents meet the requirements of Caltrans for BTA funding eligibility.

PLAN DEVELOPMENT AND PUBLIC INVOLVEMENT

The City of Calabasas has developed several designated bicycle facilities over the years. The development of the *BMP* comes as part of an effort by the City to address local and regional desires to enhance the

viability of bicycling as a mode of transportation and reduce transportation system impacts on local communities.

The goals, policies, recommendations, and action items in this *Plan* are the outcome of public outreach effort by the City. In 2011, the City of Calabasas worked with a group of volunteers that officially formed the Calabasas Bicycle Advisory Group (CBAG) to provide a re-focus in the development of the document towards safety and the promotion of cycling and alternative transportation in the City. CBAG, together with staff, developed the Master Plan’s Mission Statement:

MISSION STATEMENT:

To develop a cycling network that affords the citizens of Calabasas and outlying communities a safe and comfortable environment for commuters, children, and cycling enthusiasts. To provide an emphasis on “safety first” through the education of both cyclists and non-cyclists.

PUBLIC INPUT

In late 2010 and early 2011, the City of Calabasas organized the Calabasas Bicycle Advisory Group (CBAG) to meet and discuss bicycle issues and concerns and to provide recommendations. CBAG was composed of residents and bicycle enthusiasts within Calabasas and the surrounding area; the group was highly enthusiastic and provided significant assistance in establishing a direction and tone for the bicycle elements of the CPBMP.

CBAG consisted of a broad cross-section of cyclists including: commuters and recreational riders; members who wanted to increase accessibility; cyclists who are concerned with safety and education. Members included:

- Alicia Weintraub
- Sunil Bhandari
- Larry Elfenbein
- Norm Goodkin
- Victor Pesiri
- Caroline Lettieri
- Peter Huemann
- Michelle Dornfest
- Ryan Thompson
- Tatiana Holden
- Mark Seferian
- Robert Yalda

Over the span of 7 months, CBAG developed a Mission Statement for the bicycle component that emphasizes the goals of the City and its residents in the development of a bicycle master plan:

“To develop a cycling network that affords the citizens of Calabasas and outlying communities a safe and comfortable environment for commuters, children, and cycling enthusiasts. To provide an emphasis on “safety first” through the education of both cyclists and non-cyclists.”

Additionally, CBAG provided significant insight into the difficulties and dangers faced by cyclists in Calabasas, including:

- Network gaps
- Signage and striping limitations
 - Inconsistencies due to changing laws
 - Old/faded markings
- Enforcement and education
- Freeway interchange transitions

Finally, the group provided significant assistance in identifying project needs throughout the City.

Since the inception of CBAG, the CPBMP has been discussed at the Traffic and Transportation Commission at least twice a year. In early 2013, a draft of the CPBMP was posted to the City’s website encouraging Public Comment.

PLAN CONTENTS

The *Bicycle Master Plan* is presented in the following chapters:

TABLE 1-1 – BICYCLE MASTER PLAN CONTENTS

Chapter	Contents
1. Introduction	--
2. Existing Policy Framework	Summarizes the key plans, programs, policies and other planning documents that will be affected and may affect the recommendations and implementation of the Bicycle Master Plan
3. Existing Conditions	Discusses the existing local conditions relevant to bicycling and walking, including land use patterns and commuting statistics. This section also includes a variety of bicycle-specific information required for BTA compliance.
4. Proposed Bicycle Improvements	Establishes a menu of proposed network of bikeways and support facilities based on expressed needs, gaps in existing the network and key destinations and activity centers. This chapter also includes a map of the proposed network and provides a list of proposed projects based on City priorities.
5. Support Programs	Describes the bicycle and pedestrian safety and education

	<p>programs in Calabasas, and recommends additional programs or enhancements to improve the state of bicycling and walking in the city.</p>
<p>6. Funding and Implementation</p>	<p>Includes a phased implementation plan for bicycle projects based on community-input, project readiness, and connectivity. Provides planning-level cost estimates for implementation and maintenance of the proposed bicycle network. Potential funding sources are also identified. More detailed project descriptions are included for five high-priority projects, for use in grant applications.</p>

Caltrans requires that bicycle plans include certain components, as identified in Section 891.2 of the California Streets and Highway Code, to be eligible for BTA funding. **Table 1-2** summarizes these elements and the chapters of this plan in which each is addressed.

TABLE 1-2 – CALTRANS BICYCLE TRANSPORTATION ACCOUNT FUNDING REQUIREMENTS

Element	Chapter of this Plan
Number of Existing and Future Bicycle Commuters	Chapter 3 [p. 21-22]
Land Use and Settlement Patterns	Chapter 3 [p. 18]
Existing and Proposed Bikeways	Chapters 3 and 4 [Existing p. 28, Proposed p. 37]
Existing and Proposed Bicycle Parking Facilities	Chapters 3 and 4 [Existing p. 28-29, Proposed p. 38,42]
Existing and Proposed Access to other Transportation Modes	Chapters 3 and 4 [Existing p. 29, Proposed p. 42]
Facilities for Changing and Storing Clothes and Equipment	Chapters 3 and 4 [Existing p. 29, Proposed p. 42]
Bicycle Safety, Education, and Enforcement Programs	Chapter 5 [p. 43-53]
Citizen and Community Involvement in the Development of the Plan	Chapters 1 [p. 1-3]
Coordination and Consistency with Other Plans	Chapter 2 [p. 6-16]
Projects Proposed in the Plan and their Priority for Implementation	Chapter 6 [p. 60]
Past Expenditures for Bicycle Facilities and Future Financial Needs	Chapter 6 [p. 59,62]

Source: Caltrans Streets and Highway Code, Section 890-894.2

2. Existing Policy Framework

This chapter summarizes existing plans and policy documents relevant to non-motorized transportation in the City of Calabasas. These documents have been grouped into City of Calabasas Plans and Policies, Other City and County Plans, Regional Plans, State Plans, and Federal Initiatives. **Table 2-1** lists the existing planning and policy documents addressed in this chapter.

TABLE 2-1 – SUMMARY OF RELEVANT EXISTING PLANS AND POLICIES

City of Calabasas Plans & Policies	Other City and County Plans	Regional Plans	State Plans	Federal Initiatives	
General Plan	Agoura Hills Citywide Trails & Pathways Master Plan	Metro BTSP	Caltrans' Complete Streets Policy	Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations	
Municipal Code			California Complete Streets Act		
Traffic Impact Study Guidelines	Santa Monica Mountains Area Trails Coordination Project		SCAG 2012 RTP/SCS		Assembly Bill 32 & State Bill 375
Las Virgenes Road Corridor Design					Assembly Bill 1581 & Caltrans' Policy Directive 09-06
Las Virgenes Gateway Master Plan	Los Angeles County Bicycle Plan	SCAG 2012 RTP/SCS	Assembly Bill 32 & State Bill 375	Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations	
Mulholland Highway Master Plan for Capital Improvements					
Old Town Calabasas Master Plan					
Trails Master Plan					
West Calabasas Road Planning Guidelines					

CITY OF CALABASAS PLANS AND POLICIES

This section discusses adopted plans and policies relevant to bicycling and walking in the Calabasas. These documents guide how the City of Calabasas plans for and manages its built environment.

General Plan

The *City of Calabasas 2030 General Plan: Circulation and Element* describes the existing bicycle, pedestrian, transit, and vehicle facilities within the City and establishes the goals and policies for future transportation needs. **Table 2.2** summarizes the goals and policies that relate directly to the Bicycle and Pedestrian Master Plan:

TABLE 2.2 – SUMMARY OF RELEVANT GENERAL PLAN GOALS AND POLICIES

<p>Circulation Element Goals:</p> <ul style="list-style-type: none"> To provide easy and convenient access to all areas of the community To reduce dependence on single occupant automobile travel by providing a high level of pedestrian, bicycle, and public transit travel opportunities To consider the movement of people and vehicles in the design and operation of transportation systems To recognize the special mobility needs of seniors, youth, and persons with disabilities 	<p>Policy – Avoiding significant adverse impacts to sensitive environmental features and residents’ quality of life are higher priorities than improving traffic levels of service</p> <hr/> <p>Policy – Limit roadway and intersection capacity enhancement construction to that which will allow maintenance of the integrity of Calabasas’ bicycle and pedestrian circulation systems. Prohibit roadway and intersection capacity enhancements that would create gaps in the area’s bicycle and pedestrian circulation systems.</p> <hr/> <p>Policy – Provide adequate levels of maintenance for all components of the circulation system, including roadways, sidewalks, bicycle facilities, and trails</p>
<p>Circulation Element Bikeway System Objectives:</p> <p>Develop and maintain a comprehensive and safe bicycle system that:</p> <ul style="list-style-type: none"> Provides recreational opportunities and can serve as a partial alternative to automobile use Connects major destinations within and outside of the City Provides appropriate connections to regional routes and the bicycle facilities within adjacent jurisdictions 	<p>Policy – Reduce the need for vehicular travel by:</p> <ul style="list-style-type: none"> Establishing and maintaining a comprehensive system of bicycle routes and providing appropriate facilities for bicycle riders <hr/> <p>Policy – Encourage bicycling by preserving existing bicycle paths, lanes, and routes, and developing new and expanded bicycle facilities that offer direct connections between residential and non-residential areas, in accordance with the Calabasas Bicycle Master Plan</p>
<p>Pedestrian Circulation Objective:</p> <p>Continue to enhance Calabasas’ pedestrian circulation system to ensure that walking is a viable transportation option for all residents.</p>	<p>Policy – Ensure that parking for bicycles is available at major destinations to promote bicycle riding for commuting and recreation.</p> <hr/> <p>Policy – Make the safety and convenience of bicycle riders the primary concern with regard to determining locations for bicycle facilities.</p> <hr/> <p>Policy – Implement a safe routes to school program to</p>

<p>Citywide Community Design Objectives:</p>	<p>help ensure that students can safely walk or bicycle to and from school.</p>
<ul style="list-style-type: none"> • Create pedestrian access and connectivity opportunities as well as human-scaled gathering places 	<p>Policy – Promote pedestrian system improvements that create and sustain vibrant and active streets in major places of activity as well as providing direct connections between residential and non-residential areas.</p>
	<p>Policy – Provide neighborhood streets that are walkable and that contribute to the physical safety and comfort of pedestrians.</p>
	<p>Policy – Develop an inventory of and plan for implementing needed pedestrian system improvements and possible pedestrian system enhancements.</p>
	<p>Policy – 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.</p>
	<p>Policy – As commercial and mixed use districts redevelop over time, consider re-designing roadways in these areas to improve pedestrian circulation (possible re-design options include, but are not limited to, roadway narrowing, crosswalk enhancements, streetscape treatments that buffer pedestrians from traffic, and widened sidewalks). Roadways should be re-designed only if the re-design would not create unacceptable levels of service or unsafe conditions for vehicular traffic.</p>
	<p>Policy – Promote the establishment and maintenance of the following features to enhance community character:</p> <ul style="list-style-type: none"> - Commercial facilities that facilitate, rather than hinder, pedestrian circulation within the facility, as well as between commercial facilities and adjacent residential neighborhoods

Source: City of Calabasas 2030 General Plan, 2008

City of Calabasas Municipal Code

The City of Calabasas Municipal Code includes ordinances that address how development should occur within the City. In addition to defining standards for future development, the Code also defines existing pedestrian-oriented districts within the City. The following sections are relevant to the Cycling and Pedestrian Plans:

12.13.010 – Newsracks Purpose and Intent: The Calabasas municipal code presents guidelines for placement, appearance and servicing of newsracks in the public rights-of-way so as to:

(B) Avoid unreasonable interference with the flow of pedestrian or vehicular traffic, including ingress and egress from any residence or place of business or from the street to the sidewalks by persons crossing or exiting/entering parked or standing vehicles.

12.13.090 – Location, placement and number of newsracks: No proposed site and no newsrack shall be placed, installed, used or maintained in the following locations:

1. Within five feet of any marked crosswalk;
2. Within fifteen (15) feet of the curb return of any marked crosswalks;
8. At any location where the newsrack unreasonably obstructs or interferes with the pedestrian access to abutting property;
11. Where the newsrack will endanger persons using the sidewalk or property;
12. Where the newsrack will unreasonably interfere with or obstruct the safe flow of pedestrian or vehicular traffic on the public right-of-way
13. At any location which creates less than a four-foot wide path of travel as required by Title 24 of the California Code of Regulations and the Americans with Disabilities Act;
14. Facing another newsrack when separated or divided only by the width of a sidewalk or pedestrian walk

17.28.040 – Number of parking spaces required: The Calabasas municipal code identifies the number of bicycle spaces required for various land uses. In general, bicycle spaces are to account for 5-10% of vehicle spaces for non-residential land uses, and 1 space per dwelling unit for residential land uses.

17.28.090 – Bicycle parking and support facilities: This section defines requirements for bicycle parking facilities, showers and lockers. Facilities are required for all commercial and industrial uses that have more than 50,000 square feet of floor area. This section identifies parking design, parking equipment, parking layout, signage and required shower facilities.

17.28.110 – Trip and travel demand reduction measures: This section provides requirements for new and reconstructed residential, commercial, and manufacturing/industrial projects that are intended to reduce vehicle trips and travel demand. The provision of bicycle amenities such as bicycle storage areas and bicycle lanes, paths our routes as determined by the city, in addition to bicycle shower/locker facilities are identified as potential Transportation Demand Management (TDM) measures.

City of Calabasas Traffic Impact Study Guidelines

The City of Calabasas adopted the latest revision of “Guidelines for Traffic Impact Study (TIS) Preparation” in July 2008. A TIS must address pedestrian circulation, as well as driveways, sight distance, and on-site circulation. The TIS should include pedestrian and bicycle improvements and funding within its proposed mitigation alternatives, per the TIS guidelines.

Las Virgenes Road Corridor Design Plan

The City of Calabasas adopted the Las Virgenes Road Corridor Design Plan in 1998. This is a long-range planning document that makes recommendations for beautification, circulation, and traffic improvements for Las Virgenes Road from Mulholland Highway to the Ventura County line. The plan contains both a corridor design plan with both bicycle and transit plans and beautification and traffic/circulation plans.

Needs identified within this plan included a lack of pedestrian circulation and improved pedestrian safety between A.E. Wright Junior High and the residential and commercial areas to the north and a comprehensive bikeway system needed along Las Virgenes Road. There was also the desire to create bike-pedestrian-equestrian links to the new DeAnza Park, Malibu Creek State Park, and the Santa Monica Mountain Recreational Area.

The bicycle plan provides for Class I Bike Paths, Class II-A bike lanes (lanes between parking and traffic), Class II-B bike lanes (lanes where street has no on-street parking), and Class III bike routes (bike signs only). The majority of the area would be planned for Class II-B facilities.

Las Virgenes Gateway Master Plan

The Las Virgenes Gateway Master Plan establishes more specific plans and guidelines for development occurring within the Las Virgenes Road and Ventura Freeway interchange area. Historically, this area has served as a rest stop area and gateway to the beaches along the Pacific Ocean, though more recently this corridor also serves the neighborhoods in western Calabasas, as well as a route to Pepperdine University, Malibu Creek State Park, and the Santa Monica Mountains. The Las Virgenes Gateway Master Plan is intended to provide the City with additional planning (beyond the General Plan) to address land uses and private property development/design standards that have arisen from this confluence of land uses and users of the area. The circulation/parking plan objectives are consistent with those presented in the *Las Virgenes Road Corridor Design Plan* in that they provide for a bicycle lane along the length of Las Virgenes Road. The plan also intends to provide enhanced crosswalk paving at all intersections and at the Las Virgenes Creek Bridge to enhance pedestrian circulation.

Mulholland Highway Master Plan for Capital Improvements

The Mulholland Highway Master Plan for Capital Improvements is a long-range planning document that provides recommendations for traffic, circulation, roadway, and landscaping improvements along a 1.7 mile segment of Mulholland Highway. The corridor extends from Mulholland Drive to the southern Old Topanga Canyon Road intersection. The Master Plan provides the City with recommendations to respond

to the City's General Plan vision statement for the area, which is to restore the original beauty of the Mulholland corridor by developing a comprehensive Master Plan for the roadway.

The Plan includes the following recommended traffic and circulation improvements pertaining to bicycle and pedestrian travel:

- Construct a continuous linear sidewalk on the south side of the highway from Eddingham Avenue to Parched Drive
- Provide continuous Class II bicycle lanes on both sides of the highway
- Create planning strips between travel lanes and pedestrian paths on both sides of the highway to create a safety buffer between vehicular and pedestrian traffic

Old Town Calabasas Master Plan

Adopted in March 1994, the Old Town Calabasas Master Plan was created in response to City residents' desires to retain an important cultural resource and establish a historic retail "downtown" in Old Town Calabasas. The Master Plan provides design guidelines for Old Town to ensure that a "sense of place" that is special and unique to the City of Calabasas is retained and enhanced, to reflect the history and spirit of Calabasas.

One of the goals of the plan is to "create a lively, attractive, and safe streetscape that efficiently moves motorists, cyclists, and pedestrians through Old Town." The design guidelines include provision of 12-foot wide medians with breaks to allow for turn lanes and pedestrian crossings. The plan also provides for Class II-A bicycle lanes along Calabasas Road throughout the Old Town study area, with connections to existing and planned bicycle facilities. There are also provisions for crosswalk enhancements and street furniture, including benches.

Trails Master Plan

The Calabasas Trails Master Plan provides a blueprint for the development of community trails over the next 10 years. The purpose of the Plan is to provide a continuous pedestrian, equestrian, and bicycle trail system that will incorporate trail connections to open spaces, public facilities, and nearby regional parks. The Plan will be used in fostering and guiding the creation of a citywide trail network. It is intended to provide guidance for the location and construction of trails in the City. Further, the Trails Master Plan is intended to improve the operation, design, and utilization of the City's off-street trail system, allowing equal and safe use for pedestrians, bicyclists, and equestrians.

West Calabasas Road Planning Guidelines

The West Calabasas Road Planning Guidelines are intended to provide clear and useful recommendations for the design, construction, review, and approval of all development in the West Calabasas Road Master Plan area. These guidelines are a reference point for a common understanding of the community's minimum design expectations. The guidelines are offered as one way of achieving attractive and functional projects that will realize the goals of both the City and the community.

The streetscape design guidelines within the report include new and contiguous sidewalks and bicycle lanes along the "Country Corporate" sections of West Calabasas Road.

OTHER CITY AND COUNTY PLANS

This section describes the plans and policies related to bicycling and pedestrian activity in adjacent cities, unincorporated areas, or along county-owned or managed facilities.

Agoura Hills Citywide Trails & Pathways Master Plan

The City of Agoura Hills adopted this plan in October 2008. The plan was developed to provide a pedestrian, bicycle, and equestrian system to link homes, schools, businesses, parks, and natural resources to each other. The plan provides an overview of the City and of related plans, projects and policies; describes existing conditions; presents a proposed trail and pathway system; develops equestrian trail standards; discusses general design, management policies, and implementation measures.

Santa Monica Mountains Area Trails Coordination Project

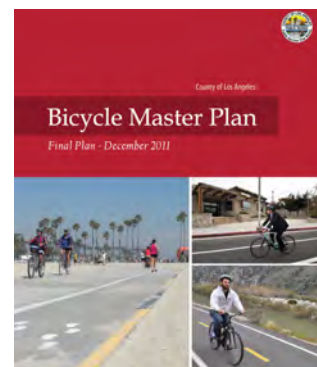
The National Park Service prepared the Santa Monica Mountains Area Trails Coordination Project (SMMART) in 1997 for coordinated planning among the agencies with responsibility for trails. This was established to be a coordination project rather than a comprehensive planning process. Missing links and backbone trails were identified as part of this project.

City of Los Angeles 2010 Bicycle Plan

The Los Angeles County Bicycle Master Plan was adopted by the in March 2011. The plan was developed by the Los Angeles Department of City Planning as a component of the City's Transportation Element. The Citywide Bicycle Plan designates a 1,684 mile bikeway system and introduces a comprehensive collection of programs and policies. The plan includes bicycle improvements in the City of Los Angeles adjacent to Calabasas, such as in the Woodland Hills and Warner Center areas of Los Angeles.

Los Angeles County Bicycle Master Plan

The Los Angeles County Bicycle Master Plan was adopted by the Los Angeles County Board of Supervisors. The Plan was developed by the Los Angeles County Public Works Department and an appointed Bicycle Task Force. The Countywide Bicycle Plan identifies opportunities for off-street bicycle facilities, on-street bicycle facilities, and shared-use pathways in unincorporated areas of Los Angeles County. Unincorporated areas near Calabasas where proposed facilities are considered include the Santa Monica Mountains North Area, and areas adjacent to Agoura Hills and Hidden Hills.



REGIONAL OR STRATEGIC PLANS

Regional or strategic plans are typically intended to facilitate coordinated planning across jurisdictional boundaries and set regional priorities for funding of transportation infrastructure, including bicycle and pedestrian projects.

Metro Bicycle Transportation Strategic Plan

In 2006, the Los Angeles County Metropolitan Transportation Authority (Metro) released two documents relating to bicycle planning in the region: the Metro Bicycle Transportation Strategic Plan and BTA Compliance Document. Both of these documents supplant prior countywide bicycle planning documents dating back to 1996. The Strategic Plan is intended to be used by local cities and Los Angeles County Transit agencies in setting bicycle-related priorities that lead to regional improvements. The document discusses the significance of bicycle usage with transit as a way of expanding mobility options within the region. The BTA document inventories and maps existing and planned facilities, and provides information regarding past expenditures by the 89 local jurisdictions within the county. The plan also includes: a listing of 167 “bike-transit hubs” in the county, procedures for evaluating access to transit, best-practices in a tool box of design measures, gaps in the regional bikeway network, and 12 prototypical “bike-transit hub” access plans in different areas of the county.

SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

In 2012, the Southern California Association of Governments (SCAG) adopted the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which integrates the region’s transportation and land use planning. The RTP/SCS is intended to reduce greenhouse gas emissions from transportation in accordance with California’s Sustainable Communities and Climate Protection Act and includes significant investments in multimodal transportation. It identifies regional solutions to transportation issues in southern California by reviewing existing transportation system conditions and providing improvement recommendations for the various focus areas including aviation, goods movement, highways and arterials, land use, non-motorized transportation, transit, and transportation finance. The non-motorized transportation section provides information regarding existing mode split, bicyclist types, bicycle safety, the California Strategic Highway Safety Plan for bicyclists, and identifies implementation priorities for local jurisdictions. This document serves more as a policy guide for the region, than as a regional bicycle plan identifying potential expansion of bicycle facilities. The regional bikeway network is estimated to extend approximately 4,315 miles with an additional 5,807 miles of planned facilities. Of the \$524.7 billion transportation expenditures in the RTP, \$6.9 billion are allocated for non-motorized projects. Additionally, this document includes a regional Active Transportation Plan.



STATE PLANS

Caltrans is responsible for building and maintaining state-funded transportation infrastructure. Within the City of Calabasas, Caltrans maintains Interstate 101. The following policies would affect strategic planning decisions on this corridor. In conjunction with Caltrans, the State has also passed legislation that affects all streets in Calabasas.

Caltrans' Complete Streets Policy

In 2001, Caltrans adopted a routine accommodation policy for the state in the form of Deputy Directive 64, "Accommodating Nonmotorized Travel." The directive was updated in 2008 as "Complete Streets—Integrating the Transportation System." The new policy reads in part:

The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations....

The directive establishes Caltrans' own responsibilities under this policy. Among the responsibilities that Caltrans assigns to various staff positions under the policy are:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

California Complete Streets Act

Assembly Bill 1358, the "California Complete Streets Act of 2008," requires "that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all

users [including] motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation....” This provision of the law goes into effect on January 1, 2011. The law also directs the Governor’s Office of Planning and Research to amend its guidelines for the development of circulation elements so as to assist cities and counties in meeting the above requirement.

Assembly Bill 32 and State Bill 375

Senate Bill (SB) 375 is the implementation legislation for Assembly Bill (AB) 32. AB 32 requires the reduction of greenhouse gases (GHG) by 28 percent by the year 2020 and by 50 percent by the year 2050. GHGs are emissions – carbon dioxide chief among them – that accumulate in the atmosphere and trap solar energy in a way that can affect global climate patterns. The largest source of these emissions related to human activity is generated by combustion-powered machinery, internal combustion vehicle engines, and equipment used to generate power and heat. SB 375 tasks metropolitan and regional planning agencies with achieving GHG reductions through their Regional or Metropolitan Transportation Plans. The reduction of the use the automobile for trip making is one method for reducing GHG emissions. This can be achieved through the use of modes other than the automobile, such as walking, bicycling, or using transit.

Assembly Bill 1581 and Caltrans Policy Directive 09-06

Assembly Bill (AB) 1581 provides direction that new actuated traffic signal construction and modifications to existing traffic signals include the ability to detect bicycles and motorcycles. It also calls for the timing of actuated traffic signals to account for bicycles. In response to AB 1581, Caltrans has issues Traffic Operations Policy Directive 09-06, which has proposed modifications to Table 4D-105(D) of the California Manual on Uniform Traffic Control Devices. The California Traffic Control Devices Committee is considering the proposed modifications.

FEDERAL INITIATIVES

The United States Department of Transportation has issued the following statement on pedestrian and bicycle activity and planning.

The US DoT Statement on Bicycle and Pedestrian Accommodations, Regulations and Recommendations

On March 5, 2010, the United States Department of Transportation (DOT) announced a policy directive to demonstrate the DOT’s support of fully integrated active transportation networks by incorporating walking and bicycling facilities into transportation projects. The statement encourages transportation agencies to go beyond minimum standards in the provision of the facilities. The DOT further encourages agencies to adopt policy statements that would affect bicycling and walking, such as:

- Considering walking and bicycling as equals with other transportation modes



- Ensuring availability of transportation choices for people of all ages and abilities.
- Going beyond minimum design standards.
- Integrating bicycle and pedestrian accommodations on new, rehabilitated, and limited access bridges.
- Collecting data on walking and biking trips.
- Setting mode share for walking and bicycling and tracking them over time.
- Keeping sidewalks and shared use paths clear.
- Improving non-motorized facilities during maintenance projects.

3. Existing Conditions

Calabasas provides an excellent environment for active transportation, including a temperate climate, recreational users, an active citizenry, and proximity to natural parks and open space.

This Bicycle Master Plan lays the groundwork for developing a system of on-street bicycle facilities throughout the City, focusing on completing a system of bikeways and support facilities between neighborhoods, providing safe routes to schools, and improving access to major destinations such as employment centers, stores and shops, parks, trails, and open space areas. This *Plan* also includes criteria for defining different types of bicycle facilities, a listing of priority projects, and education and safety programs. This chapter provides a snapshot of the existing physical environment and existing programs, practices, and policies related to bicycling conditions in the City. The chapter outline is shown in **Table 3-1** below.

TABLE 3-1 – CHAPTER OUTLINE

Existing Bicycling Conditions

Calabasas Today

-
- Existing Land Use and Settlement Patterns
 - Existing and Potential Bicycle Activity in Calabasas

Types of Bikeway Facilities

Existing Bicycling Facilities

-
- Existing On- and Off-Street Facilities
 - Existing Bicycle Parking
 - Status of On-Going and Past Bike Projects

Barriers to Cycling / Needs Assessment

Vehicle/Bicycle Collision Analysis

CALABASAS TODAY

Land Use and Settlement Patterns

The City of Calabasas is located in western Los Angeles County along the heavily traveled Ventura Freeway, approximately 29 miles from downtown Los Angeles. A portion of the City's northern boundary also borders Ventura County. As of 2007, the City of Calabasas' corporate boundaries encompassed approximately 12.9 square miles, or 8,512 acres of land. The City's population in 2010 was estimated at 23,058. In addition, there is a 3.9 square mile area of unincorporated land surrounding the City that may be annexed in the future and includes residential neighborhoods, commercial areas, open space, and a public school.

Calabasas was governed by the County of Los Angeles prior to incorporation in 1991. Among the original goals of incorporation were placement of greater emphasis on environmental protection and design compatibility, and creation of transitions between urban and rural land uses. The City's major thoroughfares are the Ventura Freeway (US 101), Las Virgenes Road, Lost Hills Road, Calabasas Road, Mulholland Highway, and Old Topanga Canyon Road/Mulholland Drive.

Calabasas' land use pattern is well established and is not expected to change over time. It is a primarily low intensity, residential community bounded by natural environmental features, such as the Santa Monica Mountains. Future growth, according to the City's General Plan, will primarily consist of infill development, and minor extension of rural residential development at the edge of the urban area. The City aims to protect Calabasas' natural setting and significant environmental features. Land uses within Old Town and adjacent areas to the west long Calabasas Road up to Parkway Calabasas are a pedestrian-oriented mix of retail and office uses. Figure 3-1 shows the existing land use map for Calabasas.

The Las Virgenes Unified School District operates sixteen schools, serving the Cities of Agoura Hills, Calabasas, Hidden Hills, and Westlake Village. Seven of these schools are located within Calabasas. The City also has two private schools, one K-12 and one K-8. The schools located in Calabasas include:

LVUSD Elementary Schools

- Bay Laurel Elementary School
- Chaparral Elementary School
- Lupin Hill Elementary School
- Round Meadow Elementary School

LVUSD High School

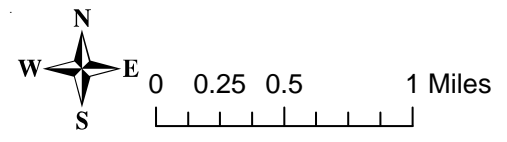
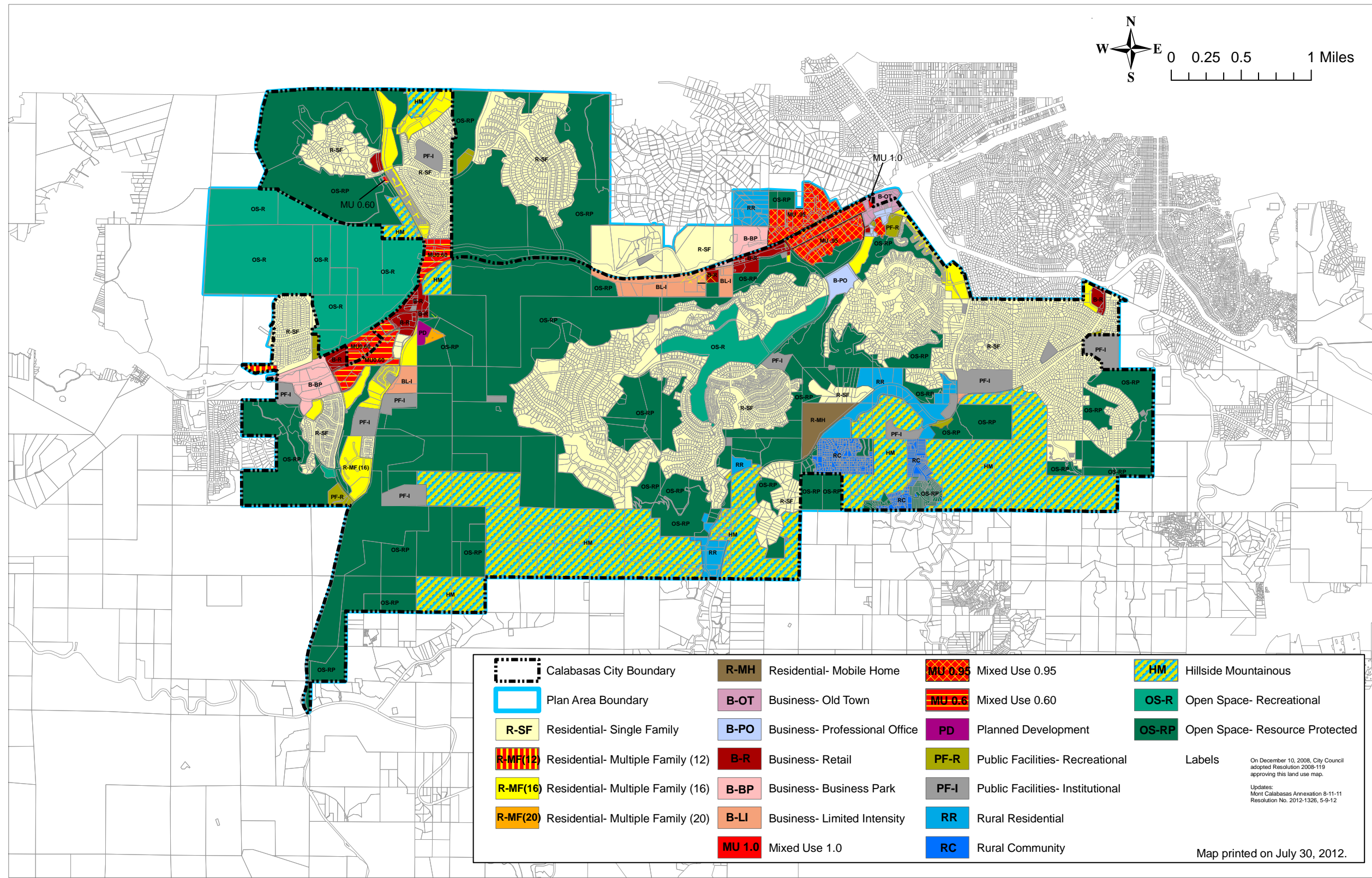
- Calabasas High School

LVUSD Middle Schools

- A.C. Stelle Middle School
- A.E. Wright Middle School

Private Schools

- Viewpoint School (K-12)
- Muse School (K-8)



Calabasas City Boundary	R-MH Residential- Mobile Home	MU 0.95 Mixed Use 0.95	HM Hillside Mountainous
Plan Area Boundary	B-OT Business- Old Town	MU 0.6 Mixed Use 0.60	OS-R Open Space- Recreational
R-SF Residential- Single Family	B-PO Business- Professional Office	PD Planned Development	OS-RP Open Space- Resource Protected
R-MF(12) Residential- Multiple Family (12)	B-R Business- Retail	PF-R Public Facilities- Recreational	Labels
R-MF(16) Residential- Multiple Family (16)	B-BP Business- Business Park	PF-I Public Facilities- Institutional	On December 10, 2008, City Council adopted Resolution 2008-119 approving this land use map.
R-MF(20) Residential- Multiple Family (20)	B-LI Business- Limited Intensity	RR Rural Residential	Updates: Mont Calabasas Annexation 8-11-11 Resolution No. 2012-1326, 5-9-12
	MU 1.0 Mixed Use 1.0	RC Rural Community	Map printed on July 30, 2012.

SOURCE: CITY OF CALABASAS

Existing and Potential Bicycling Activity in Calabasas

Knowing how many people bicycle, and for what purposes, can help Calabasas develop effective projects and programs to better serve residents and resident-employees. A common term used in describing demand for bicycle facilities is “mode split.” Mode split refers to the form of transportation a person chooses to take, such as walking, bicycling, public transit, or driving, and is often used in evaluating commuter alternatives such as bicycling, where the objective is to increase the percentage of people selecting an alternative means of transportation to the single-occupant (or drive-alone) automobile.

Table 3-1 presents American Community Survey data for the journey-to-work mode split for the City of Calabasas, compared to the United States, California, and Los Angeles County. As shown, driving is the predominant means of commuting in Calabasas, and is higher than in Los Angeles County, California, and the United States as a whole.

TABLE 3.1 – EXISTING JOURNEY TO WORK DATA

Mode	United States	California	Los Angeles County	City of Calabasas
Drive Alone	76%	73%	72%	84%
Carpool	10%	12%	11%	5%
Transit	5%	5%	7%	1% (0.6%)
Bike	1% (0.5%)	1%	1% (0.8%)	0%
Walk	3%	3%	3%	0% (0.4%)
Other	5%	6%	6%	10%
Total	100%	100%	100%	100%

Source: American Community Survey 2007-2011

Note: Totals may not add to 100% due to rounding

As shown in **Table 3-1**, bicycle trips represent less than one percent of home-based work trips in Calabasas. This should not be misinterpreted as the bicycle mode share of all trips for several reasons:

- Journey-to-work data only represents commute trips, which tend to be longer than shopping, school, recreation, and other trips, and are therefore less compatible with bicycling.
- Census journey-to-work data fails to capture people who commute by bicycle one or two days per week.
- Journey-to-work data does not account for commuters with multiple modes of travel to and from work, such as commuters that ride a bicycle to a transit station before transferring to transit for the remainder of their journey to work.
- No separate accounting of shopping, school, or recreational trips is made in the Census; these trips make up more than half of the person trips on a typical weekday and a significantly greater proportion on the weekend. These trips also tend to be short to medium in length and are therefore very well suited for bicycling.

Chapter 3 – Existing Conditions

- Journey-to-work reports information for adult work trips, but does not request data on school trips, which are much more likely to be bicycling trips because school-aged individuals cannot drive until the latter half of their high school years.

The SCAG’s Year 2000 Post-Census Regional Travel Survey, which surveyed 17,000 households in the six-county Los Angeles area, found that one percent of all trips in the region are by bicycle. Bicycle commuting rates in Los Angeles County have risen since 2000 (from 0.6% to 0.8%), so it is likely that overall bicycle trips have risen as well.

Table 3-2 summarizes bicycle ridership estimates for commute and non-commute cyclists. According to the California Department of Education (Accountability Progress Reporting) and data from independent schools, there were 5,875 enrolled students from grades K to 12 in Calabasas. According to local surveys cited in the Metro Bicycle Transportation Strategic Plan BTA Compliance Document, approximately 2% of students commute by bicycle. Assuming that Calabasas has a similar student bicycle share percentage, the City would have an estimated 118 student cyclists. Approximately 60 residents commute by transit. According to on-board bus and rail surveys conducted by Metro in 2001, approximately 1.2% of transit riders cycle to transit stops; therefore, Calabasas would have about 1 home-to-transit cyclists.

TABLE 3-2 – CALABASAS BICYCLISTS BY TRIP GROUP

Trip Group	Daily Bicycle Commuters	
Workers (Home-to-Work Trips)	0	0%
Students (Home-to-School Trips)	118	99%
Transit Riders (Home-to-Transit Trips)	1	1%
Total	119	100%

Source: 2007-2011 American Community Survey; Fehr & Peers, 2013

Commute trips represent a minority of bicycle trips. To get a fuller sense of bicycling in Calabasas, one must account for the other reasons for which people use bicycles. The *National Bicycle & Walking Study*, published by the Federal Highway Administration in 1995, estimated that for every commute trip made by bicycle, there were 1.74 trips made for shopping, social, and other utilitarian purposes. We can estimate these types of trips in Calabasas as follows:

- **Number of daily bicycle commuters:** 119
- **Number of daily trips per commuter:** 2 (assuming each commuter bikes to work or school and then bikes home again later)
- **Number of daily bicycle commute trips:** 238 (119 x 2)
- **Daily bicycle trips for non-commute purposes:** 414 (238 x 1.74)

Lastly, cycling is a popular recreational activity for all age groups. While most of this plan is focused on encouraging bicycling as a form of transportation, recreational riders, with encouragement, may transition to bicycling commuters. Similarly, recreational cycling can be a popular family activity, and children who ride with parents may be more likely to bike to school or with their friends. Regardless, Calabasas has a

mild climate, several bicycle lanes, and many parks within a 10-minute bicycle ride of the Old Town or residential neighborhoods.

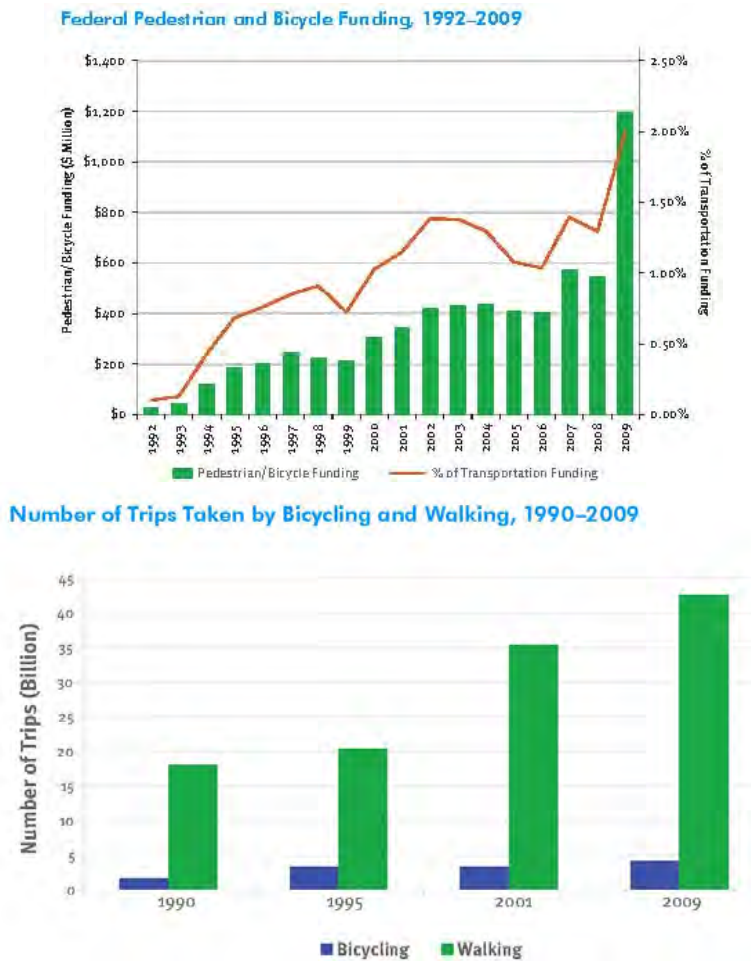
The Federal Highway Administration and U.S. Department of Transportation released in May 2010 the *National Bicycle & Walking Study: 15 Year Status Report*. The agencies found that between the initial report in 1995 and household survey data collected in 2009, bicycling activity had increased in general, though not to the goal of doubling walking and biking trips that was set in 1995. Interestingly, though only one percent of respondents in the 2009 National Households Transportation Survey said that they made everyday trips by bike, 12 percent said that they had ridden a bike in the past week.

Future Bicycling Activity

Future bicycle trips will depend on a number of factors such as the availability of well-connected facilities, appropriate education and promotion programs designed to encourage cycling, and location, density, and type of future land development. Cities with thoughtful bikeway plans and meaningful implementation programs have found high levels of correlation between bicycle facilities and number of cyclists. Three cities with such plans – Portland, San Francisco, and Seattle – found that the number of cyclists on a bicycle corridor after it was improved was double or triple the previous count. More generally, the 2010 *National Bicycle & Walking Study: 15 Year Status Report* found that between 1990 and 2008 funding for bike and pedestrian projects increased from less than 0.5 percent of federal transportation funding to about one percent. Over that same time, pedestrian and bicycle trips increased by about 50 percent.

With appropriate bicycle facilities in place and implementation of employer trip reduction programs, the bicycle mode split could increase significantly above its current rate. According to the methodology adopted by the Los Angeles County Metropolitan Transportation Authority and outlined in their Bicycle Transportation Strategic Plan (Volume 2), cities can expect to see a 279% increase in bicycling upon buildout of a complete bicycle network. By expanding bicycle facilities that encourage a broad cross section of bicyclists and improve safety, Calabasas could increase the current mode split, which would result in over 1,819 bicycle trips daily by 2020, as shown in **Table 3-3**.

Figure 3-2 – National Pedestrian and Bicycle Funding and Number of Trips



Source: National Bicycle & Walking Study: 15 Year Status Report (2010)

TABLE 3-3 – CALABASAS BICYCLE TRAVEL – EXISTING AND 2020

Mode	City of Calabasas – Today	City of Calabasas – 2020
Daily Bicycle Commuters	119	332
Daily Bicycle Commute Trips	238	664
Daily Non-Commute Bicycle Trips	414	1,155
TOTAL	652	1,819

Sources: U.S. Census Bureau, ACS, 5-years estimates (2007-2011); LACMTA, Bicycle Transportation Strategic Plan, 2006; Fehr & Peers, 2013

TYPES OF BIKEWAY FACILITIES

The City of Calabasas first published its bicycle master plan in 1995. Since that time, the City has identified additional bike facilities for future consideration. These bikeways include three distinct types of facilities, as defined by Caltrans, and shown in **Figure 3-3**:

- Class II bike lanes, such as on Mulholland Highway, Old Topanga Canyon Road, Mulholland Drive, Calabasas Road, Parkway Calabasas, and Agoura Road.
- Class III bike routes, such as on Thousand Oaks Boulevard and Park Sienna.

An understanding of the condition of existing bicycle facilities in Calabasas is necessary for determining future opportunities for improvement. The existing and future bike network will aim to provide and enhance connections to city and regional destinations, including the Santa Monica Mountains Recreational Area, Old Town Calabasas, and various schools, park, and other community destinations.

TABLE 3-4 – BIKE FACILITY TYPES

Class I: Shared-Use Path

These facilities provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians with vehicles cross-flow minimized.

Class II: Bike Lane

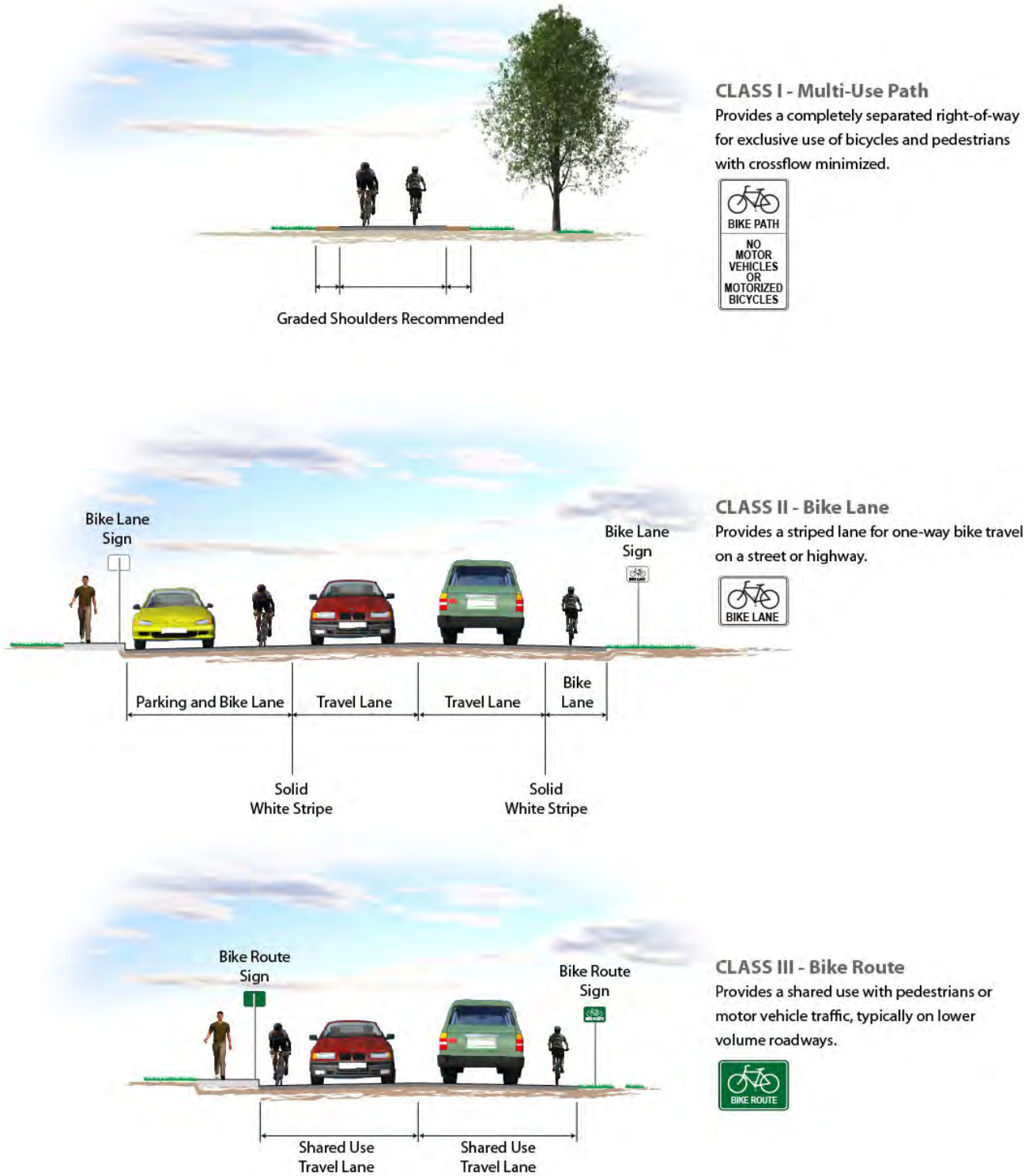
Bike lanes provide a restricted right-of-way and are designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally five feet wide. Vehicle parking and vehicle/pedestrian cross-flow are permitted. Recent variations on the bike lane seeing increased use in urban areas of the U.S. include **cycle tracks** and **buffered bike lanes**, which are not covered in traditional roadway design manuals, but are featured in the NACTO Urban Bikeway Design Guide, described below. These facilities, like bike lanes, are constructed within a roadway, but provide a greater level of separation from vehicular traffic and/or parked vehicles.

Class III: Bike Route

Bike routes provide a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles. A standard Class III bike route per the CA-MUTCD may simply have signs or combine signs and shared lane markings. A **bicycle boulevard** is a special type of shared route on a local or collector street that encourage through travel by bicyclists, but discourages motor vehicle through traffic. Bike boulevards may include a range of bicycle treatments and traffic calming elements from simple signage and pavement markings to mini traffic circles to traffic diverters.

Source: Caltrans, 2001

Figure 3-3 – Bikeway Types



Note: bike lanes may be striped adjacent to the curb or between the travel lane and on-street parking.

Bikeway planning and design in California typically relies on the guidelines and design standards established by Caltrans as documented in “Chapter 1000: Bikeway Planning and Design” of the *Highway Design Manual* (5th Edition, California Department of Transportation, January 2001). Chapter 1000 follows standards developed by the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA), and identifies specific design standards for various conditions and bikeway-to-roadway relationships. The California Manual on Uniform Traffic Control Devices (MUTCD) also provides design standards for bicycle facilities, pavement markings, signage, and traffic control. Caltrans standards provide for three distinct types of bikeway facilities, as described in **Table 3-4**.

Another important source for bikeway planning and design is the National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide*. This document was developed based on the experience of cities in designing and implementing bicycle facilities. Because cities and the built environment differ throughout the country, this source was developed to provide urban areas with innovative solutions that have been implemented in cities across the United States and abroad. Many of the treatments in this document are not specifically identified in the documents referenced above, but have received approval status from the FHWA. Ultimately, the document seeks to guide the development of bikeway facilities where uncommon challenges are created by competing modal demands for limited right-of-way.

EXISTING BICYCLING FACILITIES

An inventory was completed of existing bikeway facilities. The City currently has Class II bicycle lanes on seven facilities comprising of 8.1 miles of bikeway facilities.

The Existing Bikeway Network map (**Figure 3-4**) shows locations for all existing bikeways.

Class I Multi-Use Paths (Off-Street)

The City of Calabasas does not currently have any existing multi-use paths.

Class II Bike Lanes (On-Street)

Calabasas’ on-street bicycle facilities are composed of the following segments. **Table 3-5** provides a list of existing on-street bike facilities.

TABLE 3-5 – EXISTING CLASS II AND CLASS III BIKE FACILITIES

Street	From	To	Class	Length (miles)
Calabasas Road	Mureau Road	Park Granada	II	1.3
Parkway Calabasas	Park Granada	gate to the Oaks	II	1.8
Mulholland Highway	Mulholland Drive	Calabasas High School	II	1.3
Old Topanga Canyon Road	Park Ora	Palm Drive	II	0.7
Las Virgenes Road	Parkmor Road	Agoura Road	II	0.7
Agoura Road	City Limits	Las Virgenes Road	II	1.7
Park Granada	Calabasas Road	Parkway Calabasas	II	0.6
Total				8.1

Class III Bicycle Routes (Unmarked, On-Street)

The City of Calabasas does not currently have any existing Class III bicycle routes.

Existing Bicycle Parking, Transport, and Support Facilities

Bicycle parking is present at eight locations in the City, including parks, schools, and community facilities:

- Schools: A.E. Wright Middle School, Bay Laurel Elementary School, Calabasas High School
- Parks: De Anza Park, Las Virgenes Creek
- Community Facilities: Civic Center, The Commons, Agoura Hills/Calabasas Community Center

As previously mentioned, the City Municipal Code includes requirements for on-site bicycle parking and support facilities for private developers and property owners, as described in sections 17.28.040 and 17.28.090. However, the City does not currently have any on-site facilities for changing and storing clothes and equipment.

The City operates a trolley shuttle service that circulates the City. Some of the shuttle buses are equipped with bicycle racks. If a shuttle does not have racks, cyclists are permitted to bring their bicycles on the bus provided that there is space available.

KEY ISSUES AND BICYCLE NEEDS ASSESSMENT

In making conscious efforts to enhance the bicycle network, the City has a number of challenges to overcome. As described in Chapter 1, the Calabasas Bicycle Advisory Committee was formed to identify the key public concerns with cycling in the City. The comments received reinforced several issues previously identified by City staff. Comments could be summarized in one of the following three broader categories:

- Make cycling safe and comfortable to commuters, children, and cycling enthusiasts.
- Identify solutions for bridging network gaps, and signage and striping limitations.
- Identify priority projects.

The following section discusses more specific elements of these issues to be addressed in the proposed facilities section and design guidelines. A complete list of public comments is available in Appendix A.

As discussed, Calabasas is primarily comprised of residential neighborhoods well suited for biking with collector and arterial roadways that have Class II facilities.

Regional Bikeway Improvements

The 2012 Los Angeles County Bicycle Master Plan proposes one Class II facility and 12 Class III facilities in the Santa Monica Mountains Planning Area, adjacent to the City of Calabasas. The proposed Class II facility along Mureau Road between 0.2 miles west of Las Virgenes Road and Calabasas Road would connect to the existing Class II facility on Calabasas Road within the City limits. The Class III proposed facilities generally would link up to existing or proposed facilities in the City of Calabasas and would connect into the Santa Monica Mountains down to the Cities of Malibu and Santa Monica.

Retail Areas

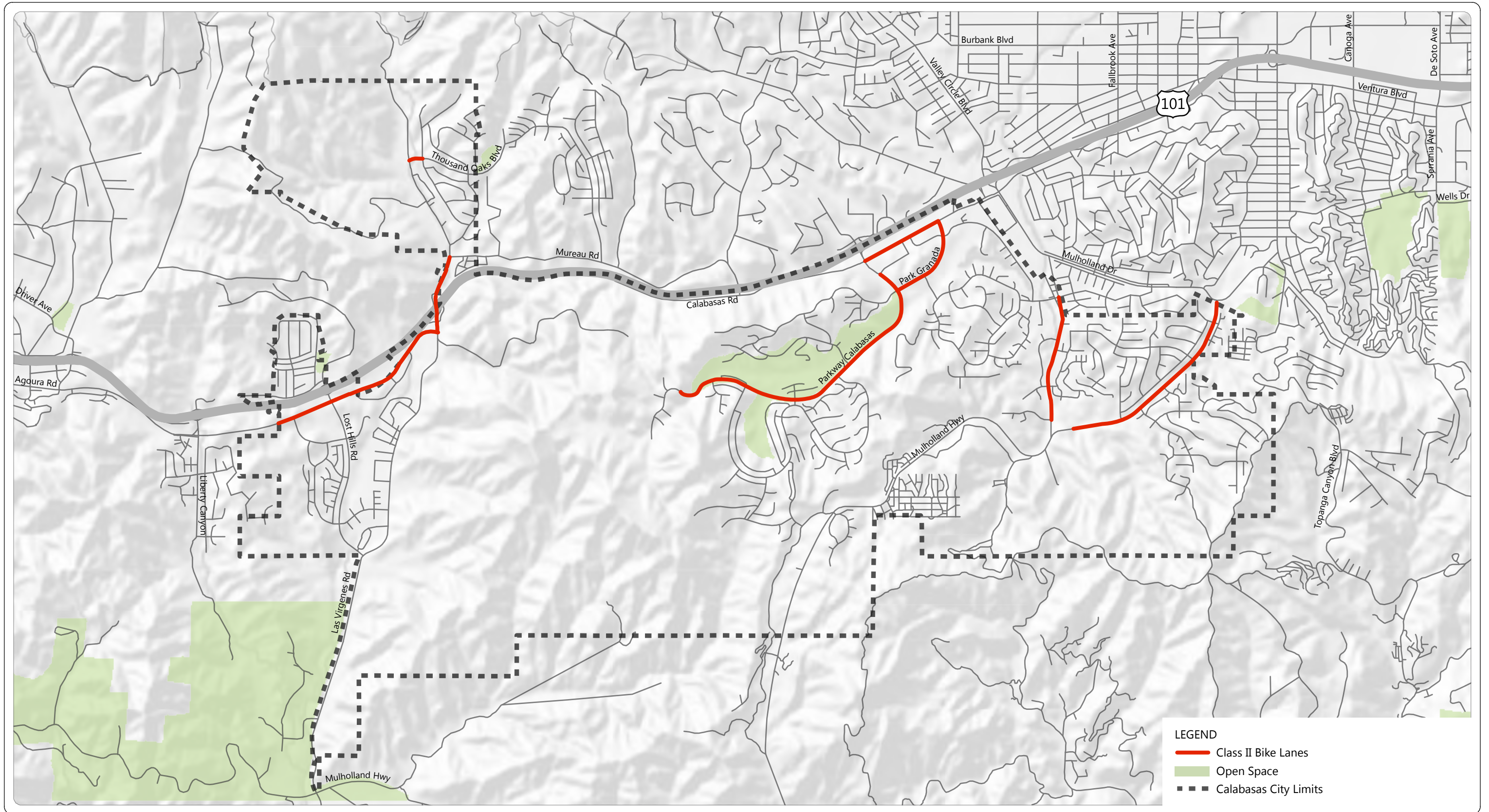
Several key destinations, such as the Calabasas Commons, Calabasas Civic Center, and De Anza Park are within a mile radius of many residential homes in Calabasas. A one-mile radius from the Calabasas Civic Center generally encompasses the area to Park Entrada to the southwest, Mureau Road at Calabasas Road to the west, Abbeyville Avenue to the east, and Ventura Boulevard at Valley Circle Boulevard to the north. Despite this proximity, driving remains a dominant mode.

Chapter 3 – Existing Conditions

It is important to recognize that many cyclists, at least initially, may not feel comfortable utilizing some of the key arterials that provide access to key destinations in Calabasas- with or without bicycle lanes. A fundamental component of implementing any successful bicycling plan is providing projects and facilities that provide interconnected and alternative routes for cyclists of different capabilities. For example, commuter cyclists are typically more confident, defensive, and faster than children or less frequent riders. Thus, these types of cyclists require a different type of facility than a child riding to school or an occasional cyclist who rides on the weekends. Having different types of facilities also requires providing education on how different facilities should operate, so that cyclists as well as drivers understand what is expected to maintain a safe facility.

Intersections

Oftentimes, bicyclists must wait through lengthy signal cycles or risk proceeding through intersections against the light. At uncontrolled intersections, cyclists must wait for gaps in traffic before proceeding. Bicycle-specific detectors or bicycle-specific signals should be considered at intersections along the bicycle network and stencils should be used to inform bicyclists where to position their bikes in order to actuate the signal. The 2012 California MUTCD requires that all new limit line detector installations and modifications, all new and modified bike path approaches, new signalized intersections, or modifications to advanced detection provide bicycle detection and appropriate markings informing bicyclists where to place their bikes or utilize a push-button for actuation. Alternatively, these locations can operate with fixed time signal cycles.



Not to Scale

BICYCLE COLLISION REPORTS

While traffic collisions can affect anyone, they have a disproportionate impact on bicyclists, who, along with pedestrians, are the most vulnerable users on the road. Data on collisions and a brief analysis of collision reports provided by the City of Calabasas can show some generalized trends in vehicle-cyclist collisions in the City and help planners and decision-makers identify specific locations and support programs. Between 2007 and 2011, there were ten collisions in Calabasas involving bicyclists. Injuries were reported at all ten collisions. There were no fatalities at the collisions, and one account of a serious injury. This data was provided by the California Highway Patrol’s Statewide Integrated Traffic Records System (SWITRS).

The collision reports identify crash locations; however, many factors that influence collision rates are not location-specific, such as time of day, weather conditions, degree of sobriety, and age of parties involved. Furthermore, many bicycle collisions might involve stationary objects, and these types of collisions are not typically recorded in the City’s collision database. Therefore, a small number of data points may not indicate much about a specific location. While the collision locations identified in this section help identify “hotspots,” they should not be assumed to be the most hazardous or risky locations. For a more meaningful evaluation, the data would need to be adjusted for the number of bicyclists to account for “exposure.” At best, a group of data points at a single location reveals that there is a tendency for collisions to occur relative to the number of bicyclists in the area. It is possible that the places with high numbers of collisions also have a high number of bicyclists. Furthermore, the total number of bicycle collisions is very low – an average of two per year – so there is low statistical significance between the hot spots and overall safety. Absent a complete database of bicycle volumes, there is no reliable way to adjust for exposure and relative safety. Thus, the data in the following section is presented for informational purposes only, and does not necessarily identify a certain location as unsafe.

Collisions occurring within 100 feet of an intersection are assigned to that intersection, defined as the combination of primary and secondary roadway. Collisions occurring more than 100 feet from an intersection are assigned to that segment. Based on the data provided, 10% of bicycle-involved collisions occurred at an intersection. **Table 3-10** summarizes the locations that were reported in the 2007-2011 bicycle-involved collision data. The collision data set also includes the reported violation type, according to the California Vehicle Code.

TABLE 3-10 –BICYCLE COLLISION LOCATIONS– 2007-2011

Intersection/Segment	Collisions Reported
Las Virgenes Road <ul style="list-style-type: none"> • At Mureau Road • 450’ south of Los Hills Road • 590’ south of Country Creek Lane 	3

Chapter 3 – Existing Conditions

Old Topanga Canyon Road <ul style="list-style-type: none"> • 220' north of Mulholland Highway • 100' south of Bluebird Drive 	2
Agoura Road <ul style="list-style-type: none"> • 1320' west of Los Hills Road 	1
Park Sorrento <ul style="list-style-type: none"> • 2' east of Edison Pole #2082033E 	1
Parkway Calabasas <ul style="list-style-type: none"> • 200' north of Ariella Drive 	1
Mont Calabasas Drive <ul style="list-style-type: none"> • 150' west of Alsace Drive 	1
Calabasas Road 1056' west of Park Granada	1
Source: SWITRS, 2013	

Table 3-11 provides a list of the most common PCFs for collisions at signalized locations. The top three PCFs were travel on the wrong side of the road, auto right-of-way violations, and traffic signals and signs. These three PCFs accounted for 60% of collisions.

Table 3-12 provides a summary of time of day data for collisions. The time of day was grouped into four categories: school/business hours (7:00 AM to 4:59 PM), evening hours (5:00 to 8:59 PM), night hours (9:00 PM to 2:59 AM), and morning hours (3:00 to 6:59 AM). Among bicycle involved collisions, the greatest proportion of collisions occurred during business hours with 90% of the total, followed by one collision during evening hours. There were no reported collisions during night or morning hours.

Table 3-13 provides information on the involvement of alcohol for collisions. The PCF “driving under the influence” did not occur at any of the collisions reported.

TABLE 3-11 – PRIMARY COLLISION FACTORS, 2007-2011

Primary Collision Factor	Percent Share
Improper Turning	30%
Unsafe Lane Change	20%
Other Hazardous Violation	20%
Unsafe Speed	10%
Wrong Side of Road	10%
Automobile Right of Way Violation	10%

Source: SWITRS, 2013

TABLE 3-12 – COLLISIONS BY TIME OF DAY

Time of Day	% of Total
7:00 AM to 4:59 PM	90%
5:00 to 8:59 PM	10%
9:00 PM to 2:59 AM	0%
3:00 to 6:59 AM	0%

Source: SWITRS, 2013

TABLE 3-13 – INVOLVEMENT OF ALCOHOL FOR BICYCLE-VEHICLE COLLISIONS IN CALABASAS, 2007-2011

Alcohol Involved?	% of Total
PCF for Driving Under the Influence	0%
Other PCF	100%

Source: SWITRS, 2013

As indicated in the data above, a majority of bicycle-involved collisions in Calabasas occur along roadway segments, during daylight business hours, and do not involve alcohol. Developing a bicycle network with a mix of bicycle facility types and up-to-date design guidelines for signing and striping will help communicate the rules of the road and designate space for motorists and cyclists on the public roadway network.

4. Proposed Active Transportation Network

While all streets should be designed to safely accommodate all who use them, the proposed active transportation network consists of pedestrian improvements at a number of locations and bicycling facilities that are designed to be the primary system for active transportation within, to, and from Calabasas.

The pedestrian-oriented improvements and the Bikeway Network are the primary tools that allow the City to focus and prioritize implementation efforts where they will provide the greatest community benefit. Streets or corridors selected for inclusion in the networks are targeted for specific improvements in this Plan, such as the installation of bicycling lanes, off-street paths, signage, crossing improvements, or streetscape improvements. Combined, these two networks form the citywide active transportation network. The individual projects in this Plan represent specific improvements considered necessary to help Calabasas meet its goals and objectives for active transportation.

Once completed, the active transportation network will provide safer and more direct travel paths throughout the City for those who prefer to walk or bike. The proposed system was developed according to the following criteria:

Connection to Activity Centers: Schools and universities; community facilities, the community center, parks, and open space; and neighborhood commercial districts should be accessible by foot or bicycle. Residents should be able to walk or bike from home to both local and regional destinations.

Comfort and Access: The system should provide safe and equitable access from all areas of the City to both commute and recreation destinations, and should be designed for people of all levels of ability.

Purpose: Each link in the system should serve one or a combination of these purposes: encourage bicycling for recreation, improve facilities for commuting, and provide a connection to the citywide bike network. On-street facilities should be continuous and direct, and off-street facilities should have a minimal number of arterial crossings and uncontrolled intersections.

Connection to Regional Networks: The system should provide access to regional bikeways, regional trails, and routes in adjacent communities.

PROPOSED BICYCLING NETWORK

To be eligible for grant funds under Caltrans’ Bicycle Transportation Account, a city or county must adopt a bicycle plan that includes certain components outlined in Section 891.2 of the Streets and Highways Code. This section addresses the components required under Sections 891.2 (c), (d), (e), (f), and (j).

The proposed bikeway network, in addition to the existing network, consists of routes that are designed to be the primary system for bicyclists traveling through Calabasas. Streets or corridors selected for inclusion in the network are targeted for specific improvements in this Plan, such as the installation of bicycling lanes, off-street paths, or signage. By law, unless explicitly prohibited (as they are on US-101), bicyclists are allowed on all streets and roads regardless of whether the streets and roads are a part of the bikeway network.

TABLE 4-1 – LENGTH OF BICYCLING NETWORK

Bikeway Classification	Caltrans Classification ¹	Existing	Proposed
On-Street Bicycling Lane	Class II	8.1 miles	13.4 miles
Bicycling Route (Signed and Marked)	Class III	--	1.9 miles
Inter-Jurisdictional Improvements	Class II and III	--	11.1 miles
Total	--	8.1 miles	26.4 miles

Notes:

Based on Caltrans Highway Design Manual

The Caltrans definition of Class III includes only bicycling route signs.

Source: Fehr & Peers, 2013

Figure 4-1 illustrates the Citywide Existing and Proposed Bikeway Network. The proposed system includes a total of approximately 18 miles of new bikeway facilities in addition to the three miles currently in place. **Table 4-1** above shows the number of proposed miles for each bikeway classification.

General Design Guidance

The City of Calabasas has a curvilinear street network that tends to confine travel options to major arterial roadways. To accommodate a wide range of bicyclists, this network should be designed to facilitate commute bicycling trips and recreational and casual bicycling. Regardless, some design features may be universally applied to many bicycling facilities. This section summarizes some basic design features of standard Class I (shared-use paths), Class II (bicycling lanes), and Class III (bicycling routes). More detailed bicycling facility design guidelines are provided in Chapter 8 - Design Guidelines.

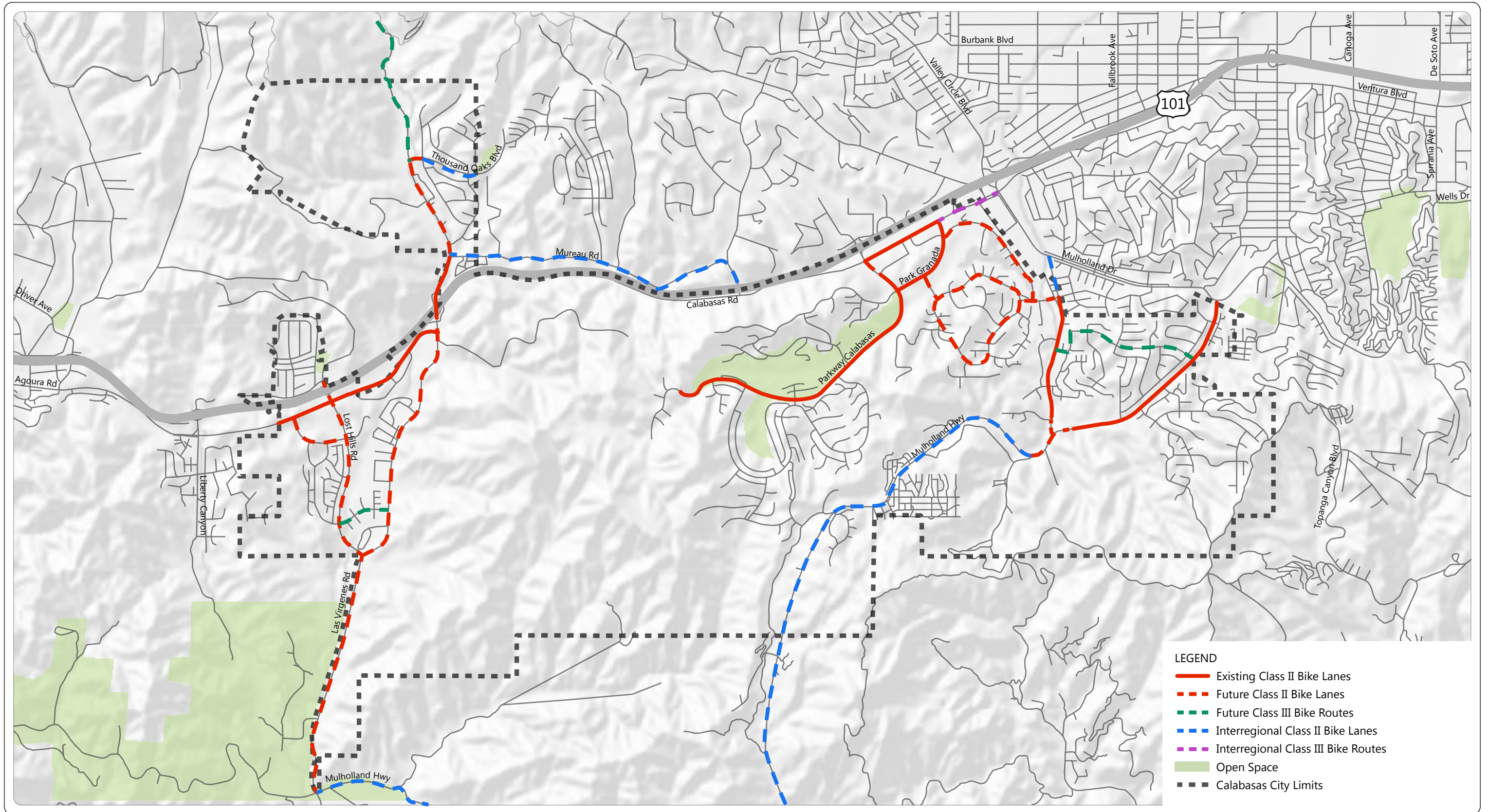
Shared-use Paths (Class I) should be designed to separate bicycle and pedestrian traffic as much as possible. The bicycling path portion should be a minimum of eight feet wide, with a preferred width of ten feet and up to fourteen feet in areas where heavy use is expected. Adjacent to bicycle paths, a separately designated walking path constructed with decomposed granite is preferable. Signage or stencils should indicate bicycling and walking only paths, as well as portions of paths that are shared. Paths should be continuous and have as few stops and crossings as are practical and safe.

Bicycle lanes (Class II) should be a minimum of five feet wide with a preferred width of six feet, measured from the edge of the parking lane or the curb face at locations without on-street parking. A minimum area outside of the gutter pan of four feet (three feet for a five-foot bicycling lane) should be provided. A 4-foot lane may be provided where there is no on-street parking and no gutter. In urban areas, 4-foot bike lanes are typically used only on intersection approaches where the bike lane is striped to the left of a designated right-turn lane. Bicycle lanes should be striped and marked on both sides of the roadway at the same time to provide continuity and discourage wrong-way riding. On steep grades, bicycle lanes may be provided in the uphill direction with shared lane markings in the downhill direction. If shorter segments of the corridors have insufficient width for bicycle lanes, on-street signage or stencils to raise the visibility of bicyclists and alert motorists that they are likely to encounter cyclists may be appropriate.

All bicycle routes (Class III) should be marked with signage and stencils to raise the visibility of bicyclists to motorists. In addition to standard bicycle lanes and bicycle routes, several bicycling design and traffic calming treatments should be considered to enhance the comfort and safety along specific routes.

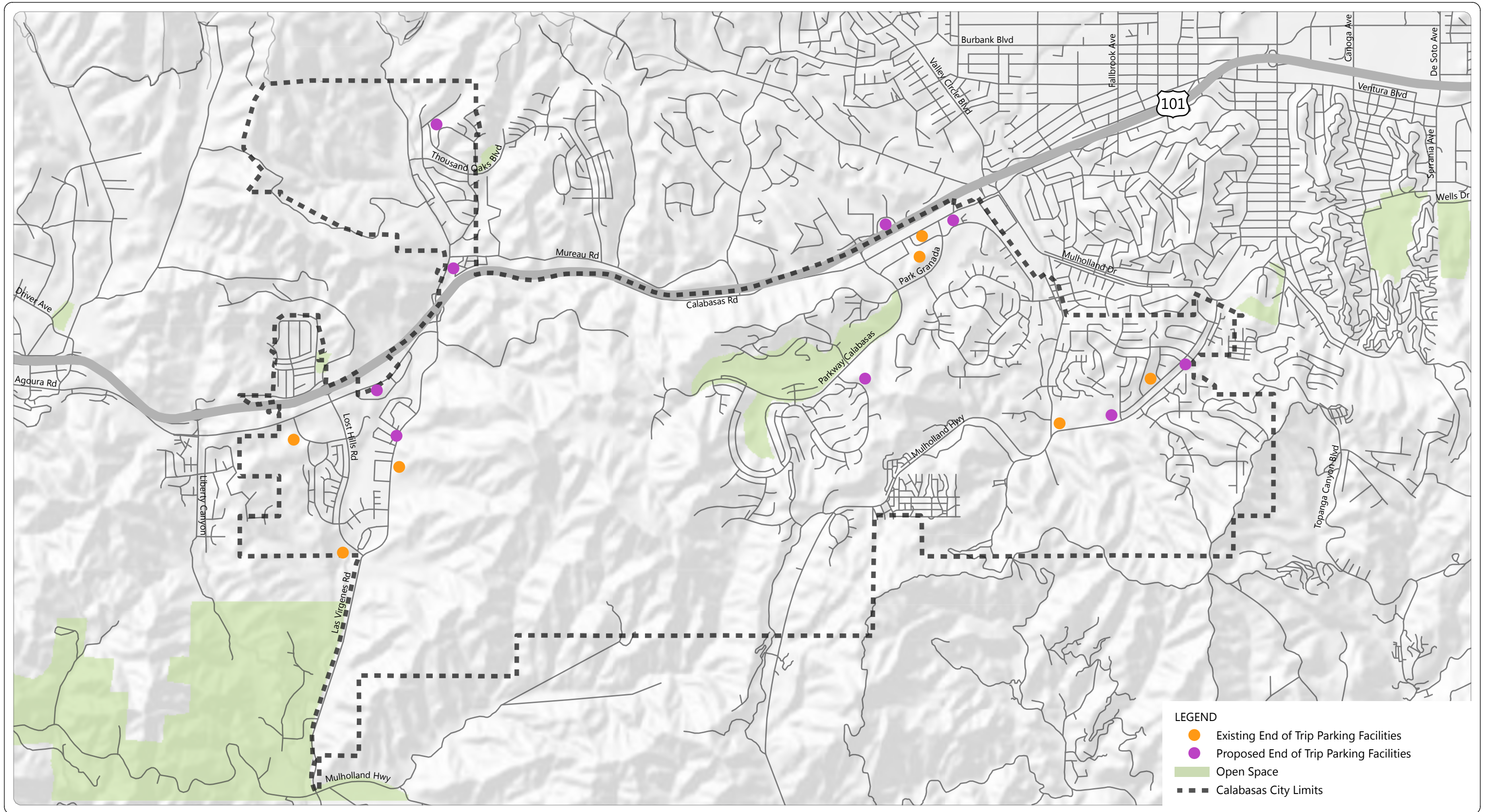
Proposed Parking Facilities

It is recommended that the City of Calabasas establish a bicycle rack program that allows for the installation of bike parking throughout the City and should prioritize locations near bicycle generators, civic uses, and other key destinations. Additionally, the city should maintain an inventory of requests for the installation of bicycle racks based on local requests. Resident and stakeholder input would assist with the prioritization process and the city should seek to install additional bicycle racks as funding allows and demand justifies. Locations for which bicycle parking is recommended are shown in **Figure 4-2**.



Not to Scale

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Not to Scale

Public transportation in Calabasas is limited to shuttle facilities. Currently, some vehicles have bicycle racks installed. Where these facilities do not exist, cyclists are permitted to carry their bicycle onboard on a space-permitted basis. It is recommended that the City install bicycle racks on all shuttle vehicles to further enhance the bicycle facilities for those cycling to transit.

The City Municipal Code includes guidelines for providing support facilities for bicyclists for major non-residential developments. It is recommended that the City encourage businesses that are smaller in nature to also provide bicycle support facilities, even if not required under the City's Municipal Code.

SCHOOL AREA BICYCLE IMPROVEMENTS

The City also plans to improve bicycle access to Calabasas's four public middle and high schools. Middle and high schools were studied as many students at these age levels rely on bicycling and walking as their primary modes of transportation. At a later date, this analysis may be expanded to include Calabasas' elementary schools.

We propose infrastructure improvements both on school properties and nearby streets. While the improvements are based on a careful, field-researched examination of existing conditions, they are subject to additional, more refined traffic and design review. Furthermore, all projects located on school grounds will require coordination with and approval from the Las Virgenes Unified School District and/or school principals. Coordination and approval may alter the design or location of proposed facilities on school properties.

The goal is to make bicycling to school safer and more convenient for students by minimizing bicycle, pedestrian, and auto conflicts. This can be done through the following improvements:

1. School Access– Infrastructure improvements designed to enhance the safety and convenience of bicycle access to schools. These improvements are located on a school's campus or in its immediate vicinity.
2. Bicycle Parking– Modifications to existing on-campus bicycle parking or recommendations for new/additional bicycle parking. All proposed bicycle parking should adhere to the guidelines for adequate and secure bicycle parking set forth in Chapter 8. Middle schools should provide bicycle parking for 20 bicycles; high schools should provide parking for 30 bicycles. These figures represent a baseline that may be adjusted in accordance with demand.
3. Bikeway Network– Bikeways radiating from a school's campus into surrounding neighborhoods, which are designed to improve connectivity between schools and their surrounding communities. In some instances, these recommendations include additional bikeways beyond those in the overall proposed Calabasas bikeway network. Other routes are coterminous with bicycle facilities proposed in the overall Calabasas bikeway network. We highlight both here to signify their importance in developing a cohesive, safe network of school-serving bikeways.

5. Support Programs

While Chapter 4 focused on specific engineering/infrastructure enhancements to improve safety and encourage walking and bicycling in Calabasas, this chapter presents recommendations for complementary, and essential, education and enforcement strategies in support of active transportation and specific programs and policies that will facilitate non-motorized transportation in Calabasas. This section also addresses BTA requirement (g): “A description of bicycling safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.”

Education is a critical element for a complete and balanced approach to improving both bicycling and walking safety in Calabasas. Education campaigns should include residents of all ages, especially emphasizing education of school children where safe walking and bicycling habits may be instilled as lifelong lessons. The following organizations and projects are involved in active transportation education initiatives in Calabasas.

EXISTING PROGRAM

Calabasas Bicycle Advisory Group

The Calabasas Bicycle Advisory Group (CBAG) was founded in 2011 to provide a re-focus in the development of the Bicycle Master Plan towards safety and the promotion of cycling and alternative transportation in the City.

PROPOSED PROGRAMS

Support programs are important because they increase the safety, utility, and viability of infrastructure projects. They may also be more cost effective, longer lasting, or reach a broader audience for more meaningful impact. Municipalities provide and administer support to a broad range of programs and activities related to bicycling and walking safety, education, promotion, and law enforcement as a way to complement their project-building efforts. Below is a list of programs and activities that have proven effective in other jurisdictions and which the City of Calabasas could choose to offer its residents. The toolbox of education, encouragement, and enforcement programs that follows is both adaptable to Calabasas’ unique needs and flexible to budget opportunities and constraints. Many education efforts involve an element of community participation as they are volunteer-based. As a result, education programs are among the most inexpensive tools to improve the walking and bicycling environment. Education programs can also be a collaborative effort between the City and local public health organizations.

Education and Encouragement Programs

Billboards/Electronic Message Boards and Street Smarts Program

Billboards and electronic message boards promote safety in the community, inform the public about bicycling and walking safety programs, and provide feedback on the program's effects. Street Smarts is one example of a public education campaign targeted at changing driver, pedestrian, and bicyclist behavior to improve safety on city streets.

Street Smarts (<http://www.getstreetsmarts.org/>) is a safety program initiated by the City of San Jose. Electronic message boards were used to display safety messages. Messages were changed regularly and



the boards were moved repeatedly to maximize their impact. The Street Smarts campaign launched in November 2002 and has received positive feedback from the public.



Street Smarts was designed as both a media and a community relations campaign. It uses education to raise

awareness of certain problem behaviors that contribute to traffic crashes and aims to change those behaviors over time. Behaviors addressed by the campaign are: red-light running, speeding, stop sign violations, school zone violations, and crosswalk violations. In addition to a media campaign, a community relations campaign should be conducted, working with schools, neighborhood associations, businesses, and community organizations to create a public forum to address this community issue.

Message boards can be used at various safety hot spots. The Street Smarts campaign materials are designed for use by any public agency for any community and are available from the City of San Jose. Materials are available in English, Spanish and Vietnamese.

The Street Smarts program has the following advantages:

- The program provides multiple messages using a single tool.
- The high-quality campaign materials were designed to be used by any public agency.
- The artwork is available from the City of San Jose for \$3,500.
- Media campaigns use a wide variety of communication tools.

Although the Street Smarts campaign requires staff resources, the overall cost is low to implement.

Citywide Walking and Bicycling Maps

Attractive maps with bicycle and walking routes, both in print and on City websites, can serve as an educational tool. These maps should highlight convenient routes for walking and bicycling in Calabasas and include tips on safe walking and bicycling practices. Maps should be distributed at public facilities throughout the City, through the Calabasas Bicycle Advisory Group, and at local bicycle shops.

Brochures and Pamphlets

Supplemental brochures and pamphlets are helpful to educate residents and visitors on topics such as (1) how to ride a bicycle safely in traffic, (2) how traffic signals work for pedestrians and bicyclists and the best way to be detected at signalized intersections, (3) pedestrian and bicyclists' rights and responsibilities when sharing the road, and (4) motorists' rights and responsibilities when sharing the road. Premade versions these pamphlets are available through advocacy organizations, the Federal Highway Administration (FHWA) (http://safety.fhwa.dot.gov/ped_bike/ped_bike_order), the American Automobile Association (AAA) (<http://www.aaafoundation.org/products>), and the National Highway Traffic Safety Administration (NHTSA) (<http://www.nhtsa.gov/Pedestrians>). These materials can be distributed at locations with high volumes of pedestrians and bicyclists and through the same outlets as citywide bicycle maps.

Safe Routes to School

Safe Routes to School (SRTS) refers to a variety of programs aimed at promoting walking and bicycling to school, and improving traffic safety around schools. The program takes a comprehensive "5 E" approach (as defined in this chapter) with specific engineering, education, encouragement, enforcement, and evaluation. The programs involve partnerships among school staff, parents, students, city staff, school districts, neighbors, and law enforcement. The National Center for Safe Routes to School has in-depth programming information. Integrating educational messages into a comprehensive SRTS program can be a very effective way to kick-start a citywide program. Specific education tools include:

- Pedestrian skills training for 1st and 3rd graders.
- Bicycle skills training for 3rd and 5th graders.
- Messaging to parents about safe driving, walking and bicycling habits.
- Creating drop-off and pick-up procedures.
- Incorporating information about walking and bicycling into classroom subjects such as math or science (e.g., calculate average walking speeds or distances).
- Assemblies or classroom sessions about safety.

Bicycling Guide for Kids Brochure

Children should learn the correct bicycling rules at an early age. For example, riding on a sidewalk is one of the most dangerous places for a child to ride, particularly in a residential neighborhood, because of the driveways and cars backing out, curb cuts, parking lots, trees, bushes, garbage cans, etc.

A bicycling guide targeting children and similar resources are available from the International Bicycle Fund's website at <http://www.ibike.org/education/>.

Perils for Pedestrians

A great way to educate the public on walking and bicycling issues is the media. Perils for Pedestrians (<http://www.pedestrians.org/>), a monthly television series, promotes awareness of issues affecting the safety of people who walk and bicycle. Many cities in California, including Berkeley and Davis, are already taking part through cable stations and webcasts. A typical series consists of interviews with walking and bicycling advocates, planners, engineers, and local and international public officials. They talk about important issues affecting active transportation, such as: walking hazards, infrastructure, bicycles, transit, and more. This program helps raise awareness of local and international issues through a common form of interface.

Educational Signs for Bicycle Detectors

Educational signs can be installed along bicycling routes approaching signalized intersections. They instruct bicyclists to look for the bicycle detector symbol and stop their bicycle on it. Signs can improve the understanding of bicycle detections and encourage bicyclist compliance at signals. This could supplement brochures available on the City's website and at City Hall. Signs can be posted along bicycling lanes, routes, and boulevards at actuated signals. Calabasas is using video detection technology on new signals, which eliminates the need for indicating where bicyclists should stop.

Figure 9C-7. Example of Bicycle Detector Pavement Marking



The cost of a sign is approximately \$200 plus installation. Costs can become high if large numbers of intersections are signed. Additionally, the use of word-intensive signs poses difficulties in areas with multilingual populations.

Educational Signs for Pedestrian Signal Indications

Educational signs can be installed above pedestrian push buttons or integrated into the push button housing to improve understanding of pedestrian signal indications. Signs improve public understanding of pedestrian signal indications, and thus encourage pedestrian compliance at the signals. Signs should be considered where 10 or more pedestrian crossings per hour are anticipated.

The cost of a sign is approximately \$200 plus installation. Costs can be high if large numbers of push buttons are signed. Additionally, this treatment is not accessible to pedestrians with visual impairments, and the use of word-intensive signs poses difficulties in areas with multilingual populations.

Bicycle Training/Repair and Partnership with Local Bicycle Stores

Bicycling training and bicycle repair classes, as currently offered by the Calabasas Strollers and Rollers, are an excellent tool to increase community knowledge of bicycle maintenance issues and street riding skills. Youth training classes can include a “build-a-bike” program, in which youth learn how to rebuild a used bicycle that they may keep at the end of the program. Such classes are most helpful for beginner to intermediate bicyclists who would like to improve their understanding of bicycle maintenance and street riding skills.

Bicycle shops are a natural outlet for distributing walking and cycling pamphlets, maps, and other informational materials to the community. These stores are also ideal locations to post notices about bicycle/pedestrian meetings, safety workshops, and events. Bicycle shops may also offer knowledgeable personnel and/or sponsorship for future cycling events and workshops.

Walking School Buses/Bicycle Trains

Walking school buses and bicycle trains are organized walking and bicycling groups, respectively, where adults “pick up” walkers and bicyclists along a specific routes to school at specific locations. This way, children are supervised during their travel to school.

Walking Mascot

Bellevue, WA launched a walking mascot campaign at their elementary school in conjunction with roadway improvements. The mascot, called PedBee, is on school safety signs and makes personal appearances at school safety days. Safety days include local staff from the City’s Transportation and Police Departments. Children are taught bicycling, walking, and traffic safety basics, such as crossing the street safely. Children are also given traffic safety workbooks that provide guidance with hands-on activities such as coloring and safety procedure quizzes.

Corner Captains

The program is effective in neighborhoods where lack of adult supervision is a barrier to walking and bicycling. Neighbors or parents agree to stand at a corner of a route to school during the start or end of the school day to supervise kids as they walk to or from school. With clear sight lines, students will be seen the entire length of the block. Corner captains should wear reflective vests.

Teen Driving, Cycling, and Pedestrian Education

Teens need different educational messages than adults or children. The City should work with local teen-organizations or schools to facilitate a participatory process whereby teens create educational messages. Youth Participatory Action Research (YPAR) is an effective way to assist youth to create visuals, videos, or campaigns for bicycle and pedestrian safety among their peers. The California Department of Public Health has guides on YPAR and youth-led projects.

Adult Bicycle Education

A course on safe urban bicycling skills, such as that developed by the League of American Bicyclists, could be offered in coordination with the Calabasas Valley Bicycle Coalition and League of American Bicyclists. This program would train adults to ride defensively in traffic and provide instructions for effective bicycle commuting.

Senior Bicycle, Pedestrian, and Driving Education/Walk Wise, Drive Smart

Seniors often rely on walking and transit as their primary modes of transportation. Calabasas should work with local senior centers to provide activities related to safe walking for seniors. The City's program should also focus on safe driving for seniors. Many seniors do not want to give up driving even when it may be unsafe because it is perceived as a loss of independence. Educational messaging should address this concern.

Nationally and regionally, the number of senior citizen pedestrians is growing. Walk Wise, Drive Smart is a program aimed to improve the walking environment not only for senior adults, but also for all members of the community. It is a program that holds educational workshops, walking audits, and feedback surveys. Activities are aimed at senior citizens providing exercise at a pace and location comfortable to the participants, but are open to all. More information is available at <http://www.walk-wise.org/>.

Enforcement Programs

Enforcement tools have been demonstrated to be very effective in improving safety for road users. However, some programs can require a significant investment from local agencies. Newer enforcement tools like radar "wagons" can minimize the amount of time required for local law enforcement agencies.

Increased Fines

An increase in traffic fines has been shown to discourage driver violations against pedestrians in crosswalks. For example, in Salt Lake City, UT, fines were increased from \$34 to \$70 for driver violations against pedestrians in crosswalks. A lowering of fines for jaywalking from \$70 to \$10 was also implemented. Variations on this include double fines in school zones and construction zones.

Bicycle Traffic School

With this program, bicyclists or motorists who are ticketed for unsafe bicycling or unsafe driving around bicyclists, respectively, attend a class about safe and lawful behavior while riding a bicycle or sharing the road as a motorist with bicyclists. The class is offered in lieu of paying a fine or appearing in court. Bicycle traffic school is often accompanied by a media campaign informing road users of the program. Citations can be focused on common or uniquely hazardous behaviors such as unsafe passing of bicyclists by motorists or wrong way riding by bicyclists.

Speed Trailers and Active Speed Monitors

Speed trailers and active speed monitors display the speed of oncoming vehicles. Speed trailers are portable, whereas speed monitors are installed at permanent locations. Both devices help officers track motorist speed, display current speed to motorists, and create awareness of the posted speed limit. Devices should be placed at known locations with reported speeding, and should be used in conjunction with random ticketing operations.

Neighborhood Pace Vehicle

Residents can set the pace on streets in their neighborhood by driving no faster than the posted speed limit. On streets with only one lane in each direction, this will effectively force other motorists to drive slower. Many communities distribute stickers that say “Neighborhood Pace Car - Drive the Speed Limit,” which residents can place on their rear windshield.

Speed Enforcement in School Zones

Strict enforcement of speed laws in school zones can improve the safety for children walking and bicycling to school. A ‘zero tolerance’ policy for speeders in school zones, and an increase in fines for drivers who violate the posted school zone speed limit, are both potential approaches.

Tattletale Lights

To help law enforcement officers catch red-light runners safely and more effectively, a “rat box” is wired into the backside of a traffic signal controller and allows enforcement officers stationed downstream to identify, pursue, and cite red-light runners. Warning signs may be set up along with the box to warn drivers about the fine for red-light violations. Rat boxes are a low-cost initiative (approximately \$100 to install the box), but do require police officers for enforcement.

Law Enforcement Officer Bicycle and Pedestrian Training/Bicycle Liaison Officer

Law enforcement officers should receive training specifically focused on bicycle and pedestrian safety and enforcement principles. As a cost-saving measure, the City of Calabasas may collaborate with surrounding jurisdictions and share resources as practical. Additionally, the Calabasas Police Department should consider appointing a bicycle and pedestrian liaison officer—as the Los Angeles Police Department has successfully instituted—who is a single point of contact for all matters concerning bicyclist and pedestrian safety.

Citywide Programs and Strategies

As a complement to the support programs listed above, the following policies and programs are recommended for the City of Calabasas:

Accessibility

- Facilitate bicycles on transit.
 - Install secure bicycle parking at major transit stops/centers.
 - Encourage Foothill Transit and Metro to install triple bike racks on buses.
- Provide bicycle detection at intersections.
- Install bicycle parking throughout downtown.
- Install bicycle parking in the public right-of-way, such as in converted car parking spaces, serving major destinations. Prioritize corridors with existing or planned bicycle facilities.
- Adopt a bicycle parking ordinance to ensure quality bike parking is installed on private property. The parking ordinance should include commercial, residential, and office uses; specify the number of spaces and types of parking racks to be provided; and provide for long-term and short-term parking.
- Adopt a bicycle amenities ordinance that requires or provides incentives for developers of new commercial buildings to install showers and clothing lockers for bicycle commuters.
- Develop citywide bicycle wayfinding signage (including distances and travel times). Principal destinations to include on wayfinding signs are:
 - Old Town
 - Library
 - City Hall
- Develop an ADA Transition Plan.
- Continue to create capital improvement projects to enhance pedestrian access.

Maintenance and Funding

- Improve pavement condition (give priority to designated bike routes and corridors with high bike ridership).
- Keep roads and bike lanes clear of debris (prioritize street sweeping on routes with curbside bike lanes).
- Pursue active transportation and multi-modal funding to implement the projects in this plan. Sources for funding include, but are not limited to, State and Federal Safe Routes to School

Chapter 5– Support Programs

grants, California Bicycle Transportation Account, Caltrans Transportation Planning Grants, SCAG RTIP Call for Projects, and Metro Call for Projects. Set a goal of submitting at least two non-motorized grant-funding applications per year.

- Identify an employee who will serve as the bicycle and pedestrian coordinator and manage non-motorized transportation projects and ongoing route maintenance.
- Update infrastructure capital improvement project list to prioritize projects that would proactively address areas with substantial pedestrian or bicyclist-involved collision history.
- Coordinate street repaving, facility upgrades, and restriping with bicycle plan implementation and prioritize projects that include bicycle infrastructure.
- Assign a funding source or responsibility to keep sidewalks maintained.

Education/Community Involvement

- Promote increased driver awareness and respect for bicyclists and pedestrians.
- Pursue Office of Traffic Safety grants for outreach campaigns.
- Consider developing a permanent bicycle and pedestrian information website/blog hosted within the City's web domain, similar to the successful Los Angeles Department of Transportation (LADOT) Bicycle Services website (<http://www.bicyclela.org>) and LADOT Bike Blog (<http://ladotbikeblog.wordpress.com>).
- Conduct targeted outreach of proposed bicycle and pedestrian related improvements and events to educate local residents and employees, and garner greater interest and support.
- Develop the Calabasas Bicycle Advisory Group into a standing committee that meets regularly with City staff to discuss walking and bicycling issues. The role of the CBAG includes identifying key problems, crafting public outreach campaigns, promoting bicycle and pedestrian programs, and serving as an interface between the City and community members/advocacy organizations. CBAG members may include:
 - Local bicycle and pedestrian advocates,
 - Las Virgenes Unified School District students and staff
 - City Public Works Department staff
 - City Planning Department staff
 - Law enforcement and fire department officers
 - Neighborhood business owners
 - Hospital and public health staff
- Establish a Bike-Friendly Business District (BFBD) in Old Town Calabasas. Long Beach began the first BFBD program in 2010. The program encourages merchants and their customers to replace cars with bicycles. The City of Calabasas should work with local business owners in certain retail

districts, such as those in Calabasas’s downtown, to offer incentives including discounts for bicyclists, free bike valet, free bike tune-ups, bicycle parking, and special stickers. This creates an incentive to travel by bicycle and benefits merchants, who often see an increase in customers.

Enforcement/Safety

- Consider police bicycle patrol for downtown area.
- Conduct targeted enforcement efforts, with citations and educational materials that focus on safe and lawful behavior for all road users. Enforcement can be targeted at areas such as schools, public facilities, and locations with demonstrated collision history. Combine with bike traffic school above.
- Monitor and record bicyclist and pedestrian-involved collisions.
- Consider the establishment of repair, air, and bike maintenance sites.
- Prohibit sidewalk bicycle riding in high pedestrian areas/downtown (include “no bicycle riding on sidewalk” signage and markings).

Encouragement/Evaluation

- Establish a large-scale car-free day similar to the popular CicLAvia.
- Establish a “bike-buddy” program in conjunction with the Calabasas Bicycle Advisory Group and employers. This program would pair experienced cyclists with new cyclists to bicycle to work together. The City could hold skills training workshops prior to the program’s kick-off to teach bicycling safety skills to all participants.
- Conduct walk/bicycle audits as part of outreach strategies for new development projects or as a comprehensive SRTS program. A walk/bicycle audit leads stakeholders on a set course to discuss bicyclist/pedestrian safety concerns and strategies to improve safety.
- Partner with the Los Angeles County Bicycle Coalition and high school students to conduct annual bicycle and pedestrian counts, to implement an annual monitoring program that conducts bicycle and pedestrian counts once a year, or require that all traffic study counts include bicycles and pedestrians to estimate bicycling levels and changes in bicycling levels over time.
- Develop metrics to measure the impact of walking and bicycling on public health, resident and merchant perceptions, environmental impact, amount of cycling, and safety (note: it may not be possible to measure the impact of bicycling alone). Some examples are provided below:
 - Public Health – Partner with local schools to measure distance cycled or calories/weight lost during Bike Month (May).

- Resident and Merchant Perceptions – Survey questions such as “how frequently do you walk or bicycle around town?” “what prevents you from walking and bicycling?” and “what mode of travel do you use for short trips?” aim to understand attitudes toward walking and bicycling, and common concerns. These surveys, which should be available in English and Spanish, can be done citywide or as part of an SRTS program for parents.
- Environmental Impact – Measure reductions in vehicle miles traveled or vehicle emissions through surveys.
- Safety – Review the number of bicycle/pedestrian-involved collisions on a regular basis and develop collision rates as data on the number of vehicles, bicyclists, and pedestrians is collected over time.

6. Funding and Implementation

As the currently planned heavy infrastructure projects come under construction, the City should use opportunities such as roadway repaving, or utility work, to implement network segments that require limited changes or consist of “sign and paint only.” These features can be implemented relatively rapidly at low cost and greatly expand the network, which would both facilitate and encourage increased cycling in the City. This approach allows the City to implement more of the Plan at a quicker pace, with the intent of effectively providing alternative mobility choices.

Numerous funding sources are potentially available at the federal, state, regional, county, and local levels for the City of Calabasas to implement the projects and programs in the Bicycle Master Plan. Below is a description of the most promising funding programs available for the proposed projects at the federal, state, MPO and county levels. Most of these sources are highly competitive and require the preparation of extensive applications.

STATE AND FEDERAL PROGRAMS

The majority of public funds for bicycle and pedestrian projects are derived through a core group of federal and state programs. Federal funds from the Surface Transportation Program (STP), Transportation Enhancements (TE), and Congestion Mitigation Air Quality (CMAQ) programs are allocated to the County and distributed accordingly.

Bicycle Transportation Account (BTA)

The BTA is a Caltrans-administered program that provides funding to cities and counties for projects that improve the safety and convenience of bicycling commuting. Eligible projects include secure bicycle parking; bicycle-carrying facilities on transit vehicles; installation of traffic-control devices that facilitate bicycling; planning, design, construction and maintenance of bikeways that serve major transportation corridors; and elimination of hazards to bicycling commuters. In fiscal year 2008/09, the BTA provided \$7.2 million for projects throughout the state. To be eligible for BTA funds, a city or county must prepare and adopt a bicycling transportation plan that meets the requirements outlined in Section 891.2 of the California Streets and Highways Code. More information on the Bicycle Transportation Account is available at: www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm

Transportation Enhancements

Under the Transportation Enhancements (TE) program, California receives approximately \$60 million per year from the federal government to fund projects and activities that enhance the surface transportation system. The program funds projects under 12 eligible categories, including the provision of bicycling lanes, trails, bicycle parking, and other bicycling facilities; safety-education activities for pedestrians and bicyclists; landscaping, streetscaping, and other scenic beautification projects; and the preservation of abandoned railway corridors and their conversion to trails for non-motorized transportation. In California, 75 percent of TE funding is distributed by the regional transportation planning agencies. For the Los Angeles County, the Metropolitan Transportation Authority (Metro) manages the disbursement of funds. The remaining 25 percent of the state budget is allocated by Caltrans at the district level.

Safe Routes to School (SR2S)

California's Safe Routes to Schools program (SR2S) is a Caltrans-administered grant-funding program established in 1999 (and extended in 2007 to the year 2013). Eligible projects include bikeways, walkways, crosswalks, traffic signals, traffic-calming applications, and other infrastructure projects that improve the safety of walking and biking routes to elementary, middle, and high schools, as well as "incidental" education, enforcement, and encouragement activities. Planning projects are not eligible. In fiscal year 2007/08, approximately \$25.5 million was available in grant funding. More information on the Caltrans www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

Proposition 84

The Department of Conservation manages competitive grants, on behalf of the California Strategic Growth Council (SGC), to cities, counties, and designated regional agencies to promote sustainable community planning and natural resource conservation. The grant program supports development, adoption, and implementation of various planning elements. In 2010, it awarded \$20 million through the Proposition 84 Sustainable Communities Planning Grant and Incentives Program. The SGC will award \$20 million more in grants in both 2011 and 2012 (totaling \$40 million). Eligible projects include plans that support greenhouse gas emission reduction and sustainable communities.

http://www.sgc.ca.gov/planning_grants.html

Caltrans Transportation Planning Grants

Caltrans provides Transportation Planning Grants on a yearly basis. These grants are available to jurisdictions focusing on improving mobility by innovatively addressing problems or deficiencies in the transportation system. Funds can be used for planning or feasibility studies. The maximum funding available per project is \$300,000. Fiscal year 2012-2013 grants were awarded to 70 projects totaling almost \$10 million.

<http://www.dot.ca.gov/hq/tpp/grants.html>

OTS Grant Opportunities

The California Office of Traffic Safety (OTS) provides grants for safety programs and equipment. Bicycle and Pedestrian Safety is a specifically identified funding priority. This category of grants includes enforcement and education programs, which encompass a wide range of activities, including bicycle helmet distribution, design and printing of billboards and bus posters, other public information materials, development of safety components as part of physical education curriculum, or police safety demonstrations through school visitations. In 2009, OTS awarded \$82 million to 203 agencies.

<http://www.ots.ca.gov/Grants/default.asp>

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a core federal-aid program that aims to reduce traffic fatalities and serious injuries on public roads. Caltrans administers the program in California and received

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\$74.5 million for the 2010/11 Federal Fiscal Year. HSIP funds can be used for projects such as bike lane or sidewalk projects on local roadways, improvements to Class I multi-use paths, or for traffic calming measures. Applications that identify a history of incidents and demonstrate their project's improvement to safety are most competitive for funding. The Transportation Development Act can also be used to fund related improvements; however, these funds are allocated to cities on the basis of a formula.

<http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources.

<http://www.nps.gov/ncrc/programs/lwcf/grants.html>

Environmental Enhancement and Mitigation Program

The Environmental Enhancement and Mitigation Program (EEMP) was established in 1989 and is administered by the California Natural Resources Agency and Caltrans. The program offers a total of \$10 million each year for grants to local, state, and federal governmental agencies and to nonprofit organizations, funded through gasoline taxes. EEMP Funds are allocated to projects that either directly or indirectly offset environmental impacts of modified or new public transportation facilities including streets, mass transit guideways, park-n-ride facilities, transit stations, tree planting to offset the effects of vehicular emissions, and the acquisition or development of roadside recreational facilities, such as trails.

<http://resources.ca.gov/eem/>

Recreational Trails Program

The Recreational Trails Program (RTP) provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). The RTP funds come from the Federal Highway Trust Fund, and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use. RTP funds are distributed to each state by legislative formula: half of the funds are distributed equally among all states, and half are distributed in proportion to the estimated amount of non-highway recreational fuel use in each State. RTP funds may be used for maintenance and restoration of existing trails, purchase and lease of equipment to construct or maintain trails, administrative costs associated with the program, or operation of educational programs to promote safety and environmental protection related to trails.

http://www.fhwa.dot.gov/environment/recreational_trails/index.cfm

Transportation Development Account Article III

Transportation Development Act was enacted by the California State Legislature and is administered by Caltrans. Article 3 of the TDA provides funding for pedestrian and bicycle facilities. By ordinance, Metro is responsible for administering the program and establishing its policies within Los Angeles County. TDA, Article 3 funds are allocated annually on a per capita basis to both cities and the County of Los Angeles. Agencies must submit a claim form to Metro by the end of the fiscal year in which they are allocated. TDA Article 3 funds may be used for right-of-way acquisition, design costs, construction or major reconstruction, retrofitting to comply with the Americans with Disabilities Act (ADA), route improvements such as bicycle detectors at signals, and purchase and installation of supporting bicycle facilities such as parking, lockers, and showers.

<http://www.metro.net/projects/tda/>

Safe and Active Communities

The California Department of Public Health Safe and Active Communities Branch (SACB) is soliciting applications from eligible entities to develop, implement, and evaluate a set of small-scale, low-cost educational interventions with underserved California schools. A total of \$375,000 is available in the support of building school interest and capacity to conduct year-round interventions to improve safety for walking and bicycling in the neighborhoods surrounding school campuses. Interventions must focus on improving safety rather than simply encouraging walking and bicycling. The desired outcome is that each local intervention site will create a calendar outlining its ongoing SRTS activities during the year subsequent to the grant period. Applications must include five to eight elementary or middle school interventions over a 24-month period.

www.cdph.ca.gov

REGIONAL AND LOCAL FUNDING

At the regional and county level, SCAG and Metro administer much of the funds that can be used to fund active transportation projects. Metro administers several programs that are sources of funding for recommended projects. As mentioned, federal and state programs, such as the Transportation Enhancements program, are administered at the state or county level and distributed to local jurisdictions.

Metro Call for Projects

Metro is responsible for allocating discretionary federal, state, and local transportation funds to improve all modes of surface transportation. Metro also prepares the Los Angeles County Transportation Improvement Program (TIP). The Call for Projects program is a competitive process that distributes discretionally capital transportation funds to regionally significant projects. Metro accepts applications for this program every other year. Funding levels for each mode is established by the Metro Long Range Transportation Plan and bicycling may be included in up to five modal categories.

Modal Categories Relevant to Bicycle Plan Projects and Programs

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Modal Category	Share of Funding*	Eligible Projects**
Bikeway Improvements	8%	Regionally significant projects that provide access and mobility through bike-to-transit improvements, gap closures in the inter-jurisdictional bikeway network, bicycle parking, and first-time implementation of bicycle racks on buses.
Regional Surface Transportation Improvements	40%	On-street bicycle lanes may be eligible if included as part of a larger capacity-enhancing arterial improvement project. Bikeway grade-separation projects may be eligible as part of larger arterial grade-separation projects.
Transportation Enhancement Activities	2%	Bicycle-related safety and education programs. Bikeway projects implemented as part of a scenic or historic highway, and landscaping or scenic beautification along existing bikeways may also be eligible.
Transportation Demand Management	7%	Technology and/or innovation-based bicycle transportation projects such as Bicycle Commuter Centers and modern bicycle sharing infrastructure. Larger TDM strategies with bicycle transportation components would also be eligible.
Pedestrian Improvements	8%	Pedestrian improvements that promote walking as a viable form of utilitarian travel, pedestrian safety, and an integral link within the overall transportation system.
*Funding estimate is bi-annual (every other year) based on the approved funding from the 2007 CFP. **The discussion of eligible projects is based on 2009 CFP requirements and assumes all eligibility requirements are met and the questions in the CFP application are adequately addressed. These requirements are subject to change in future cycles. City staff should refer to the latest CFP Application Package for detailed eligibility requirements.		

From LA City Bicycle Plan, 2010.

SCAG Non-Motorized RTP

The Southern California Association of Governments' Non-Motorized Program is currently developing a Regional Bicycle and Pedestrian Plan. The program was kicked off in August 2009 and is working towards improving transportation options, increasing safety and assisting with the SB 375 goals in reduction in greenhouse gases.

<http://www.scag.ca.gov/nonmotorized.htm>

COST OF NEW BICYCLING FACILITIES

Table 7-1 provides a unit cost summary for the construction of bikeway facilities in Calabasas; **Table 7-2** summarizes the conceptual cost estimates for each priority project. These estimates are based on costs experienced in other communities throughout southern California. More detailed estimates should be developed following the preliminary engineering stage as individual projects advance towards implementation.

TABLE 7-1 – CONCEPTUAL UNIT COSTS FOR BIKEWAY CONSTRUCTION

Facility Type		Improvement	Estimated Cost Per Mile
Class I	Shared-Use Path	Construct Path with Minimal Grading Needed	\$1.5 million
Class II	Bicycling Lane	Signing/Striping with Minor Improvements	\$50,000
Class III	Bicycling Route	Signing Plus Stencils	\$30,000

Note: Costs are in 2012 dollars, excluding right-of-way costs

For purposes of this Plan, conceptual construction costs for the proposed system were based on the following assumptions:

- New Class I facilities would be constructed on generally flat right-of-way with no grade separation and minimal grading needed given the existing topography within the City; cost of right-of-way acquisition is not included.
- New Class II facilities would require minimal or no roadway improvements.
- New Class III facilities would require signing only and stencils with minor improvements.

Past Bicycle Facility Expenditures

The City of Calabasas has implemented 8.1 miles of bicycle lanes throughout the City. Based on the length of existing bicycle facilities and planning level cost estimates, it is estimated that the City has spent \$405,000 on bicycle facilities.

Bicycle Facility Implementation Phasing

The project list developed in chapter four was updated to reflect project implementation phasing. The project list is divided into four tiers:

- Tier 1 – Top Priority Projects
- Tier 2 – Second Priority Projects
- Tier 3 – Long-term Priority Projects
- Tier 4 – Inter-Jurisdictional Projects

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The Tier 1 and Tier 2 projects were prioritized based on project readiness, public input, the connectivity considerations described at the beginning of this chapter, and ease of implementation as related to street resurfacing projects. The following section includes grant ready project sheets for five projects in the Tier 1 priority list that are prime candidates to receive funding such as Bicycle Transportation Account funds, Metro Call for Projects, or Safe Routes to School funding.

Construction of the Class II and III system would require approximately \$322,000 for jurisdictional facilities plus an additional \$555,000 for inter-jurisdictional facilities, for a total of 877,000, which equates to an investment of approximately \$87,700 per year over 10 years. This means that if the City were to implement these projects, a local match of approximately \$90,000 would be needed. A portion of the proposed system may be constructed as part of new development or as redevelopment occurs, which may offset some costs.

Maintenance Costs

Multi-use path maintenance includes cleaning, resurfacing, and re-striping the asphalt path; repairing bridges and other structures; cleaning drainage systems; removing trash; and landscaping. While this maintenance effort may not be incrementally major, it does have the potential to develop heavy expenses if it is not done periodically.

The estimated annual maintenance expenses for Class I bicycling paths is approximately \$15,000 per mile. There are currently no Class I facilities being proposed for Calabasas.

For Class II bicycling lanes, the cost consists of maintaining signage, pavement markings and striping, estimated at \$2,500 per year. The estimated additional annual cost for maintenance of all near and medium-term facilities proposed in this plan (13.4 miles) is \$33,500.

Class III facilities will require maintenance of signage and shared lane markings located along the route, also estimated at \$2,500 per year. At full build-out, the annual cost of maintaining the Class III facilities proposed in this plan (1.9 miles) is estimated at approximately \$4,750.

RESOLUTION NO. 2013-1389

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALABASAS, CALIFORNIA, ADOPTING THE 2013 CALABASAS PEDESTRIAN BICYCLE MASTER PLAN UPDATE.

WHEREAS, the City of Calabasas is the agency of jurisdiction and an applicant agency; and

WHEREAS, CalTrans requires that applicant agencies for funding under the State Bicycle Transportation Account (BTA) must have a bicycle transportation plan, structured in accordance with the California Bicycle Transportation Act, which has been adopted by the applicant agency within two years of project approval; and

WHEREAS, California Streets and Highways Code Section 891.2 identifies elements which must be addressed in a bicycle transportation plan in order to comply with the California Bicycle Transportation Act; and

WHEREAS, the Calabasas Bicycle Master Plan was adopted in 1996 and has been updated in 1997, 2005, and 2008; and

WHEREAS, proposed pedestrian and bikeway routes and funding priorities have been established by the City of Calabasas;

WHEREAS, the City of Calabasas has participated with the County of Los Angeles in the implementation of the Regional Bikeway Plan; and

WHEREAS, the City of Calabasas, in coordination with Fehr & Peers, has prepared the 2013 Calabasas Pedestrian Bicycle Master Plan to meet the requirements of California Streets and Highways Code Section 891.2, as well as provide guidance to bikeway development through the City and in relation to the Los Angeles County Regional Bikeway Plan; and

WHEREAS, the Traffic and Transportation Commission reviewed and recommended approval of the 2013 Calabasas Pedestrian Bicycle Master Plan at their meeting of August 28, 2013.

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Calabasas hereby adopts the 2013 Pedestrian Bicycle Master Plan as the comprehensive walking and bikeway infrastructure planning document for the City of Calabasas.

PASSED, APPROVED AND ADOPTED this 23rd day of October, 2013.

Fred Gaines, Mayor

ATTEST:

Maricela Hernandez, MMC
City Clerk

APPROVED AS TO FORM:

Scott H. Howard
Interim City Attorney



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City Council					
85565	10/9/2013	BOZAJIAN/JAMES R.//	REIMB TRAVEL-2013 LEAGUE OF CA	816.00	City Council
85497	10/2/2013	CR PRINT	BUSINESS CARDS	129.71	City Council
85573	10/9/2013	CR PRINT	BUSINESS CARDS	109.55	City Council
85494	10/2/2013	CONEJO AWARDS	TILE PLAQUES	103.20	City Council
85603	10/9/2013	VERIZON WIRELESS	TELEPHONE SERVICE	38.01	City Council
85605	10/9/2013	WAREHOUSE OFFICE & PAPER PROD.	OFFICE SUPPLIES	7.07	City Council
85605	10/9/2013	WAREHOUSE OFFICE & PAPER PROD.	OFFICE SUPPLIES	4.23	City Council
Total Amount for 7 Line Item(s) from City Council				\$1,207.77	
City Management					
85605	10/9/2013	WAREHOUSE OFFICE & PAPER PROD.	OFFICE SUPPLIES	407.55	City Management
85569	10/9/2013	CALIFORNIA CONTRACT CITIES	CITY MANAGER MEETING	27.00	City Management
Total Amount for 2 Line Item(s) from City Management				\$434.55	
Civic Center O&M					
85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	10,040.61	Civic Center O&M
85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	9,268.26	Civic Center O&M
85540	10/2/2013	SANDSTONE CONSTRUCTION GROUP	DRIP RAIL INSTALLATION	2,820.00	Civic Center O&M
85548	10/2/2013	VORTEX INDUSTRIES INC	DOOR REPAIRS - CITY HALL	925.89	Civic Center O&M
85548	10/2/2013	VORTEX INDUSTRIES INC	DOOR REPAIRS - LIBRARY	715.77	Civic Center O&M
85578	10/9/2013	EMERALD COAST PLANTSCAPES, INC	PLANT MAINTENANCE- SEP 2013	500.00	Civic Center O&M
85548	10/2/2013	VORTEX INDUSTRIES INC	DOOR REPAIRS - CITY HALL	405.00	Civic Center O&M
85548	10/2/2013	VORTEX INDUSTRIES INC	DOOR REPAIRS - LIBRARY	340.00	Civic Center O&M
85578	10/9/2013	EMERALD COAST PLANTSCAPES, INC	PLANT MAINTENANCE- SEP 2013	250.00	Civic Center O&M
85597	10/9/2013	SECURAL SECURITY CORP	PATROL CAR SERVICES- CIVIC CTR	212.50	Civic Center O&M
85597	10/9/2013	SECURAL SECURITY CORP	PATROL CAR SERVICES- CIVIC CTR	212.50	Civic Center O&M
Total Amount for 11 Line Item(s) from Civic Center O&M				\$25,690.53	
Community Development					
85579	10/9/2013	ENVIRONMENTAL SCIENCE	OAK TREE CONSULTING SERVICES	4,008.75	Community Development
85577	10/9/2013	EDGESOFT, INC.	SOFTWARE MAINTENANCE	4,000.00	Community Development
85563	10/9/2013	BLAIR/JESSICA//	PC MINUTE PREPARATIONS	280.00	Community Development
85555	10/9/2013	ACORN NEWSPAPER	LEGAL ADVERTISING	186.00	Community Development





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85555	10/9/2013	ACORN NEWSPAPER	LEGAL ADVERTISING	186.00	Community Development
85555	10/9/2013	ACORN NEWSPAPER	LEGAL ADVERTISING	186.00	Community Development
85555	10/9/2013	ACORN NEWSPAPER	LEGAL ADVERTISING	186.00	Community Development
85555	10/9/2013	ACORN NEWSPAPER	LEGAL ADVERTISING	186.00	Community Development
85555	10/9/2013	ACORN NEWSPAPER	LEGAL ADVERTISING	186.00	Community Development
85555	10/9/2013	ACORN NEWSPAPER	LEGAL ADVERTISING	186.00	Community Development
85555	10/9/2013	ACORN NEWSPAPER	LEGAL ADVERTISING	180.00	Community Development
85555	10/9/2013	ACORN NEWSPAPER	LEGAL ADVERTISING	180.00	Community Development
85549	10/2/2013	WAREHOUSE OFFICE & PAPER PROD.	OFFICE SUPPLIES	73.44	Community Development
Total Amount for 13 Line Item(s) from Community Development				\$10,024.19	

Community Services

85557	10/9/2013	ALLIANT INSURANCE SERVICES INC	SPECIAL EVENTS INS- DE ANZA	6,816.30	Community Services
85602	10/9/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- SCHL	3,055.49	Community Services
85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	1,629.16	Community Services
85598	10/9/2013	SO CA MUNI ATHLETIC FEDERATION	CLASS INSURANCE	1,299.20	Community Services
85560	10/9/2013	B & B PLUMBING & HEATING INC.	PLUMBING REPAIRS- GRAPE ARB	1,102.50	Community Services
85571	10/9/2013	CIRCOTEMP INC	A/C UNIT MAINT/REPAIRS	942.00	Community Services
85482	10/2/2013	AIM PIANO TRANSPORT	PIANO RENTAL- 9/15/13	800.00	Community Services
85507	10/2/2013	GOVPARTNER	RESERVE PARTNER HOSTING- SEP13	650.00	Community Services
85584	10/9/2013	JACKSON/ D.J.//	LANYARDS- PUMPKIN FEST	582.49	Community Services
85498	10/2/2013	CUSTOM PRINTING, INC.	B-BALL FLYERS	445.27	Community Services
85597	10/9/2013	SECURAL SECURITY CORP	PATROL CAR SERVICES- GATES/GRP	420.00	Community Services
85514	10/2/2013	IMMUNE CHEF	RECREATION INSTRUCTOR	364.00	Community Services
85547	10/2/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- SCHL	363.60	Community Services
85485	10/2/2013	AMERIGAS - OXNARD	PROPANE SERVICE - CREEKSIDE	314.15	Community Services
85571	10/9/2013	CIRCOTEMP INC	A/C UNIT MAINT/REPAIRS	310.00	Community Services
85534	10/2/2013	QUALITY PARKING SERVICE, INC	PARKING SERVICE- CONCERT	300.00	Community Services
85541	10/2/2013	SECURAL SECURITY CORP	SECURITY- CONCERT	280.00	Community Services
85514	10/2/2013	IMMUNE CHEF	RECREATION INSTRUCTOR	252.00	Community Services
85560	10/9/2013	B & B PLUMBING & HEATING INC.	PLUMBING REPAIRS- GRAPE ARB	186.50	Community Services
85571	10/9/2013	CIRCOTEMP INC	A/C UNIT MAINT/REPAIRS	153.00	Community Services
85605	10/9/2013	WAREHOUSE OFFICE & PAPER PROD.	OFFICE SUPPLIES	74.08	Community Services
85512	10/2/2013	HOUSE SANITARY SUPPLY, INC.	JANITORIAL SUPPLIES	45.04	Community Services
85544	10/2/2013	TRI-CO EXTERMINATING CO.	PEST CONTROL SERVICES	22.50	Community Services



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Total Amount for 23 Line Item(s) from Community Services				\$20,407.28	
Finance					
85587	10/9/2013	MOSS, LEVY & HARTZHEIM	AUDIT WORK TO DATE FY 12/13	10,000.00	Finance
85588	10/9/2013	MUNISERVICES, LLC	UUT COMPLIANCE SERVICES	4,041.22	Finance
85481	10/2/2013	ADP, INC	PAYROLL PROCESSING	3,283.03	Finance
85549	10/2/2013	WAREHOUSE OFFICE & PAPER PROD.	OFFICE SUPPLIES	215.51	Finance
85549	10/2/2013	WAREHOUSE OFFICE & PAPER PROD.	OFFICE SUPPLIES	190.70	Finance
85549	10/2/2013	WAREHOUSE OFFICE & PAPER PROD.	OFFICE SUPPLIES	81.38	Finance
85549	10/2/2013	WAREHOUSE OFFICE & PAPER PROD.	OFFICE SUPPLIES	72.45	Finance
Total Amount for 7 Line Item(s) from Finance				\$17,884.29	
Klubhouse Preschool					
85571	10/9/2013	CIRCOTEMP INC	A/C UNIT MAINT/REPAIRS	2,198.00	Klubhouse Preschool
85604	10/9/2013	VLR DAIRY SERVICES	MILK/YOGURT DELIVERY	511.68	Klubhouse Preschool
85549	10/2/2013	WAREHOUSE OFFICE & PAPER PROD.	OFFICE SUPPLIES	474.26	Klubhouse Preschool
85512	10/2/2013	HOUSE SANITARY SUPPLY, INC.	JANITORIAL SUPPLIES	392.51	Klubhouse Preschool
85571	10/9/2013	CIRCOTEMP INC	A/C UNIT MAINT/REPAIRS	357.00	Klubhouse Preschool
85549	10/2/2013	WAREHOUSE OFFICE & PAPER PROD.	OFFICE SUPPLIES	93.15	Klubhouse Preschool
85597	10/9/2013	SECURAL SECURITY CORP	ALARM RESPONSE- CRKSIDE	54.00	Klubhouse Preschool
85544	10/2/2013	TRI-CO EXTERMINATING CO.	PEST CONTROL SERVICES	52.50	Klubhouse Preschool
85605	10/9/2013	WAREHOUSE OFFICE & PAPER PROD.	OFFICE SUPPLIES	50.03	Klubhouse Preschool
85486	10/2/2013	ARROWHEAD	WATER SERVICE	45.42	Klubhouse Preschool
85512	10/2/2013	HOUSE SANITARY SUPPLY, INC.	JANITORIAL SUPPLIES	-81.66	Klubhouse Preschool
Total Amount for 11 Line Item(s) from Klubhouse Preschool				\$4,146.89	
Library					
85562	10/9/2013	BASCH SUBSCRIPTIONS INC	MAGAZINE SUBSCRIPTION	5,492.70	Library
85580	10/9/2013	INFOGROUP	LICENSE RENEWAL	2,285.00	Library
85491	10/2/2013	CANON BUSINESS SOLUTIONS, INC.	COPIER SVC PROGRAM- JJM06103	846.83	Library
85533	10/2/2013	OCLC, INC.	MEMBERSHIP DUES- AUG 2013	623.31	Library
85491	10/2/2013	CANON BUSINESS SOLUTIONS, INC.	COPIER SVC PROGRAM- JJM06103	538.44	Library
85491	10/2/2013	CANON BUSINESS SOLUTIONS, INC.	COPIER SVC PROGRAM- KNF01496	441.07	Library
85561	10/9/2013	BAKER & TAYLOR	BOOKS-LIBRARY	422.40	Library



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85491	10/2/2013	CANON BUSINESS SOLUTIONS, INC.	COPIER SVC PROGRAM- SJN11213	390.63	Library
85581	10/9/2013	INGRAM LIBRARY SERVICES	BOOKS-LIBRARY	384.97	Library
85561	10/9/2013	BAKER & TAYLOR	BOOKS-LIBRARY	353.12	Library
85561	10/9/2013	BAKER & TAYLOR	BOOKS-LIBRARY	332.17	Library
85521	10/2/2013	LINCOLN NATIONAL LIFE	LIFE & DISABILITY INS- OCT 13	298.60	Library
85515	10/2/2013	INGRAM LIBRARY SERVICES	BOOKS-LIBRARY	187.41	Library
85561	10/9/2013	BAKER & TAYLOR	BOOKS-LIBRARY	171.89	Library
85595	10/9/2013	RECORDED BOOKS, LLC	BOOKS ON CD	170.70	Library
85581	10/9/2013	INGRAM LIBRARY SERVICES	BOOKS-LIBRARY	167.17	Library
85536	10/2/2013	RECORDED BOOKS, LLC	BOOKS ON CD	152.82	Library
85561	10/9/2013	BAKER & TAYLOR	BOOKS-LIBRARY	150.53	Library
85581	10/9/2013	INGRAM LIBRARY SERVICES	BOOKS-LIBRARY	85.37	Library
85581	10/9/2013	INGRAM LIBRARY SERVICES	BOOKS-LIBRARY	83.42	Library
85515	10/2/2013	INGRAM LIBRARY SERVICES	BOOKS-LIBRARY	63.22	Library
85515	10/2/2013	INGRAM LIBRARY SERVICES	BOOKS-LIBRARY	44.31	Library
85594	10/9/2013	RANDOM HOUSE, INC.	BOOKS ON CD	38.86	Library
85594	10/9/2013	RANDOM HOUSE, INC.	BOOKS ON CD	38.86	Library
85595	10/9/2013	RECORDED BOOKS, LLC	BOOKS ON CD	35.97	Library
85561	10/9/2013	BAKER & TAYLOR	BOOKS-LIBRARY	35.49	Library
85561	10/9/2013	BAKER & TAYLOR	BOOKS-LIBRARY	32.80	Library
85581	10/9/2013	INGRAM LIBRARY SERVICES	BOOKS-LIBRARY	28.45	Library
85515	10/2/2013	INGRAM LIBRARY SERVICES	BOOKS-LIBRARY	23.42	Library
85581	10/9/2013	INGRAM LIBRARY SERVICES	BOOKS-LIBRARY	19.33	Library
85581	10/9/2013	INGRAM LIBRARY SERVICES	BOOKS-LIBRARY	16.22	Library
85561	10/9/2013	BAKER & TAYLOR	BOOKS-LIBRARY	12.40	Library
85561	10/9/2013	BAKER & TAYLOR	BOOKS-LIBRARY	8.95	Library
85491	10/2/2013	CANON BUSINESS SOLUTIONS, INC.	COPIER SVC PROGRAM- KNF01496	6.63	Library
85487	10/2/2013	AT&T	TELEPHONE SERVICE	4.18	Library
Total Amount for 35 Line Item(s) from Library				\$13,987.64	

LMD #22

85600	10/9/2013	VALLEY CREST LANDSCAPE, INC.	LANDSCAPE MAINTENANCE	9,875.00	LMD #22
85600	10/9/2013	VALLEY CREST LANDSCAPE, INC.	LANDSCAPE MAINTENANCE	8,000.00	LMD #22
85600	10/9/2013	VALLEY CREST LANDSCAPE, INC.	LANDSCAPE MAINTENANCE	6,685.00	LMD #22
85520	10/2/2013	LAS VIRGENES MUNICIPAL WATER	WATER SERVICE	6,679.97	LMD #22
85520	10/2/2013	LAS VIRGENES MUNICIPAL WATER	WATER SERVICE	5,384.17	LMD #22



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85602	10/9/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	4,392.00	LMD #22
85520	10/2/2013	LAS VIRGENES MUNICIPAL WATER	WATER SERVICE	3,686.30	LMD #22
85600	10/9/2013	VALLEY CREST LANDSCAPE, INC.	LANDSCAPE MAINTENANCE	2,100.00	LMD #22
85600	10/9/2013	VALLEY CREST LANDSCAPE, INC.	LANDSCAPE MAINTENANCE	2,005.00	LMD #22
85547	10/2/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	1,593.75	LMD #22
85600	10/9/2013	VALLEY CREST LANDSCAPE, INC.	LANDSCAPE MAINTENANCE	1,200.00	LMD #22
85547	10/2/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	1,126.65	LMD #22
85602	10/9/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	943.50	LMD #22
85602	10/9/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	749.00	LMD #22
85547	10/2/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	680.79	LMD #22
85547	10/2/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	633.50	LMD #22
85547	10/2/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	618.75	LMD #22
85547	10/2/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	550.00	LMD #22
85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	489.76	LMD #22
85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	458.54	LMD #22
85600	10/9/2013	VALLEY CREST LANDSCAPE, INC.	LANDSCAPE MAINTENANCE	435.00	LMD #22
85547	10/2/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	433.49	LMD #22
85559	10/9/2013	AZTECA LANDSCAPE	LANDSCAPE MAINTENANCE	399.06	LMD #22
85600	10/9/2013	VALLEY CREST LANDSCAPE, INC.	LANDSCAPE MAINTENANCE	375.00	LMD #22
85602	10/9/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	300.00	LMD #22
85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	273.15	LMD #22
85547	10/2/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	233.48	LMD #22
85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	200.06	LMD #22
85547	10/2/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	186.00	LMD #22
85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	93.26	LMD #22
85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	82.25	LMD #22
85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	82.24	LMD #22
85521	10/2/2013	LINCOLN NATIONAL LIFE	LIFE & DISABILITY INS- OCT 13	59.02	LMD #22
85567	10/9/2013	CALABASAS PARK ESTATES	WEED ABATEMENT INSPECTION	39.81	LMD #22
Total Amount for 34 Line Item(s) from LMD #22				\$61,043.50	

LMD #24

85546	10/2/2013	VANDERGEEST LANDSCAPE CARE INC	LANDSCAPE MAINTENANCE	4,753.24	LMD #24
85601	10/9/2013	VANDERGEEST LANDSCAPE CARE INC	LANDSCAPE MAINTENANCE	2,640.00	LMD #24
85601	10/9/2013	VANDERGEEST LANDSCAPE CARE INC	LANDSCAPE MAINTENANCE	300.00	LMD #24
85582	10/9/2013	INNOVATIVE ELECTRIC INC	ELECTRICAL REPAIR	176.00	LMD #24



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85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	59.54	LMD #24
85521	10/2/2013	LINCOLN NATIONAL LIFE	LIFE & DISABILITY INS- OCT 13	4.21	LMD #24
Total Amount for 6 Line Item(s) from LMD #24				\$7,932.99	
<u>LMD #27</u>					
85546	10/2/2013	VANDERGEEST LANDSCAPE CARE INC	LANDSCAPE MAINTENANCE	1,089.14	LMD #27
85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	26.24	LMD #27
85521	10/2/2013	LINCOLN NATIONAL LIFE	LIFE & DISABILITY INS- OCT 13	1.06	LMD #27
Total Amount for 3 Line Item(s) from LMD #27				\$1,116.44	
<u>LMD #32</u>					
85546	10/2/2013	VANDERGEEST LANDSCAPE CARE INC	LANDSCAPE MAINTENANCE	1,800.71	LMD #32
85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	50.83	LMD #32
85521	10/2/2013	LINCOLN NATIONAL LIFE	LIFE & DISABILITY INS- OCT 13	1.06	LMD #32
Total Amount for 3 Line Item(s) from LMD #32				\$1,852.60	
<u>LMD 22 - Common Benefit Area</u>					
85520	10/2/2013	LAS VIRGENES MUNICIPAL WATER	WATER SERVICE	40,189.22	LMD 22 - Common Benefit Area
85528	10/2/2013	MARINE BIOCHEMISTS OF CA INC	LAKE MAINTENANCE	11,500.00	LMD 22 - Common Benefit Area
85547	10/2/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	7,437.76	LMD 22 - Common Benefit Area
85602	10/9/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	4,312.50	LMD 22 - Common Benefit Area
85602	10/9/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	2,448.66	LMD 22 - Common Benefit Area
85547	10/2/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	2,425.00	LMD 22 - Common Benefit Area
85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	1,996.91	LMD 22 - Common Benefit Area
85582	10/9/2013	INNOVATIVE ELECTRIC INC	ELECTRICAL REPAIR	1,994.00	LMD 22 - Common Benefit Area
85602	10/9/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	1,707.00	LMD 22 - Common Benefit Area
85547	10/2/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	1,276.48	LMD 22 - Common Benefit Area
85602	10/9/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	948.00	LMD 22 - Common Benefit Area
85602	10/9/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	700.00	LMD 22 - Common Benefit Area
85602	10/9/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	679.68	LMD 22 - Common Benefit Area
85602	10/9/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	675.00	LMD 22 - Common Benefit Area
85602	10/9/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	616.00	LMD 22 - Common Benefit Area
85547	10/2/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	563.26	LMD 22 - Common Benefit Area
85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	516.34	LMD 22 - Common Benefit Area



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85547	10/2/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- LMD	374.80	LMD 22 - Common Benefit Area
85521	10/2/2013	LINCOLN NATIONAL LIFE	LIFE & DISABILITY INS- OCT 13	18.97	LMD 22 - Common Benefit Area
Total Amount for 19 Line Item(s) from LMD 22 - Common Benefit Area				\$80,379.58	
<u>Media Operations</u>					
85517	10/2/2013	KNOWLEDGENET	COMPUTER SOFTWARE	2,885.00	Media Operations
85532	10/2/2013	NICKERSON/LAURA//	CTV HOST SERVICES	2,100.00	Media Operations
85558	10/9/2013	AT&T	TELEPHONE SERVICE	1,681.36	Media Operations
85599	10/9/2013	SOLID WASTE SOLUTIONS, INC	FILM PERMITS/SERVICES	1,400.00	Media Operations
85508	10/2/2013	GRANICUS INC.	WEB ARCHIVING SERVICE	750.00	Media Operations
85549	10/2/2013	WAREHOUSE OFFICE & PAPER PROD.	OFFICE SUPPLIES	557.99	Media Operations
85530	10/2/2013	MEGAPATH CORPORATION	DSL SERVICE	332.70	Media Operations
Total Amount for 7 Line Item(s) from Media Operations				\$9,707.05	
<u>Non-Departmental</u>					
85537	10/2/2013	ROTARY CLUB OF CALABASAS	NEIGHBORS IN NEED PROGRAM	25,000.00	Non-Departmental
85488	10/2/2013	CALABASAS CHAMBER OF COMMERCE	FY 13/14 CHAMBER SERVICES	16,000.00	Non-Departmental
85597	10/9/2013	SECURAL SECURITY CORP	PARKING ENFORCEMENT	2,775.00	Non-Departmental
85583	10/9/2013	IRON MOUNTAIN	STORAGE SERVICES	2,755.58	Non-Departmental
85497	10/2/2013	CR PRINT	STOCK - ENVELOPES	1,319.99	Non-Departmental
85492	10/2/2013	CANON FINANCIAL SERVICES INC	CANON COPIER LEASES	518.19	Non-Departmental
85486	10/2/2013	ARROWHEAD	WATER SERVICE	371.41	Non-Departmental
85526	10/2/2013	MAILFINANCE	POSTAGE METER LEASE	339.30	Non-Departmental
85549	10/2/2013	WAREHOUSE OFFICE & PAPER PROD.	OFFICE SUPPLIES	307.05	Non-Departmental
85490	10/2/2013	CALIFORNIA JPIA	CPR TRAINING	150.00	Non-Departmental
85494	10/2/2013	CONEJO AWARDS	NAME BADGES	27.95	Non-Departmental
85502	10/2/2013	FEDERAL EXPRESS CORP.	COURIER SERVICE	23.22	Non-Departmental
Total Amount for 12 Line Item(s) from Non-Departmental				\$49,587.69	
<u>Payroll</u>					
85521	10/2/2013	LINCOLN NATIONAL LIFE	LIFE & DISABILITY INS- OCT 13	4,122.65	Payroll
85509	10/2/2013	GROVEMAN/BARRY//	HEALTH INS REIMB (RETIREE)	2,065.50	Payroll
85511	10/2/2013	HILL/BOB//	HEALTH INS REIMB (RETIREE)	1,954.44	Payroll
85493	10/2/2013	CATE/CHARLES R.//	HEALTH INS REIMB (RETIREE)	1,730.22	Payroll



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85523	10/2/2013	LOPATA/MARVIN//	HEALTH INS REIMB (RETIREE)	1,730.22	Payroll
85550	10/2/2013	WASHBURN/DENNIS//	HEALTH INS REIMB (RETIREE)	1,730.22	Payroll
85504	10/2/2013	FOLEY/KARYN//	HEALTH INS REIMB (RETIREE)	1,567.92	Payroll
Total Amount for 7 Line Item(s) from Payroll				\$14,901.17	
<u>Police / Fire / Safety</u>					
85518	10/2/2013	L.A. CO. DEPT. OF ANIMAL CARE	ANIMAL HOUSING SVCS- AUG 2013	4,417.93	Police / Fire / Safety
85519	10/2/2013	L.A. CO. SHERIFF'S DEPT.	SHERIFF SVCS- THE OAKS	1,823.58	Police / Fire / Safety
85519	10/2/2013	L.A. CO. SHERIFF'S DEPT.	SHERIFF SVCS- PARK EST	911.79	Police / Fire / Safety
85519	10/2/2013	L.A. CO. SHERIFF'S DEPT.	SHERIFF SVCS- VIEWPOINT	282.34	Police / Fire / Safety
Total Amount for 4 Line Item(s) from Police / Fire / Safety				\$7,435.64	
<u>Public Works</u>					
85489	10/2/2013	CALIFORNIA CIVIL ENGINEERING	CATCH BASIN CLEANING	19,896.46	Public Works
85547	10/2/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- PARKS	15,388.94	Public Works
85586	10/9/2013	LAS VIRGENES MUNICIPAL WATER	WATER SERVICE	8,724.92	Public Works
85572	10/9/2013	COUNTY OF LOS ANGELES	CONTRACT SERVICES	7,341.63	Public Works
85546	10/2/2013	VANDERGEEST LANDSCAPE CARE INC	LANDSCAPE MAINTENANCE	7,307.96	Public Works
85520	10/2/2013	LAS VIRGENES MUNICIPAL WATER	WATER SERVICE	4,755.88	Public Works
85591	10/9/2013	NEWBURY PARK TREE SERVICE INC	TREE TRIMMING/REMOVAL SVCS	4,466.00	Public Works
85496	10/2/2013	COUNTY OF LOS ANGELES	CONTRACT SERVICES	2,885.23	Public Works
85552	10/2/2013	WILHELM/RICHARD//	FIELD INVESTIGTN/DRAFTING SVCS	2,750.00	Public Works
85600	10/9/2013	VALLEY CREST LANDSCAPE, INC.	LANDSCAPE MAINTENANCE	2,400.00	Public Works
85545	10/2/2013	VALLEY CREST LANDSCAPE, INC.	LANDSCAPE MAINTENANCE	2,324.58	Public Works
85601	10/9/2013	VANDERGEEST LANDSCAPE CARE INC	LANDSCAPE MAINTENANCE	1,134.00	Public Works
85606	10/9/2013	ZOLOTAREVA/ANNA//	ENGINEER CONSULTING	1,120.00	Public Works
85586	10/9/2013	LAS VIRGENES MUNICIPAL WATER	WATER SERVICE	1,000.88	Public Works
85535	10/2/2013	RAINBOW SIGNS INC	CAR WASH STICKERS	996.25	Public Works
85602	10/9/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- PARKS	816.00	Public Works
85596	10/9/2013	SANCHEZ/MARK L.//	INSPECTION SERVICES	680.00	Public Works
85539	10/2/2013	SANCHEZ/MARK L.//	INSPECTION SERVICES	680.00	Public Works
85503	10/2/2013	FEHR & PEERS	CONSULTING SVCS- BIKE LANE	660.96	Public Works
85602	10/9/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- PARKS	636.00	Public Works
85602	10/9/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- PARKS	440.00	Public Works
85591	10/9/2013	NEWBURY PARK TREE SERVICE INC	TREE TRIMMING/REMOVAL SVCS	370.00	Public Works



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85591	10/9/2013	NEWBURY PARK TREE SERVICE INC	TREE TRIMMING/REMOVAL SVCS	240.00	Public Works
85501	10/2/2013	FARASSATI/ALEX//	GIFT CERT-RECYCLE COLOR CONTST	200.00	Public Works
85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	164.52	Public Works
85495	10/2/2013	COUNTY CLERK, CO. OF L.A.	NOE FILING FEE- CEQA	75.00	Public Works
85520	10/2/2013	LAS VIRGENES MUNICIPAL WATER	WATER SERVICE	42.37	Public Works
85480	10/2/2013	ACCURATE REPROGRAPHICS, INC.	COPY/PRINTING SERVICE	40.61	Public Works
85480	10/2/2013	ACCURATE REPROGRAPHICS, INC.	COPY/PRINTING SERVICE	13.08	Public Works
Total Amount for 29 Line Item(s) from Public Works				\$87,551.27	

Recoverable / Refund / Liability

85553	10/3/2013	PETTY CASH	PETTY CASH- PUMPKIN FEST	15,000.00	Recoverable / Refund / Liability
85484	10/2/2013	ALL AMERICAN ASPHALT	2013 CITYWIDE OVERLAY (RET)	11,254.36	Recoverable / Refund / Liability
85484	10/2/2013	ALL AMERICAN ASPHALT	2013 CITYWIDE OVERLAY (RET)	6,348.00	Recoverable / Refund / Liability
85506	10/2/2013	GONZALEZ/LIDIA//	EMPLOYEE COMPUTER LOAN	789.98	Recoverable / Refund / Liability
85575	10/9/2013	DEPARTMENT OF CONSERVATION	3RD QUARTER 2013 SMIP FEE	381.21	Recoverable / Refund / Liability
85568	10/9/2013	CALIFORNIA BUILDING STANDARDS	3RD QTR 2013 GREEN BLDG	286.20	Recoverable / Refund / Liability
85505	10/2/2013	FRANCHISE TAX BOARD	WAGE GARNISHMENT- 9/20/13	159.79	Recoverable / Refund / Liability
85590	10/9/2013	NESIS/ELLY//	RECREATION REFUND	145.00	Recoverable / Refund / Liability
85524	10/2/2013	LYNCH/KRISTINA//	REFUND PUMPKIN FESTIVAL	110.00	Recoverable / Refund / Liability
85510	10/2/2013	HARSHFIELD/RACHEL//	REFUND PUMPKIN FESTIVAL	110.00	Recoverable / Refund / Liability
85538	10/2/2013	ROTH/CINDY//	RECREATION REFUND	78.75	Recoverable / Refund / Liability
85542	10/2/2013	STATE DISBURSMENT	WAGE GARNISHMENT- 9/20/13	75.11	Recoverable / Refund / Liability
85525	10/2/2013	MADAEN/KHONGORZUL//	RECREATION REFUND	48.00	Recoverable / Refund / Liability
Total Amount for 13 Line Item(s) from Recoverable / Refund / Liability				\$34,786.40	

Tennis & Swim Center

85531	10/2/2013	NEWBURY PARK TREE SERVICE INC	TREE DAMAGE T&SC- 9/14/13	13,640.00	Tennis & Swim Center
85566	10/9/2013	BROWN & BROWN FENCE CO	TREE DAMAGE T&SC- 9/14/13	8,561.00	Tennis & Swim Center
85516	10/2/2013	INNER-I ...SECURITY IN FOCUS	ADA SWING GATE (PO)	7,300.00	Tennis & Swim Center
85520	10/2/2013	LAS VIRGENES MUNICIPAL WATER	WATER SERVICE	5,541.52	Tennis & Swim Center
85499	10/2/2013	DEAN STEWART CONSTRUCTION	PAINTING	2,695.00	Tennis & Swim Center
85574	10/9/2013	DEAN STEWART CONSTRUCTION	REPLACE SEAT BACK RESTS	2,600.00	Tennis & Swim Center
85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	2,181.87	Tennis & Swim Center
85516	10/2/2013	INNER-I ...SECURITY IN FOCUS	ADA SWING GATE INSTALLATION	1,000.00	Tennis & Swim Center
85592	10/9/2013	NJP SPORTS INC.	TREE DAMAGE T&SC- 9/14/13	850.00	Tennis & Swim Center



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85564	10/9/2013	BOB'S LOCKSMITH SHOP	KEY/LOCK REPAIRS- T&SC	763.23	Tennis & Swim Center
85570	10/9/2013	CASAS ORAMAS/JORGE//	FITNESS EQUIPMENT REPAIRS	517.72	Tennis & Swim Center
85551	10/2/2013	WATERLINE TECHNOLOGIES INC	POOL CHEMICALS	511.86	Tennis & Swim Center
85551	10/2/2013	WATERLINE TECHNOLOGIES INC	POOL CHEMICALS	504.56	Tennis & Swim Center
85551	10/2/2013	WATERLINE TECHNOLOGIES INC	POOL CHEMICALS	457.80	Tennis & Swim Center
85500	10/2/2013	DNA ELECTRIC	ELECTRICAL REPAIRS	231.00	Tennis & Swim Center
85544	10/2/2013	TRI-CO EXTERMINATING CO.	PEST CONTROL SERVICES	230.00	Tennis & Swim Center
85521	10/2/2013	LINCOLN NATIONAL LIFE	LIFE & DISABILITY INS- OCT 13	155.29	Tennis & Swim Center
85522	10/2/2013	LITTLEJOHN COMMUNICATIONS INC	PAY PHONE SVC- JUL-SEPT 2013	90.00	Tennis & Swim Center
85557	10/9/2013	ALLIANT INSURANCE SERVICES INC	SPECIAL EVENTS INS- T&SC	81.00	Tennis & Swim Center
85541	10/2/2013	SECURAL SECURITY CORP	ALARM RESPONSE- T&SC	54.90	Tennis & Swim Center
85521	10/2/2013	LINCOLN NATIONAL LIFE	LIFE & DISABILITY INS- OCT 13	49.14	Tennis & Swim Center
85585	10/9/2013	KISHIMOTO/RAINE//	REIMB MILEAGE - SEP 2013	22.04	Tennis & Swim Center
85483	10/2/2013	AIRGAS- WEST	TC HELIUM	21.03	Tennis & Swim Center
Total Amount for 23 Line Item(s) from Tennis & Swim Center				\$48,058.96	

Transportation

85513	10/2/2013	HUITT-ZOLLARS INC	CONSTRUCTION SVCS-LOST HILLS	72,309.57	Transportation
85589	10/9/2013	MV TRANSPORTATION, INC.	SHUTTLE SERVICES - JUL 13	11,584.36	Transportation
85589	10/9/2013	MV TRANSPORTATION, INC.	SHUTTLE SERVICES - JUL 13	10,679.19	Transportation
85543	10/2/2013	TAFT ELECTRIC COMPANY	TRAFFIC SIGNALS	10,358.44	Transportation
85479	10/2/2013	A2B TRANSPORTATION COMPANY LLC	DIAL-A-RIDE SEPT 2013	10,135.71	Transportation
85529	10/2/2013	MARK IV CONSULTING INC	CITY ENGINEERING SERVICES	9,487.50	Transportation
85589	10/9/2013	MV TRANSPORTATION, INC.	SHUTTLE SERVICES - JUL 13	6,920.21	Transportation
85589	10/9/2013	MV TRANSPORTATION, INC.	SHUTTLE SERVICES - JUL 13	4,849.87	Transportation
85527	10/2/2013	MALIBU CANYON SHELL	FUEL CHARGES- SEP 2013 (1/2)	4,846.55	Transportation
85589	10/9/2013	MV TRANSPORTATION, INC.	SHUTTLE SERVICES - JUL 13	3,022.27	Transportation
85556	10/9/2013	ALL CITY MANAGEMENT SVCS, INC.	SCHOOL CROSSING GUARD SVCS	2,897.13	Transportation
85576	10/9/2013	DIAMOND WEST ENGINEERING, INC	ENGINEER CONSULTING	1,875.00	Transportation
85554	10/3/2013	SOUTHERN CALIFORNIA EDISON	ELECTRIC SERVICE	1,864.49	Transportation
85547	10/2/2013	VENCO WESTERN, INC.	LANDSCAPE MAINTENANCE- CIP	1,250.67	Transportation
85589	10/9/2013	MV TRANSPORTATION, INC.	SHUTTLE SERVICES - JUL 13	1,054.23	Transportation
85543	10/2/2013	TAFT ELECTRIC COMPANY	CONDUIT (PO)	1,007.60	Transportation
85593	10/9/2013	ORANGE COAST TITLE COMPANY	TITLE REPORT	1,000.00	Transportation
85589	10/9/2013	MV TRANSPORTATION, INC.	SHUTTLE FUEL COST- JUL 13	591.89	Transportation
85589	10/9/2013	MV TRANSPORTATION, INC.	SHUTTLE SERVICES - JUL 13	582.41	Transportation



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85593	10/9/2013	ORANGE COAST TITLE COMPANY	TITLE REPORT	500.00	Transportation
85593	10/9/2013	ORANGE COAST TITLE COMPANY	TITLE REPORT	500.00	Transportation
85576	10/9/2013	DIAMOND WEST ENGINEERING, INC	ENGINEER CONSULTING	156.60	Transportation
85589	10/9/2013	MV TRANSPORTATION, INC.	SHUTTLE SERVICES - JUL 13	152.64	Transportation
85496	10/2/2013	COUNTY OF LOS ANGELES	CONTRACT SERVICES	36.36	Transportation
Total Amount for 24 Line Item(s) from Transportation				\$157,662.69	
GRAND TOTAL for 293 Line Items				\$655,799.12	

FUTURE AGENDA ITEMS

Department Agenda Headings Agenda Title/Future Agenda

13-Nov

CD	New Business	Horizon 55 – Final Map Approval
CD	New Business	Building Code Update
PW	New Business	Survey of City streets for missing address numbers

Future Items:

Council	New Business	Council Protocols
CC	Presentation	MRT presentation
CD	New Business	Development Code Minor Fix Items
PW	New Business	Bus/trolley weekend ridership
Various	New Business	City notification procedures and outreach
CD	New Business	Overview of CEQA process
CD	New Business	Craftman's Corner Annexation Resolution
CD	Consent	Community Development annual report
CD	Public Hearing	Fee schedule for scanning of documents
CC	New Business	Commissions' Ordinance updates
CC	New Business	Voter outreach program
PW	Presentation	Lost Hills project updates
PW	New Business	Stormwater permit quarterly update
PW	New Business	Park Sorrento Traffic Calming update
PW	New Business	Rodenticide public outreach via Environmental Commission

2013 CITY COUNCIL MEETING DATES

27-Nov - Cancelled - First Day of Hanukkah
11-Dec
25-Dec - Cancelled